BOH BROS. CONSTRUCTION CO., L.L.C. SINCE 1909

BOH PICTURE

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Digging Deeper

Patented System Delivers for LOCAP

BOH
PICTURE
Fall
2014

President
Robert S. Boh

Design & Layout
Design III

On the cover:
The Boh team safely excavated more than 2,000 cubic yards of material at LOCAP with its hydro-jet vacuum excavation system.

The BOH Picture is published for employees and friends of Boh Bros. Construction Co., LLC

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Boh Bros. was part of a contractor team that recently was awarded the construction management contract for the Louis Armstrong New Orleans Airport Development Program.

This project includes a new 650,000 square foot, 30-gate terminal, a 2,000-car parking garage, and related facilities. Our team will work for the next nine months with the Airport and its designers to plan, budget, and schedule the project as the design is finalized. At that point, if we are able to commit to completing the job by April 2018 for a fixed price within the $546.5 million budget, our team will proceed to manage the construction work. Boh Bros. will also have the opportunity to compete for all of the civil work in the project, including site work, utilities, concrete and asphalt paving, pile driving and foundations, and elevated roadway bridges.

Unlike most of our public projects, which are awarded to the lowest bidder, the Airport procured this construction management contract on a Request for Proposal basis. Our joint venture team's submitted proposal was scored on: the history, safety record and financial condition of each of the participating firms; the qualifications and prior experience of our proposed project staff; our plan and approach to executing the work; our plan for inclusion of Disadvantaged Business Enterprises; and our price. Although not a requirement of the RFP, our team responded to community input during the proposal process by committing to implement a workforce development effort targeted to the unemployed in our area. After a long process with public presentations and meetings of the Airport board, our team was selected based on having the proposal with the highest score.

We take great pride in having participated in building many of the significant infrastructure projects in the New Orleans area in the last century, including various sections of the Interstate system, the Superdome, the Ernest N. Morial Convention Center, and the I-10 Twin Span bridges. Being a part of a team that could build the new terminal at Armstrong Airport would be a great way to add to that list.

Robert S. Boh

Robert S. Boh, President

"Although not a requirement of the RFP, our team responded to community input during the proposal process by committing to implement a workforce development effort targeted to the unemployed in our area."

Boh Performs Water Main Repairs in CBD and French Quarter

Replacing water mains in New Orleans' Central Business District and French Quarter—with minimal service disruption to customers and without impeding traffic—is a tremendous undertaking.

Boh Bros. took on that challenge last November when the contractor began a $6.7 million project to replace 14,000 linear feet of broken or leaking potable water lines for the Sewerage and Water Board of New Orleans.

"Simply coordinating with all the businesses and everybody in the CBD area and French Quarter is a huge step in itself, " said Khalid L. Saleh, the S&WB's project manager. "Boh Bros. has been doing a good job with it."

The goal is to complete the project with as little inconvenience to the public as possible, said Charlie Bartlett, senior inspector for N-Y Associates, Inc. of Metairie, which is performing engineering for the S&WB.

"Boh has done a lot of nighttime work to avoid inconvenience to the public," Bartlett said. "I've been doing this work for well over 40 years and, in

“It’s the contractor’s responsibility to inform the public when they will experience periods of low water pressure. Boh Bros. is providing good communications and being very responsive to the public.”

—Khalid Saleh
S&WB project manager

my personal opinion, Boh is an excellent contractor,” he added. “I’ve never caught them cutting corners one time, and that is saying a lot for all the work we’ve got going on.”

Funded by the Federal Emergency Management Agency (FEMA), the project is to replace water lines that were broken or damaged due to the flooding and ensuing ground settlement following Hurricane Katrina in 2005.

“We have projects in almost 60 neighborhoods,” Saleh said. “We are replacing all of the pipes that were approved by FEMA.”

Scope of Work

Boh’s project area extends from Camp and Magazine Streets near the National World War II Museum, to Poydras Street and the Mercedes Benz Superdome, from the foot of Canal Street by the Audubon Aquarium of the Americas, along Convention Center Boulevard, and all the way to Decatur Street in the French Quarter.

“We are installing new water lines while the existing ones are still in operation,” said David Sampey, Boh’s project manager. “After we install them, we pressure test and chlorinate them.”

After flushing the new water lines, the S&WB takes samples for bacteriological analysis. Once a successful result is obtained, ensuring that the pipes are safe for potable water, Boh Bros. transfers service to the new lines.

Water mains throughout the CBD and French Quarter range in size from 8 to 30 inches in diameter, Sampey said. “The majority of the old pipes are cast iron, and we’re replacing them with PVC or ductile iron.”

