

Top Louisiana Construction Projects

Big jobs point to rebounding construction market



www.louisiana.construction.com/features/archive/0506_cover.asp

Louisiana Contractor is pleased to present its 10th annual “Top Louisiana Construction Projects,” which ranks projects breaking ground in 2004 by construction cost.

To accurately reflect the diversity of the state’s construction market, the Top 20 rankings were arranged within three market sectors: industrial, infrastructure and building construction.

Sources used to create the ranking include McGraw-Hill Construction Dodge, Louisiana Economic Development, and back issues of *Engineering News-Record* and *Louisiana Contractor*. Every effort was made to obtain

accurate and complete project information, and the information was verified with project owners and general contractors.

Please note the projects that follow began their construction phase in 2004. Therefore, there may be some sizable active projects that are not included in the list.

Projects that begin construction this year will be included in next year’s list, should they qualify.

We would like to thank those companies and owners that assisted us in this annual effort. Without them, these rankings would not be possible.

Top Building Projects:
Ranking marked by diverse projects
Page 13

Top Infrastructure Projects:
TIMED projects, flood control
dominate list **Page 21**

Top Industrial Projects:
Manufacturing, desulfurization
projects lead industrial investment
Page 29

Top Building Projects



Harrah's Hotel, New Orleans

Cost: \$100 million

A new 26-floor 450-room Harrah's Hotel is rising above New Orleans' central business district, just across from the Harrah's Casino.

Contractors Carl E. Woodward and Walton Construction Co. Inc., both from the New Orleans area, teamed up last year as NOW2 LLC for construction of the \$100 million venture, which is set for completion March 2006.

Two tower cranes mark the location of the Poydras Street hotel from a distance, but passing motorists are not likely to see much construction in the tight site. Space is at such a premium that the contractor is using the roof of the nearby Harrah's parking garage to assemble formwork, said project manager Jeff Blanchard.

"Like any project downtown, the close quarters are an obstacle," he said.

The project has also required the complete restoration of an existing building located adjacent to the hotel.

"A lot of additional steel reinforcing was required to restore the façade," Blanchard said.

The historic structure will ultimately serve as a dining area for the hotel's restaurant. The four-star hotel will also feature nearly 6,800 sq. ft. of meeting rooms, workout facilities and suite accommodations.

NOW2 is responsible for construction of the interior of the tower and the three-story, low-rise public space, but Blanchard said the subcontract for superstructure and tower façade have been awarded to Broadmoor LLC of Metairie.

"The building structure will consist of 27 elevated post-tension concrete decks



and we are doing each in two-part pours," Blanchard added. "And the foundation, as you can imagine, is pretty substantial." More than 250 steel pipe piles were driven at the site, some more than 200 ft. deep.

"All of us are honored to be involved in this project," Blanchard said. "It's not every day you get to see a new 26-story structure go up in downtown New Orleans."

Key Facts

Start/Completion: Spring 2004/March 2006

Owner: JCC Fulton Development Co. LLC, New Orleans

Contractor: NOW2 LLC, New Orleans

Architect: Billes/Manning Architects, New Orleans; Marnell Architects, Las Vegas

Top Building Projects

2



Memphis-based Flintco Inc. is about 40% through construction of a new \$93 million project for the Bureau of Prisons. The medium-security Federal Correction Institution at Pollock is the latest addition to the 460-acre complex that includes the U. S. Penitentiary.

The turnkey project will feature 14 buildings, including special housing units, health services, education and recreation facilities, food service, work facilities, power plant and administration building.

Flintco's contract included site clear-

Federal Prison, Pollock

Cost: \$93.7 million

ing, installation of underground utilities and foundation work.

One of the most interesting aspects of the project is the on-site casting of tilt walls and modular prison cells, said Darryl Harris, Flintco project manager. On-site casting is more efficient, economic and eliminates the problems associated with transporting large items from remote precast plants, he said.

In April, the contractor had already completed structural erection of several buildings and was on schedule to complete several ancillary buildings this month.

"The rain has killed us getting out of the ground, but we're overcoming it,"

Key Facts

Start/Completion: February 2004/August 2006

Owner: Federal Bureau of Prisons, Fort Worth, Texas

Contractor: Flintco Inc., Memphis, Tenn.

Architect: Rees Associates, Oklahoma; Ballard & Associates, Alexandria

Harris said. "We get compensated for the amount of rain days we have, so we're going to actually beat that schedule."

