

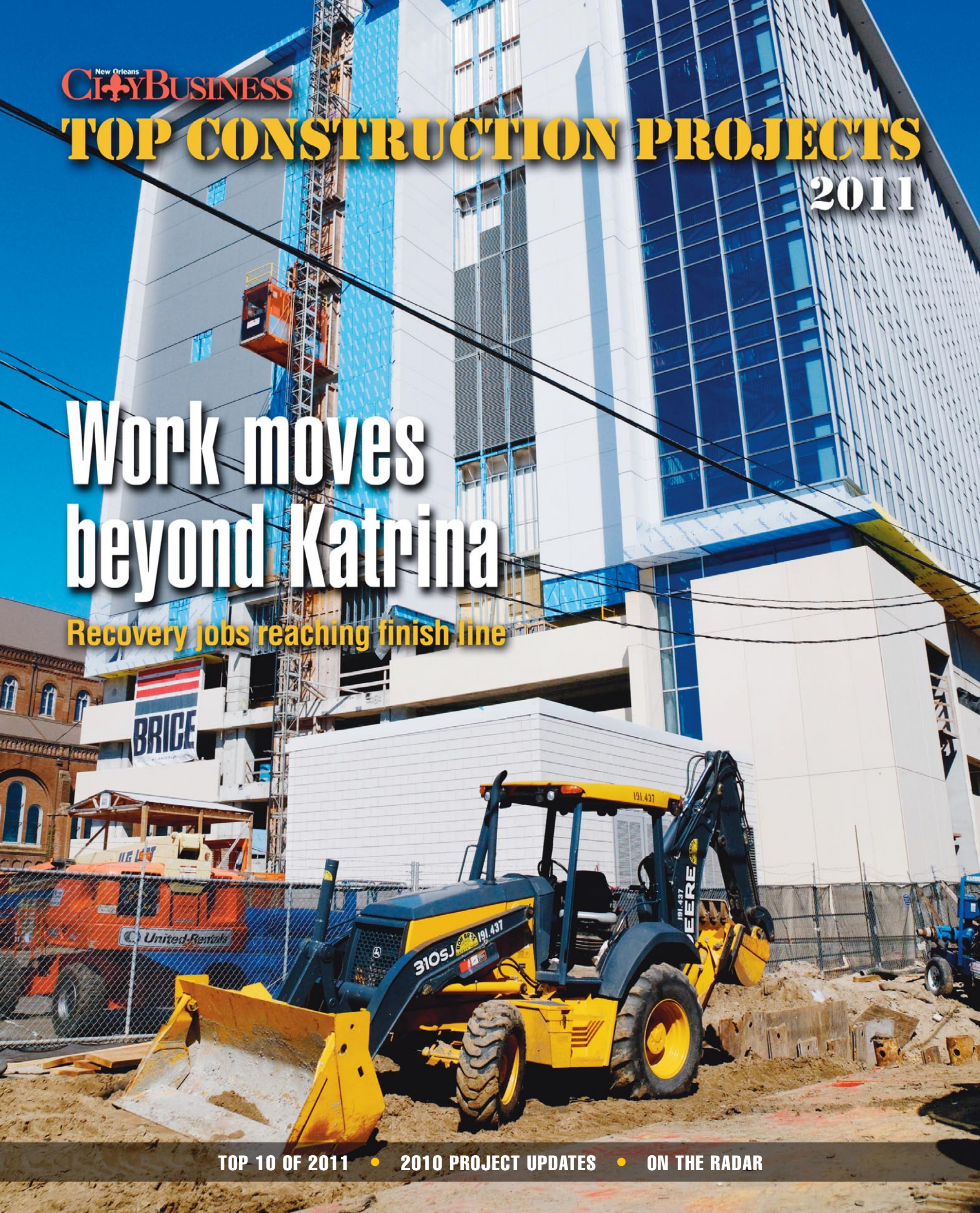
New Orleans
CITY BUSINESS

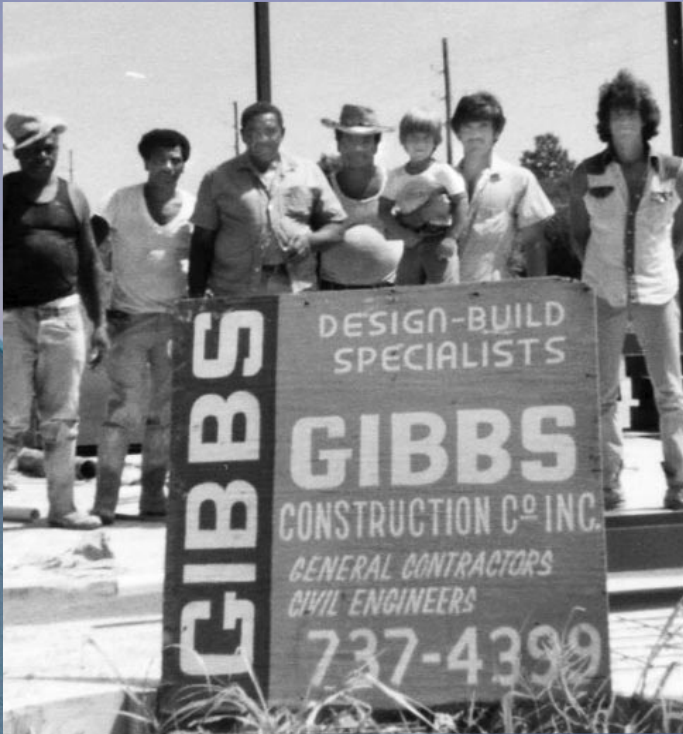
TOP CONSTRUCTION PROJECTS

2011

Work moves beyond Katrina

Recovery jobs reaching finish line





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Introduction

2011 a milestone for several major Katrina projects

Take a good look at this year's Top 10 Construction Projects list because 2012 will bring some major changes to the lineup.

After nearly five years of tracking storm protection upgrades with Task Force Hope, the Twin Span rebuild, and repairs and improvements to the Louisiana Superdome, officials expect to finally deem those projects complete later this year.

With those three undertakings departing the list, only two other Hurricane Katrina recovery jobs started shortly after the storm — rebuilds of public schools and public housing in New Orleans — remain in the Top 10.

While the majority of the 2010 lineup stayed intact this year, work has finally started on the new Veterans Affairs hospital, another Katrina-related project. Expect that facility and the new University Medical Center teaching hospital to make a home on the list starting next year.

The total cost of the Top 10 projects in 2011 is roughly \$23.8 billion, just a little more than the record \$23.7 billion represented in the 2010 list.

But assigning an accurate cost to these projects is nearly impossible. Estimated totals change with the wind as the economic downturn, combined with community and governmental hurdles, take their toll on many projects. Many of the jobs highlighted in this year's issue are being done in phases, which makes it even more difficult to stay within budget — and on schedule — as prices for labor and construction materials increase.

For example, the forecasted cost for repairs and upgrades to Louisiana Highway 1 in lower Lafourche Parish, a job that started in 2007, has increased about \$100 million. The project doesn't have an expected completion date as it waits for federal funding.

Meanwhile, the price to rebuild public housing in New Orleans has increased about \$200 million.

Looking through the "Progress Report" section, upgrades at the Napoleon Avenue container terminal are still waiting for government funding, while expansion of Orleans Parish Prison is still tied up as the exact size of the new facility is finalized. Four other projects are moving ahead as scheduled courtesy of dedicated public and private dollars.

On the horizon, three major projects are moving ahead after receiving the necessary approvals and money to begin work, while two — redevelopment plans for the Mississippi River Gulf Outlet and improvements to the Inner Harbor Navigational Canal lock system — continue to wait for funding and approval.

While it's impossible to provide a glimpse at every construction project in the region, the ones profiled here are vital to our everyday life and make up the core of our communities: transportation, energy, education, storm protection, residential needs, community safety and the military.

Not only do they provide much-needed jobs, they are economic drivers for the region and make us more competitive when it comes to attracting new business.

Hopefully, others will take note of the progress. •

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Influx of projects creates competition for local industry

The south Louisiana construction landscape is brimming with activity. And much to the chagrin of local construction firms, contractors throughout the country know it.

By Autumn Cafiero Giusti
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With federal money for Hurricane Katrina recovery rolling in, there's a glut of work calling for bidders. But that means more competition for the local guys. A tough national economy combined with a

surplus of work has lured out-of-state contractors, who are otherwise starved for work, to vie for those projects.

"Most projects are having long lists of bidders, and people are very hungry for replacement work. There are many more players here from other places than I've ever experienced in my career," said Robert Boh, president of Boh Bros. Construction Co. in New Orleans. "Other cities don't have a recovery market like we do. So because of the economy, they've had to go elsewhere to keep their organizations intact."

For public projects, bid lists have had on the order of eight to 14 contractors for a project, said Ken Naquin, CEO of Louisiana Associated General Contractors.

The industry saw post-Katrina work pick up steam in 2010 and is riding that momentum through this year.

continued on page 6



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continued from page 5

Flood protection projects continue to be on a fast track, especially with the U.S. Army Corps of Engineers racing to meet its deadline to complete the New Orleans area's \$15 billion 100-year storm protection system by June 1. The corps calls the system the largest public works project ever.

"They have \$4 billion left to let, and they're determined to make that deadline," Naquin said.

The \$1.8 billion rebuild of New Orleans public schools and the \$118 million South Louisiana Submerged Roads program have also brought more federally funded work into Orleans, Jefferson and St. Bernard parishes.

Despite the abundance of public projects, private work here has been hard to come by. The economic downturn is still putting a squeeze on the private sector and its building efforts.

"There continues to be little new construction work that is not a public project or has some form of public money in it," Boh said.

Private entities that have sought out financing for their construction projects have come up short.

"Wall Street's just not turning any money loose," Naquin said. "I've seen quite a few developments on the books in New Orleans, but the financing is just not coming through."

Boh remains cautiously optimistic about the availability of private projects later this year.

"Hopefully, the economy will improve to the point that we'll see more privately financed

construction, although I don't think it will be in the first six months of the year," Boh said.

Between the economy and the competitive environment, builders have had to get creative to maintain their workflow levels. Contractors say they have been making up for lost private work with extra public work. And commercial building companies have been looking at heavy construction projects to supplement their work.

"So you're seeing people cross over from one construction market to another," Boh says.

Although plump contracts can be one of the perks of publicly funded projects, slow payments have been one of the drawbacks, contractors say.

"Getting paid in a timely manner by public entities is always an issue," Naquin said.

The situation has improved in New Orleans to some degree since the inauguration of Mayor Mitch Landrieu last spring, Naquin said.

"They've been working with us to find the cause of the delays," he said. "It's still problematic, but we're seeing better payment. And at least we have an open-door policy where we can talk to them about the issues."

In terms of other challenges local contractors face, the need for a skilled work force continues to plague the industry, said Angela Latino-Geier, president and CEO of the Associated Builders and Contractors New Orleans chapter.

That's especially the case where commercial and industrial construction is concerned. With more baby boomers reaching retirement

age, laborers, welders, pipe fitters, carpenters and electricians are all in short supply.

"That's been a challenge, and it's going to continue to be a challenge for awhile," she said.

ABC has been working with high school students to recruit them for a high-paying job in a plant or with a commercial contracting firm. The organization also offers training to the general public through its work force development program. ABC graduates 75 to 100 people a year from its New Orleans/Bayou Chapter Training Campus in St. Rose.

"I don't think there are enough local young adults who are taking part in the training," Latino-Geier said. "We have a six-acre campus and have the ability to train more. It's just making people aware of their opportunities."

What Geier says is baffling is that she has seen high school and college-age adults leave the state to work for other contractors, while individuals from out of state have come in to take New Orleans area jobs.

"Some of the leading contracting positions are right here in New Orleans," Latino-Geier said.

Still, contractors maintain a positive outlook about New Orleans area construction in the months to come.

"From an industry standpoint, in the metro area, we're looking forward to 2011," Naquin said. "I think it has a lot of hope."•



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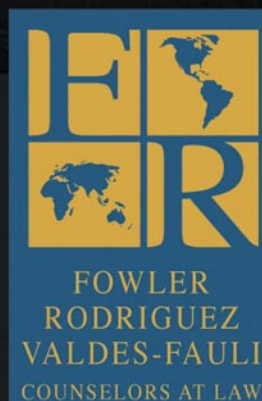
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TOP 10 CONSTRUCTION PROJECTS

1

Task Force Hope

\$14.6 billion

The next Atlantic hurricane season could test a vast, new U.S. Army Corps of Engineers system to protect the New Orleans area from hurricanes. Work on the Hurricane and Storm Damage Risk Reduction System, which falls under the agency's \$14.6 billion Task Force Hope project for the region, should be finished on schedule by June 1.

By Susan Buchanan
Contributing Writer
mail@nopg.com

"We've applied the best science and engineering available in our systems approach to building the Hurricane and Storm Damage Risk Reduction System," said Mike Park, New Orleans-based chief of Task Force Hope.

The project started in 2006 after "de-watering" and debris removal in the region following Katrina. None of the city's pump stations were working at that time. Since then, pump stations have been repaired and storm-proofed.

Engineers raised levees and replaced many concrete, I-shaped flood walls with T- and L-shaped walls, using steel-support beams that extend as much as 120 feet below sea level. The corps closed the Mississippi River Gulf Outlet shipping corridor by installing a rock blockade two years ago.

Along with reinforced levees, the new system includes surge barriers, state-of-the-art pump stations and coffer dams spanning 350 miles in five parishes. Safe rooms, which house employees who open and shut floodgates, can withstand 250 mph winds. Coffers were built as enclosed structures to provide working environments in water.

"The greater New Orleans area now has the best perimeter defense against hurricane storm surge in any time in its history," Park said.

Key features include the West Closure Complex, the

Project description: perimeter defense against hurricane storm surge in the Greater New Orleans area

Owner/developer: U.S. Army Corps of Engineers

Project manager: Mike Park

Start date: 2006

Completion date: June 1. Construction will continue beyond June 1 to complete the entire system, including armoring of levees, permanent pumps at outfall canals and the Southeast Louisiana Urban Flood Control project.

Peak construction employment: more than 1,000 between 2010 and 2011

General contractors: 71 prime contractors have worked on the project. Of the 389 total contracts, 109 of which are 100-year contracts, 304 have been awarded, 93 are completed and one is under construction

Subcontractors: not available



The U.S. Army Corps of Engineers is putting the finishing touches on the West Closure Complex in Belle Chasse. The pump station is the largest in the world and can empty enough water to fill an Olympic swimming pool in several seconds.

world's largest pump station, with 11 pumps that can empty out enough water to fill an Olympic swimming pool in several seconds. The new Inner Harbor Navigation Surge Barrier stretches 1.8 miles across the confluence of the Gulf Intracoastal Waterway and the MRGO and is the largest of its kind in the world. The 25- to 26-foot high structure can withstand a storm surge from a 1-in-100 year storm and is designed for some "overtopping" or water scaling its heights.

"Many factors have enabled the corps to move forward over the past five years, including two administrations in Washington, congressional commitment to hurricane storm damage and risk reduction efforts, a fully funded construction

program, partnerships and extensive public input," Park said.

More than 70 prime contractors, many of them local companies, were engaged in multiple projects and their need for building materials helped many local and national suppliers. Contractors used enough steel in the Inner Harbor surge barrier to build eight Eiffel Towers, corps spokesman Wade Habshey said.

Task Force Hope will retain staff beyond June for continuing construction. In one extended project, the corps will add more soil to the region's levees in periodic "lifts" to combat subsidence or sinking. The agency wants to avoid earlier dangers, evident when Katrina struck, from levees that stood nearly two feet lower than their original elevations. •



Site preparation is under way for the new Mildred C. Osborne Elementary School, one of seven public elementary schools under construction in Orleans Parish.