Once service is transferred to the new lines, the old pipes are sealed with Flowable Fill cement, Sampey said. “That involves installing a cap on each end of the pipe, hooking it to a concrete pump truck and filling it up.”

In most of the project area, Boh Bros. is saw cutting the pavement and excavating to install the new pipe.

The Boh crew is also using hydro excavation to locate existing utilities and reduce the risk of exposing or breaking gas, fiber optic or electrical lines.

In a few areas, Boh was required to perform directional drilling to install the new water lines, to avoid tearing up new or recently repaired pavement.

Directional drilling requires excavation of only a small hole at either end of the section where the pipe is to be installed, Sampey explained. A small bit fixed with a sensor guides a cutter underground, and the new pipe is fed through the resulting tunnel.

Once the pipe work is completed, Boh fills the excavations with temporary asphalt or rock to provide a safe driving surface until Boh’s Disadvantaged Business Enterprise restoration subcontractor follows with permanent pavement repairs.

Pleasing the Public

Without a doubt, the biggest challenge of the project is the constant interaction with businesses, residents and other agencies “because this project affects so many other people’s lives,” Sampey said. “We have been working very closely with the Department of Public Works and S&WB to maintain at least one lane of traffic at all times.”

Sampey noted that most of the work sites have approved traffic control plans that include complete road closures, requiring traffic to detour around the work locations. However, Boh Bros. worked very hard to minimize traffic detours and closures, to better serve the traveling public.

“Boh Bros. did a lot of nighttime work on the busier streets, such as Poydras Street by the Superdome, and didn’t implement detours,” Bartlett said. “If they had barricaded those lanes on Poydras, we would have had a traffic jam out of this world.”

Much of the work to tie in every residence, business, and fire hydrant is also being performed at night by Boh crews, in an effort to minimize inconvenience to S&WB customers. Roughly 30 percent of the entire project has been performed at night, Sampey said.

Before performing any tie-ins to the new water lines, Boh goes door-to-door and coordinates with every business and resident to determine what will be the optimum time.

“It’s the contractor’s responsibility to inform the public when they will experience periods of low water pressure,” Saleh said. “Troy Bush (Boh’s superintendent) is mainly the one who talks to all the businesses in the area. Boh Bros. is providing good communications and being very responsive to the public.”

The contractor has also provided safe access over excavations by placing steel ramps, Saleh said. “The people are happy about that.”

Bartlett added, “Boh worked all night to make sure the VA Hospital had water after a major tie-in. I’ll tell you, by 5 a.m., the hospital had its water, and they had those steel plates over the excavations so the morning traffic was not impeded at all.”

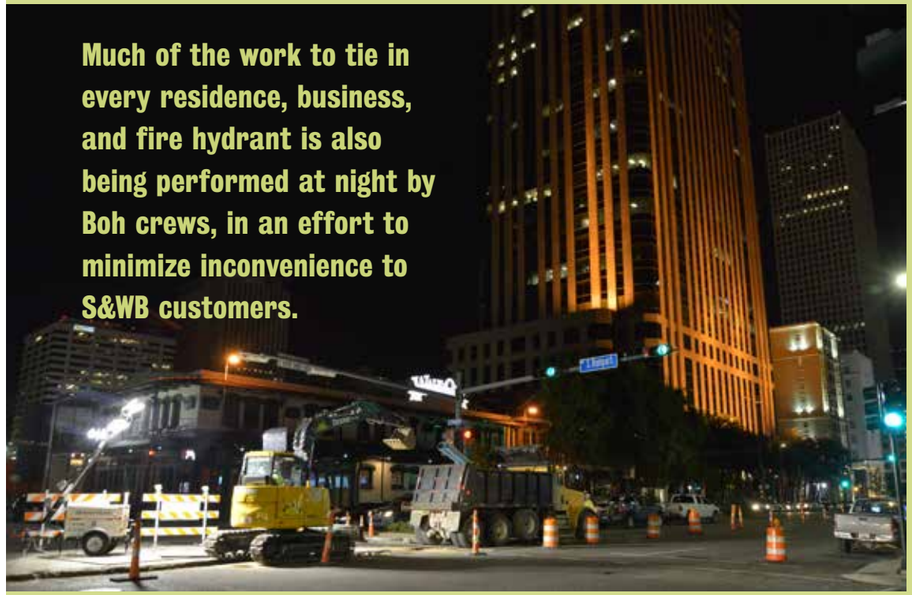
The nature of the project will sometimes dictate a shift of work activities from one location to another. And everything must be coordinated to accommodate the traffic, pedestrians and the seemingly constant flow of special events in New Orleans.

