

**Louisiana Contractor's 2003 Top Infrastructure Projects**  
**McGraw-Hill Construction**  
**Regional Publication**

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**1. I-10, Clearview to Causeway, Metairie**

Cost: \$30.9 million

Start/Completion: Fall 2002/2004

Owner: Louisiana Department of Transportation and Development, Baton Rouge

Contractor: James Construction Group, Baton Rouge

Engineer: Louisiana Department of Transportation and Development, Baton Rouge

Work began this past Fall on the continuation of work along I-10 in New Orleans that will add one lane in each direction between Clearview and Causeway boulevards. "It's going to be a continuous lane from Causeway to Clearview on the outside of the existing interstate," project manager Bruce Duhon explained. "You won't have to merge into interstate traffic."

Also as part of the project, a significant amount of drainage installation and soundwall construction will be required.

Upon completion, approximately 1.7 miles of new asphalt lanes will have been constructed, with the existing lanes also overlaid with asphalt.

"Also, the grade median will be replaced by concrete pavement and barrier rail," he said.

Completion is expected by late 2003.

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**2. LA 28 Four-Laning from LA 8 to LA 121, Vernon Parish**

Cost: \$22.3 million

Start/Completion: July 2002/Spring 2004

Owner: Louisiana Department of Transportation and Development, Baton Rouge

Contractor: Gilchrist Construction Co., Alexandria

Engineer: Louisiana Department of Transportation and Development, Baton Rouge

A 7.2-mile stretch of LA 28 in Vernon Parish is being four-laned as part of a \$22.3 million project.

According to Justin Reeves, project manager with general contractor Gilchrist Construction Co., Alexandria, the project requires the construction of new westbound lanes and the total reconstruction of the existing lanes (which will later serve as eastbound lanes).

"We're also reconstructing three bridges and building three new bridges in each lane," Reeves said. All of the bridges reach three spans, with one "in a curve and on a skew, but they're all fairly small."

Most challenging at the project's outset was "flattening out" the hilly terrain by performing more than 950,000 cu. yds. of excavation and hauling about 480,000 cu. yds. of material for embankment.

“We had to filled in low places and cut down some hills, and even on some of the existing road we’re going to flatten out the vertical places,” he said. Gilchrist plans to open a 4- to 5-mile section of the new lanes this summer, followed by work on the existing lanes.

“Once we get the dirt to the right grade, we’ll cut 12 in. of lime, then 12 in. of limestone for stone base and lay hot mix. It’ll be about a 5-in. layer of mix,” he said.

Nearly 100,000 tons of asphalt will be placed throughout the duration of the project.

The entire project should be completed by next spring, with the crew peaking at about 35.

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### **3. Road Reconstruction, US 190 from LA 983 to LA 1, West Baton Rouge Parish**

Cost: \$21.6 million

Start: December 2002/December 2004

Owner: Louisiana Department of Transportation and Development, Baton Rouge

Contractor: F. G. Sullivan Jr. Contractors, Baton Rouge

Engineer: Louisiana Department of Transportation and Development, Baton Rouge

A project that will continue widening the median of US 190 for another 7 mi. through West Baton Rouge and Pointe Coupee parishes broke ground in December. The project will connect to a completed project to the east.

According to Mika McKee, project manager with general contractor F. G. Sullivan Jr. Contractors, Baton Rouge, after a lengthy utility relocation phase crews will begin construction of the new westbound lanes.

“After building the embankment, we’ll place 12 in. of lime, 10 in. of base, then 10 in. of asphalt,” McKee said. Each of the east- and westbound roadways will measure approximately 40 ft. wide.

The widened median will reach an average of 50 ft. wide everywhere except a section of the roadway that extends through the town of Erwinville, where a five-lane roadway will be constructed.

McKee said the new westbound lanes should be completed by the fall of 2004, when traffic will be rerouted to the new lanes.

“We’ll then begin demolishing the entirety of the existing lanes, then build it back up as the new eastbound lanes,” she said.

