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

BOH PICTURE

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Due North

Piling Successful in Any Climate

BOH PICTURE
Winter 2014-15

President
Robert S. Boh

On the cover:
Boh delivers for Iowa client despite below-freezing temperatures, tight tolerances and confined space.

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

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We all rely on highway systems to transport people, goods and services across the country and within our state. As with any capital asset, this system needs constant maintenance and upgrading as roads and bridges wear out over time or become obsolete due to congestion. This infrastructure is a critical national asset that drives growth, safety, mobility, trade and promotes the competitiveness of our region and country in a global economy.

At both the state and federal level, this highway system is maintained and expanded through government funding generated by "user fees" in the form of excise taxes on gasoline and diesel sales at the pump. The federal gasoline tax is 18.4 cents per gallon, while the Louisiana tax is 20 cents, for a combined total of 38.4 cents per gallon. The problem as it relates to adequately funding infrastructure improvements is that these taxes were last raised in 1993 (federal) and 1989 (Louisiana). Inflation of construction costs over the past twenty years means that the user fees buy much less construction value now than they did two decades ago. In addition, vehicles now are more fuel efficient, which results in less gallons purchased for the same mileage driven. These trends have resulted in years of underfunding our highway needs with the consequences being higher costs for goods, more congestion and increased accidents.

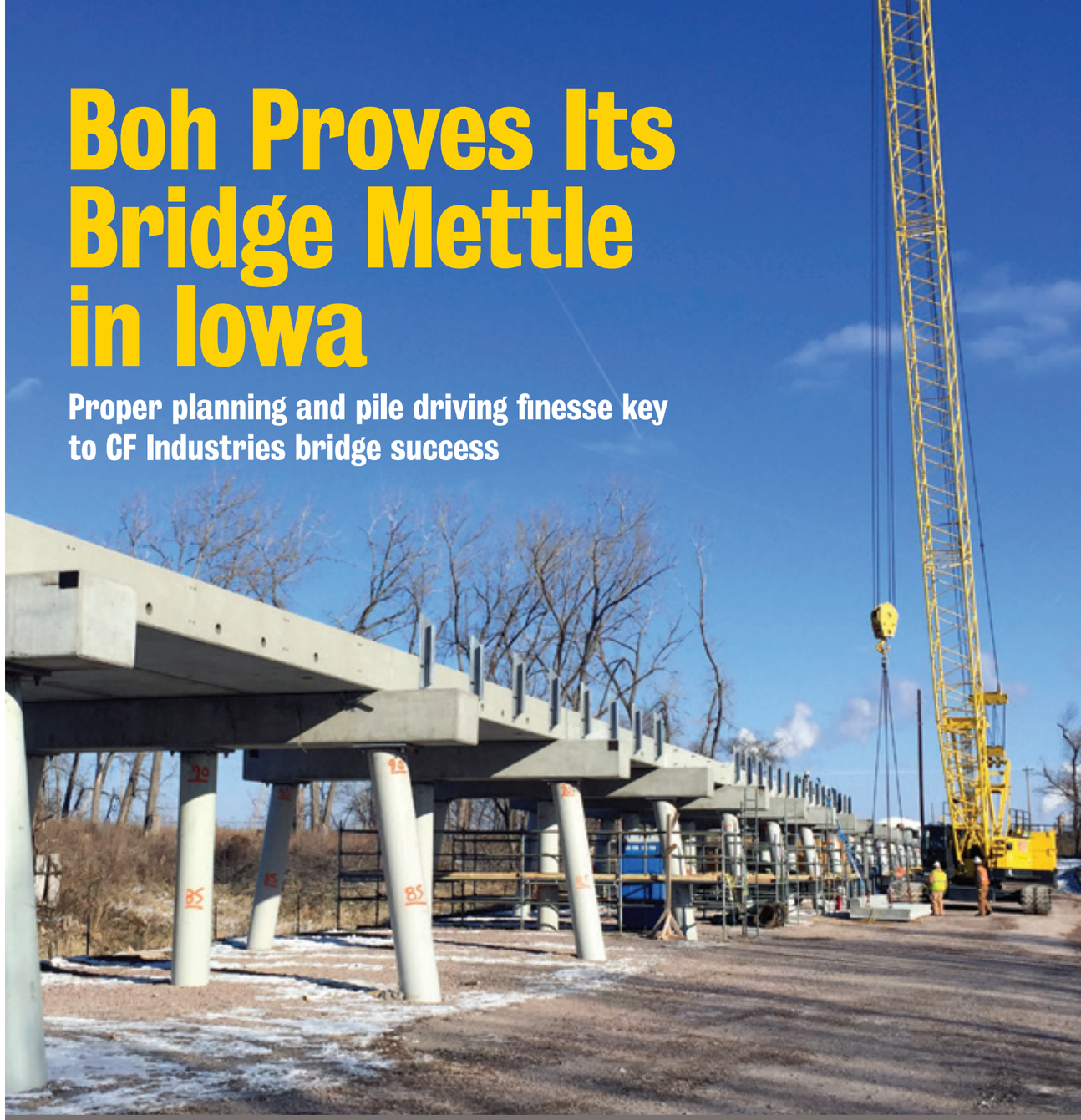
There is growing awareness in Congress and in Louisiana of the need to find solutions to this funding problem. Recent announcements of major industrial plant expansions in South Louisiana have been tempered by concerns that the highway infrastructure in the region is inadequate to keep up with the increased economic activity and traffic that will result. Getting elected officials to agree to raise taxes is difficult, at best, under any circumstances. Voters will want to know where the money is going and that it is not going to be wasted. However, coalitions are forming among the business community, organized labor, the construction industry, shippers, and truckers to create a predictable and growing source of fuel tax revenue. With the recent plunge in world oil prices and the resulting decline in the retail cost of gasoline, there is perhaps an opportunity to address the user fee issue on a permanent basis. A few more cents per gallon, at the federal and state level, would make a big difference in the annual funding of road and bridge projects.