TOP 10 CONSTRUCTION PROJECTS

2 New Orleans public school rebuild

\$1.8 billion

Project description: a six-phase plan to rebuild Orleans Parish Public Schools damaged by Hurricane Katrina
Start date: June 3, 2008
Expected completion date: 2016 or 2017
Peak construction employment: estimated 25,000 full-time construction jobs through the life of the project
Owner/developer: Recovery School District
Project manager: Jacobs/CSRS

Eight schools are under construction and slated for occupancy by 2012, adding to seven already built or renovated in the roughly \$1.8 billion project to rebuild Orleans Parish schools damaged in Hurricane Katrina and the subsequent levee breaches.

The construction is part of the school facilities master plan's first phase, which includes 17 new schools and the renovation of 13 existing properties in response to changing demographics and educational needs throughout the parish.

Construction was scheduled to begin in February at a ninth school, Colton Elementary, according to the Recovery School District, which is responsible for implementing the plan with the cooperation of the Board of Elementary and Secondary Education and the Orleans Parish School Board.

Bienville, Crocker, Parkview, Osborne, Frantz, Williams, Woodson and Hynes elementary schools are under construction. An additional nine facilities — Carver, Livingston, McDonogh

35, McMinn and Washington high schools, and Audubon, Harte, Woods and Wheatley elementary schools — are in the design phase.

The first phase of the project increased in cost in the past year from an original estimate of just more than \$631 million to a high of \$838.3 million, according to the 2010 second and third quarterly reports from project manager Jacobs/CSRS.

The largest budget adjustments were made to the new Booker T. Washington High School, increasing from \$35 million to \$60.4 million. Renovations at Charles Colton Elementary School jumped from \$24.3 million to \$39.8 million and construction of Edward Hynes Elementary increased from \$12.7 million to \$26.2 million.

Projects already under way total \$347.7 million, according to RSD reports.

Ramsey Green, RSD chief operating officer, said changes in cost occurred because the original master plan was based on rough estimates and is reviewed every two years.

By Diana Chandler
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Work is expected to wrap up in September on a \$150 million project to build a two-lane elevated segment of Louisiana Highway 1 from the Leeville Bridge north to Louisiana Highway 3090.

Phase by phase

Phase 1A: A \$150 million project expected to be complete in September to build a two-lane elevated highway south of the Leeville Bridge to Louisiana Highway 3090 that will be about 7 miles long and 40 feet wide.

Phases 1B and 1C: A \$170 million combined project was completed in July 2009 to replace the Leeville Bridge with a two-lane, fixed span bridge. It included two-lane interchanges and connector roads north and south of the bridge.

Phase 1D: An \$8 million project was completed in July 2009 that included a customer service center in Golden Meadow, kiosk network, open-road tolling equipment and intelligent transportation systems.

Phase 2: Funds have not been allocated for this \$360 million project to elevate about 9 miles of highway from Leeville to Golden Meadow.

Phase 3: No funds have been secured for a \$380 million project to continue Louisiana Highway 3235 for about 19 miles from Larose north to U.S. Highway 90.

Phase 4: This \$580 million project to add an elevated two-lane highway between Golden Meadow and Port Fourchon does not have dedicated funding.

Source: CityBusiness staff research

TOP 10 CONSTRUCTION PROJECTS

3 La. Highway 1 upgrades

\$1.54 billion

Project description: elevating and upgrading Louisiana Highway 1 between U.S. Highway 90 and Port Fourchon

Start date: 2007

Expected completion date: unknown

Peak construction employment: unknown

Owner/developer: Louisiana Department of Transportation and Development

Project manager: Gary Gisclair (Phase 1A)

General contractor: James Construction Group (Phase 1A)

Top three subcontractors: QPL Inc., PAC Unlimited Inc., Transport Services (Phase 1A)

With the first major phase of Louisiana Highway 1 upgrades finished and the second section scheduled to open in September, the focus remains on funding for the remainder of the project.

“By late September, people will be driving on 11 miles of elevated highway from Port Fourchon to Leeville,” said Henri Boulet, executive director of the nonprofit LA 1 Coalition, which is working for the improvements. “But that’s the only actual construction going on right now.”

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

The project missed out on nearly \$300 million in stimulus money last year that was expected to pay for the remainder of the phase under construction. Instead, officials had to rely on discretionary funding and other state and federal appropriations, said Boulet, who was in Washington, D.C., seeking money to complete Phase 2.

By Christian Moises
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Nearly \$3.5 million in preconstruction work has started on the second phase, a \$360 million project to elevate about 9 miles of highway from Leeville to Golden Meadow. In addition to securing 21 right-of-ways from property owners along the corridor, which is expected to be complete by July, workers are focused on geotechnical work, drilling every 200 feet to make sure the pilings that will be installed can withstand a 1-in-100 year storm surge.

A timeframe for work after that is completed is unknown. “We’re still not sure where the funding is going to come from,” Boulet said.

Tim Nickel, senior project manager for the Louisiana Department of Transportation and Development and the point man for the second phase, said one option could be to break Phase 2 into several segments and go after smaller amounts of funding or switch from a design-build project to a traditional bid-build system.

But Boulet added that there are concerns with the National Oceanic and Atmospheric Administration getting ready to issue new data on sea level rise projections.

“We’re trying to educate transportation officials on the state

and federal level on the likelihood that the existing La. 1 would not be in service as long as we thought it would,” he said.

Boulet said that based on the NOAA reports, large segments could be under water as early as 2030. While that’s 20 years away, Boulet said it’s cause for concern.

“When you have to build it and you don’t have any of the money yet, the clock is ticking,” he said. “The road remains extremely vulnerable.”

What remains are Phase 3, an estimated \$380 million project to continue Louisiana Highway 3235 from Larose northward to U.S. Highway 90 for about 19 miles; and Phase 4, an estimated \$580 million project to add an elevated two-lane highway between Golden Meadow and Port Fourchon.

Since Phase 3 will be built on flat ground, Boulet said funding should be easier to obtain because building elevated highways costs about \$40 million per mile.

Phase 4 is basically a replica of the Phase 1A bridge.

“With 1,200 18-wheelers a day traveling the stretch, we really need four lanes, but beggars can’t be choosy, so we’re building two lanes first and land has been acquired to build the other two lanes next to it,” Boulet said. •



Officials expect to raise the final major piece of the Huey P. Long lane-widening expansion project into place in April.

4 TOP 10 CONSTRUCTION PROJECTS

Huey P. Long

\$1.2 billion

If the Huey P. Long Bridge widening work wasn't noticeable before, big changes to the bridge's structure and surrounding ramps are impossible to ignore now.

"The biggest accomplishments we've had on the project are also the most visible," said Stephen Spohrer, deputy director of construction for Louisiana Transportation Infrastructure Model for Economic Development (TIMED) Managers, which manages the New Orleans Public Belt Railroad and the Louisiana Department of Transportation and Development.

In a procedure dubbed the "Big Lift," crews used barges and hydraulic jacks to hoist two massive pre-assembled steel bridge trusses into place late last year. Each truss weighs about 3 million pounds, which is about as heavy as 12 locomotives and longer than one and a half football fields.

The lift for the third and final truss, the longest and heaviest of the three, is scheduled to take place in April.

"If we accomplish that before high water (in the spring), then the project will finish early in 2013," Spohrer said. "Everything is on track to finish a little ahead of that," he said, adding that the \$1.2 billion project is also on budget.

When complete, the bridge will have four trusses total. The fourth segment, which was built on site instead of being pre-assembled, was installed in 2009.

In another highly visible development, crews in January

By Autumn Cafiero Giusti
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began tearing down the Jefferson Highway overpass across Clearview Parkway at the foot of the bridge. Traffic will be diverted to the surface road until the spring. Once work is complete, an overpass linking the bridge to Clearview Parkway will cross Jefferson Highway, and the highway's traffic will remain at ground level on a new passage beneath the overpass.

With the first two of the project's four phases complete, crews have been working since 2008 on the second two phases: the main bridge widening and construction of the bridge's new approaches.

Crews are scheduled to install the steel girders over River Road on the East Bank by February. The deck supports on the second and third spans of the bridge are set to get under way by the middle of this year, said Tim Todd, project engineer for Louisiana TIMED Managers. And workers are expected to begin driving piles on the bridge's ramp approaches on both sides of the river this year, he said.

The project hasn't come without challenges. Project officials said they have continued to evaluate safety precautions following a fatal accident involving two construction workers on the bridge in June 2009. The two men from the Kiewit/Massman/Traylor joint venture fell 80 feet

Project description: widening the Huey P. Long Bridge from two 9-foot-wide lanes to three 11-foot wide lanes in each direction with outside shoulders

Start date: 2006

Expected completion date: 2013

Peak construction employment: 200

Owner/developer: New Orleans Public Belt Railroad, Louisiana Department of Transportation and Development

Project manager: Tim Todd, project engineer for Louisiana TIMED Managers

General contractors: Phase I (pier widening), Massman Construction Co.; Phase II (railroad modification), Boh Brothers Construction Co.; Phase III (main bridge widening), joint venture between Massman Construction Co., Traylor Brothers Inc. and IHI Inc.; Phase IV (approaches and roadway), joint venture between Peter Kiewit Sons Inc., Massman Construction Co. and Traylor Brothers

Subcontractors: Barriere Construction, Thomas Industrial Coatings

to their deaths after the rebar cage they were working on gave way.

"That particular operation has been modified into a simpler, more controllable lift," Spohrer said of the way workers perform cage work now. "All in all, there's a heightened safety awareness on the whole project."

Keeping the traffic flow moving has been among the biggest challenges of the widening project, officials say.

"We're still tweaking signalization, and we'll be tweaking traffic control throughout the project to maximize not only contractor productivity but also the public's ability to get through the area quickly," Todd said.

The main issue has been the traffic light at the East Bank foot of the bridge at Clearview and Jefferson.

"The public has been very good (about the construction)," Todd said. "I think they've made adjustments in how they travel; either they leave earlier or take a slightly different route."•





Workers prepare the foundation for the remaining 34 housing units at the Lafitte development, which is on track for completion this spring.

TOP 10 CONSTRUCTION PROJECTS

5 Public housing rebuild

\$1.2 billion

Four sprawling developments that once made up a large portion of New Orleans' public housing are starting to see new residents, as developers complete the early stages of transforming the tenements into mixed-income communities.

At the \$450 million redevelopment of the Lafitte community in Tremé, residents moved in to 100 on-site units in December. When finished, the community will have 1,500 mixed-income units, including 517 onsite homes and apartments and 983 offsite units.

Before Hurricane Katrina, Lafitte was an "isolated island of poverty," said Andreanecia Morris, director of public affairs and community development for Providence Community Housing. Providence and Enterprise Community Partners were selected in 2006 to steer the redevelopment.

"Residents wanted front yards, backyards — more Tremé-style housing because the neighborhood is adjacent to Tremé," Morris said. "We wanted to follow those basic tenets of redevelopment so you're not warehousing the poor."

Offsite work began in August 2008 and 10 units are complete. Work is complete on all but 34 of the 517 onsite units that were started in August 2009, and the remaining units should be finished this spring, Morris said.

All but the finishing touches are complete for the \$156 mil-

lion redevelopment of the former C.J. Peete community, now called Harmony Oaks, in Central City.

Crews late last year finished replacing all 460 mixed-income rental units, said Yusef Freeman, project manager at McCormack Baron Salazar, the St. Louis firm redeveloping the site.

Construction began in early 2009, and the final buildings were put in service in December. Minimal details such as landscaping are all that remain for completion, Freeman said.

With the first buildings completed about a year ago, residents have been moving into the community throughout the year.

"We're looking to have full occupancy before Mardi Gras," Freeman said in early February.

Near City Park, developers are making headway on the \$435 million redevelopment of the former St. Bernard public housing complex. Crews completed the project's 466-unit first phase in November. Residents were able to start moving in by February, and the units are about 75 percent occupied.

"We now have about 350 families that have moved in and should have it fully occupied sometime around the first quarter," said Bayou District Foundation Chairman Gerry Barousse Jr.

The project's 97-unit second phase got under way in August and should be finished by the summer of 2012. The

Project description: rebuild four former public housing sites as mixed-income communities

Start date: January 2008

Expected completion date: between 2015 and 2017

Peak construction employment: 300 for Lafitte; 275 for St. Bernard; not available for B.W. Cooper

Owner/developer: U.S. Department of Housing and Urban Development, Housing Authority of New Orleans

Project manager: HUD

General contractors: Central City Partners (McCormack Baron Salazar, New Orleans Neighborhood Development Collaborative, KAI Design and Build), Woodward Design+Build, Providence Community Housing, Enterprise, L&M, Bayou District Foundation, Columbia Residential, KBK Enterprises

Subcontractors: Julien Engineering, Louisiana Demolition, Integrated Pro Services

third and final phase, consisting of 120 senior apartments, will start this spring and should be complete by the fall of 2012.

Additional projects, including an early education facility using the former public housing buildings, are scheduled to begin in the second quarter.

At B.W. Cooper on Earhart Boulevard, the slab and foundation work on the first block of 93 units has been completed under an agreement by the U.S. Department of Housing and Urban Development, said David Gilmore, whom HUD appointed last year as head of a Housing Authority of New Orleans leadership team. Construction on the 93 units was scheduled to resume in February.

Those units are part of the project's \$127 million first phase, which will yield 410 mixed-income rental properties, a management office and a day care facility. That phase is on track to be finished by December 2012.

Construction began in 2009 after 1,200 of the original 1,500 units were demolished. A total of 303 units remain on the site.

Overall, the community will include 740 mixed-income units. Columbus, Ohio-based KBK Enterprises and its partner, the B.W. Cooper Resident Management Corp., are co-developers. •



Crews continue to clear properties in the footprint of the new Veterans Affairs hospital, which is bounded by Canal, South Galvez and South Rocheblave streets and Tulane Avenue.

TOP 10 CONSTRUCTION PROJECTS

6 VA complex

\$995 million

The new VA medical center in New Orleans is one of the largest construction endeavors the U.S. Department of Veterans Affairs has ever undertaken, said Mark Brideweser, project executive of the new hospital.

Scheduled to open at the end of 2014, the \$995 million, 200-bed facility will sit on 30 acres of land in lower Mid-City, serving veterans throughout the Gulf Coast.

The current hospital occupies just six acres in downtown New Orleans and was built in the 1950s.

“Throughout the years, you added on as you needed so you had different elevation heights from floor to floor,” said Liz Failla, project engineer coordinator for the VA medical center. “With the new facility, our focus is planning the most efficient way of operating possible.”

The VA medical center in New Orleans will be constructed much like an airport, with a centralized concourse and specialized departments attached, including an inpatient facility, diagnostic and treatment units, outpatient care, transitional living and rehabilitation, two parking garages and an energy plant.

Two separate buildings for research and administration incorporate the old Dixie Brewery and Pan-American buildings.

To mitigate the risk of flooding, all critical infrastructure and services at the VA hospital will be at least 20 feet above

ground level. In the event of a flood, it will be able to operate for a week providing its own energy, fuel, water and waste management services.

The city contracted Builders Hope to relocate more than 70 structures within the footprint of the VA hospital, an area bound by Tulane Avenue and South Rocheblave, Canal and South Galvez streets.

Money for the \$3.2 million relocation project came out of a \$79 million fund in federal hurricane recovery grants dedicated for land acquisition and site preparation for the VA hospital.

The VA medical center will be affiliated with Louisiana State University and Tulane medical schools and share services with both facilities. It will employ 2,270 people, including the hiring of 1,100 new full-time positions.

The hospital will host 70,000 basic patient enrollees from a 23-parish area. Before Hurricane Katrina, 25 percent of VA patient base came from outside that region.