“Whether it’s a Saints game in the Dome, the Rock n’ Roll Mardi Gras Marathon coming down Magazine Street, White Linen Night in the Warehouse District or the Essence Music Festival, there seems to be something every week,” Sampey said. “And whether it’s out-of-town visitors or residents and businesses, it’s our job to keep the public happy.”

To that end, the Boh crew is constantly working to keep crosswalks and walkways open and doing whatever it takes to ensure a safe walking surface free of trip hazards.

“We know that these businesses thrive on those visitors,” Sampey said. “It’s our job, in conjunction with the City, to make adjustments and accommodate these events.”

Much of the work to tie in every residence, business, and fire hydrant is also being performed at night by Boh crews, in an effort to minimize inconvenience to S&WB customers.



DELICATE DANCE

Boh's Hydro-Jet Vacuum Excavation System Provides Safer, More Efficient Solution

Boh Bros. recently deployed its proprietary Hydro-Jet Vacuum Excavation System, U.S. Patent No. 8,858,124, to support a major modification project at the LOCAP crude oil pipeline facility in St. James, La.

The owner specifically requested Boh's patented system because the project required excavation in a highly congested area filled with more than 60 energized cables and conduits, and it had to be done without disrupting LOCAP's operations.

Using the system made it possible for the Boh team to successfully excavate more than 2,000 cubic yards of material in fewer than 50 days with no facility shut downs for nearly 3,500 man-hours of work.

"When we looked at this particular project, I knew we needed Boh Bros. using their hydro excavation expertise," said Tim Thibodaux, LOCAP supervisor. "This is the best technology I've seen utilized in a setting such as ours. Nothing compares to it when it comes to safety, protecting the environment and damage prevention of our pipeline."

The 48-inch diameter LOCAP pipeline has a throughput capacity of 1.7 million barrels per day. It connects the Louisiana Offshore Oil Port (LOOP) Clovelly storage facility in Galliano, La. to the St. James terminal facility.

Boh's delicate, successful excavation around so many obstacles was an integral part of the success of the overall manifold modification project.

"The manifold is buried beneath the ground, so we had to uncover it in order for them to make the modifications," said Larry Lamonte, Boh's project manager. "Because of the numerous direct burial cables and conduits in the ground, as well as the pipeline itself, I don't know any other way we could have performed the excavation without shutting it down. The depth of excavation would expose the workers to slip and fall hazards and cave-in potentials.

Any significant downtime to the plant would have caused severe economic impact to the owner.

That's why Thibodaux made using Boh and the Hydro-Jet Vacuum Excavation System a mandatory stipulation of the manifold modification contract award, Lamonte said. "We had used the system at LOCAP two times for other projects, and the project team felt confident that we could utilize it for this project as well."

How the System Works

Boh's Hydro-Jet Vacuum Excavation System combines a common excavator with a hose that is attached to a vacuum truck or vacuum skid unit that also supplies high-pressure water to jets mounted on the head of the nozzle. By attaching the system to multiple trucks or storage tanks, it can continually discharge excavated material. There is little down time because the technology has the ability to provide intensive trenching or potholing with multiple trucks (by unhooking hoses and dumping at a different location) while another truck is excavating.

"The hydro excavation process requires a certain delicacy and restraint that differs from other types of excavation. Not just any operator can do it. You have to be really patient and let the machine do its work. The finesse of our operators is a key to this being successful."

John Paul Talkington
superintendent

Because the high-pressure nozzle is mounted to the excavator boom, the system doesn't require a man to operate a 4,000-psi high-pressure hose hooked to a vacuum truck. The operator works safely from the excavator cab and isn't exposed to the hazards of the pressure jets or airborne debris.

"Before we developed this system, all of my research on hydro excavation showed two men holding a hose and a high-pressure wand," Lamonte said. "We had a vision of developing a system that was safer and more efficient."

The Boh team has made some modifications to the system since its initial development in 2010. Front and rear cameras, as well as monitors, have been added to give the operator more control to maneuver the attachment head around utilities, pipelines and fiber optic cables. The attachment is also equipped with an air-monitoring device and gas detector that trigger an alarm in the cab when abnormalities are detected, so the operator can immediately shut down the rig.

As an added safety measure, each excavator cab has been equipped with a remote control system to operate the vacuum truck. This gives the excavator operator the ability to shut off the vacuum truck with the push of a button.