Top Building Projects

3



PHOTO COURTESY OF LOUISIANA CHEMICAL DISMANTLING CO. INC.

Progress continues on the \$60 million project to replace LSU Tiger Stadium's west upper deck with a wider and taller concrete structure that has about 500 new seats, a club level and state-of-the-art press box.

Mississippi-based Yates Construction recently passed a huge hurdle with completion of demolition and removal of the west upper deck by Louisiana Chemical Dismantling Co. Inc. of Kenner.

"The day after the last game we prepared for demolition and started the following Monday," said Ralph Stogner, proj-

Westside Expansion of LSU Tiger Stadium, Baton Rouge

Cost: \$60 million

ect manager with the Tiger Athletic Foundation, the project owner. "It was a challenge to disassemble the entire stadium - to essentially take the top off the old bowl - but it went off without a hitch."

Cutting and removing large sections of the upper deck was required during the dismantling, with the concrete raker beams that supported the seating areas being the largest single pieces to be removed.

Yates is currently pouring the concrete frame and decks for the different levels, erecting the precast walls on the ramp and forming and pouring raker beams, Stogner said.

The contractor is expected to complete

Key Facts

Contractor: Yates Construction, Philadelphia, Miss.

Start/Completion: January 2004/March 2006

Owner: Tiger Athletic Foundation, Baton Rouge

Contractor: Yates Construction, Philadelphia, Miss.

Architect: Trahan Architects, Baton Rouge

the majority of the project by game day this fall.



Last month marked the grand opening of Louisiana Boardwalk in Bossier City, just a little more than a year after Gary C. Wyatt General Contractor of Birmingham mobilized on the 60-plus acre site.

The contractor's \$42 million project included construction of 11 retail buildings, a 14-screen movie theater,

Louisiana Boardwalk, Bossier City

Cost: \$42 million

and a joint effort with Bossier City for hardscape and landscape improvements, said Gary Countryman, project manager for Wyatt.

"We built a streetcar line to transport people from the movie theatre to a nearby Bass Pro Shop, from one end of the complex to the other," Countryman said. The grounds also sport fountains, decorative walkways and elaborate landscaping.

The steel frame construction was uneventful, except for the fast-paced schedule, Countryman said.

"The biggest challenge was weather," he said. "We had a lot of rain."

Key Facts

Start/Completion: March 2004/May 2005

Owner: Louisiana Boardwalk LLC, Bossier City

Contractor: Gary C. Wyatt General Contractor LLC, Birmingham

Architect: Enter-Arc, Santa Ana, Calif.



Broadmoor LLC is helping the Port of New Orleans prepare a new home for the Carnival Conquest, a 3,700-passenger, 1,200-crew mega cruise ship that has decided to make the Crescent City its home port.

The Metairie-based general contractor began construction of the Erato Street Cruise Terminal in October and is supposed to complete the project in December.

Broadmoor's contract includes all of the improvements to the wharf, foundation work and construction of a two-story

Cruise Terminal & Parking Garage, New Orleans

Cost: \$35.5 million

cruise terminal and four-level parking garage that will have 1,006 parking spaces.

"Broadmoor's schedule is running about 21 days past that but they're working to improve the schedule," said Kyle Jones, deputy director of port development. "It is vital that we get it up and running by December." Additional ships have indicated they would like to port at the terminal and revenue from the parking garage will be about \$12,000 per day, or more than \$4 million annually, he added.

The port decided on a precast building, which costs about 20% more than a post-tensioned concrete structure

Key Facts

Start/Completion: October 2004/December 2005

Owner: Port of New Orleans

Contractor: Broadmoor LLC, Metairie

Architect: CH2M Hill, Englewood, Colo.

would, Jones said. However, the tight site and construction time frame made it worth the added expense, he said.

The contractor value-engineered the project and reduced the cost from \$35.9 million to \$35.5 million.