Robert S. Boh, President

> " A few more cents per gallon, at the federal and state level, would make a big difference in the annual funding of road and bridge projects. "

Boh Proves Its Bridge Mettle in Iowa

Proper planning and pile driving finesse key to CF Industries bridge success



A Boh Bros. crew recently traveled to Sergeant Bluff, Iowa to build a 630-foot-long bridge along the edge of the Missouri River as part of a $1.7 billion expansion at CF Industries Port Neal Nitrogen Complex.

Although the Boh team is not used to working in single-digit temperatures, ice and snow, the South Louisiana contractor has plenty expertise driving pilings and working along waterways.

"The project requires tight tolerances and is being built in a confined footprint in a river batture," said Jimmy Kern, senior construction and project manager for Performance Contractors, Inc. of Baton Rouge, general contractor for the expansion. "It is a tough area to work in, but Boh knows how to build bridges

“This project demonstrates that Boh Bros. is always up for a challenge. It doesn’t matter where the project is, we will give it a shot. We will be successful, too.”

Kyle Alexander
Boh’s office project manager

in that sort of environment. When we went out for competitive pricing, Boh was the only contractor who could guarantee the tolerances we required.”

“The quality of work Boh did in the required time frame was above our expectations,” added Tony Moeller, CF Industries’ senior project engineer over the expansion.

Although Boh doesn’t typically pursue work so far from home, the company strives to satisfy all of its clients’ demands. Boh has worked numerous times in the past with both Performance and CDI Corporation, which is designing the bridge and some other portions of the expansion. CDI suggested that Boh Bros. would be a good addition to the project team, so Boh made a bid for the work.

“This project demonstrates that Boh Bros. is always up for a challenge,” said Kyle Alexander, Boh’s office project manager. “It doesn’t matter where the project is, we will give it a shot. We will be successful, too.”

CF Industries’ Port Neal Nitrogen Complex is located on 1,700 acres in the Port Neal Industrial Complex along the Missouri River, approximately 15 miles south of Sioux City, Iowa, in the heart of the U.S. Corn Belt.

When the $1.7 billion capacity expansion project was announced in November 2012, it was listed among the largest economic development projects in Iowa history.