Advances in modern medicine can now save the lives of soldiers who suffer severe injuries on the battlefield. This increases the number of amputa-

Project description: a 30-acre Veterans Affairs Hospital in lower Mid-City serving the Gulf Coast

Start date: October 2010

Expected completion date: late 2014

Peak construction employment: 2,000

Owner or developer: U.S. Department of Veterans Affairs

Project manager: Mark Brideweser

General contractor: Tampa, Fla.-based Clark McCarthy Healthcare Partners with local partners Landis Construction and Woodward Design+Build

Subcontractors: to be determined

tions, critical burn cases and traumatic brain injuries treated in VA facilities medical centers.

“This makes veterans unique compared to other patient populations,” said Stephanie Repasky, assistant director of the Southeast Louisiana Veterans Health Care System. •

By **Richard A. Webster**
Staff Writer
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The new VA medical center will have a central concourse with departments attached.



Work continues on the southbound onramps for the Twin Span, which is on schedule to open later this year.

TOP 10 CONSTRUCTION PROJECTS

7 Twin Span rebuild

\$803 million

Providing a vital crossway spanning Lake Pontchartrain between New Orleans and Slidell for more than 55,000 vehicles a day, the new Interstate 10 Twin Span Bridge is at long last in the final stages of construction and on time for a much-anticipated completion at the end of this year.

“There is no other way to put it — this has been one big project for us,” said Bambi Hall, public information officer with the Louisiana Department of Transportation and Development.

“Everything right now is just about complete except the approaches,” Hall said. “The demolition work is done, the South Shore caps and girders are done, and there are still about six spans on the South Shore remaining. On the North Shore end, there are some 10 spans remaining.”

Collectively, roadwork is 85 percent complete, “which is a tremendous milestone for us,” Hall said.

That work resulted in a modern structure larger and more durable than the original, with a height of 30 feet above the surface of Lake Pontchartrain — and 21 feet higher than the

original bridge — and two 12-foot shoulders on both spans running alongside three 12-foot lanes.

The bascule, or high-rise section of the bridge, is designed to accommodate marine traffic and has been raised to 80 feet.

“To be at a point where this project is slated for completion in the latter part of this year, after five years of work, is really a great thing,” project spokesman Mike Sasser said. “But equally great has been how tremendously resilient the community has been about all of this.”

The old Twin Span proved to be a vital adjunct to the booming growth of Slidell when it was unveiled in 1965.

“Then along came Katrina,” Sasser said of the 2005 storm that misaligned at least 350 segments of the bridge’s 430 65-foot concrete segments in both directions, while outright destroying an additional 60. Sasser also is a consultant for Volkert Construction Services, which is providing construction engineering and inspection services for the project.

Even though extensive repairs were initially made immedi-

Project description: rebuilding of Interstate 10 bridge between New Orleans and Slidell

Start date: summer 2006

Expected completion date: late 2011

Peak construction employment: 300

Owner/developer: Louisiana Department of Transportation and Development

Project manager: John Horn, Volkert Construction Services; G.P. Schexnayder, Boh Brothers Construction; Scott Armstrong, joint venture of Traylor Brothers Inc., Kiewit Southern Co. and Massman Construction

General contractors: Boh Brothers, Traylor/Kiewit, Massman

Subcontractors: Jack B. Harper Contractor Inc., Lafarge North American; DeBar Reinforcing Inc.; Arcadia Rebar Inc.; Gulf Coast Prestress Inc.

ately after Katrina, the DOTD decided both spans needed to be completely rebuilt as a hedge against future once-in-a-century storm surges.

With a total construction cost of more than \$800 million, rebuilding the Twin Span has proven to be a logistical challenge.

“The first order of business, which was about \$31 million, was to perform temporary and expedient repairs to maintain traffic on the existing bridge structure while work could begin to design and get all of the necessary contract documents in place for the new bridge,” Sasser said. “After that, we have seen a series of multiple traffic shifts, which have very much required the understanding of the public.”

Such shifts have moved complimentary to the bridgework. By the summer of 2009, eastbound traffic was opened as work wrapped up on the first bridge. Last spring, the second span was opened for traffic, while work on the approaches to the westbound lanes continued. •

By Gary Boulard
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TOP 10 CONSTRUCTION PROJECTS

8 Federal City

\$750 million

The Marine Force Reserve, or MarForRes, has until now dominated the public's focus on Federal City, a \$750 million, 155-acre mixed-use development that will soon be the new national headquarters of the Marine Corps Reserve.

By Ben Myers
Staff Writer
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MarForRes is well ahead of schedule with "substantial completion" set for April 1 and opening scheduled for June 1, said Ken Milvid, a project manager with HRI Properties, which is a partner

in the joint venture serving as the master developer.

But in hard figures, the 411,000-square-foot MarForRes, which will be secured and force protected, is only about 15 percent of the entire project. Planners are now showing off other features, in which the general public has more of an immediate interest. That's because it will be accessible to everyone, which is a novel concept, Milvid said.

"Normally what the military does is go find a nice big piece of land and put a barbed wire fence around it," Milvid said, adding that restaurants, recreation and other lifestyle-focused amenities not directly related to essential military operations typically are behind the fence. "What we are doing here, we are only putting the buildings and people that need to be behind a fence behind that fence and put all the amenities outside."

The elements just getting under way include a \$21 million retail center with 32,000 square feet of space for shops and 1,000 parking spots. A second retail center with similar specs is in the works, and a third may go up as well, Milvid said. Expected completion for the first retail center is June 15.

Banking, dry cleaning and a barbershop are expected to be

Project description: a redevelopment of the Naval Support Activity campus in Algiers into residential and commercial space, as well as thousands of offices for the military, the Department of Defense, the Department of Homeland Security and other federal agencies

Start date: Sept. 30, 2008

Expected completion date: June 1

Peak construction employment: 350

Owner/developer: public-private partnership among the state of Louisiana, the New Orleans Federal Alliance and Algiers Development District

Project manager: HRI Properties and Environmental Chemical Corp.

General contractor: Woodward Design+Build



Workers install concrete pilings for the Federal City retail complex in Algiers.

the first services available, Milvid said, with a slew of food and entertainment options to follow.

The retail is part of the Town Center portion of Federal City, and Milvid noted two other components intended to benefit service members and the surrounding community alike. One is an existing fitness center the YMCA has agreed to renovate and operate. The 25,000-square-foot facility will expand to 40,000 square feet, with a new swimming pool and outdoor waterpark. The \$4.5 million project is expected to be complete by August, Milvid said.

Another feature is an 11,000-square-foot multipurpose auditorium with 400 seats that is in the final couple weeks of financing, Milvid said. Groundbreaking on the \$4.5 million auditorium is expected next month, and planners are looking for an operator. The operator would be free to use it for their own purposes but would also be expected to rent it out to the public and accommodate the military.

"We don't want it to be a private auditorium that only allows the Marines in five times a year," Milvid said. •





Workers demolish the Plaza Level of the Louisiana Superdome to make way for more premium seats, more concession stands and broader concourses.

TOP 10 CONSTRUCTION PROJECTS

9

Superdome repairs and upgrades

\$310 million

Project description: concourse and seating improvements and reconfigurations, hurricane repair work to lighting systems and the roof

Start date: 2006

Expected completion date: June 20, 2011

Peak construction employment: up to 500

Owner/developer: Louisiana Stadium and Exposition District

Project manager: Pat Tobler

General Contractors: Citadel-Anderson, a joint venture of Citadel Builders and Roy Anderson Corp.

Subcontractors: Gallo Mechanical, All Star Electric, Inc., Woodward Steel Group, E.A. Biggs

On Jan. 20, just weeks after the Sugar Bowl, excavators began to tear apart pieces of the Louisiana Superdome as part of the second phase of an \$85 million remodeling project inside the stadium.

Phase one began immediately after the NFC Championship Game in January 2010 and included locker room upgrades, relocating the press box and the addition of 15 luxury suites. Work was completed in time for the 2010-11 season.

The Superdome, which opened in 1975, followed a trend of multipurpose venues capable of accommodating a variety of sporting events and large exhibitions. But building practices have changed, and the Superdome is now undergoing its first strategic upgrade after the repairs Hurricane Katrina made necessary.

Plans for updating the building have been in the pipeline for years but became increasingly important after the storm, which forced officials to spend \$225 million to repair sound and lighting systems, the roof and exterior of the dome and 22,000 seats.

Those repairs were not completed until summer 2010.

Construction crews are now removing the entire lower bowl sideline section, transforming the dome into a football-specific building and bringing the seating area closer to the field. This will create room for 3,500 new premium ticket holders.

The plaza level concourse will be stretched from width of 18 to 25 feet up to 65 feet, creating room for new concession stands and restrooms.

"This will be a much more fan-friendly setup than has been the case," Superdome General Manager Alan Freeman said.

Additionally, three sections that lie between the 30-yard lines are being converted to club seating, which will feature large leather seats and cup holders. Ticket holders in these sections will have access to new club rooms being constructed on both sides of the field. These rooms will be roughly 7,000 square feet, similar to rooms found on the 200 level.

By Matt Wolfe
New Media Specialist
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Fans who have access to this area will also have premium parking, just a few feet from the new sideline sections.

According to officials, the renovation project is crucial to the long-term plans for the dome. Not only is it the home field for the New Orleans Saints, but it competes against similar venues to host the BCS National Championship game and Super Bowl.

A state budget surplus in 2009 provided the \$85 million in funding for this phase of renovations.

Work on phase two must be completed by June 20 to accommodate the Essence Music Festival.

"We knew it was going to be a tremendous challenge, not just from the scope but the time constraints," said Denzel Clark, Citadel Builders president. "It took a lot of planning, coordination, and a lot of teamwork."

Unlike last year's work, annual events such as a monster truck show, the New Orleans Home and Garden Show and Endymion Extravaganza have been relocated, postponed or cancelled for the year. •

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The National World War II Museum's expansion includes the Restoration Pavilion, which is scheduled to open later this year.

TOP 10 CONSTRUCTION PROJECTS

10

National WWII Museum expansion

\$300 million

Project description: a multiphase expansion featuring six pavilions
Start date: February 2011 (Land, Sea and Air Pavilion)
Expected completion date: early fall 2012
Peak construction employment: 125
Owner/developer: National World War II Museum
Project manager: Erin Comeaux
General contractor: Woodward Design+Build
Subcontractors: to be decided

With visitor numbers expected to increase to more than 400,000 this year and fundraising at a record level, the National World War II Museum is entering a pivotal stage with the construction of the U.S. Freedom Land, Sea and Air Pavilion set to begin later this month.

"We're on a roll right now," said Bob Farnsworth, senior vice president of capital projects with the museum. "Success begets success, and I really believe that with the completion of the Victory Theatre and Stage Door Canteen in 2009 and with work going along so well on our Restoration Pavilion, we are pretty much hitting on all cylinders."

The completion of the Restoration Pavilion is targeted for this summer and will offer a behind-the-scenes view of what it takes to restore and preserve relics from the war. The project underlines the museum's nonstop expansion and growth since it opened in 2000 as the National D-Day Museum.

"It never stops," said Marianne Berner, the museum's vice president of institutional development. "When we opened the theater complex, the attention and excitement from that bumped us far ahead into our next project, which means we've been in a constant state of always thinking ahead

because there is always a new opening around the corner."

With federal and state support, the museum's expansion reflects the institution's enhanced mission. Once Congress in 2003 designated the museum as the country's official National World War II Museum, it meant putting together exhibit space to study the entire war.

It also helped boost the number of visitors, many of whom felt an emotional connection to a facility honoring and helping to explain the sacrifices of the Greatest Generation.

"Some of those visitors have been so moved that once they returned home (they) send us a check," said Farnsworth, who notes that at least one individual sent an unsolicited \$1 million donation.

Today, the museum has more than 130,000 members, along with a base of more than 35,000 donors who helped to contribute some \$70 million.

By Garry Boulard
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"Our fundraising has been feeding our projections," Farnsworth said.

The Restoration Pavilion is a \$3 million project, while the Land, Sea and Air Pavilion is a \$35 million project, for which museum officials just accepted bids. That phase will include more than 26,000 square feet to showcase vintage aircraft, tanks, personnel carriers and watercraft. It's expected to be completed by fall 2012. The pavilion will also feature a 32-foot video wall and an immersive interactive submarine experience.

Planning is under way on the next phase, the estimated \$42 million Campaigns Pavilion, which is expected to break ground by the end of the summer and open by

2013. The Liberation Pavilion, which will highlight the closing months of the war and immediate postwar years, is the final phase officials hope to open in late 2013 or 2014. It is not funded at this time. •



The National World War II Museum expects to complete its \$300 million expansion in 2014.



Progress report

CityBusiness revisits eight construction projects from the top jobs of 2010

— CityBusiness staff reports

AIRPORT RENOVATIONS

2010 — \$350 million

Louis Armstrong New Orleans International Airport announced a nearly \$350 million improvement and maintenance plan. Among the projects was a \$58.5 million consolidated rental car facility with a three-level garage for 1,800 vehicles scheduled to open by 2012.

Work on the \$16.8 million Concourse D expansion began in March and was expected to be complete by late 2011, adding six airline gates to the current seven. Rehab work also was under way on the terminal apron, while progress continued on a new aircraft rescue and firefighting station. Other planned projects include a parking garage expansion of 1,000 spaces, taxiway and road improvements, a \$45 million baggage system and a \$50 million, 250-room hotel on Airline Highway.

2011 — \$225 million

The Aviation Board has scaled back its capital improvement plan for the Louis Armstrong New Orleans International Airport, eliminating the west expansion and Concourse E projects.

Work continues on about \$225 million in projects that are slated for completion by the 2013 Super Bowl. The work includes a \$26.3 million expansion of Concourse D, to be completed by the end of this year, to add 56,000 square feet of building space, new restrooms, concession areas and six new gates.

A \$73.5 million consolidated car rental facility should be complete late next year, and a new \$14 million aircraft rescue and fire station is set for completion in June.

CITY PARK REDEVELOPMENT

2010 — \$130 million

A master plan to upgrade City Park and continue Hurricane Katrina repairs gained traction in 2010 with a remodeled concession stand at the casino building, new bleachers at Pan American Stadium, new artificial turf at Tad Gormley Stadium, a 4-acre dog park, the Great Lawn and the Big Lake project.

Plans for 2010 included a new tennis complex and administration building, four new soccer fields, a reunion shelter and a new festival grounds area. A \$46 million plan to repair the east and west golf courses was scaled down to a \$24 million project that includes a new 18-hole course, clubhouse and driving range.

Aside from federal funds for storm damage, administrators have had to raise money through state and federal grants and public donations, which totaled about \$70 million.

2011 — \$143 million

Park administrators have raised \$84 million for City Park upgrades and repairs, but the price of the master plan has risen more than \$10 million. Plans for the coming year include moving into the new administration building, which was finished in January, starting work on a miniature golf course, additional road repairs and installing more than 100 street lights.

The park will also break ground on the new festival area and build the Arbor Room venue at Popp Fountain. Future projects include new golf courses and clubhouses, a new skate park, an addition to the Botanical Garden's conservatory and construction of an environmental education center.

CAUSEWAY-INTERSTATE 10 INTERCHANGE

2010 — \$87 million

Work on the Causeway-Interstate 10 interchange to ease congestion at the Metairie intersection was on schedule. Phase 1 began in April 2009, with completion expected by the end of 2010, while work on Phase 2 was expected to be complete last summer. Both phases consist of new or upgraded elevated and ground-level on- and off-ramps.

The final stretch of widening I-10, between Veterans Boulevard and Clearview Parkway, is still on the drawing board, but the state doesn't have funding for the roughly \$50 million to \$70 million project.

2011 — \$86 million

Phase 1 of the interchange is scheduled to be complete early this year after the new ramp from I-10 West to North Causeway opened in December. Work on Phase 2, which includes an on-ramp from southbound Causeway to I-10 West, is scheduled for completion by the summer of 2012.