6. Student Housing, University of Louisiana - Monroe

Cost: \$35 million
Start/Completion: Summer 2004/Late 2006
Owner: State of Louisiana
Contractor: JPI Apartment Construction LP, Fort Worth, Texas

7. Bienville Office Building, Baton Rouge

Cost: \$30.5 million.
Start/Completion: April 2004/January 2006
Owner: State of Louisiana
Contractor: Ratcliff Construction Co. LLC, Alexandria
Architect: Washer, Hill and Lipscomb Architects, Baton Rouge; Eskew, Dumez, Ripple, New Orleans

8. New Desire Community, Savoy Apartments, New Orleans

Cost: \$30 million
Start/Completion: 2004/August 2006
Owner: Michaels Development Group, New Jersey
Contractor: Greystar Development and Construction, Houston
Architect: Torti Gallas and Partners, New Jersey

9. Aviation Maintenance Hangar, Fort Polk

Cost: \$29.1 million
Start/Completion: October 2004/September 2006
Owner: U. S. Army Corps of Engineers, Fort Worth, Texas
Contractor: Walton Construction Co. LLC, Harahan
Architect: U. S. Army Corps of Engineers, Fort Worth, Texas

10. Iberville Office Building at Capitol Park, Baton Rouge

Cost: \$28.5 million
Start/Completion: March 2004/April 2006
Owner: State of Louisiana
Contractor: Milton J. Womack Inc., Baton Rouge
Architect: Holly & Smith Architects, Hammond

11. Hospital North Expansion and Renovation, Thibodaux Regional Medical Center

Cost: \$27.5 million
Start/Completion: July 2004/February 2006
Owner: Thibodaux Regional Medical Center
Contractor: Walton Construction Co. LLC, Harahan
Architect: HKS, Dallas, Texas.

12. Tulane University Center (Addition/Renovation), New Orleans

Cost: \$25 million.
Start/Completion: March 2004/May 2006
Owner: Tulane University, New Orleans
Contractor: Broadmoor LLC, Metairie
Architect: Vincent James Associates Architects, Minneapolis, Minn.

13. Opelousas General Health System six-story addition and parking garage, Opelousas

Cost: \$24.8 million
Start/Completion: July 2004/February 2006
Owner: Opelousas General Health System
Contractor: The Lemoine Co. LLC, Lafayette
Architect: Estopinal Group, Shreveport

14. New Terminal Project, Alexandria International Airport

Cost: \$23.9 million
Start/Completion: May 2004/May 2006
Owner: England Economic and Industrial Development District, Alexandria
Contractor: Ratcliff Construction Co. LLC, Alexandria
Architect: URS Corporation, Columbus, Ohio.

15. Health/Physical Education & Recreation Building, Grambling State University

Cost: \$19 million
Start/Completion: April 2004/May 2006
Owner: State of Louisiana
Contractor: Lincoln Builders Inc., Ruston
Architect: Newman Marchive Partnership, Shreveport

16. Combined Maintenance Facility, Ester Field, Pineville

Cost: \$18.2 million
Start/Completion: August 2004/August 2006
Owner: State of Louisiana
Contractor: Ratcliff Construction Co., Alexandria
Architect: Barron, Heinberg & Brocato, Alexandria

17. West Jefferson Medical Center, Support Services Facility & Energy Center, Marrero

Cost: \$17.6 million
Start/Completion: July 2004/January 2006
Owner: West Jefferson Medical Center
Contractor: Walton Construction Co. LLC, Harahan
Architect: Perrin & Carter Inc., New Orleans

18. Courthouse Renovations 24th Judicial District Court, Gretna

Cost: \$15.4 million
Start/Completion: Late 2004/March 2006
Owner: Jefferson Parish Government
Contractor: Landis Construction Co. LLC, New Orleans
Architect: Sizeler Architects, New Orleans

19. The Village at Fountain Lake, Gonzales

Cost: \$13.5 million
Start/Completion: July 2004/August 2005
Owner: Clayton Mitchell and David Law
Contractor: Shreve Land Construction, Shreveport
Architect: The Architectural Studio, Baton Rouge

20. Thibodaux Regional Medical Center Office Building & Parking Garage

Cost: \$12.7 million
Start/completion: April 2004/June 2005
Owner: Thibodaux Regional Medical Center
Contractor: TCC Contractors Inc., Thibodaux
Architect: HKS Architects, Baton Rouge

Top Infrastructure Projects



Rigolets Pass Bridge & Approaches, Orleans Parish

Cost: \$50.6 million

Although Hurricane Ivan spared south Louisiana its wrath last year, he still managed to delay construction of the new Rigolets Pass Bridge & Approaches when the contractor was pulled away to do emergency repairs on another bridge in Florida.

“We got the Rigolets job about last August, but we just started counting days in March,” said Dale Helmig, project manager for Kansas City, Mo.-based Massman Construction Co. The contractor is currently driving test piles at the site.