The expansion is anticipated to add about 130 permanent CF Industries positions, 700 permanent jobs in related industries and require about 2,000 construction workers at peak.

The expansion will add about 1.4 million tons annual capacity of nitrogen products for agricultural and industrial use, tripling the plant’s capacity for ammonia production and enabling production of granular urea.

“It will contribute to a more assured supply of nitrogen fertilizer for American farmers and provide a source of long-term direct and indirect positive impact to the region,” Moeller said.

Performance broke ground on the project May 2013, and the expansion is on track for completion in 2016.

Critical Component

Boh’s portion of the project is to construct a 630-foot-long bridge that will connect the plant to a collector well that is being built

“We have worked with Boh many times in the past. On the CF Industries project, they have exceeded our expectations for the time frame and quality of work.”

Jimmy Kern
Senior construction and project manager
Performance Contractors, Inc. of Baton Rouge

by another contractor on the edge of the Missouri River.

“This collector well will be the main water supply for the new facility, so we must have access to it, even during flood conditions, to maintain operations,” Moeller said. “Both the bridge and the well are being constructed at an elevation that will be safe during any kind of flood event. The bridge spans the flood plain, which is 10 to 20 feet lower than surrounding ground elevation.”

Designed by CDI Corporation’s Baton Rouge office, the bridge is composed of steel pilings and pre-fabricated concrete components.

“Usually, standard tolerances for bridges are three inches, but because of the precast, our drawings state one-inch tolerances,” said Brian Raef, designer of record for CDI. “Performance sent the drawings to three different contractors, and all three said they could only meet three-inch tolerances. And they weren’t sure about that.”

Clovis Morrison, P.E., CDI’s marine department manager who is assisting Raef on the design, recommended that Performance get a bid from Boh Bros.

Morrison has worked previously with Boh Bros. on several successful projects, including Boh’s early completion of a new dock for NuStar Energy in Corpus Christi, Texas in early 2014.

Both the NuStar dock and the bridge at CF Industries incorporate precast components made by Waskey Bridge, Inc. of Baton Rouge, and Boh has built many Waskey docks, Alexander said.

“These precast structures are not like cast-in-place structures where caps can be adjusted to accommodate piles that are out of tolerance,” he explained. “They have to fit together like a puzzle because there is no tolerance in the cap itself. If we were out of the design tolerance, that would mean not only additional field work, but also shipping another precast cap 1,100 miles.”

Once Boh won the contract bid August 2014, Boh’s structural steel fabrication team began building a customized template to guide the pile driving.

“Driving the pilings in the precise position is key to the project’s success,” said Tri Le, Boh’s field project manager. “If your piles are out of tolerance or plumb by more than an inch, your components on the prefabricated concrete structures won’t line up.”

Proper Planning Delivers

When the Boh crew mobilized to Iowa in mid-October, Le spent two days identifying area suppliers for equipment, rigging and tools.

“A lot of supplies we would need had to come from Sioux City, about a half hour away, or Sioux Falls, S.D., an hour and a half away, so we had to plan well to make sure our inventories wouldn’t run out,” Le said. “Since we aren’t used to working with those folks, I knew it was important to establish relationships so we could get things when we needed them.”

Although the Boh team enjoyed pleasant weather with temperatures in the 50s and 60s for the first couple weeks of the project, an arctic blast soon descended on the region, bringing temperatures in the low 20s that dropped to zero or below with the wind chill factor.

“One day the wind chill went down to minus 15 degrees,” Le said. “We did some shopping up here to provide the guys with the appropriate gear.”

Cold-weather boots, socks, bibs and jackets became part of the southern crew’s personal protective equipment.

“We set up two metal shipping containers with heaters in them so the guys could warm up as needed, whenever they’d get too cold,” Le said.

Discussions about driving on icy roads and how to avoid frostbite and slip and fall hazards on the ice and snow were added to the daily safety meetings.

“At Boh Bros., we know how to deal with heat really well, but it was a challenge for our guys working this far north,” Alexander said.

The cold temperatures presented other challenges as well.