Meanwhile, the state is scheduled to let a \$50 million to \$70 million contract to widen I-10 between Veterans Boulevard and Clearview Parkway in March. Work will include expanding the 1.2-mile stretch from three to five lanes, in addition to bridge and ramp work and a construction of a sound wall.

Photo by Frank Aymanni



State transportation department officials expect all work on the Causeway Boulevard-Interstate 10 interchange to be complete by the summer of 2012.

NAPOLEON AVENUE CONTAINER TERMINAL EXPANSION

2010 — \$582 million

The Port of New Orleans had hoped to dedicate a portion of a \$64.7 million federal stimulus grant to upgrade the Napoleon Avenue container terminal. The money would have paid for additional handling and storage space, as well as improved paving.

A major addition was expected in July with two \$13 million gantry cranes. The port's 2020 master plan calls for a third crane as part of the second phase, which is expected to cost more than \$237 million and include additional container handling facilities and an intermodal rail yard next to the Clarence Henry Truckway.

The first phase was completed in 2003, and the second and third phases are being completed incrementally. The estimated \$240 million third phase will consist of a new wharf downriver from Milan Street and a terminal gatehouse.

2011 — \$610 million

The port is in the middle phase of a three-part expansion. Phase Two is expected to cost \$250 million. Napoleon Stage C is under way, with expected completion in September. This project adds four acres of marshalling yards, which will increase container storage capacity, and will see the installation of two new gantry cranes, which will cost \$26 million.

The state's Port Development and Construction Priority Program will contribute \$6 million of the \$7.1 million needed for the projects. The port recently demolished an old Sears warehouse to make way for the new yard and is now paving the area.

About \$22 million is still needed to relocate the port's intermodal rail yard to the Napoleon Avenue site. The port is seeking state outlay dollars after twice failing to secure federal stimulus grants.



Photo by Frank Aymami

The Orleans Parish Sheriff's Office plans to put construction of the new Orleans Parish Prison up for bid in April.

NEW ORLEANS ROAD REPAIRS

2010 — \$737 million

Road repair projects received a \$191 million funding boost in the past year, allowing the city to add about 100 more projects to its to-do list. Some of the funding came from Federal Emergency Management Agency grants, while the city's efforts to improve its recordkeeping — turning numerous spreadsheets into a single, consolidated table of road projects — helped identify additional money, said Robert Mendoza, Public Works director.

The program was almost exactly at the midway point in terms of number of projects and funding, Mendoza said. About 270 projects are planned and 130 have been completed. Major projects under construction included Earhart Boulevard, Carrollton Avenue and Fleur de Lis Drive.

2011 — \$830 million

Work started on Magazine Street repairs in January and should be complete by Thanksgiving. Other projects scheduled for completion this year include repairs to Filmore, Mirabeau, St. Bernard, Paris and Elysian Fields avenues and Leon C. Simon Drive.

Work is scheduled to be finished early this year on Orleans and Navarre avenues and Miro and North Galvez streets. Officials hope to know by summer what additional funding the Federal Highway Administration will provide for the next phase projects.

Meanwhile, Mendoza said work has started on Berkley Drive and work will start soon on Holiday Drive in Algiers. Most of the projects this year will include neighborhood street repairs and streetscape improvements, including Freret Street and Harrison Avenue. As of December, 158 projects were complete.

NORTH OAKS HEALTH SYSTEM

2010 — \$200 million

Following a slight delay in the bid process, an expansion at Hammond's North Oaks medical facility was on track to begin construction March 31, with completion expected in May 2012. The bid opening was pushed back from Nov. 18, 2009, to Feb. 1, 2010, after the North Oaks board of commissioners decided to supplement the plans for the medical center building expansion.

Major components of the 200,000-square-foot, five-story hospital addition include 14 operating room suites, 12 outpatient same-day-surgery beds and 67 private inpatient rooms. North Oaks was scheduled to award the construction contract March 1.

2011 — \$200 million

Work on the five-story, 200,000-square-foot medical center expansion started May 3 and is on track for a first-quarter completion. In addition to increased patient capacity, plans call for a new central mechanical plant and nearly 50,000 square feet of space adjacent to the emergency department and the new operating rooms for future expansion needs.

Meanwhile, a four-story clinic building adjacent to the North Oaks Diagnostic Center broke ground in August with a late fall completion planned.

ORLEANS PARISH PRISON

2010 — \$270 million

Construction finally started to repair Hurricane Katrina-related damage and upgrade the aging facility. The first major components were a kitchen, warehouse and central power plant. Groundbreaking on the 165,000-square-foot structure was planned for the end of February.

The \$76 million first phase of redevelopment had an expected completion date of October 2012. Sheriff Marlin Gusman said the next phase — a new 1,438-bed facility, a new intake and processing center and an administration wing — will cost about \$130 million and would go out for bid in June or July. Plans called for work to begin in September.

The most of the green-roofed Templeman buildings were being demolished, and Gusman was optimistic all work could be completed by 2013.

2011 — Unknown

The New Orleans City Council on Feb. 3 approved plans to build a new 1,438-bed jail to replace the outdated and flood-damaged prison. The project will be put up for bid in April, but the overall cost will not be determined until a final bid is accepted. Peak construction employment is expected to be close to 700 with the completion date scheduled for late 2014.

Cleveland-based Ozanne Construction Co. will act as project manager, but much about the future of the prison remains unknown. Gusman would like to build a new facility with 4,300 beds while community leaders are pushing for a much smaller facility to reduce the city's incarceration rate. It is unclear whether Gusman will be able to expand upon the 1,438 beds the council approved.

SUMMIT FREMEAUX

2010 — \$900 million

Concrete work on the first phase of the main boulevard to the Slidell commercial development was expected to be complete in the spring. Officials with Birmingham, Ala.-based Bayer Properties were negotiating with mixed-used tenants, such as office, research and development, technology and medical park occupants. That phase was originally slated to develop once the economy recovered.

2011 — \$900 million

Boh Brothers Construction will begin work on the Frontage Road by mid-April for the nearly \$50 million Phase 1. Final architectural and engineering designs will be complete by mid-May with an expected opening in the fall of 2012.

Original plans for the first phase to be just specialty retail have been changed to include a hybrid of national big box retailers. There is no timeline for future phases that will include office space, research and development centers, and technology and medical park tenants.

Inner Harbor Navigation Canal locks

The U.S. Army Corps of Engineers is in the design phase of a \$1.3 billion project to replace an aged Inner Harbor Navigation Canal lock with a bigger one for shallow and deep-draft vessels. The new structure is planned north of Claiborne Avenue near the Galvez Wharf.

By Susan Buchanan
Contributing Writer
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“The nearly 90-year-old lock has exceeded its life-cycle design of 50 years and is a significant challenge to maintain and provide parts for,” said Bobby Duplantier, senior project manager of the corps’ IHNC Lock Replacement program.

Its lifespan will continue as the project has received no federal funding since 2009.

“We’re still designing the replacement lock and have spent over \$100 million to date evaluating alternatives, doing testing and design since the project’s inception in 1956,” Duplantier said.

The Port of New Orleans completed the Industrial Canal and lock in 1923 to allow navigation between the Mississippi River and Lake Pontchartrain. In the 1930s, the federal Gulf Intracoastal Waterway was linked to the

Industrial Canal, and vessels used the lock to reach the river.

The GIWW links commerce from Florida to Texas and since the Mississippi River Gulf Outlet shipping channel was closed after Hurricane Katrina, Duplantier said there’s no feasible alternate route for the navigation industry in the event of a lock failure. East-to-west barge traffic would cease, shutting down petrochemical refining and other activities.

“As it is, the lock is only partly operational now and closed for maintenance in the daytime, with ships being locked through at night,” Duplantier said, adding that normal hours should resume in March.

From late 2007 to late 2009, the corps conducted a supplemental environmental impact statement review under a federal judge’s mandate. That was in response to community groups worried about a bigger lock’s impact on surrounding wetlands. But according to the corps, the review indicated the project’s risk to human health and the environment is very low.



CityBusiness file photo

The U.S. Army Corps of Engineers continues to alter designs for a \$1.3 billion project to replace the Inner Harbor Navigation Canal lock system even though the project is still waiting on federal funds.

In January 2010, the Holy Cross Neighborhood Association and environmental groups filed an action in federal district court against widening the Industrial Canal.

Plans are for the new lock to be 110 feet wide, 36 feet deep and 1,200 feet long. That compares with existing lock dimensions of 75 feet wide, 31.5 feet deep and 640 feet long.

The project’s shallow-portion cost is a 50-50 share between the corps and the Inland Waterways Trust Fund, Duplantier said. For

the deep-draft portion, the corps will bear 65 percent of costs with the port picking up the remaining 35 percent.

“When construction resumes, the project will require a number of contracts, including demolition, excavation and a pretty large work force due to its sheer size,” Duplantier said.

If money wasn’t an issue and the project were fully funded today, it could probably be finished by 2022, he said. •

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The Mississippi River Gulf Outlet was sealed off in July 2009 with an \$11.2 million rock barrier. Officials are now working on a \$2.9 billion plan to restore the lake and marsh area in St. Bernard Parish.

ON THE RADAR

MRGO restoration

The U.S. Army Corps of Engineers has developed a \$2.9 billion plan covering 6,000 square miles of land and water to restore lake and marsh ecosystems altered by the Mississippi River Gulf Outlet shipping channel.

The MRGO, which left southeast Louisiana especially vulnerable to storm surge and flooding, was shut to deep-draft navigation nearly two years ago.

The agency expects to remediate an area in South Louisiana and southwest Mississippi encompassing Lakes Borgne and Pontchartrain, the central wetlands, the Biloxi Marsh in St. Bernard Parish, the West Mississippi Sound and Cat Island.

Over the likely 10-year span of the project, which is expected to start in 2012, cypress trees and other vegetation would be planted to build marshes, shorelines would be defended with rock breakwaters and oyster reefs created, said Greg Miller, project manager in the corps' New Orleans district. Also under the plan, recreational areas would be developed in the Lower 9th Ward, Meraux and Shell Beach.

This fall, the corps intends to present its ecoplan to Congress, which already has authorized the restoration program but still has to allocate construction money, Miller said. Paying for the plan will require cost-sharing between the federal government and the states of Louisiana and Mississippi, with the federal government

expected to pick up most of the tab.

The corps wants to divert freshwater from the Mississippi River to reduce salinity and help rebuild wetlands, and is considering potential sites for diversion channels. Forty sites that were considered for freshwater diversions have been narrowed to four alternatives or possible options, Miller said.

St. Bernard Parish President Craig Taffaro and other community leaders, however, have publicly opposed alternative No. 1 — digging a channel through a swath of pastureland called the Sinclair Tract in Meraux. Another leading alternative — widening the existing Violet Canal in St. Bernard — would force businesses and residents to move. Community leaders have asked that a pipeline be considered instead.

A further source of controversy is that the plan would impact oyster beds sensitive to freshwater in Lake Borgne.

"However, no oyster leases existed in Lake Borgne until after construction of the MRGO channel," Miller said. "We will be returning the lake's ecosystem to what it was before."

More than 250 people showed up at a Jan. 20 meeting in Chalmette on the corps' draft plan and more than 100 attended a Jan. 25 meeting in Waveland, Miss. After holding a series of community meetings on the feasibility plan, the corps' official comment period on the proposal ended Feb. 14. •

By Susan Buchanan
Contributing Writer
mail@nopg.com

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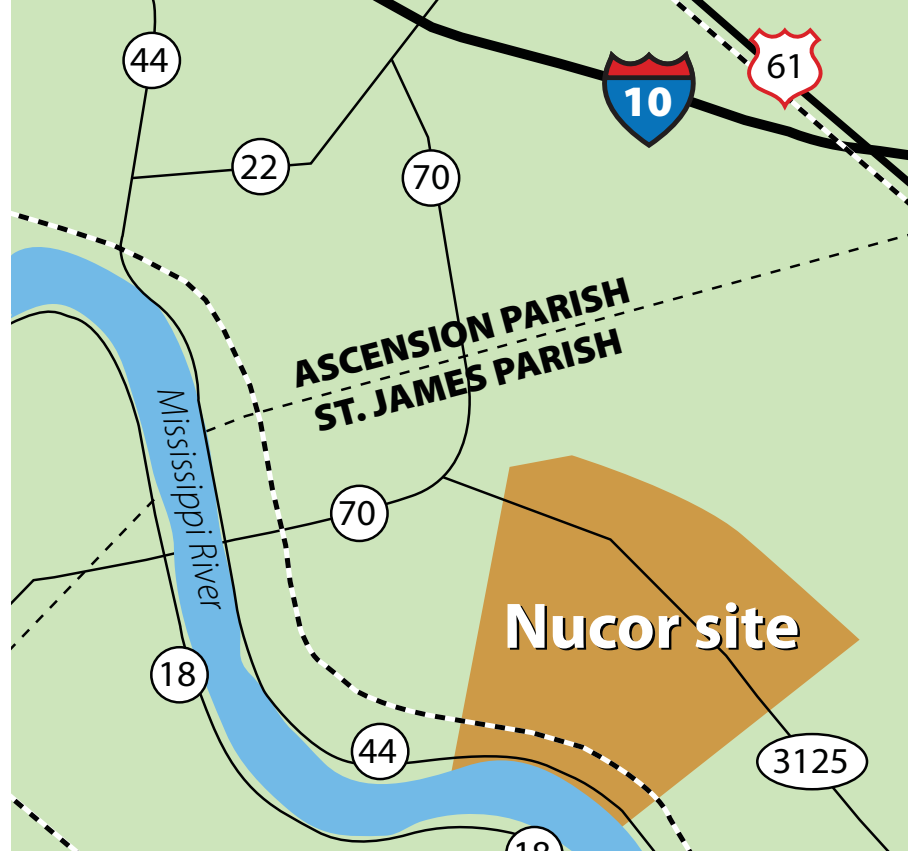
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Steel producer Nucor Corp. will begin work on a \$750 million facility off Louisiana Highway 44 extending past state highways 3125 and 70 in St. James Parish.

ON THE RADAR

Nucor steel plant

The third time may be the billion-dollar charm for 4,000 acres of empty industrial space along the Mississippi River in St. James Parish.

Fourteen years ago, Japanese plastic company Shintech abandoned a project on the land amid environmental permit controversy. In 2007, ThyssenKrupp of Germany chose Mobile, Ala., over St. James for its steel mill plant.

Now, Charlotte, N.C.-based steel producer Nucor Corp. will break ground in March on a \$750 million direct-reduced iron facility on the tract of land south of the Sunshine Bridge off Louisiana Highway 44 extending past state highways 3125 and 70 in Convent. The direct-reduced method of making iron requires less costly equipment and materials compared with traditional steelmaking.

Nucor received its final air quality permit from the Louisiana Department of Environmental Quality in January to begin the process of ordering equipment and construction.

Spokeswoman Katherine Miller said Nucor is declining interviews until they have a local team in place for the project and the company is ready to break ground.

Nucor has yet to release any public bids for the project, but the company has announced the facility could be the first phase of \$3.4 billion in facilities, including a second \$400 million direct-reduced iron facility, a \$500 million pellet plant, a \$1 billion blast furnace and coke oven and a \$750 million steel mill.

Peak construction on the project's first phase will create 500 jobs with 150 permanent positions that will earn an average annual salary of \$75,000. Nucor could increase permanent employment to more than 1,000 jobs if the additional phases of the project are constructed.

The first facility should be complete by spring 2013. The 2.5 million ton-per-year iron making facility will convert natural gas and iron ore pellets into direct-reduced iron used at Nucor steel mills, along with recycled scrap, in producing numerous steel products such as sheet, plate and special bar-quality steel.

Parish President Dale Hymel said the project comes at a perfect time for St. James, which had an unemployment rate of 11.4 percent in December.