The three-year project includes construction of an elevated bridge that spans the Rigolets Pass between Orleans and St. Tammany parishes. The bridge is being constructed adjacent to the existing swing bridge that was built circa 1930.

Guardrails are falling off the dilapidated old bridge, which will be demolished once the replacement is complete.

“The new bridge will be about 5,500 ft. long, sit on precast pilings and girders and have a poured deck,” Helmig said. “It’s all precast and slabs except for the four main spans of a steel truss.”

At 48 ft. wide, the new structure is double the width of the existing bridge and will allow for an emergency lane in addition to one lane of traffic in either direction.

“The main thing is this one will be 70 ft. off of the water,” Helmig said. “U.S. Highway 90 (where the bridge is located) is a hurricane evacuation route, so it would be kind of bad if you



had to evacuate while that old bridge was jacked open.”

The contractor has started constructing detour roads on the Orleans Parish side of the bridge.

“The new bridge will tie into the existing roadway at that junction point, so we’re building a short detour, about .25-mile long,” Helmig said. Similar work on the St. Tammany Parish side of the bridge will begin in August after the relocation of some utilities.

Massman previously constructed the Luling Bridge as well as the river piers for the Greater New Orleans Bridge No. 2.

“The biggest challenge of the job is likely to be driving those big, 5.5-ft.-di-

ameter concrete piles, which are 200 ft. long and weigh over 100 tons,” said Lynn Marsalone, project manager for the DOTD. “Plus, working in the Rigolets Pass, there is a strong current.”

Key Facts

Start/Completion: November 2004/June 2008

Owner: Louisiana DOTD

Contractor: Massman Construction Co., Kansas City, Mo.

Architect: Louisiana DOTD



Baton Rouge-based James Construction Group broke ground in April 2004 on the massive Interstate-10/Picardy Interchange project in Baton Rouge. The project includes completion of I-10 reconstruction, which will provide additional eastbound and westbound lanes along a 5,800-lin.-ft. stretch of the interstate.

The contractor is also constructing one-way frontage roads on both sides of

I-10/Picardy Interchange, Baton Rouge

Cost: \$43.4 million

the interstate, new on/off ramps connecting I-10 to the frontage roads and four new bridges.

Two of the bridges are steel girder construction and will provide on/off ramps on either side of I-10. The other two are concrete girder bridges. One will complete Picardy Avenue and span I-10 to connect the frontage roads without the need to travel on the interstate.

The other is located on the southern portion of Picardy Avenue and will allow for the crossing of Ward's Creek.

The westbound frontage road is being built on a mechanically stabilized earth wall that is the largest to be used on a

Key Facts

Start/Completion: April 2004/December 2006

Owner: Louisiana DOTD, Baton Rouge

Contractor: James Construction Group, Baton Rouge

Designers: ABMB Engineers, Baton Rouge; URS, New Orleans

transportation project in Louisiana and one of the largest in the United States. It was determined that subsurface soil conditions were unsuitable, so construction was re-sequenced to allow for the addition of about 1,500 stone-filled drill shafts.



Lafayette Utilities System issued a notice to proceed in August for construction of the first of two new 100-megawatt power-generating stations that will provide peaking power for the entire city.

"We are approaching the point where we are using our maximum amount of power and the hottest part of the day in the middle of summer is when we peak," said Randy David, project manager for LUS. The new units will allow LUS to flip a switch during peak times

T. J. Labbe Electric Generation Project, Lafayette

Cost: \$40.8 million

and have additional power within 20 minutes.

"When your peak is past, you turn them off," he added.

Lafayette was fortunate that TIC-The Industrial Co. won the public bid contract, David said.

Installation of the LM-6000 GE gas combustion generators is fairly routine for TIC, which in addition to power plants handles a lot of chemical refinery and mining work, said Randy Stephenson, project manager for the contractor.

"TIC is one of the leaders in installing LM-6000 simple-cycle power generating units," he said. "We've put

Key Facts

Start/Completion: September 2004/July 2005

Owner: Lafayette Utilities System

Contractor: TIC - The Industrial Co., Kingwood, Texas

Consultant/Engineer: R. W. Beck, Houston, Texas

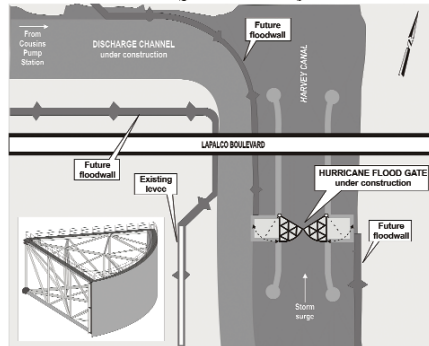
in dozens of them."