“Once the ground started freezing, there was a layer of permafrost about a foot thick that meant the piles didn’t sink in when we placed them,” Le said. “Whenever we started the hammer, the pile wanted to bounce around in every which direction. The template held it in place and did what it was designed to do.”

The template guided placement of one bent comprising three steel pipe pilings, each 18 inches in diameter and ranging from 90 to 108 feet long. The bridge includes 27 bents, with number one closest to the well, and number 27 located at the edge of the plant property.

Boh started at the ninth bent and progressed the work in the direction of the plant, to afford the well contractor more room to work.

The entire bridge (which varies from 22 to 47.5 feet in width) and the well are being constructed within a 50-foot-wide ribbon of land.

“Because the bridge and well are both being built on Department of Natural Resources property, we were only given a narrow path for the work area,” Moeller said. “That meant that Boh had to construct the bridge and still allow the well contractor access within a pretty tight space.”

Moeller added that Boh’s ability to work well with both Performance and the well contractor made the project go smoothly.

“They did a great job of interfacing with the well contractor on a daily basis, and everyone played nice,” he said.

Boh constructed roughly 70 percent of the bridge by Christmas and will return to Iowa to complete the final portion of the bridge in late February or early March, once the well contractor has completed its work.

During the first phase of the project, Performance asked Boh to install an additional, 56 pipe piles in other areas of the plant. Boh procured the materials and installed them within the original scope of work schedule.

“We have worked with Boh many times in the past,” said Performance’s Kern. “On the CF Industries project, they have exceeded our expectations for the time frame and quality of work.”

Skillful Balancing Act

When a routine inspection of the Seabrook Railroad Bridge in eastern New Orleans revealed that deterioration of metalwork on the bascule span's long-abandoned vehicular roadway might have posed a public hazard, Boh Bros. was awarded an emergency contract to make the repairs.

Working closely with the owner's engineering consultant, the Boh team devised a way to perform some of the repairs in advance of a 21-day closure by skillfully balancing the weight between the bridge and its behemoth, concrete counterweight.

The feat resulted in early completion of the project, which was already on a compressed schedule. Boh's ability to maintain the bridge's balance also allowed the owner, the Port of New Orleans, to maintain navigation traffic until the scheduled U.S. Coast Guard-approved closure began on Dec. 1, 2014.

"Performing repairs on moveable bridges is always more complicated than working on fixed bridges, but Boh Bros. did a great job and finished ahead of schedule," said Ralph Eppehimer, P.E., project manager for Modjeski and Masters, consulting engineers for the Port.

"We are very pleased with Boh's performance," added Catherine Dunn, P.E., Director of Port Development. "Boh's ability to maintain balance ensured the bridge remained operable for navigation traffic until the scheduled closure. Additionally, when the scope of work was expanded during the course of the project, Boh managed to add that work to the project, and still finish ahead of schedule."

Bridge History

Construction of the Seabrook Railroad Bridge was completed in 1923. The bridge spans the Inner Harbor Navigation Canal where it meets the southern edge of Lake Pontchartrain.

The bridge's automotive lanes have been closed to vehicular traffic since the Senator Ted Hickey Bridge, located immediately north of the rail bridge at Leon C. Simon Drive, was opened in 1975.

The bridge's roadways were damaged by storm surge from the lake during Hurricane Katrina in 2005, but Federal Emergency Management Association (FEMA) repair funding was not available until late 2014, Dunn said. "Following the annual inspection by consultant engineers Modjeski and Masters on Oct. 27, 2014, a declaration of extreme public emergency to make the repairs was made on Oct. 30, 2014."

Some of the roadway metalwork pieces were in danger of falling away, potentially posing a safety hazard to navigation traffic below. Any falling pieces could also cause the risk of throwing the bridge out of balance, causing further damage and rendering it inoperable.

Modjeski and Masters' design involved removing deteriorated components of the bridge and replacing those elements with steel ballast beams of the same weight as needed.

"We are bridge engineers and work on railroad bridges quite often, but I had never worked on this particular type of bridge where we removed a significant part of the bridge and had to add new members purely for weight," Eppehimer said. "It was done very fast, without a lot of advance planning, and Boh Bros. still got it done early."