The journey of obtaining the system's patent began with filing for a Provisional Application on October 1, 2010, followed by a PCT Application on October 12, 2011. The Boh team received the official U.S. Patent No. 8,858,124 on October 14, 2014. "Having the patent in our hands helps to protect our cutting edge technology and opens the door for other ventures," Lamonte said.

Clearing the Way

Boh's scope of work at LOCAP included three major excavations that would expose components of the manifold so another contractor could perform the necessary modifications.

The Boh team was charged with: probing for below grade interferences; hydro excavating to expose live underground wires/conduits; providing temporary support for those wires/conduits; and then hydro excavating to depths ranging from two and a half to nine feet below grade to expose portions of the manifold.

"We used two rigs equipped with the vacuum excavation attachments and worked them simultaneously," Lamonte said.

Instead of filling the vacuum trucks with excavated material and then hauling it off, the team used a vacuum pump to pump the slurry a distance of over 400 feet into a containment facility. The Boh crew then pumped the water out of the containment facility, mixed the remaining solids with pelletized lime and then used the dried material to modify the site levees and ramps.

The Boh team began hydro excavation June 2, 2014 and had removed the 2,000 cubic yards by late July.

"There is really nothing to compare this system to because I don't know of any other hydro excavation system that can continuously vacuum and pump excavated material over 400 linear feet away from the area," Lamonte said. "If we had to haul off all that material with vacuum trucks, we would have had to stop the vacuum excavation operation to disconnect, dump and reconnect the hoses. That would have likely added three more weeks to the project."

Delicate Process

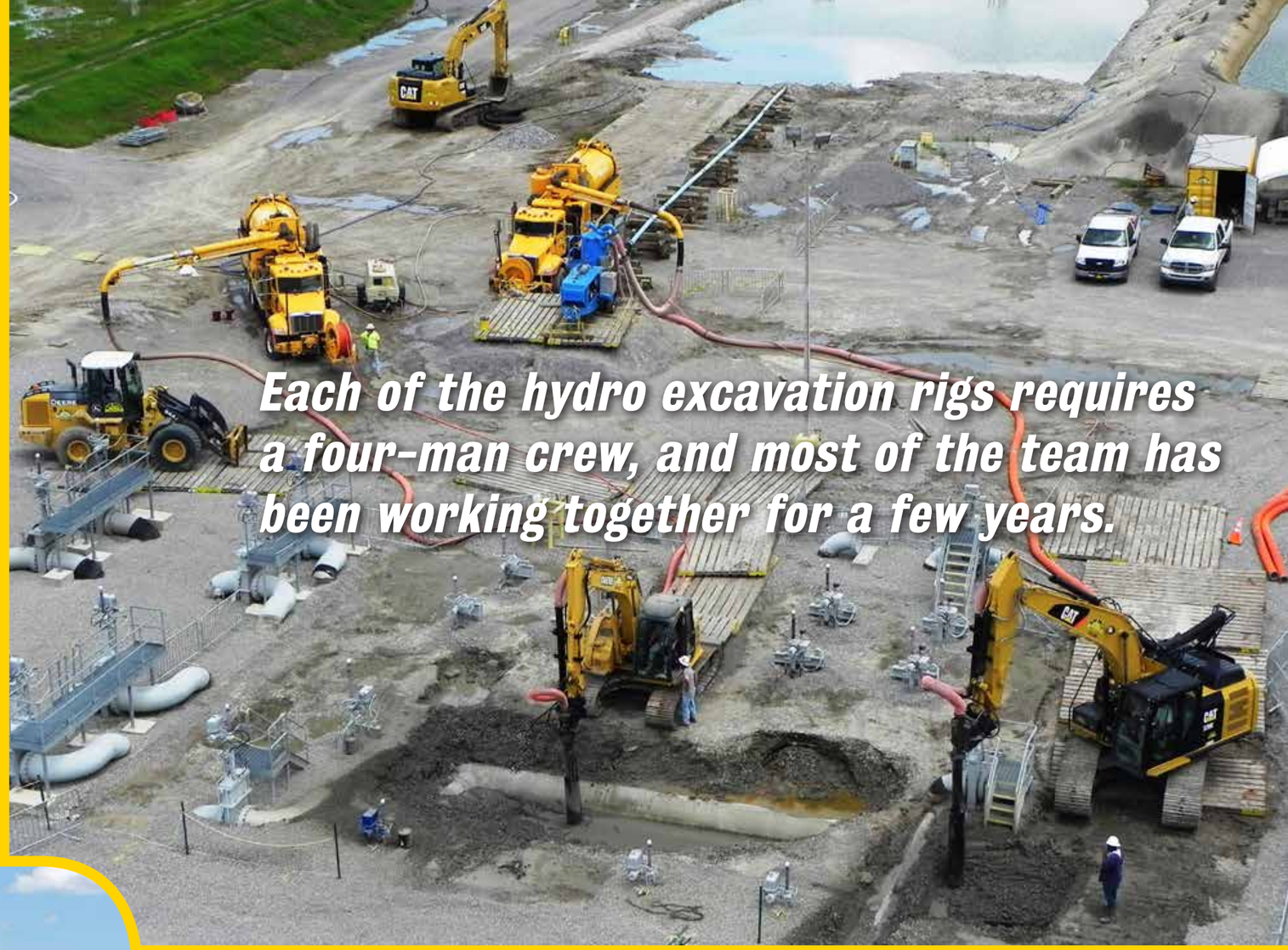
Each of the hydro excavation rigs requires a four-man crew, and most of the team has been working together for a few years, Lamonte said.