"This is unheard of, unparalleled, maybe one of the largest projects ever to come to Louisiana," Hymel said. "The biggest factor I think was the Mississippi River and its use of transportation to get raw materials in and out of there. The industrial area and space were a perfect fit for them."

Hymel said he is working with the state and the St. James Sheriff's Office on alternative routes during peak construction to alleviate traffic congestion on highways 3125 and 70 and routes near the Sunshine Bridge.

Hymel added that he is aware of the environmental concerns of an industrial facility moving into St. James Parish, which is home to petrochemical plants, refineries and grain elevators. About 50 residents attended a community forum in January to voice concerns over the project's environmental safety.

"While I understand their concerns about the environment, I am also confident that the DEQ and EPA's approval of permits means they did their due diligence in assuring the economic safety of this project," Hymel said. "I think as a parish we are ready to make this monumental industrial step, bring money and jobs to our area, therefore encouraging other companies to invest here as well."•

By Tommy Santora
Contributing Writer
mail@nopg.com

Riverfront redevelopment

Two and a half years after former New Orleans Mayor Ray Nagin signed off on a six-phase, \$250 million revitalization of six miles of unused industrial space along the Mississippi River, the first phase of the project is finally under way.

Construction on Crescent Park started in November. The \$30 million transformation spans 1.4 miles of public open space from Elysian Fields to Poland avenues. The park will include 20 acres of landscaping, bike paths, playgrounds and a dog run. Two former port structures, the Mandeville Street Shed and Piety Street Wharf, will be converted into multi-use pavilions. The park is scheduled to be ready by November 2012.

"We want to reintroduce the river to the people by giving people access to the waterfront and all of the views and amenities it offers for locals and tourists," said Cedric Grant, deputy mayor of facilities, infrastructure and

community development and head of the New Orleans Building Corp., which is spearheading the project. The New Orleans City Council created the NOBC in 2000 to manage and develop underused city properties.

Grant said Crescent Park is the only phase Mayor Mitch Landrieu has approved, but other segments may still come online after the initial phase is complete and more funding becomes available.

The other five phases would extend the park from the Industrial Canal to Jackson Avenue, including more green space, pavilions for outdoor events, bike paths, piers and decks over the Mississippi River.

The \$30 million for Crescent Park came from the City Council and Louisiana Recovery Authority as part of a Community Development Block Grant. Crescent Park qualifies for such a grant because the money is being used to improve infrastructure, reduce blight and trigger neighborhood recovery.

By Tommy Santora
Contributing Writer
mail@nopg.com



CityBusiness file photo

Construction on Crescent Park, which will turn warehouses and wharves along the river between Elysian Fields and Poland avenues into green space, started in November.

New Orleans-based Landis Construction Co. is the lead construction company on Crescent Park, while Allen Eskew, co-founder and director of New Orleans-based Eskew+Dumez+Ripple, serves as the executive architect and urban designer.

"Currently, Landis is out there checking the wharfs and decks and all the pilings and support underneath, correcting any foundation problems that may exist," Grant said. "There are challenges anytime you deal with decrepit wharfs, cargo docks and old decks that have not been in use for years."

Grant also said the Mississippi River provides a challenge for future construction in that little work can be done when the water is rising in the spring, while more work can be done when the river water height is low in the fall.

Grant said the NOBC has been in constant communication with neighborhood associations to inform them of the ongoing status of the project.

"They are eager to see this piece of land be developed and come to fruition, and we are excited about getting started on the project," Grant said. •

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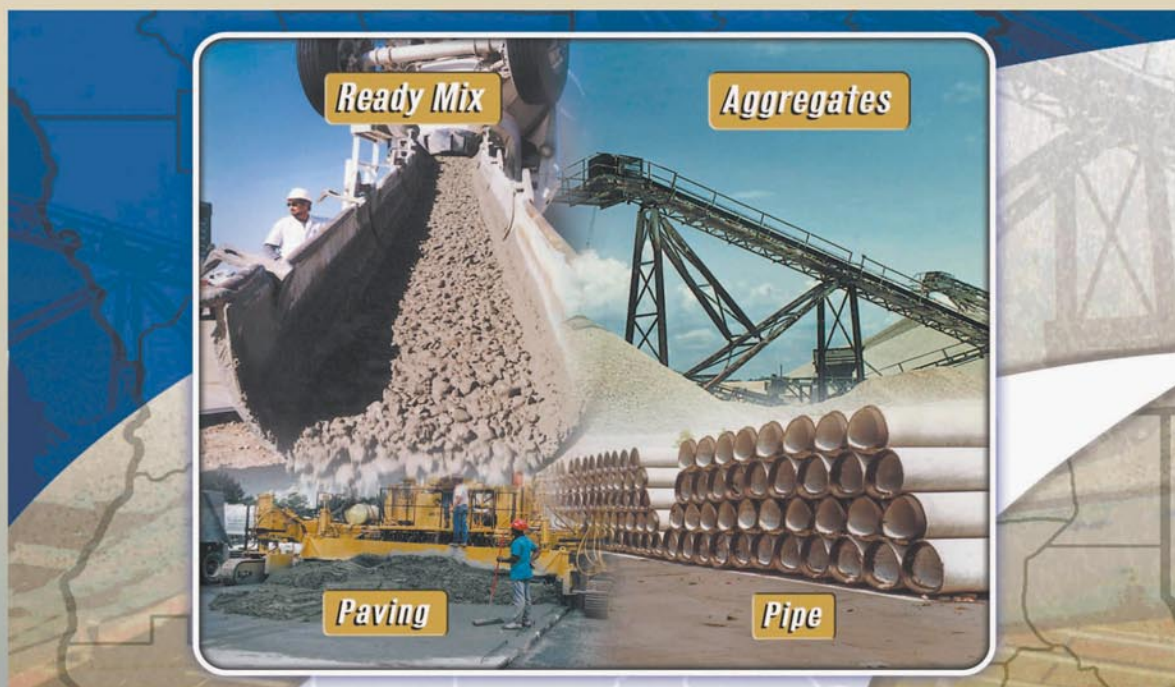
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ON THE RADAR

University Medical Center

University Medical Center, the facility slated to replace Charity Hospital, has seen its opening date pushed back at least three times. Once planned for June 2014, the \$1.2 billion complex is now scheduled to open in February 2015, nearly 10 years after Hurricane Katrina forced Charity's closure.

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

The most recent delay of the 424-bed hospital occurred after computer systems crashed at Orleans Parish Civil Court, slowing land acquisition efforts.

Financial questions also linger.

The UMC governing board is seeking mortgage insurance from the U.S. government to back a \$400 million bond sale needed to complete funding for the project.

Assuming all the money is in place and other obstacles are cleared, Louisiana State University expects to begin site preparation in June with construction beginning in December.

The state has chosen three companies as finalists to be the "construction manager at-risk" and supervise the project: Skanska MAPP of New Orleans, the Loine Austin Vaughn joint venture of Lafayette and Bovis Lend Lease Inc. of New York.

The 34-acre site is bound by South Claiborne and Tulane avenues and South Galvez and Canal streets.

The two hospitals are expected to generate an annual economic impact of \$1.26 billion and create more than 19,700 permanent jobs in the New Orleans area.

UMC will provide comprehensive treatment and trauma services as well as graduate medical education. It will include a cancer program with radiation therapy and a chemotherapy clinic, outpatient surgery, outpatient imaging and rehabilitation services.

In November, the state agreed to replace nearly seven blocks of surface parking with two parking decks and limited surface parking. The change will bring the plan more in line with surrounding neighborhoods and allow for green space and retail development.

Project description: A new teaching hospital in lower Mid-City to replace Charity Hospital
Project cost: \$1.2 billion (\$800 million for construction)

Start date: demolition is under way, site preparation scheduled for June and construction is expected to begin in December

Expected completion date: February 2015

Peak construction employment: 1,500

Owner or developer: State of Louisiana/Louisiana State University

Project manager: Department of Administration Office of Facility Planning and Control

General contractor: in selection process, which should be finalized by late February

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Valero Energy Norco facility

After a delay of more than a year, Valero Energy Corp. is once again on the verge of building a \$1.4 billion expansion at its Port of South Louisiana refinery.

"The timeline has changed somewhat," said Bill Day, spokesman for the San Antonio-based

By Garry Boulard
Contributing Writer
mail@nopg.com

company. "The project was put off for a time during the economic downturn, but the economy has now recovered to a point where we think the returns on this project look good enough for us to once again move forward."

The Fortune 500 company, which has

more than a dozen operating refineries in the Western Hemisphere, initially estimated work would be finished by the end of 2013 once construction of the new Norco refinery was relaunched.

"But we have since accelerated that," Day said, "and are now figuring on a completion date by the end of 2012."

The expansion consists of a new hydrocracker for producing ultra-low sulfur diesel fuel. That process involves taking an intermediate product that comes off of the refining process and sending it through the hydrocracker to convert it to a higher-value product, said Ron Guillory, Valero's director of human resources and public affairs.

Work on the new facility is expected to begin any day now.

"Just in the past couple of weeks we've been doing things to get this project restarted," said Michael Kreider, major projects director for Valero in St. Charles. "We purchased a lot of what we call the long-lead equipment before the project was deferred, and a lot of that equipment had already been received."

But Kreider said there's still a lot of site

preparation work to be done.

"The only thing before deferral we had completed on the site was driving most of the piles," he said. "So we have that pile work to finish before we can start work on the foundation."

Once work on the project is under way, construction employment is expected to reach 1,000. No major mechanical contracts have been awarded, and all subcontract work was suspended when the project was put on hold. Kreider said the company is now starting to rebid and award those contracts.

The construction of the hydrocracker, which is expected to create some 30 new jobs, underlines Valero's faith in a continuing market demand for diesel fuel.

"It will be a 50,000 barrel per day unit," May said, "which means it will be a fairly large unit."

Guillory said the expectation level at the Valero facility regarding the new facility remains high.

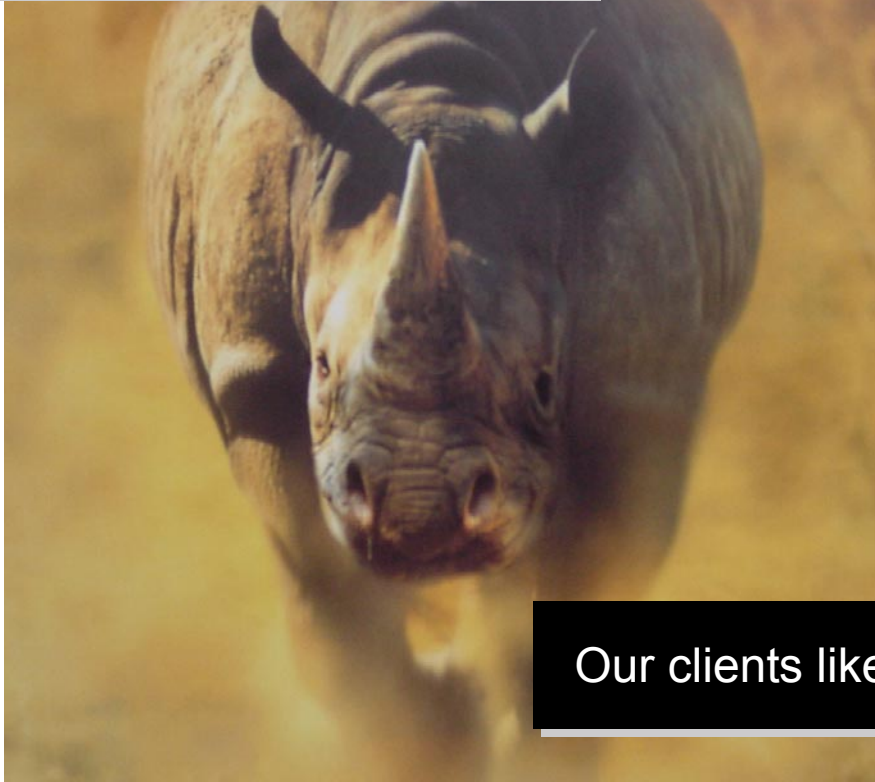
"This is probably going to be the biggest construction contract that we have done here," he said, "so we are all pretty excited about it."•



Photo courtesy Valero Energy Corp.

Valero Energy is once again moving forward on a \$1.4 billion expansion at its diesel fuel facility in Norco.

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Eskew+Dumez+Ripple 365 Canal St., Suite 3150 New Orleans 70130	561-8686 522-2253	17 0	41 0 2	Allen Eskew Steve Dumez Mark Ripple directors	Y	Y	N	N	N	Tulane University Main Campus Library renovation, Champions Square, Second Harvest Foodbank headquarters
Manning Architects 650 Poydras St., Suite 1250 New Orleans 70130	412-2000 412-2001	14 0	34 0 0	Wm. Raymond Manning president and CEO	Y	Y	Y	Y	Y	Xavier University Convocation Center, Pinnacle Baton Rouge Hotel and Casino, City of New Orleans Master Plan and Comprehensive Zoning Ordinance
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Blitch Knevel Architects Inc. 757 St. Charles Ave. New Orleans 70130	524-4634 524-5128	11 0	26 2 0	Ken Knevel vice president Ron Blitch president	Y	Y	Y	Y	N	new LSU academic medical center, new Holy Cross High School, Xavier University Qatar Pharmacy Pavilion
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HMS Architects 1515 Poydras St., Suite 2680 New Orleans 70112	636-3434 636-3435	7 0	15 0 0	Keith R. Steger vice president Charles B. Montgomery	Y	Y	Y	Y	Y	LSU Student Union Theatre; LSU Music and Dramatic Arts building; Andrew H. Wilson Elementary School
John C. Williams Architects 824 Baronne St. New Orleans 70113	566-0888 566-0897	7 0	17 1 5	John C. Williams principal	Y	Y	N	Y	Y	Rouses Market, Tulane Residential Dormitory, Drury Inn & Suites
Billes Partners 1055 St. Charles Ave., Suite 220 New Orleans 70130	301-1622 324-6222	6 0	18 0 2	Gerald W. Billes CEO/principal Richard S. Kravet principal/director of architecture Lisa C. Herron principal/director of business operations	Y	Y	N	Y	N	Louisiana Superdome, Make It Right, French Market renovations
Duplantis Design Group PC 314 E. Bayou Road Thibodaux 70301	(985) 447-0090 (985) 447-7009	6 10	40 1 0	David Duplantis president	N	Y	N	Y	Y	Assumption Parish Community Center, St. Charles EOC, NSU Culinary Arts Instruction Building, LE Fletcher TCC Campus
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The Hopkins Co. AIA 3045 Ridgelake Drive, Suite 300 Metairie 70002	838-8700 838-6003	5 0	9 0 0	George Denegre Hopkins Jr. chairman/CEO Steven R. Quarls president/chief operating officer	Y	Y	Y	Y	Y	Nelkin, Giardina, Koppel, Chisesi, Boegel
Trapolin-Peer Architects APC 639 Julia St. New Orleans 70130	523-2772 523-3081	5 0	18 0 0	Peter M. Trapolin president Paula M. Peer vice president	Y	Y	N	Y	N	Carver High School, Nunez Community College Administration Building, Littlewoods Headstart Preschool
WDG Architects Engineers 1100 Poydras St., Suite 1360 New Orleans 70163	754-5280 754-5275	5 3	22 1 0	Ronn P. Babin CEO Peter J. Jolet chief operating officer	Y	Y	Y	Y	Y	St. Bernard Port, Harbor and Terminal District administrative building; Murphy Oil USA laboratory facility, Alice Harte Elementary School
Wisznia Architecture + Development 800 Common St., Suite 200 New Orleans 70112	581-1948 581-1954	5 0	11 1 0	Marcel Wisznia principal	Y	Y	N	Y	N	Saratoga Lofts, Maritime Building, Stephens Garage conversion to lofts
John T. Campo & Associates Inc. 307 Tchoupitoulas St., Suite 300 New Orleans 70130	598-4440 598-4448	4 0	14 0 3	John T. Campo Jr. president	Y	Y	N	Y	Y	The Chickory Buildings; Dillard University Student Union; JFHQ Jackson Barracks
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BBi Architectural Services 1011 N. Causeway Blvd., Suite 36 Mandeville 70471	(985) 626-0858 (413) 410-7730	3 0	7 2 0	C. Brent Bueche president Elizabeth A. Gage-Oalman vice president	Y	Y	N	N	N	Ollie Steele Burden Manor; Alexander Milne Home for Women; Chick-Fil-A restaurants
Montgomery Roth Architecture & Interior Design 400 Poydras St., Suite 1720 New Orleans 70130	568-1240 568-1245	3 0	7 0 0	John Montgomery Lisa Roth principals	Y	Y	Y	Y	Y	The Sheraton Hotel, Mannings Restaurant, University of New Orleans Alumni Hall
N-Y Associates Inc. 2750 Lake Villa Drive Metairie 70002	885-0500 885-0595	3 12	38 0 0	Nicholas S. Musso vice president and director of architecture Frank Nicoladis president Michael F. Nicoladis senior vice president	Y	Y	N	Y	Y	Jefferson Parish East Bank maintenance facility; Plaquemines Parish Braithwaite Auditorium; St. James Parish Judicial Building
Howard Performance Architecture 650 Poydras St., Suite 2800 New Orleans 70130	799-3000 799-3010	3 0	8 0 0	Michael Robert Howard president Donald Fant principal	Y	Y	N	Y	Y	Bienville School-New Orleans Recovery School District, LSU Marching Band Hall, Our Lady of Prompt Succor-Middle School Building
Woodward Design Group 1019 S. Dupre St. New Orleans 70125	822-6443 822-9493	3 0	10 0 0	Paul H. Flower president Erik Wismar senior architect John Dalton senior architect Larry H. Case senior architect	Y	Y	N	Y	Y	Benson Tower, City of New Orleans, Mosquito Termite Rodent Control Center, Most Holy Trinity Church, Belleville Assisted Living
Yeates and Yeates Architects 929 S. Peters St. New Orleans 70130	522-7218 522-5606	3 0	7 1 0	Z. Ames Yeates partner and principal Cynthia Miller Yeates partner and principal	Y	Y	N	Y	Y	new Phoenix High School, new Fannie C. Williams School, Plaquemines Parish School Board Learning Center, Jackson Barracks Historic Garrison
Jahncke and Burns Architects 3516 Magazine St. New Orleans 70115	899 - 6271 899 - 6290	2 0	5 2 1	Davis Lee Jahncke Harvey George Burns partners	Y	Y	Y	Y	Y	Commander's Palace Restaurant, Eleanor McMain High School, Williams Research Center of the Historic New Orleans Collection
Piazza Architecture Planning 847 Galvez St., Suite 200 Mandeville 70448	(985) 626-1564 (985) 626-8289	2 0	5 0 0	Michael A. Piazza architect and owner	N	Y	N	Y	Y	Southern Living Magazine Idea House; four commercial buildings Terra Bella; First Baptist Church Youth Center; The Commons Phase II; Bayou Lacombe Middle School renovations