Accuracy Key

The Boh team assessed the bridge Nov. 5 and submitted a bid for

the project Nov. 10. The Port awarded the contract to Boh Nov. 12, and the Notice to Proceed was issued Nov. 15.

Modjeski and Masters' design called for the removal of about 100 tons of old roadway components and the addition of 22 different members — steel ballast beams and plates of varying sizes and shapes — totaling 100 tons.

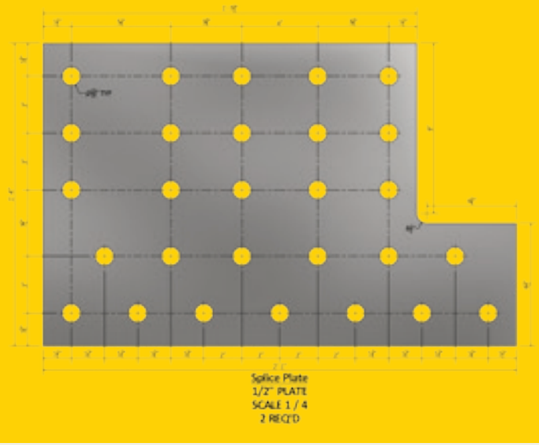
"We had to design pieces of different weights to fit into certain parts of the bridge so the original bridge wouldn't know the difference, but it was up to Boh to determine the exact rivet locations and full fabrication details," Eppehimer said. "Boh did the field measuring, shop drawings and all of the fabrication."

Modjeski and Masters made preliminary designs for mounting brackets to support the new components, but because of the bridge's age and various repairs over the years, it was difficult to determine the exact rivet patterns in any particular location, said Jeremy Martin, Modjeski and Masters' lead design engineer.

"We relied on Boh Bros. to eye the bridge, measure out the rivet patterns and fabricate custom brackets for each location they measured. It turns out that each one was slightly different. You never want a fit-up issue that costs time. By having Boh Bros. go out there and measure it, we were sure that, once they fabricated the brackets, every one would fit."

"We relied on Boh Bros. to eye the bridge, measure out the rivet patterns and fabricate custom brackets for each location they measured. It turns out that each one was slightly different."

Jeremy Martin
Modjeski and Masters' lead design engineer



Martin added that, in order to maintain the bridge's balance prior to the scheduled waterway closure, Modjeski and Masters required the Boh team to weigh each piece that was removed.

"We wanted to make sure we didn't add more weight than was originally on the structure," he said. "We had to maintain an equal condition from beginning to end."

Strategic Planning

The Port worked with the U.S. Coast Guard to minimize the shut down period from Dec. 1-22. The Boh team realized it would have to begin work in advance of the closure to ensure the project's success.

"We were not allowed to demolish much of the bridge until the closure began, but we were onsite prior to Dec. 1, locating rivets, so we could properly position the holes in the gusset plates to match," said Thad Guidry, Boh's project manager.

It was necessary for the Boh team to install scaffolding to access the rivets.

"The scaffolding weight was substantial enough that we had to cut and remove some timbers to keep the bridge in balance and working until the approved closure," Guidry said. "We took one out at a time, put it on a scale, and added as much of the scaffold as we could at the time."

The field crew sent piece-by-piece drawings to Boh's structural steel fabrication team in real time, as the rivet positions were located.

"They were fabricating brackets at the Almonaster yard and, as we received them, we would knock out the rivets and put the new brackets in place," Guidry said. "We knew that there was so much work that needed to be done during the closure that we wanted to do as much as we could ahead of time. We were able to place the brackets without removing the roadway and affecting the balance."

Neil Hickok, Boh's chief engineer, prepared 3-D drawings of the ballast beams in order to calculate their center of gravity.

Once Modjeski and Masters approved the drawings, fabrication of the beams began at Boh's Almonaster yard, nearby in eastern New Orleans.

Boh's communications between the field crew, the fabrication crew and the consulting engineer were integral to the project's success, Hickok said.