"It takes a certain amount of expertise to do this because the operator has to be very delicate around all those pipes and conduits," he said. "The man operating the truck has to know what setting to adjust to achieve the appropriate air pressure and volume of water."

The men on the crew have a deep bond, forged by their dependence on one another to successfully perform the process.

"On the LOCAP project, the operators had redundancy built into their visual assessment," said John Paul Talkington, superintendent. "We had spotters for the machines at all times to make sure they didn't touch a pipe or scratch the coating on a pipe, and the operator has a wireless camera on the head transmitting to a monitor in the cab."

The hydro excavation process requires a certain delicacy and restraint that differs from other types of excavation, Talkington added.



"Not just any operator can do it," he said. "You have to be really patient and let the machine do its work. The finesse of our operators is a key to this being successful."

The hydro excavation team has performed work at Valero in St. Charles Parish, BASF in Geismar, La., a nuclear plant in St. Francisville, La. and two times before at LOCAP. However, this most recent project was by far the largest.

"Typically, for an area that large, we would dig most of the material with a bucket," Talkington said. "This project was just too delicate to do that with all of those cables."

In addition to performing hydro excavation, Talkington's crew builds the vacuum attachments for the equipment and also performs the requisite maintenance or adaptations necessary to suit the unique needs of any particular project.

The team is currently in the process of designing and building an attachment that will allow the vacuum excavator head to go in at a 45-degree angle beneath a 54-inch pipeline they are repairing at a facility in Zachary, La.

The crew will excavate on both sides of the pipe, and use the hydro excavator to pinpoint the exact location of the break. Then the crew will isolate that section of pipe by installing a cofferdam around the area that needs repair.

"We are finding the hydro excavation system has many, varied uses," Talkington said.

Safety, Always First

An eight-man crew completed the excavations at LOCAP in less than 50 days. They worked 3,500 man hours incident free. The owner was so impressed with the safety of the Hydro-Jet Vacuum Excavation System that it awarded Boh an excellent performance safety rating for the project.

"This project is a great example of an owner, designer and contractor coming together to reduce risk on a project," Lamonte added. "LOCAP truly believes in executing their projects safely, and we are proud to be a part of their team.

CURE ALL

Practiced Method Restores Pipes

Boh Bros. is rehabilitating miles of sewer pipe in Louisiana's capital city using a process that is more cost effective and much less disruptive than traditional excavation and replacement, the Cured in Place Pipe (CIPP) method.

The work is part of the massive City of Baton Rouge/Parish of East Baton Rouge Department of Public Works Sanitary Sewer Overflow (SSO) Control and Wastewater Facilities Program, designed to address Baton Rouge's current and future sewer infrastructure and wastewater needs. The program includes capacity improvements, wastewater treatment and storage, and sewer rehabilitation.

The city and its engineering firm have determined which pipes must be excavated and replaced and which can be rehabilitated using CIPP.

"Rehabilitating the pipes using this method is generally a lot more cost effective than excavating and replacing them," said Brian Mathé, Boh's CIPP team leader.

The CIPP method involves inverting a polyurethane-coated tube that is filled with polyester resin and a catalyst mixture into a pipe. Once the tube is inverted into an existing pipe, the resin fills all cracks and voids. Heated water or steam is injected into the pipe, activating the catalyst and hardening the resin and essentially creating a new pipe within a pipe.

"CIPP offers the advantage of providing a continuous pipe from one manhole to another, rather than having joints every 20 or so feet, which are vulnerable to subsidence and tree roots," Mathé said.

Additionally, CIPP liners are incredibly durable, Mathé said. "The first piece was installed in 1971, and it is still in service today."