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

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
Wayne Troyer Architects 1119 Tchoupitoulas St. New Orleans 70130	593-9074 593-9073	2 0	5 0 0	Wayne Joseph Troyer principal	Y	Y	Y	Y	Y	Rice Mill Lofts, Jefferson Presbyterian Church, A Sustainable Center for Holy Cross
AGL Architecture & Interior Design 433 Metairie Road, Suite 208 Metairie 70005	888-9077 888-9079	1 0	5 0 0	Brian E. Anderson licensed architect Nita K. Liggio licensed interior designer	Y	Y	Y	Y	N	Benson Tower Interior Renovations; Global Hunter Securities; Jefferson Orthopedic Clinic
Antoine Architects 4990 Highway 22, Suite B Mandeville 70471	(985) 845-9650 NA	1 0	3 0 0	Alan B. Antoine architect	Y	Y	N	Y	Y	University Medical Center Site Project Office, Magnolia Business Center, St. Mary of the Angels School
Humphreys & Partners Architects/Louisiana 603 Julia St. New Orleans 70130	717-4701 324-0973	1 0	2 0 0	Danny Baldassaro regional director	Y	Y	Y	Y	Y	Chateau Mirage, River House, Shops at Crescent Club
Waring Architects 4300 S. Carrollton Ave. New Orleans 70119	861-1011 483-7124	1 0	3 1 0	Peter A. Waring architect	Y	Y	N	Y	Y	Pratt Landry Family Trust Building; Mystere Manson (formerly P.J. McMahon Funeral Home); Village Coffee

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

Commercial landscape contractors

(ranked by 2010 landscaping revenue)

Name Address	Telephone Fax	2010 landscaping revenue	Staff: Full- time Professional	Contact Title Year founded locally	Design or architecture Installation or landscaping	Construction Irrigation Maintenance	Other services	Recent projects
Rotolo Consultants Inc. 894 Robert Blvd. Slidell 70458	(985) 643-2427 (985) 643-2691	\$23 million	140 18	Joe Rotolo president 1964	Y Y	Y Y Y	pool construction, hardscape, remediation	CJ Pete, Claiborne Avenue, Columbia Citi Residences, YMCA's N.O., AFRH, BP
The Plant Gallery Inc. 9401 Airline Drive New Orleans 70118	488-8887 (866) 903-7398	\$5 million	57 22	Kenneth John Rabalais owner and president 1991	Y Y	Y Y Y	florist, plant rentals, special events, interior and exterior maintenance	Mercedes Benz dealership, Ritz Carlton courtyard, Downtown Development District
Anthony's 300 L&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, landscape lighting, hydroseeding, holiday decorating, plant rentals, hardscape and pavers, general contractor	Veterans Boulevard and Clearview beautification, Severn and Veterans Boulevard Blue Dog sculpture, One Shell Square Poydras Street median, City Park big Lake Planting, exclusive private residences
Swanson's Perfect Ponds & Landscaping dba Stone Yard 3944 Peters Road Harvey 70058	367-2339 (866) 602-1498	\$100,000	6 3	Frank Swanson president 1990	Y Y	Y N Y	construction and maintenance of all water features, stone yard and pond supplies, pond supplies, outdoor decor, sugar kettles	St. Catherine of Siena pond

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.

Engineering firms

(ranked by the number of licensed engineers)

Name Address	Phone Fax	Licensed engineers	Full-time employees Year founded	Industrial or Commercial	Environmental Wastewater Geotechnical	Residential Public works Other	Recent local projects	Managing principal(s) E-mail Website
URS Corp. 600 Carondelet St., New Orleans 70130 3500 N. Causeway, Suite 900, Metairie 70002	586-8111/ 837-6326 599-5240/ 831-8860	168	643 1904	275	39 28 12	0 41 0	Marathon Garyville Flare Improvement, ConocoPhillips Small Projects Alliance, Chevron Oronite Levee Improvement, Cytec Small Projects Alliance, New Orleans Sewerage and Water Board Claiborne Avenue, Regional Planning Commission Clearview Parkway Environmental Assessment, Army Corps of Engineers Construction Management Services, Orleans Parish Levees, City of Gretna Wastewater Treatment Plant Improvements	Kenneth Martinez Vincent Provenza, vice president, regional managers lisa_davis@urscorp.com www.urscorp.com
Audubon Engineering Co. 111 Veterans Blvd., Suite 1200 Metairie 70005	833-5669 828-4609	100	399 1997	100	0 0 0	0 0 0	Baton Rouge area chemical plant exhaust scrubber, ENI Petroleum Gulf of Mexico major oil and gas company gas processing facility, Independent oil and gas company Gulf of Mexico multiple 4-pile platforms, New Orleans area refinery custody transfer metering station, Jefferson Parish pumping stations stormproofing, major oil company FEED study for Gulf of Mexico field redevelopment	J. Denis Taylor, managing partner Bob Rosamond, managing partner, CEO Ryan Hanemann, managing partner denis@aecno.com www.audubon-engineering.com
Waldemar S. Nelson & Co. Inc. 1200 St. Charles Ave. New Orleans 70130	523-5281 523-4587	100	298 1945	91	2 2 0	0 5 0	Shell offshore oil and gas facilities; ExxonMobil offshore oil and gas facilities; U.S. Army Corps of Engineers hurricane protection projects	Charles W. Nelson, chairman and president Kenneth Nelson, executive vice president James Lane, treasurer, chief financial officer and chief operating officer Robert Leaber, manager of engineering-New Orleans David Stewart, manager of engineering-Houston Virginia Dodge, corporate secretary www.wsnelson.com
EDG Inc. Consulting Engineers 3900 N. Causeway Blvd., Suite 700 Metairie 70002	455-0858 (888) 334-9298 455-0868	90	372 1982	10	0 0 0	0 0 80	deepwater Gulf of Mexico upgrades and modifications; significant studies for green field docks on the Mississippi River	Dave Colomb Pete Posner Tim Moreau contactedg@edg.net www.edg.net
Jacobs Engineering Group 3330 W. Esplanade Ave., Suite 300 Metairie 70002	835-2577 837-5924	85	195 1957	150	10 5 10	0 20 0	Shell Mars B TLP	Barry Acosta, manager of business development Randy Hasling, manager of projects Lawrence J. Cacioppo barry.acosta@jacobs.com www.jacobs.com
Wink Engineering 120 Mallard St. St. Rose 70087	471-6420 471-6470	59	244 1970	90	1 1 0	0 1 7	NA	A.E. "Andy" Farris Jr., president Raleigh P. Richards, senior vice president and chief financial officer Michael B. Willem, vice president, general manager of St. Charles operations Kevin D. Steed, vice president, general manager of Baton Rouge operations www.winkinc.com

Engineering firms

(ranked by the number of licensed engineers)

Name Address	Phone Fax	Licensed engineers	Full-time employees Year founded	Industrial or Commercial	Environmental Wastewater Geotechnical	Residential Public works Other	Recent local projects	Managing principal(s) E-mail Website
Rimkus Consulting Group 3850 N. Causeway Blvd., Suite 1325 Metairie 70002	832-8999 832-1060	40	35 1995	1	0 0 0	20 0 19	NA	Jeremy Hoffpauir, division manager and forensic division manager central region jchoffpauir@rimkus.com www.rimkus.com
Burk-Kleinpeter Inc. 4176 Canal St. New Orleans 70119	486-5901 483-6298	36	144 1910	43	5 5 0	0 46 6	St. Bernard Street Repair, Peters Road Bridge, Sewerage & Water Board Sewer Program Management	George C. Kleinpeter Jr., president gkleinpeter@bkusa.com www.bkusa.com
ABMB Engineers Inc. 1615 Poydras, Suite 850 New Orleans 70112	322-3050 (225) 765-7400	29	140 1982	15	5 10 0	0 60 40	NA	Michael N. McGaugh, managing principal Steve Boudreaux, managing principal Michael G. Bruce, managing principal Laurence L. Lambert III, principal www.abmb.com
Keystone Engineering Inc. 2450 Severn Ave., Suite 308 Metairie 70001	362-9465 362-6899	26	135 1988	100	0 0 0	0 0 0	Valero St. Charles Refinery offsites, ExxonMobil Upstream Green and Brownfield work both onshore and offshore including Gulf of Mexico structural assessments support; Multi- Disciplined Chevron Gulf of Mexico project work; misc. LOOP/LOGAP project support	Barry Reed, vice president Rudy Hall, managing principal hr@keystoneengr.com www.keystoneengr.com
U.S. Forensic 3300 W. Esplanade Ave., Suite 601 Metairie 70002	831-7001 (888) 873-6752 832-0055	24	36 2006	20	5 0 5	65 5 0	U.S. Army Corps of Engineers Southeast Louisiana Flood Control Project; Armstrong Airport resident inspection	Gary L. Bell, managing partner gary@usforensic.com www.usforensic.com
Tetra Tech 3850 N. Causeway Blvd., Suite 210 Metairie 70002	832-8911 832-8922	22	132 1966 (in Pasadena, Calif.)	0	5 0 50	0 0 45	design services for Inner Harbor Navigation Canal Surge Barrier, Inner Harbor Navigation Canal Lock, Bayou Segnette Pump Station and Company Canal; Construct hurricane risk reduction floodwall and five floodgates from 17th Street Canal to Topaz Street LPV-101.02, Chalmette Loop Levee - Bayou Dupre Floodgate LPV-144, Western Tie-In Closure Structure WBV-74; Atchafalaya Basin Supplemental Environmental Impact Statement; Port of South Louisiana Finger Pier; IHNC Bayou Bienvenue Gate & North T-Wall project; East Jefferson Levee District Shoreline Protection Project; Rabbit Island Restoration; Spanish Pass Diversion Pilot Study	Dale Miller, regional vice president info@tetrattech.com www.tetrattech.com
JBA Consulting Engineers Inc. 3525 N. Causeway Blvd., Suite 500 Metairie 70002	830-0139 830-0197	21	91 1966	0	0 0 0	0 0 0	Saenger Theatre Renewal, St. Charles Parish Hospital ER Expansion, Harry Hurst Middle School Classroom Building, U.S. Attorney General's Offices, Jefferson Parish Head Start Jutland Facility	Craig M. Clement, director Ashley C. Brennan, marketing coordinator/office manager cclement@jbace.com www.jbace.com



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CLEAR SOLUTIONS FOR WATER, ENERGY AND THE ENVIRONMENT

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Engineering firms

(ranked by the number of licensed engineers)

Name Address	Phone Fax	Licensed engineers	Full-time employees Year founded	Industrial or Commercial	Environmental Wastewater Geotechnical	Residential Public works Other	Recent local projects	Managing principal(s) E-mail Website
Modjeski & Masters Inc. 1055 St. Charles Ave., Suite 400 New Orleans 70130	524-4344 561-1229	19	34 1893	0	0 0 0	0 0 100	design of the Huey P. Long Bridge widening; bridge scour analyses of bridges statewide; design and construction monitoring of Port bridge repairs; Huey P. Long Bridge annual inspection	Donald F. Sorgenfrei, senior vice president dfsorgenfrei@modjeski.com www.modjeski.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	Shell Popeye expansion project	J. B. Exley S.J. Trocquet T. K. Garbee pai@paieng.com www.paieng.com
BCG Engineering & Consulting Inc. 3012 26th St. Metairie 70002	454-3866 454-6397	16	16 1976	5	0 5 0	0 80 10	Southeast Louisiana Flood Control Project; fronting protection at Bonnabel and Suburban pump stations; West Bank levees 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 836-8191 836-8199	14	42 1954	10	0 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; design and reconstruction of hurricane damaged facilities in Plaquemines Parish	John A. Graves, president jgraves@evans-graves.com www.evans-graves.com
N-Y Associates Inc. 2750 Lake Villa Drive, Suite 100 Metairie 70002	885-0500 885-0595	12	38 1969	5	5 20 0	0 70 0	N. Galvez Street improvements, City of New Orleans; Sewerage improvements, Sewerage and Water Board of New Orleans; U.S. Army Corps of Engineers, Jefferson Parish West Bank flood protection	Frank Nicoladis Michael F. Nicoladis Constantine F. Nicoladis James E. Simmons mnicoladis@n-yassociates.com www.n-yassociates.com
Eustis Engineering Services 3011 28th St. Metairie 70002	834-0157 (800) 966-0157 834-0354	11	93 1957	0	0 0 282	0 0 196	Gauthier Elementary School, St. Bernard Parish; Drain Point repair services, New Orleans; Cytex Industries Gateway Dock project, Westwego; floodwall and gates, East Bank of Orleans Canal to West Bank of London Canal, Orleans Parish; Entergy Louisiana, Ninemile Unit 6, CCGT Project, Westwego; Columbia Parc at The Bayou District, Phase II A, New Orleans	William W. Gwyn, president Kathy D. LeRouge, secretary John R. Eustis, executive vice president and treasurer Gwendolyn P. Sanders, vice president info@eustiseng.com www.eustiseng.com
MWH 1340 Poydras St., Suite 1420 New Orleans 70124	581-6900 581-6909	11	28 1945	0	0 0 0	0 0 1	SSERP	R. Christopher Young, vice president tona.j.zwanziger@mwhglobal.com www.mwhglobal.com
Duplantis Design Group 314 E. Bayou Road Thibodaux 70301	(985) 447-0090 (985) 859-8994 (985) 447-7009	10	40 1997	50	0 0 0	5 45 0	Nord du Lac, The Cottages of Baton Rouge, St. Tammany Parish CDBG drainage project Manager, Hammond Square Mall	David Duplantis, president sguin@ddgpc.com www.ddgpc.com