"There was a lot of conversation with Modjeski and Masters about means and methods that ultimately led to better decisions and a successful job," he said. "Coordination of delivery was complicated and required cooperation and understanding from the entire team."

This iterative process of design would not have been possible without Boh's recently acquired American Institute of Steel Construction certification, Guidry added.

"The seamless flow of information definitely kick-started the process," he said. "We were assessing the onsite field conditions, adjusting as-built drawings accordingly, and designing and fabricating quickly and efficiently. We were able to complete milestones as information was gathered and drawings were put together."

If Boh did not have the AISC certification and the ability to fabricate the components in-house, fabrication alone would have taken two to three times longer, Hickok said.

Preparation Ensures Speedy Completion

When the closure date arrived, Boh had already loaded all of the fabricated beams and other materials on a barge at the Almonaster Yard. The material and Boh's Manitowoc 4100 ringer crane arrived onsite Dec. 5.

"We removed sections of the roadway and installed ballast beams simultaneously," Guidry said. "We used 20-ton chain falls and a rigging system designed by Neil to secure the toe of the bridge during this phase."

Although navigation traffic was halted during the closure phase, trains continued to run throughout, albeit at a restricted speed.

The Boh crew had to torch-cut some of the bridge's steel components to remove them, and do some grinding before installing the new beams.

Boh's original scope of work included repairs to one of the bridge's stringers, in addition to roadway removal and bridge balancing.

"When we were onsite installing brackets prior to the canal closure, it was discovered by Modjeski and Masters that two additional stringers needed repair," Guidry said. "The owner approved our proposal on Dec. 4, and we were able to as-built these locations, turn around shop drawings, and begin fabrication within a few days."

Despite the additional work, Boh completed the job early, allowing the Port to re-open the canal to navigational traffic Dec. 19.

"There was a lot of collaboration and good teamwork as far as adjusting the details to suit field conditions," Eppehimer said. "We've worked with Boh on many other jobs over the years, and we know they have the qualifications and expertise to do good bridge work, which is what this job needed."

BOH DIVES IN

to help recreation program

Every summer, thousands of New Orleanians depend on the city's public pools to cool off, exercise and have fun.

In 2013, that welcome respite from the heat threatened to dry up when the New Orleans Recreation Development Commission (NORDC) didn't have enough money to run its summer aquatics program.

Through a special partnership, Boh Bros. kept the program afloat by providing the funding to furnish lifeguards and instructors trained by the American Red Cross. That summer, 7,571 children and adults learned to swim in NORDC pools. In 2014, Boh again supported NORDC's aquatics program, which served about 70,000 citizens, and now operates year-round at NORDC's indoor pools.

Boh Bros. has committed to supporting the program again in 2015, making possible parent & child aquatic courses, adult swim classes, and pre-kindergarten through sixth grade progressive swimming and water safety skills development.

"We don't know if we would have had a summer swimming program in 2013 if Boh Bros. hadn't stepped up," said Annie LaRock, executive director of the New Orleans Recreation Development Foundation, a 501(c)(3) nonprofit organization that raises funds to support NORDC activities. "Boh Bros. asked us what our priority was, and we said swimming. Boh Bros.' generosity has been a tremendous gift to the people of New Orleans."

Returning to its roots to help

"My brother, Stephen, and I wanted to do a project to honor the company's centennial anniversary in 2009, so we paid a visit to Jackie Clarkson," said Robert S. Boh, company president.

The former New Orleans City Councilmember-at-large is the daughter of Johnny Brechtel, who was a youth football coach, something of a local legend, and one of the founders of the original New Orleans Recreation Department's youth sports program. Brechtel was a good friend of Henry Boh, one of the founding Boh brothers, and the current brothers' grandfather.

"Back in the 1940s, when Brechtel was still a coach at Warren Easton High School, my grandfather and a couple of other men started a dads' club at Beauregard Elementary School," Boh said. "The club eventually morphed into a summer baseball league, and my grandfather asked Brechtel to help them. The two men were good friends."

Such leagues were the forerunners of NORD, which was formed in 1947, during a nationwide rise in post-war juvenile delinquency.