In the SSO program, Boh is installing a CIPP liner that is generally six millimeters thick, providing a lining that is stronger than the original pipe, but not so thick as to decrease capacity in the sewer system.

Decades of Practice

Boh Bros. has been installing CIPP for 20 years and has routinely rehabilitated pipes in Baton Rouge and Lafayette as part of those cities' annual maintenance programs. However, the size of all previous projects pales in comparison to the linear feet and geographic reach of the Baton Rouge SSO program, Mathé said. "When we took on the first SSO project in 2011, that was our single largest CIPP project ever."

As a subcontractor to Grady Crawford Construction Company, Boh lined 125,500 feet of sewer pipe on the Brookstown/Evangeline Phase 1 SSO project from May 2011 to June 2013.

Boh worked lining pipe on two more Grady Crawford contracts. As part of the Acadian/Perkins project, Boh installed 25,918 feet of CIPP from June 2012 to August 2013. The Boh Bros. CIPP team also lined 42,586 feet of pipe on the Stanford/

CIPP offers the advantage of providing a continuous pipe from one manhole to another, rather than having joints every 20 or so feet, which are vulnerable to subsidence and tree roots.

The video van operators are key assets to the entire operation, said Dale Hagadone, superintendent, We depend on them to make precise measurements, to ensure each segment matches the drawings.

Morning Glory project from February 2012 to June 2013.

Boh Bros. began working for Grady Crawford again in September on the $8.3 million Jones Creek/Tigerbend SSO project. Boh will line 60,015 linear feet of pipe by September 2015.

"Grady Crawford selected Boh because they were the low bidder, but also because we've had such a good working relationship with them," said Jason Bankston, Grady Crawford's assistant project manager. "They've always been very responsive whenever an issue arose. They complete their work in a timely fashion, and there has never been any argument over additional work."

Boh Bros. is also performing CIPP work as a subcontractor to Allen & Leblanc Contractors of Baton Rouge on the $8.9 million Antioch Road/ Chadsford Drive Area Rehabilitation project. The Boh team is lining 68,429 feet of pipe, which represents roughly 25 percent of that project area.

"They are doing an outstanding job, " said Paul Johnson, Allen & Leblanc's project manager. "Their interaction with the public and the owner gets high marks. They have done a good job on their scheduling. They've done everything they said they were going to do."

Innovation Speeds Process

When Boh Bros. originally began installing CIPP in 1994, the team cured the resin that forms the liner with hot water.

"It takes a long time and limits productivity because we have to heat the water, cure the pipe and then cool it," Mathé said. "Using the water method takes about three hours for curing."

The CIPP team still uses hot water to cure most pipes larger than 18 inches in diameter. Boh's work on the Stanford/Morning Glory project included 700 feet of large-diameter pipe, and the Brookstown project included 7,000 linear feet of pipe that required curing using the hot water method.

However, the majority of the sewer pipes in the SSO program are 8, 10 or 12 inches in diameter, so Boh is using the new steam method to cure them.

"It generally takes us about two hours less to cure the pipe using the steam method," Mathé said.

The liner is inverted, attached to a piece of equipment called the shooter, and forced into the pipe using compressed air. Using the air inversion and steam enables the Boh team to rehabilitate more than one line per day.

"In Baton Rouge we are typically installing two to three line segments in a day, with the average line segment being 325 feet," Mathé said. "It typically takes about four hours to install and cure a segment, and re-instate the house connections, depending on how many houses are on the line."

The process requires a tremendous amount of teamwork and planning before any liner can be installed.

"First, we have to coordinate with the general contractor, who may have to make excavations and point repairs before we go in," Mathé said. "Then we send a crew out to clean out roots and other blockages, video the pipe, measure it and make certain that segment of pipe can be lined. If a joint has fallen more than 10 percent, the liner would get hung up."

The video van operators are key assets to the entire operation, said Dale Hagadone, superintendent, "We depend on them to make precise measurements, to ensure each segment matches the drawings," he said. "We've only got one shot, so it's got to be right."

Next, the specifications are sent to the CIPP wet-out team at Boh's Almonaster yard in eastern New Orleans.

"The wet-out team takes the dry tube material that comes in pallets, cuts it to the appropriate lengths and injects the resin into the tubes," Mathé said. "Then they load it into the refrigerator truck for delivery."

The catalyst is activated around 180 degrees Fahrenheit, so it's critical that the material is kept from intense heat and direct sunlight.

"The most important thing in this entire process is accuracy," Mathé said. "You've got to give it the proper pressure and cook it the proper way."