The project is one of the first projects in the state to be let as an “A+B+C” contract, which considers the life-cycle costs and speed of construction during the bid process, therefore allowing asphalt and concrete to compete for the same project.

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### **4. Interchange, I-10 at Louisiana Avenue, Lafayette Parish**

Cost: \$18.9 million

Start/Completion: Summer 2002/Summer 2003

Owner: Louisiana Department of Transportation and Development, Baton Rouge

Contractor: James Construction Group, Baton Rouge

Engineer: Louisiana Department of Transportation and Development, Baton Rouge

James Construction Group's \$19 million Louisiana Avenue Interchange project in Lafayette required they move more than 250,000 cu. yds. of material to build up the interchange last year, as well as begin the re-alignment and four-laning of a 1-mile stretch of Louisiana Avenue to run beneath it.

Frequent rains, said Project Manager Nick Cross, proved to be both a help and a hindrance.

"It was quite challenging, with the weather and everything," Cross said. "And we were working in a bottom with no drainage." The James crew "cut lime" into the soil to dry it out as they came up with the embankment.

Attempting to develop some innovative ways to make up for lost time, the James Construction crew greatly reduced compaction time by doubling the amount of surcharge placed on top of the embankment from 3 ft. to 6 ft.

"By doing that, we cut the compaction time in half and moved the entire operations up by months," Cross pointed out.

Traffic maintenance has also "been difficult," he continued, pointing to a traffic count of 10,000 cars per days on I-10. Crews have to maintain two lanes of traffic at all times.

Despite weather and traffic related problems, maintaining the schedule has been achieved, with only about 80 of the 440 contract days remaining, with a required June 15 deadline more than achievable.

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## 5. **Cousins Pumping Station Complex, Harvey**

Cost: \$18.8 million

Start/Completion: November 2002/November 2006

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

Contractor: C. R. Pittman Construction, New Orleans

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

C. R. Pittman Construction is in the early stages of building a new pump station to complement two existing stations along the Cousins Canal in Harvey. The project will also include construction of a floodwall that will prevent backwash into the pump station during a storm surge.

According to Chris Laiche, project manager, portions of the project can't be completed until after other adjacent contracts are completed.

"It's part of the Westbank and Vicinity Hurricane Protection Project," Laiche said. "The work has certain sequencing restrictions that have pushed our deadline back to late 2006."

At present, C. R. Pittman crews are relocating an existing fuel oil system and storage tanks, which are located in the path of the new pump station. Sheet piles are also being driven for a cofferdam surrounding the new pump station site.

The new concrete pump station will hold two 1,050 cfs horizontal pumps and will be supported by a network of timber piles.

“The station will basically consist of a concrete suction tube, pump and discharge tube,” Laiche explained. The station will ultimately transfer water from Cousins Canal to Harvey Canal.

A tapered fronting wall will be built along the front of the station, to reach about 22.5 ft. tall and 350 ft long.

“It (the wall) will keep water from coming back through the pump station during a storm surge situation,” he said.

Ultimately, the Westbank Hurricane Protection Project is intended to raise the elevation of flood protection throughout the Westbank area. The U. S. Army Corps of Engineers – New Orleans District is overseeing the project.

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**6. Lucas Wastewater Treatment Plant Improvements, Project I, Shreveport**