The contractor is using skid technology to meet the quick turnaround time, which means everything is delivered on skids in components.

Top Infrastructure Projects

4

Hurricane flood gate, Harvey, La.



New Orleans-based Boh Bros. Construction began work in March 2004 on what was originally a \$35.7 million contract to construct a cast-in-place concrete foundation and wall system that will support two, 25-ft.-high, 170-ton steel gates.

The contractor recently completed constructing huge cofferdams in the middle of the canal and driving steel

Harvey Canal Gate Complex, New Orleans

Cost: \$40 million

pipe piles to support the gate, which is being fabricated offsite. The cofferdams will allow Boh to build the structure in dry conditions 26 ft. below the surface of the water during regular marine traffic.

Boh's contract also includes construction of some floodwalls, which will tie into the Cousins Street Pumping Station and provide one of the final connecting links in the Army Corps of Engineers' huge Westbank and Vicinity New Orleans Hurricane Protection Project, said Carol Burdine, senior project manager for the Corps' New Orleans District.

The Harvey Canal Sector Gate Com-

Key Facts

Start/Completion: March 2004/Early 2007

Owner: U.S. Army Corps of Engineers, New Orleans District

Contractor: Boh Bros. Construction Co. LLC, New Orleans

Engineer: U.S. Corps of Engineers, New Orleans

plex is the gateway between hurricane protection on the East Side of the canal and the existing Algiers levee system.

Top Infrastructure Projects

5



Keeping high and dry and receiving funding are the challenges facing Mandeville-based B&K Construction Co. during construction of the \$27.7 million Lilly Bayou Control Structure. The project is the second of 13 phases in the Comite River Diversion Project.

At present, the contractor is building a control structure in a 100-ft.-deep hole, said Blake Andrews, project manager.

To complete the task, B&K brought in a dewatering engineer that has designed many such systems and worked with

Comite River Diversion Project, Lilly Bayou Control Structure, Phase II, East Baton Rouge Parish

Cost: \$27.7 million

B&K on previous projects, Andrews said.

The 30-month project is the largest contract B&K has ever handled and the contractor is purchasing and installing a concrete plant on site. B&K will also be digging a small section of earthen channel on either side of the structure and placing riprap.

"Originally, we only had \$1 million to begin with and in February they gave us another \$2 million," Andrews said. "We are working on getting the rest of the funding for this year, which is supposed to be about \$13 million. We are basically slowing down the process until we can get funding."

Key Facts

Start/Completion: September 2004/March 2007

Owner: Federal government, U.S. Army Corps of Engineers, State of Louisiana, East Baton Rouge Parish and Amite River Basin

Contractor: B&K Construction Co. Inc., Mandeville

Engineer: U.S. Army Corps of Engineers

The weekly rain has slowed down progress as well, but the contractor recently began excavating the channels.

6. US 165, Grayson to Columbia

Cost: \$25.6 million
Start/Completion: November 2004/July 2007
Owner: Louisiana DOTD, Baton Rouge
Contractor: Denton-James LLC, Baton Rouge
Engineer: ABMB Engineers, Baton Rouge

7. Bridge Repairs, US 171, Many to Zwolle, Sabine Parish

Cost: \$20.4 million
Start/Completion: Late 2004/December 2006
Owner: Louisiana TIMED Managers, Baton Rouge
Contractor: Gilchrist Construction Co., Alexandria

8. New Iberia Wastewater Treatment Plant, New Iberia

Cost: \$20.1 million
Start/Completion: March 2004/October 2005
Owner: City of New Iberia
Contractor: Cajun Constructors Inc., Baton Rouge
Engineer: Domingue Szabo and Associates, Inc., Lafayette

9. US 167, Winnfield

Cost: \$18.6 million
Start/Completion: September 2004/June 2006
Owner: Louisiana DOTD
Contractor: James Construction Group LLC, Baton Rouge
Engineer: Louisiana DOTD

10. US 167, Ruston to Vienna

Cost: \$18.3 million
Start/Completion: August 2004/January 2008
Owner: Louisiana DOTD
Contractor: James Construction Group LLC, Baton Rouge
Engineer: Louisiana DOTD