Once the liner has been installed and cured, video van operators use cleaning nozzles attached to video cameras and air-operated robotic cutters to cut holes from the main sewer line into the servitude of individual residences or businesses.

"Customers are only without service for the few hours we're doing an actual installation," Hagadone said. "They can still use their toilets, but we ask them to limit their usage, and not take showers or do laundry."

Communication is Key

On the city-wide program, the Boh Bros. CIPP team has a great deal of interaction with the public because most of the sewer lines run through residents' back yards.

A few days in advance of any installation, the Boh team distributes door hangers that detail the scope of Boh's work, and Hagadone asks residents to keep children and animals inside during the scheduled work times.

"Oscar Gordon (foreman) or someone from the Boh team also visits with homeowners, especially the ones with the manhole covers in their back yard," Mathé said. "At first, they're concerned because they're thinking that we're going to dig up their yard.




They're happy when we tell them we aren't going to do any digging and that we will be in and out by lunchtime."

On the morning of scheduled work, one of the team again goes door-to-door to remind residents, Hagadone said. "We try to be as professional and courteous as we can to everybody."

He agrees with Mathé that planning is key.

"We have to put in traffic control plans and crew notifications to inform the SSO program where we are," Hagadone said. "There's a lot of pressure when something is delayed because they need to get the service to people's houses open before it backs up."

Gordon adds that the pressure isn't off until all of the servitudes are open and all the houses are safe. "The people will know it's finished when Boh comes back and tells them it's all open again."

WAY TO GO, BOH!

Boh Bros. recently received the 2014 STEP Platinum award from the Associated Builders and Contractors of America's Pelican Chapter.

ABC National Environment, Health & Safety Committee established the STEP program, which stands for Safety Training and Evaluation Process, in 1989. The program was developed and written by contractors as a tool to self-evaluate and improve a company's safety practices, explained Kacie Blanchard, with Training Center Administration at ABC's Pelican Chapter in Baton Rouge, La. "A company can use STEP to evaluate and set goals to achieve the best safety practices and keep a successful and effective safety program."

Boh Bros. has voluntarily participated in the annual assessment since STEP's inception. In order to accurately evaluate the company's safety performance, Boh Bros. provides audited information from its insurance carriers to the ABC.

"The process is completely transparent, and it provides a valuable outside look at our safety program that informs our continual improvement," said Jeff Plauche, vice president of Boh's Baton Rouge operations. "It also gives us a benchmark of how we rate against our industry peers."

Plauche added, "We submit safety data on our entire company, not specific divisions, because we have one safety culture at Boh Bros. Whether we're working on an industrial facility, interstate highway, or a municipal project, our field personnel operate with the same system of risk assessment and mitigation."

The award ensures the company's eligibility for the ABC National Safety Excellence Award, which is ABC's highest level of recognition in the field of safety training, as well as the Construction Users Roundtable (CURT) Construction Industry Safety Excellence Award (CISE).

"STEP highlights the company's safety and training successes and also recognizes them as a company that goes above and beyond U.S. Occupational Safety and Health Administration requirements for a safe workplace," Blanchard said. "By research, ABC National has determined that companies using STEP have an increase in productivity through fewer jobsite incidences, reduction in injuries, overhead, and fines. The program has been proven to improve morale and production while remaining competitive and profitable."

BOH EMPLOYEE SPOTLIGHT

Oscar Gordon, foreman

After 15 years, Oscar Gordon still believes that joining Boh Bros. was one of the best decisions of his life.

"I like everything about working with Boh Bros.," he said. "The guys on my crew, we're all like a big family. We not only work together, but we also hunt and fish together. Our wives and kids all know each other."

Gordon, who began as a laborer, is a foreman on the team that installs Cured In Place Pipe (CIPP).

Ramón Castro, video van operator

As one of a handful of video van operators, Ramón Castro is an integral part of Boh's Cured in Place Pipe team. Using hydraulically fed video cameras, Castro expertly navigates the inside of pipes and performs intricate inspections, measurements and cuts. He also never hesitates to lend a hand to other members of the team.

"I am there to help my co-workers," Castro said. "I know that they count on me a lot."

John Paul Talkington, superintendent

Although John Paul Talkington has worked in construction his entire adult life, the four years he's been with Boh Bros. have been his best.

"I like the family atmosphere and the way they treat their people," he said. "We are all Boh brothers here, working together and getting along."

As superintendent on the Hydro-Jet Vacuum Excavation System team, Talkington takes pride in being part of a unique, patented process.

"No one else does hydro excavation using an excavator," he said. "Others do it by hand, but our method is much safer."