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Engineering firms

(ranked by the number of licensed engineers)

Name Address	Phone Fax	Licensed engineers	Full-time employees Year founded	Industrial or Commercial	Environmental Wastewater Geotechnical	Residential Public works Other	Recent local projects	Managing principal(s) E-mail Website
Pelican Energy Consultants 115 Ashland Way Madisonville 70447	(985) 871-4200 (985) 871-4102	9	87 2005	20	0 0 0	0 0 0	Denbury EOR Facilities, Valero St. Charles Refinery onsite and offsite projects, Helis Gulf of Mexico facility abandonments, ExPert Oil and Gas oil facility Plains Pipeline Targa Resources	Kenneth S. Bogle, president kenneth.bogle@pelicanenergy.com www.pelicanenergy.com
Casbarian Engineering Associates 3520 General DeGaulle Drive, Suite 2001 New Orleans 70114	368-2051 364-4245	8	50 2004	0	0 0 0	0 0 1	design engineering firm working with major and independent energy companies performing design, modifications, and repairs to offshore platforms	A. O. Peter Casbarian, president and CEO Frank Buescher, senior vice president Peter Couturie, vice president peter.casbarian@casbarianeng.com www.casbarianeng.com
Associated Design Group New Orleans 1010 Common St., Suite 2405 New Orleans 70112	561-6333 561-6338	7	14 1996	20	15 0 0	0 0 65	Dillard Univeresity campus recovery, Louisiana Superdome reconstruction, Hyatt Hotel renovation, Regional Transit Authority reconstruction, Fannie C. Williams School Replacement, 200 Carondelet conversion	Lawrence W. Blanchette, CEO Perry S. Brown, branch executive officer Lance J. Bonadona, branch executive officer Craig Campbell, chief operating officer Pat Boudreaux, executive officer adgno@adginc.org adginc.org
Dewberry 1615 Poydras St., Suite 1295 New Orleans 70112	524-8147 524-8489	7	11 1956	0	0 0 0	0 0 100	Hazard mitigation work for: cities of Thibodaux, New Orleans, Covington and Catahoula Assumption, Grant, Allen and Jefferson Davis parishes; build out of office space for Minerals Management Service, Ellender Federal Building HVAC replacement, Long Federal Building chiller replacement, Long Federal Building fire alarm, Social Security Administration office renovations	Donald E. Stone Jr., CEO Christopher Gregus, office manager www.dewberry.com
Infinity Engineering Consultants 2626 Canal St., Suite 202 New Orleans 70119	304-0548 355-0265	7	18 2004	40	0 40 0	0 15 5	City of New Orleans VA Medical Center Infrastructure, Office of State Buildings Baton Rouge Cooling Tower Replacement, City of Kenner MLK Center, RTA Carrollton Passenger Station and Uptown Streetcar Expansion, Jefferson Parish Bannerwood and Wedmere Drainage Improvements, Sewerage and Water Board of New Orleans Design Packages and Louis Armstrong International Airport North Perimeter Road	Raoul V. Chauvin III William J. Thomassie, principal partners wthomassie@infinityec.com www.infinityec.com
Clement Control Systems Inc. 1305 Distributors Row, Suite K Harahan 70123	733-5323 733-5373	6	19 1998	100	0 0 0	0 0 0	Control System upgrades for LOOP, Murphy Oil, Valero, Enbridge, Enterprise, and Stolthaven	Mark D. Clement Mark P. Hymel Mark M. Foster www.clementcontrols.com
Moses Engineers Inc. 909 Poydras St., Suite 2150 New Orleans 70118	586-1725 586-1846	6	21 1947	80	0 0 0	0 20 0	L.B. Landry High School, Xavier Convocation Center, Maritime Apartments, Make It Right, Andrew Wilson Elementary	Lenny Zimmermann Ted H. Moses W. Howard Moses Luis R. Sosa admin@mosesengineers.com www.mosesengineers.com
Huseman & Associates 3925 N. I-10 Service Road, Suite 201-B Metairie 70002	456-3119 606-1239 456-3122	5	13 2005	30	0 0 0	0 15 55	MEP consulting engineering for Orleans Parish Prison Kitchen, Cental Plant, HOD and CCC; OPSO Phase 2 - Intake Processing Center; LSU Human Development; Louis Armstrong Park lighting; Gretna Street lighting; TUMC UPS replacement, St Charles Parish Emergency Generator, St Charles Parish Community Center; Manresa Retreat Facility, Madisonville Library; N.A.S. Public Works, Hangar & Cal Lab	Jeffrey Huseman, owner reneaj@husemanllc.com www.husemanllc.com

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Engineering firms

(ranked by the number of licensed engineers)

Name Address	Phone Fax	Licensed engineers	Full-time employees Year founded	Industrial or Commercial	Environmental Wastewater Geotechnical	Residential Public works Other	Recent local projects	Managing principal(s) E-mail Website
IMC Consulting Engineers Inc. 3120 20th St. Metairie 70002	831-9119 831-9121 831-9134	5	18 1988	50	0 0 0	0 50 0	Marine Forces Reserve Headquarters, Federal City; consolidated car rental facility, Louis Armstrong Airport; La. National Guard multi-use complex, Jackson Barracks; Touro Imaging Center; Naval Public Works Complex; Stormproofing N.O. S&WB S	Ken McLaughlin, president Chip Higbee, vice president Richard Nichols, vice president kmclaughlin@ imcconsultingengineers.com
Royal Engineers and Consultants 601 Elysian Fields Ave. New Orleans 70117	309-4129 267-4824 309-3983	5	33 2005	5	10 25 0	0 60 0	Sewer System Evaluation Program, RTA Terminal Rail expansion, Sewerage and Water Board of New Orleans: South Shore Basin Design, Central Yard Design, St. Bernard Parish Roadway Restoration Project, Cameron Parish Hurricane Recovery Program	Dwayne G. Bernal, president Michael L. Pugh, vice president T. Mitchell Andrus, vice president, South division Clifton C. Kyle, vice president, operations gbernal@royalengineering.net www.royalengineering.net
Julien Engineering 3520 Gen. DeGaulle Drive, Suite 1045 New Orleans 70114	366-3454 366-8726	4	19 1995	10	0 5 0	15 40 30	Louis Armstrong New Orleans International Airport Consolidated Rental Car Facility; C.J. Peete Redevelopment (Harmony Oaks), Housing and Public Works; Behrman Soccer Stadium; Municipal Yacht Harbor; Baton Rouge Magnet High School; Crocker Elementary School; Hynes Elementary School; Woodson Elementary School; 7th District Police Station	Kerwin E. Julien, president kerwin@julien-engineering.com www.julien-engineering.com
Richard C. Lambert Consultants 900 W. Causeway Approach Mandeville 70471	(985) 727-4440 (985) 727-4447	4	16 1987	30	0 20 0	10 30 10	I-12 Tchefuncte Interchange; I-12@LA21 Interchange, LA21 Improvements (Ochsner Blvd. to Bootlegger), Dwyer Road Box Culvert intake canal; Magazine St. construction administration	Richard C. Lambert, principal in charge rclc@rclconsultants.com www.rclconsultants.com
Trigon Associates 1515 Poydras St., Suite 2200 New Orleans 70112	585-5767 982-0088 585-5747	4	13 2009	5	5 5 0	0 80 5	wind retrofit of Plaquemines Parish-owned facilities; city of Slidell post-Katrina sewer system repairs; U.S. Army Corps of Engineers Flood Protection Project and construction management; Audubon Nature Institute sea lion shade canopy; FEMA Archaeological, Architectural National Register and Historic Survey; probable costs for the permanent Protection System Outfall Canals in Orleans Parish for the Sewerage & Water Board of New Orleans; egional Planning Commission Stage 1 Environmental Assessment for U.S. 61 at Clearview Parkway; Braithwaite Wastewater Treatment Plant; City of New Orleans Department of Public Works Drainage Master Plan; Sewerage and Water Board of New Orleans sewer system evaluation and rehabilitation support	Lisa F. Cookmeyer, chief operating officer Sal Mansour, president Michelle Herbert, vice president Greg Kolenovsky, vice president LCookmeyer@ TrigonAssociates.com ww.TrigonAssociates.com
Woodward Engineering Group 1019 S. Dupre St. New Orleans 70125	822-6443 822-9493	4	9 1924	95	0 0 0	5 0 0	Eleven 37 Apartments, Federal City, C.J. Peete redevelopment, VA Ambulatory, Gold Seal Apartments, Barataria Station, Houma; 2222 Tulane Ave Apartments; New Orleans Mosquito and Termite Control; Benson Tower; Laitram Corp.	Johann L. Palacios, division manager Paul H. Flower, CEO info@woodwarddesignbuild.com www.woodwarddesignbuild.com

Engineering firms

(ranked by the number of licensed engineers)

Name Address	Phone Fax	Licensed engineers	Full-time employees Year founded	Industrial or Commercial	Environmental Wastewater Geotechnical	Residential Public works Other	Recent local projects	Managing principal(s) E-mail Website
Innovative Technical Services 400 Poydras St., Suite 1330 New Orleans 70130	593-2000 617-6371	3	19 2001	90	0 0 0	0 0 10	Department of Energy strategic petroleum reserve, Shell Exploration and Production	Lorna Humphrey, principal in charge Chad Simonton, principal Thomas Hurstell, principal engineer www.intech-llc.com
WDG Architects Engineers (formerly Wink Design Group) 1100 Poydras St., Suite 1360 New Orleans 70163	754-5280 754-5271 754-5275	3	22 2009	0	0 0 0	0 0 0	City of New Orleans generator upgrades, Louisiana Superdome enhancements, Ochsner Health System upgrades, Tulane University well water system, Mahalia Jackson School renovations, LSUHSC New Orleans campus fan coils and piping repairs, Jackson Barracks renovations	Ronn P. Babin, CEO Peter J. Jolet, chief operating officer pjolet@wdgnola.com www.wdgnola.com
Carubba Engineering Inc. 3621 Ridgelake Drive, Suite 204 Metairie 70002	888-1490 888-1491	2	4 1993	60	0 0 0	20 20 0	St. Bakhita, St. Mary's, Levy Gardens	Roy M. Carubba, principal and owner roy@carubbaengineering.com carubbaengineering.com
Creative Engineering Group 201 Highland Park Plaza Covington 70433	(985) 249-5706 (985) 249-5707	2	7 2005	0	0 0 0	0 0 0	security upgrade at Stennis Space Center; Our Lady of the Lourdes Church, School and Gym; Ambulatory Surgical Center; Mary Bird Perkins Cancer Center; Salmen High School; Chimes Restaurant; National World War II Museum Restoration Pavilion; Robert's Harrison Food Center; Bogalusa Medical Center AC & ceiling upgrade; Lallie Kemp Medical Center (various projects); Osborne Elementary School; Odyssey Hangar	Keith Schleusener, vice president Ray Nolan, President keiths@ceg-itl.com
Gandolfo Kuhn 5413 Powell St. Harahan 70123	818-2810 818-2811	2	12 1893	85	3 2 0	0 5 5	Armstrong Park, Huey P. Long Bridge, Ochsner Hospital and Clinic, New Orleans Riverwalk, City Park	Paul J. Kocke Sr. Ed Kocke Walter Stone Joseph Meilleur pkocke@gandolfokuhn.com
Petronyx Consulting Engineers 3520 Gen. DeGaulle Drive, Suite 3200 New Orleans 70114	366-1414 366-1450	2	15 1998	95	0 5 0	0 0 0	Shell Pipeline: Fourchon Amberjack Metering Facility; Maritech Resources: Timbalier Bay - New facility, pipeline and gas lift system upgrades; Helis Black Bay pipeline and facility tieback	Hossein A. Kasiri Robert M. Zone, managing principals mail@petronyx.com www.petronyx.com
K-Belle Consultants 624 Atherton Drive Metairie 70001	832-9123 457-4193 617-7797	1	4 2008	0	0 0 0	0 0 1	subcontractor to U.S. Army Corps of Engineers, UNO Engineering Shed, St. Augustine Biology Lab, Algier's maintenance shed, Lusher High School cafeteria	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	4 1983	100	0 0 0	0 0 0	hurricane repairs, Entergy Corp.; natural gas distribution expansion, Atmos Energy; litigation support various claims	George J. Mahl III, president gjwahl@mahlengr.com

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General contractors

(ranked by 2010 gross revenue)