Cost: \$18.3 million

Start/Completion: September 2002/Summer 2004

Owner: City of Shreveport

Contractor: Max Foote Construction, Bossier City

Engineer: Camp, Dresser & McKee Inc., Baton Rouge

**7. US 190 Bridges, St. Landry Parish**

Cost: \$17.1 million

Start/Completion: Mid 2002/Late 2004

Owner: Louisiana Department of Transportation and Development, Baton Rouge

Contractor: Boh Bros. Construction Co. LLC, Baton Rouge

Engineer: Louisiana Department of Transportation and Development, Baton Rouge

**8. Hollygrove SELA Project, New Orleans**

Cost: \$16 million

Start/Completion: 2002/January 2004

Owner: U. S. Army Corps of Engineers – New Orleans

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

Engineer: U. S. Army Corps of Engineers – New Orleans

**9. I-10 from US 90 to LA 27, Calcasieu Parish**

Cost: \$15.9 million

Start/Completion: August 2002/May 2003

Owner: Louisiana Department of Transportation and Development, Baton Rouge

Contractor: Gilbert Southern Corp., Fort Worth, Texas

Engineer: Louisiana Department of Transportation and Development, Baton Rouge

**10. I-10 Paving, Acadia Parish**

Cost: \$14.9 million

Start/Completion: August 2002/June 2003

Owner: Louisiana Department of Transportation and Development, Baton Rouge

Contractor: Gilbert Southern Corp., Fort Worth, Texas

Engineer: Louisiana Department of Transportation and Development, Baton Rouge

**11. Canal Street Streetcar Track Installation and Traction Power System, New Orleans**

Cost: \$14.2 million

Start/Completion: October 2002/October 2003

Owner: Louisiana Department of Transportation and Development, Baton Rouge

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

Engineer: Louisiana Department of Transportation and Development, Baton Rouge

**12. Holly Beach Restoration, Baton Rouge**

Cost: \$12.4 million

Start/Completion: September 2002/March 2003

Owner: State of Louisiana

Contractor: Weeks Marine Co., Covington

Engineer: State of Louisiana

**13. US 171 Paving, Ragley**

Cost: \$10.5 million

Start/Completion: February 2002/Spring 2004

Owner: Louisiana Department of Transportation and Development, Baton Rouge

Contractor: R. E. Heidt Construction Co. Inc., Lake Charles

Engineer: Louisiana Department of Transportation and Development, Baton Rouge

**14. US 167 Widening, Evangeline Thruway, Lafayette**

Cost: \$10.4 million

Start/Completion: Spring 2002/Mid 2003

Owner: Louisiana Department of Transportation and Development, Baton Rouge

Contractor: James Construction Group, Baton Rouge

Engineer: Louisiana Department of Transportation and Development, Baton Rouge

**15. Ouachita River Bridge, Monroe**

Cost: \$10.1 million

Start/Completion: Early 2002/April 2003

Owner: Louisiana Department of Transportation and Development, Baton Rouge

Contractor: Johnson Bros., Metairie

Engineer: Louisiana Department of Transportation and Development, Baton Rouge

**16. US 165 Paving, Glenmora**

Cost: \$9.9 million

Start/Completion: Early 2002/Late 2003

Owner: Louisiana Department of Transportation and Development, Baton Rouge

Contractor: W. E. McDonald & Son Inc., Glenmora

Engineer: Louisiana Department of Transportation and Development, Baton Rouge

**17. West Bank & Vicinity Hurricane Protection, New Orleans**

Cost: \$9.6 million

Start/Completion: 2002/2004

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

Contractor: C. R. Pittman Construction, New Orleans

Engineer: U. S. Army Corps of Engineers – New Orleans District

**18. T-Bois Bridge & Approaches, Lafourche Parish**

Cost: \$8.4 million

Start/Completion: November 2002/November 2005

Owner: Louisiana Department of Transportation and Development, Baton Rouge

Contractor: Coastal Bridge Co. Inc., Baton Rouge

Engineers: Louisiana Department of Transportation and Development, Baton Rouge

**19. Hurricane Protection Levee, Venice**

Cost: \$7.5 million

Start/Completion: August 2002/Late 2003

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

Contractor: Circle Inc., Belle Chasse

Engineer: U. S. Army Corps of Engineers – New Orleans District

**20. Lapalco Boulevard Reconstruction Project, New Orleans**

Cost: \$7.2 million

Start/Completion: June 2002/May 2003

Owner: Louisiana Department of Transportation and Development, Baton Rouge

Contractor: Boh Bros. Construction LLC, New Orleans

Engineer: Louisiana Department of Transportation and Development, Baton Rouge