Chris Brown, laborer

Chris Brown said his decision to join Boh Bros. two years ago was "perfect timing" because it landed him a spot on the Hydro-Jet Vacuum Excavation System crew.

Brown came to Boh Bros. hoping to get an education in construction, and he hasn't been disappointed. As a laborer, Brown acts as eyes for an operator who is working in a hole or other blind spot. He also operates the vacuum truck, controlling how much air and water pressure are fed to the hydro excavator, and guiding the hoses.

"One of my favorite jobs was working on a project for Shell in Houma in 2013," Brown said. "I loved meeting the people, learning about their culture and tasting their cooking."

John Thompson, operator

John Thompson began working with Boh Bros. two years ago as an operator on the Hydro-Jet Vacuum Excavation System.

Being an operator on the hydro excavation crew requires a great deal of finesse and concentration, he said. "You've got to have the hands for it, and you've got to have a feel for the attachment and know how deep you are in the ground. It's very delicate."

Because every hydro job is different, Thompson is always learning something new.

In his time off, Thompson enjoys hunting, fishing and cooking with his father.

"Every Sunday we have a bunch of people over and cook big dinners," he said. "We cook jambalaya, pastalaya, grilled steaks, or whatever we feel like."

John Patrick "Pat" Henderson, Sr., operator

Pat Henderson made his living as a shrimper until that fateful day in 1999 when Boh Bros. came to work in his Lafitte neighborhood. He signed on as a laborer for the summer and moved up to being an operator a year later.

"I like working for Boh Bros.," he said. "They are good people. They take care of me."

Thanks to having a more stable career with benefits, Henderson was able to provide for his wife, Monique, while she earned her teaching degree. The couple has been married for 10 years, and they have 5-years-old twins, John Junior and Gabrielle Elizabeth.

David "Who Dat" Lastie, flagman

If you hear someone shout "Who Dat" on a Boh Bros. job, he may be cheering for the Saints, but it's just as likely he's shouting a greeting to Flagman David Lastie.

"If someone calls out for David, I don't know if I'd answer because just about everyone calls me Who Dat," said Lastie, who has had the nickname since childhood.

Lastie has been with Boh Bros. for 19 years, working as a flagman, and doing plumbing, pipe fitting, or whatever it takes to get the job done.

"I'd rather deal with pipe work than anything else," he said. "I just like fixing stuff."

As a flagman, Lastie is charged with guiding the heavy equipment operators.

"I flag to protect the operator from hitting any kind of underground utilities," he said. "I like working with Boh Bros. because they pay so much attention to safety."

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40 YEARS
Clayton J. Buzbee, Jr.
Frederick Gondrella, Jr.
Ronald D. Krupp
Sharon K.Nary
Allen Willis

35 YEARS
Peter W. Buccere
Vance L. Hughes
James S. Sansone IV

30 YEARS
Michael W. Frank
Gary R. Manint

25 YEARS
Stephen H. Boh
Keith R. Henderson, Sr.
Terry J. Hills
Michael W. Springer

20 YEARS
Joel M. Duronslet, Jr.
Roosevelt Harris, Jr.
Jimmy J. Tanner

15 YEARS
Gill D. Baker
Harold W. Baur
Curtis A. Brown
Beverly D. Bueso
Jeffrey L. Dauterive
Timothy N. Dupont
Charles D. Fontan, Jr.
Michael Jackson
Jessie Jackson, Jr.
Michael J. Latino
Brenton M. McCall
William A. Moulton
Alvin A. O'Connor
Wilfred D. Palmer
Jeffery W. Parks
Mark A. Parks
Bobby Smith
Josh M. Tran
Brian K. Westbrook, Sr.

10 YEARS
Allen J. Armstrong, Jr.
Rodney P. Boudreaux
Nathan V. Bourlet
Randy A. Brown
Richard C. Bush, Jr.
Brett F. Cowand
Erick T. Doherty
Ricky L. Hano, Jr.
Mary S. Hebert
James N. Hickok III
James B. Kerr
Wayne R. Mulkey
James B. Phillips, Jr.
Ronald M. Poole
Dustin J. Punch
Garrick Roberson
Webster Ruffin
Ira L. Taylor, Jr.
Alton J. Williams

5 YEARS
Chad M. Bellanger
Berry L. Buxton
Michael C. Collins
John A. Epperson
Justin J. G Obertein
Douglas R. Gremillion
Miah James
Gerald J. Jones
Jarrell Kendrick
Marvin J. Lange
Bryan W. Lobrano
David P. McClure
Deric D. Sims, Sr.
Brandon J. Small
Joseph Williams
Susan M.Wong

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