Company Address	Phone Fax	Gross revenue	Full-time employees Year founded locally	Services offered	Percent of volume: Commercial Light industrial Heavy industrial	Percent of volume: Public works Other	Recent local projects	Top executive Title
Boh Bros. Construction Co. P.O. Box 53266 New Orleans 70153	821-2400 821-0714	\$360 million	1,500 1909	general contractor	12 percent 0 percent 16 percent	72 percent 0 percent	I-10 Twin Spans; Hero Pump Station Fronting Protection; Columbia City Residences infrastructure	Robert S. Boh president
Walton Construction - a CORE Company 2 Commerce Court Harahan 70123	733-2212 733-2214	\$286 million	213 2003	pre-construction, construction, design-build, construction management	100 percent 0 percent 0 percent	0 percent 0 percent	Bienville School, 19th Judicial District Courthouse, Gaslight Apartments, BRAC Package 1A at Naval Air Station - Joint Reserve Base New Orleans, Fort Polk Barracks renovation	Bill Petty president
Woodward Design+Build 1019 S. Dupre St. New Orleans 70125	822-6443 822-9493	\$250 million	270 1924	construction, design, engineering, steel, millwork	55 percent 25 percent 0 percent	15 percent 5 percent	Benson Tower, Federal City Phase I, OPCSO Warehouse, Food Facility and Central Plant, The Saratoga Building	Paul H. Flower president and CEO
M.R. Pittman Group 505 Commerce Point Harahan 70123	733-3040 733-3042	\$165 million	165 2004	general contractor	0 percent 0 percent 0 percent	100 percent 0 percent	New Sarpy Water Treatment Plant, Louisiana GIWW West Closure Structure U.S. Army Corps of Engineers c/o Gulf Intra-Coastal Contractors	Michael R. Pittman president
MAPP Construction 601 Poydras St., Suite 1715 New Orleans 70130	833-6277 833-6074	\$135 million	132 1991	general contractor	90 percent 10 percent 0 percent	0 percent 0 percent	LaPlace Elementary; Jackson Barracks Joint Forces Annex Facilities; Theatres at Canal Place; Entergy Corporate Headquarter renovations; Value Place Hotel & WoW Wingery Complex; Jefferson Parish Sheriff's Office Crime Lab; Ochsner Shell build-out; Plaquemines Parish Animal Shelter; University of Phoenix build-out; Chevron Northpark UPS Addition; St. Bernard Cultural Arts & Community Center; Jefferson Parish Emergency Call Center	Michael A. Polito president and CEO
Broadmoor 2740 N. Arnoult Road Metairie 70002	885-5400 885-6065	\$120 million	150 1973	general contracting, design-build, project management	80 percent 10 percent 0 percent	10 percent 0 percent	Lafitte Housing Development; NASA Vertical Assembly Building, Michoud Assembly Facility; Ellis Marsalis Center for Music; Navy F-15 Maintenance Facility and Hush House Foundation, NAS-JRB	John A. Stewart president
Gibbs Construction 5736 Citrus Blvd., Suite 200 Harahan 70123	733-4336 734-1417	\$90 million	136 1976	commercial general construction, design-build	100 percent 0 percent 0 percent	0 percent 0 percent	Superdome re-skin, 930 Poydras apartments, U.S. Customs House renovations	Lawrence C. Gibbs CEO
DonahueFavret Contractors Inc. 3030 E. Causeway Approach Mandeville 70448	(985) 626-4431 (985) 626-3572	\$88 million	60 1979	pre-construction services, commercial construction, design build	100 percent 0 percent 0 percent	0 percent 0 percent	Joseph B. Lancaster Elementary School; OPCD 911 Call Facility; Tulane Medical Center Heliport; State Investors; Loyola University parking garage	Jack Donahue / John Donahue chairman / president and CEO
Brice Building Co. 3500 N. Causeway Blvd., Suite 350 Metairie 70002	887-7020 887-7090	\$63 million	50 1952	general contracting, design-build, construction management	100 percent 0 percent 0 percent	0 percent 0 percent	Louisiana Cancer Research Center, Church of the King, Ochsner Clinic Foundation	C. Ben Nevins president and chief operating officer
Satterfield & Pontikes Construction Group 2400 Veterans Blvd., Suite 105 Kenner 70062	620-3660 620-3860	\$61 million	36 2005	general contractor, construction manager, design-build	2 percent 0 percent 0 percent	52 percent 48 percent	LANOIA Consolidated Rental Car Facility, LSU Parking Garage, Plaquemines Parish Phoenix Pre-K through 12 School, Jackson Barracks Buildings 2-6, St. Mary's Academy hurricane rebuild, NOAB Aircraft Rescue and Fire Fighting Facility, The National WWII Museum Phase IV expansion, L.B. Landry High School	James (Jim) Brogan manager Gulf Coast Operations
Landis Construction Co. 8300 Earhart Blvd., Suite 300 New Orleans 70118	833-6070 833-6662	\$59 million	85 1956	construction, pre-construction, design-build	100 percent 0 percent 0 percent	0 percent 0 percent	Second Line Stages, Xavier University Pharmacy, Dillard University Student Union & Wellness Center, Xavier Arts Village, Lagniappe Academies, St. Joe Lofts	Jim Landis president/chief financial officer
The McDonnel Group 3350 Ridgelake Drive, Suite 170 Metairie 70002	219-0032 219-0095	\$47 million	44 2000	general construction, pre-construction services, construction management, design-build	100 percent 0 percent 0 percent	0 percent 0 percent	Tulane Medical Center, Tulane Hospital, Shell Ocean Training, Port of New Orleans, Baker Donaldson	Allan McDonel president
Durr Heavy Construction 817 Hickory Ave. Harahan 70123	737-3205 737-3905	\$40 million	124 1955	site preparation, demolition, underground utilities, paving, disaster recovery	30 percent 30 percent 0 percent	30 percent 10 percent	C.J. Peete redevelopment	Stephen F. Stumpf CEO
F.H. Myers Construction Corp. 520 Commerce Point Harahan 70123	734-1073 734-1099	\$29 million	33 1987	general contractor - commercial construction, design-build and pre-construction services	100 percent 0 percent 0 percent	0 percent 0 percent	Elysian Courtyards of Gentilly, Slidell Municipal Center Building 1, Slidell Municipal Center Building 2	Fred H. Myers president

General contractors

(ranked by 2010 gross revenue)

Company Address	Phone Fax	Gross revenue	Full-time employees Year founded locally	Services offered	Percent of volume: Commercial Light industrial Heavy industrial	Percent of volume: Public works Other	Recent local projects	Top executive Title
Construction Masters 701 Papworth Ave., Suite 206 Metairie 70005	831-4261 832-0762	\$26 million	27 1989	general contractor, renovations, new construction, adaptive reuse, hurricane rehabilitation, pre-construction services	0 percent 0 percent 0 percent	90 percent 10 percent	St. Rita Elementary School Archdiocese of N.O.; LSU Lions Eye Center; RTA N.O. East Main Facility; Adoration Chapel Our Lady of Prompt Succor Church Chalmette; St. Andrew Elementary School Admin. Renovations; Faith Lutheran School Repairs; Head Start Center improvements, Plaquemines Parish School Board	Rene' J. Becnel/Glen Newell CEO/president
Rotolo Consultants Inc. 894 Robert Blvd. Slidell 70458	(985) 643-2427 (985) 643-2691	\$23 million	140 1978	landscape construction, landscape maintenance, pool construction, hardscape, remediation	50 percent 0 percent 0 percent	25 percent 25 percent	C.J. Peete, AFRH, Columbia Citi Residences, James Business park, Nord du Lac, YMCAs of N.O., BP	Joe Rotolo president
Aegis Construction Inc. 456 W. Fifth St. LaPlace 70068	(985) 651-2859 (985) 651-2854	\$20 million	16 1991	design-build, construction management, general contractor	40 percent 10 percent 0 percent	50 percent 0 percent	Cajun Coast Welcome Center; St Charles Parish Hospital ER, Ponchartraine Recreation Facility, St. Charles Community Health Center, Harry Hurst Middle School Classroom Bldg & Gym. St Charles Parish Law Enforcement Complex, Gretna Library; John Quincy M.S. Cultural Arts, Westbank ARC	M. Kent Lilledahl president and CEO
Kent Construction Inc. 1875 Highway 59 Mandeville 70448	(985) 626-9964 (985) 626-5434	\$20 million	38 1996	commercial construction, design build	100 percent 0 percent 0 percent	0 percent 0 percent	Usual Suspects Sandwich Co., Ochsner Covington MRI, Silva, Gurtner & Abney CPA & Consultants, Covington High weight room, Federal Reserve screening lobby, Ocean Dental-New Orleans	Kyle Kent owner
Devier Design Build P.O. Box 9150 Mandeville 70470	(985) 612-2900 (985) 612-2901	\$19 million	39 1999	general contractor	100 percent 0 percent 0 percent	50 percent 50 percent	CVS, Jefferson Highway and Deckbar Ave., City Park Administration Complex, Our Lady of Prompt Succor Addition, Hammond Center for Options	Thad Devier owner

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New Orleans/Bayou Chapter **2011 PROGRAMMING CALENDAR**

<p>MARCH</p> <p>1 Bayou Industrial Alliance Quarterly Mtg: Anti-Indemnity Legislation Update</p> <p>9 Planning & Scheduling w/ P6 Course</p> <p>15 Fundamentals of Scheduling Course</p> <p>17 OSHA 10 Course</p> <p>19 CPR/1st Aid/AED Course</p> <p>26 CSST Field Safety Course</p> <p>APRIL</p> <p>1 Annual President's Cup Golf Tournament</p> <p>6 Lunch & Learn Series: How To Function With or Without Your Assistant</p> <p>8 High School Welding Competition</p> <p>19 Planning & Scheduling w/ Primavera P3 & SureTrak Course</p> <p>MAY</p> <p>5 Annual Member Crawfish Boil</p> <p>7 CSST Safety Tech Course</p> <p>9 OSHA 30 Course</p> <p>17 Planning & Scheduling w/ Microsoft Project 2003/2007 Course</p> <p>18 Bayou Industrial Alliance Quarterly Mtg: Cap & Trade Status Report</p> <p>27 Final Friday Series: Scheduling Concepts - Project Mgr & Estimator Specific</p> <p>JUNE</p> <p>8 Lunch & Learn: Green Building Myth Busting</p> <p>13 Fundamentals of Project Management Course</p> <p>23 OSHA 10 Course</p> <p>23 ABC Louisiana Fishing Rodeo - Grand Isle</p>	<p>JULY</p> <p>21 ABC Louisiana Annual State Convention</p> <p>AUGUST</p> <p>3 Bayou Industrial Alliance Quarterly Mtg</p> <p>16 Fundamentals of Scheduling Course</p> <p>SEPTEMBER</p> <p>7 Planning & Scheduling w/ P6 Course</p> <p>12 OSHA 30 Course</p> <p>14 Lunch & Learn Series: The Changing Construction Economy</p> <p>15 Member Rock-N-Bowl Tournament</p> <p>OCTOBER</p> <p>8 CPR/1st Aid/AED Course</p> <p>14 Educational Trust Fund \$10,000 Super Raffle Fundraiser</p> <p>18 Planning & Scheduling w/ Microsoft Project 2003/2007 Course</p> <p>20 OSHA 10 Course</p> <p>25 Planning & Scheduling w/ Primavera P3 & SureTrak Course</p> <p>28 Final Friday Series: Spotting Fraud Before It Happens</p> <p>NOVEMBER</p> <p>2 Bayou Industrial Alliance Quarterly Mtg</p> <p>7 Fundamentals of Project Management Course</p> <p>17 Chapter Excellence in Construction Awards Ceremony</p> <p>DECEMBER</p> <p>2 Member Holiday Party</p>
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General contractors

(ranked by 2010 gross revenue)

Company Address	Phone Fax	Gross revenue	Full-time employees Year founded locally	Services offered	Percent of volume: Commercial Light industrial Heavy industrial	Percent of volume: Public works Other	Recent local projects	Top executive Title
Ryan Gootee General Contractors 1100 Ridgewood Drive Metairie 70001	832-1282 832-8969	\$17 million	31 2004	commercial general construction, pre-construction services, design-build	100 percent 0 percent 0 percent	0 percent 0 percent	Christian Brothers School expansion, Ryan Gootee G.C. corporate office building, Buras Consolidated Community Center, Percy M. Griffin Community Center, Jesuit HS - Banks Street parking lot, Lighthouse for the Blind - warehouse additions	Ryan P. Gootee president and CEO
DV & Associates 303 Huey P. Long Ave. Gretna 70053	304-3941 304-3943	\$15 million	9 2009	construction, management	10 percent 10 percent 70 percent	5 percent 5 percent	Carrollton water power plant, New Orleans 15 MW 60 HZ 4160 V Power Generator, West Pointe a la Hache & Diamond Pump Station Plaquemines Parish, Stormproofing & Repairs of Pump Stations - civil construction Calcasieu River Lock, asphalt paving repairs	Harold J. Blakemore Jr. president and CEO
Professional Construction Services Inc. P.O. Box 26245 New Orleans 70186	241-8001 245-7475	\$15 million	125 1972	land and marine pile driving, concrete foundations, structural steel fabrication and erection, process piping	5 percent 5 percent 75 percent	0 percent 15 percent	Chevron Oronite at Belle Chasse; misc pile driving; Entergy; AT&T; Louis Dreyfus; IMTT Avondale, Gretna; Stolthaven; Dupont LaPlace, CHS Myrtle Grove, Bunge Destrehan	Leonard B Hebert Jr. CEO/chairman of the board
Favalora Constructors Inc. 1354 Carroll St., Suite C Kenner 70063	466-1448 467-6139	\$7 million	35 1984	design-build	100 percent 0 percent 0 percent	0 percent 0 percent	office building for Fleming Construction Co.; fabrication shop for Survival Systems International; new freight facility for FedEx Freight	Laurence P. Favalora president
Precision Construction and Maintenance 724 11th St. Gretna 70053	301-3330 304-2662	\$5 million	36 2005	commercial and civil general contractor	50 percent 0 percent 0 percent	0 percent 50 percent	New Orleans Municipal Yacht Harbor renovation, Wentwood Concession - City of Kenner, Jefferson Parish Drainage Canals	Marilyn Buchberger owner
Goliath Construction Co. Inc. 2700 Metairie Lawn Drive Metairie 70002	837-6515 837-6519	\$5 million	12 1957	medical, banking, religious, educational facilities	100 percent 0 percent 0 percent	0 percent 0 percent	Fidelity Homestead Savings Bank Chalmette Branch, Whitney Bank Paris Rd. Branch, Beth Israel Synagogue	Harry P. Lazarus president
Conbeth Inc. 72052 Hickory St. or P.O. Box 940 Abita Springs 70420	(985) 898-2214 (985) 898-3690	\$4 million	6 1985	construction and development	25 percent 0 percent 0 percent	0 percent 75 percent	Terra Bella traditional Development, Willow Bend phase 2	Randy C. Meyer Sr. president
BEI General Contractors 22278 10th St. Abita Springs 70420	504-712-0234 504-467-5234	\$4 million	3 1992	commercial construction	100 percent 0 percent 0 percent	50 percent 50 percent	Warren Eaton masonry restoration and window replacement, St. Bernard Civic Center, Harrah's restaurant	Tara O'Meallie owner and president
Crane Builders 3807 Magazine St. New Orleans 70115	891-5461	\$4 million	14 1980	residential renovation, light commercial	25 percent 0 percent 0 percent	0 percent 75 percent	Enterprise Rent-A-Car, McGehee's School, Rich Residence, Bachman Residence, Campbell Residence	Rene Dupaquier president

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The screenshot shows the CityBusiness website interface. At the top, it says 'P.M. UPDATE CITYBUSINESS' and 'The Business News Source for Metropolitan New Orleans'. There are several news articles visible, including one about 'FORECLOSURES CREATE ISSUES FOR CHAPTER 13 ATTORNEYS' and another about 'JURY AWARDS \$27M IN JOHNSON & JOHNSON MEDICINE FRAUD CASE'. A 'READER POLL' is also present, asking 'Do you agree with Mayor Landrieu's call to roll back property millages to 2007 levels, thus increasing taxes?'. The website includes navigation links like 'Mobile Version', 'View in Browser', and 'Forward This Email'. There are also advertisements for 'BOO CARRÉ' and 'BNO Bank of New Orleans'.

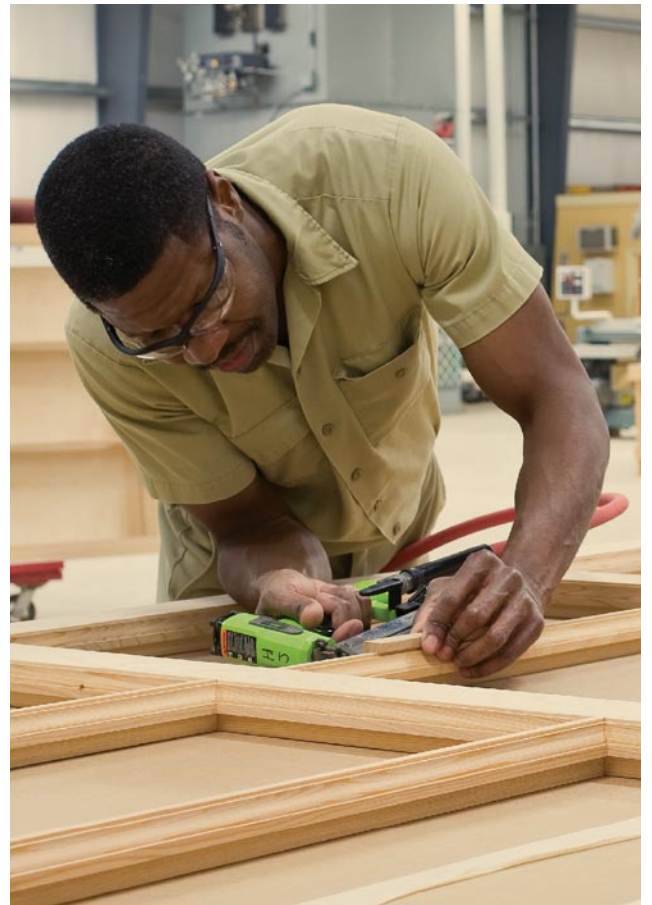
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