11. Livingston Parish Capital Improvements Program 2003-2004

Cost: \$16.6 million

Start/Completion: August 2003/March 2005
Owner: Livingston Parish Council
Contractor: Barriere Construction Co. LLC, New Orleans
Engineer: Alvin Fairburn and Associates, Denham Springs

12. Timbalier Island Dune/Marsh Restoration, Terrebonne Parish

Cost: \$16.3 million
Start/Completion: September 2004/December 2004
Owner: Department of Natural Resources
Contractor: Weeks Marine Inc.,
Engineer: T. Baker Smith, Houma

13. US 171, Many

Cost: \$15.8 million
Start/Completion: December 2004/July 2006
Owner: Louisiana TIMED Managers, Baton Rouge
Contractor: Gilchrist Construction Co. LLC, Alexandria
Engineer: Louisiana DOTD

14. US 165, LA 123 to Georgetown

Cost: \$14.4million
Start/Completion: November 2004/June 2006
Owner: Louisiana DOTD
Contractor: Diamond B Construction Co. LLC, Alexandria
Engineer: Meyer, Meyer and LaCroix, Baton Rouge

15. US 165, Pollock to LA 123, Grant Parish

Cost: \$14.4 million
Start/Completion: September 2004/January 2006
Owner: Louisiana DOTD
Contractor: Diamond B Construction Co. LLC, Alexandria
Engineer: Louisiana DOTD

16. Canal Street Improvement Project, New Orleans

Cost: \$12.95 million
Start/Completion: Late 2004/December 2006
Owner: City of New Orleans
Contractor: Boh Bros. Construction Co. LLC,

New Orleans
Engineers: Torre Design Consortium, New Orleans and Williams and Associates Architects, New Orleans

17. Improvements to the Two-Mile Canal/Patriot Street Canal, Barataria

Cost: \$12.4 million
Start/Completion: March 2004/May 2006
Owner: U.S. Army Corps of Engineers; Jefferson Parish
Contractor: Circle Inc., Belle Chasse
Engineers: Buchart-Horn Inc., Metairie; Perin & Carter Inc., New Orleans

18. North Boulevard Improvements, Baton Rouge

Cost: \$12 million
Start/Completion: September 2004/March 2006
Owner: City of Baton Rouge, East Baton Rouge Parish Dept. of Public Works
Contractor: Boh Bros. Construction Co. LLC, New Orleans
Architect: HNTB Engineers, Baton Rouge

19. Airline Drive, I-220 to Bossier City

Cost: \$10.9 million
Start/Completion: October 2004/December 2005
Owner: Louisiana DOTD
Contractor: Best Yet Builders LLC, Shreveport
Architect: Louisiana DOTD

20. I-20 from Fillmore (Bossier Parish) to 6.88 miles east (Webster Parish)

Cost: \$10.8 million
Start/Completion: April 2004/October 2004
Owner: Louisiana DOTD
Contractor: Madden Contracting Co. Inc., Minden
Architect: Louisiana DOTD

Top Industrial Projects



Gas Desulfurization Unit, St. Charles Refinery, Norco

Cost: \$120 million

Valero Refining Co. of Norco is constructing a gasoline desulfurization unit at its St. Charles Parish refinery in Norco.

The \$120 million expansion will produce more than 1.5 million gallons of clean-burning gasoline daily. The project will take about 15 months, employ 500 construction workers and create five permanent jobs. CBI Matrix Engineering Co. is the engineer on the project, and CBI A&B Builders Ltd. is responsible for construction. Both firms are from Beaumont, Texas.

“This project is the beginning of a plan to convert the refinery into a world class operation,” said Jonathon Stuart, regional vice president and general manager of the St. Charles refinery. “We also have many other proj-



ects planned that will improve the plant’s reliability, increase capacity and upgrade existing equipment, all of which will improve our profitability.”

Valero purchased the refinery from Orion Refining Corp. in July 2003. The facility employs 550 full-time people and 350 contract employees and refines 155,000 barrels of oil per day.

Key Facts

Start/Completion: March 2004/June 2005

Owner: Valero Refining - New Orleans LLC

Engineer: CBI Matrix Engineering Co., Beaumont, Texas

Construction Manager: CBI A&B Builders Ltd., Beaumont, Texas

General Contractor: CBI A&B Builders Ltd., Beaumont, Texas



UCAR Emulsion Systems, a global business unit of The Dow Chemical Company, is building a new facility at its St. Charles operations in Hahnville. The facility will replace existing manufacturing sites in Tucker, Ga., and Garland, Texas, which will be shut down by Union Carbide in 2006.

The plan calls for more than \$100 million of investment to build a next-generation latex facility in St. Charles.

"This investment in UCAR Emulsion Systems and Dow's recent acquisition of

Emulsion Manufacturing Plant, Hahnville

Cost: More than \$100 million

the Celanese acrylates business represent a significant commitment to the paint and coatings industry," said Phil Cook, Dow's senior vice president for Performance Chemicals and Thermoset Products.

The St. Charles facility will implement Dow's technology to supply the coatings industry.

"Paint and coatings customers are very demanding of suppliers," said Thayne Hansen, UES global business director. "This investment enables UES to significantly improve productivity and quality and to thrive as a business in this environment."

Key Facts

Start/Completion: July 2004/Early 2006

Owner: Union Carbide, Hahnville

Engineer: Dow Chemical, Houston

Construction Manager: Dow Chemical, Houston

General Contractor: None

Two existing UES production facilities in Alsip, Ill., and Canada are also expected to be expanded during the next three years.



Gov. Kathleen Blanco was determined to see that the Chicago-based Union Tank Car Co. brought its new plant to Louisiana. Code-named "Project U," Blanco refused to take no for an answer, even after it seemed the project was bound for Texas.

The results became official in September when Blanco and Union Tank Car officials signed a Cooperative Endeavor Agreement to bring the \$100 million, 850-employee plant to Alexandria. The plant will encompass up to 1

Tank Car Manufacturing Expansion, Alexandria

Cost: \$100 million

million sq. ft. adjacent to the England Industrial Air Park and Community in Rapides Parish.

When fully operational in 2006, the plant will have the capacity to produce as many as 70 tank cars per week. The Shaw Group of Baton Rouge will provide design and engineering for the project.

The plant is being built on a 140-plus acre Greenfield site adjacent to the England Industrial Air Park and Community in Rapides Parish. UP rail service and utilities are already at the property line.

State and local incentives to bring the plant to Alexandria have been valued at approximately \$65 million.

Key Facts

Start/Completion: November 2004/First Quarter 2006

Owner: UTLX Manufacturing Inc., a subsidiary of Union Tank Car Co., members of the Marmon Group

Engineer: The Shaw Group Inc., Baton Rouge

Construction Manager: The Shaw Group Inc., Baton Rouge

General Contractor: The Shaw Group Inc., Baton Rouge



In an effort to improve performance at its Westlake facility, polypropylene manufacturer Basell USA began a \$50 million M-Line conversion project in April 2004. S&B Engineering and Construction of Houston is serving as engineer and contractor on the project.

Work at the site should be completed this month.

Basell is the one of the largest producers of polypropylene and advanced polyolefins products in the world, a supplier of polyethylene and catalysts and a leader in the

M-Line Conversion, Westlake

Cost: \$50 million

development and licensing of polypropylene and polyethylene processes.

Basell, together with its joint ventures, has manufacturing facilities around the world and sells products in more than 120 countries.

Many of Basell's investments are aimed at innovations through process improvements and the expansion of properties.

The company is organized in three businesses:

- Technology, which includes licensing, catalysts development and sales, R&D and new projects
- Advanced Polyolefins, which consists of polypropylene compounds and other

Key Facts

Start/Completion: April 2004/June 2005

Owner: Basell USA, Westlake

Engineering: S&B Engineering and Construction, Houston

Construction Manager: S&B Engineering and Construction, Houston

General Contractor: S&B Engineering and Construction, Houston

specialty products

- Polyolefins, which comprises polypropylene and polyethylene.



Calumet Lubricants recently began the \$40 million expansion of its manufacturing capabilities to include gasoline, diesel fuel and jet fuel. The company will also continue to produce its line of motor oils.

The company is moving forward with the expansion because of continued high oil and gas prices. Calumet will add about 20 operator and mechanic positions once the project is completed next year.

Refinery Expansion Project, Shreveport

Cost: \$40 million

Calumet bought the refinery in 2001 from Pennzoil-Quaker State. After the purchase, the company moved a line of motor oils, lubricants and waxes produced in Pennsylvania to the Shreveport plant.

Calumet's Shreveport facility is one of the only complete specialty refineries operating in the United States. The facility also produces naphthenic base oils, paraffinic base oils and fully refined paraffin waxes.

Calumet owns and operates all active refining assets in northwest Louisiana.

Operating three refineries in northwest Louisiana and terminals in Burn-

Key Facts

Start/Completion: Late 2004/2006

Owner: Calumet Shreveport Lubricants and Waxes

Construction Manager: Calumet Shreveport Lubricants and Waxes

General Contractor: Calumet Shreveport Lubricants and Waxes

ham, Ill., and Reno, Pa., Calumet's capacity has grown tenfold in the last decade.

6. Feed Flex Project, Calcasieu Parish

Cost: \$37 million
Start/Completion: December 2004/April 2006
Owner: WPT LP, Calcasieu Parish

7. Project to Increase Capacity, Lake Charles

Cost: \$33 million
Start/Completion: November 2004/October 2005, January 2006
Owner: Calcasieu Refining Co., Lake Charles
Engineering: Recon, Lake Charles; Jacob and Associates, Minden; Dai Engineering Management Group, Lafayette
Construction Manager: Calcasieu Refining Co., Lake Charles
General Contractor: Calcasieu Refining Co., Lake Charles

8. ULSD Facility VL-193, Norco

Cost: \$32 million
Start/Completion: September 2004/August 2006
Owner: Valero Refining - New Orleans LLC

9. North Bake Furnace Repair, New Orleans

Cost: \$28 million
Start/Completion: October 2004/March 2005
Owner: Alcoa, New Orleans
Engineering: Fluor Global Services, Greenville, S. C.
Construction Manager: Fluor Global Services, Greenville
General Contractor: TriState Refractory, Evansville, Ind.

10. GDU Facility, Krotz Springs

Cost: \$28 million
Start/Completion: 2004/August 2006
Owner: Valero Energy Corp., Krotz Springs

11. Hydrotreater Revamp, Norco

Cost: \$24.1 million
Start/Completion: 2004/February 2007
Owner: Valero Refining - New Orleans LLC

12. Capital Modifications, Waterford 3, Killona

Cost: \$23.9 million
Start/Completion: December 2004/December 2005
Owner: Entergy Louisiana Inc., St. Charles Parish

13. North Bake Furnace Rebuild, Lake Charles

Cost: \$22.4 million
Start/Completion: October 2004/March 2005
Owner: Reynolds Metals Company, Lake Charles

14. Highway Diesel Project, Baton Rouge

Cost: \$19.7 million
Start/Completion: August 2004/September 2005
Owner: ExxonMobil, Baton Rouge

15. Hot Press Expansion, Lena

Cost: \$12.3 million
Start/Completion: June 2004/February 2005
Owner: Boise Cascade Corp. LLC, Lena
Engineering: Boise Cascade Corp.
Construction Manager: Boise Cascade Corp.
General Contractor: Boise Cascade Corp.

16. WWTP AIS Train 1, Garyville

Cost: \$10 million
Start/Completion: June 2004/May 2005
Owner: Marathon Ashland Petroleum LLC, Garyville
Engineering: Wink Engineering, New Orleans
General Contractor: Turner Industries Group LLC, Baton Rouge

17. New Boiler, Norco

Cost: \$9 million
Start/Completion: 2004/July 2005

Owner: Valero Refining - New Orleans LLC

18. Board Dryer Replacement, Westwego

Cost: \$8.3 million
Start/Completion: June 2004/November 2004
Owner: National Gypsum Co., Westwego
Engineering: National Gypsum Co.
Construction Manager: National Gypsum Co.
General Contractor: National Gypsum Co.

19. TT-1204/1205 Condenser Replacement, Carville

Cost: \$5 million
Start/Completion: April 2004/June 2005
Owner: Total Petrochemicals USA Inc., Carville
Engineering: Badger Engineering, Cambridge, Mass.; Stone and Webster, Baton Rouge
General Contractor: Shaw Construction, Baton Rouge

20. Micro Feed System, Port Allen

Cost: \$4.7 million
Start/Completion: September 2004/April 2005
Owner: Cargill Animal Nutrition, Port Allen
Engineering: Younglove Construction LLC, Sioux City, Iowa
Construction Manager: Younglove Construction LLC, Sioux City, Iowa
General Contractor: Younglove Construction LLC, Sioux City, Iowa <<