"At the time, NORD was considered one of the nation's most progressive children's recreation programs," LaRock said. "However, by the late 1970s, budget cuts and constant leadership changes (14 department heads in 30 years) resulted in serious deterioration in recreation facilities and programs."

Hurricane Katrina in 2005 dealt an almost fatal blow to NORD's facilities and programs.

As the people of New Orleans struggled to rebuild the city and their lives, recreation was not made a priority by city leaders, and most NORD facilities remained shuttered.

The City Council and some business leaders recognized that the city would never recover from the post-disaster sociological fallout without offering its youth the positive and healthy activities supported by a strong recreation program.

"Over a two-year period of studying success stories in other American cities, the City Council and leading citizens developed a public-private partnership to improve New Orleans' recreational facilities and programs," LaRock explained. "In October, 2010, 74 percent of the voters approved an ordinance to create both the NORD Commission and Foundation."

Additionally, the City Council passed an ordinance to segregate funds given through the NORD Foundation from the city's general funds, which means any funds dedicated to NORDC's facilities and programs will not be siphoned off for other city needs when there are budget shortfalls.

"When we discussed making a donation in 2009, we weren't satisfied that our gift would go solely to recreational programs for the kids," Boh said. "The public-private partnership and that mandate to keep the funds separate put NORDC in a position to deliver on promises when the private sector makes gifts."

Donors can give funds to the Foundation to support NORDC's priority needs, such as athletic equipment or outfitting new recreation centers. They may also dedicate contributions to specific playgrounds or programs, including programs for seniors and citizens with special needs, aquatics, summer youth camp, training for volunteer coaches, Movies in the Park, canoeing, camping, piano and dance lessons, even repairs to NORDC's fleet of vehicles required to maintain its facilities and grounds.

Foundation for success

When Mayor Mitch Landrieu took office in May 2010, he recognized the importance of a healthy recreation program to the city's overall quality of life and economic vitality, and he advocated increased NORDC funding within the city budget. Mayor Landrieu and the City's Office of Capital Projects are also fast-tracking the rebuilding of NORDC's facilities with a current investment of over $145 million, primarily from Federal Emergency Management Agency reimbursement funds.

As a result, NORDC now offers 11 team sport programs for children age 5 to 14 and currently operates 34 active playgrounds, seven recreation centers, two tennis centers, two indoor pools and 11 outdoor pools. Three more recreation centers will open this year. Several other facilities are under renovation or in the planning stages.

Mayor Landrieu also recommended Robert S. Boh to serve on the Foundation's board, which immediately invited him to join.

"We don't know if we would have had a summer swimming program in 2013 if Boh Bros. hadn't stepped up."

Annie LaRock
Executive director of the New Orleans Recreation Development Foundation

"When I got involved in the foundation, I could see the promise of augmenting the city's budget with private and philanthropic funds to provide good facilities staffed by people who know what they are doing," Boh said. "A strong recreation program goes hand-in-hand with improvements being made in the school system for giving our young people positive outlooks and activities for their energies. Recreation is such a fundamental piece for a city that is going to do well, and it's an easy thing for people to get involved in to make New Orleans a better place to live."

NORDC's budget from the city will be $12 million in 2015, which is better than it used to be. However, that amount of recreation funding is still significantly lower than the amount spent per capita in cities of comparable size.

"In 2012, we were spending $28 per capita, whereas other cities with similar size population spent about $60 per capita," LaRock said. "The foundation is trying to close that gap."

The NORD Foundation has raised $1.5 million for support of NORDC activities in 2014, for a total of $5.6 million since it was formed in 2011.

"Of that total amount, $1.9 million was for capital improvements, largely related to the 2013 Super Bowl, because we had funding from NFL Charities and Chevron," LaRock said. "For example, they had to remove the artificial turf from the Superdome immediately after the championship game because the Mardi Gras krewes would be rolling in, and we paid for the turf to be re-installed at Harrell Stadium in Hollygrove. Now, we dedicate all of what we raise to programming."

Baton Rouge Connection

NORDC has set a goal to earn National Recreation and Parks Association (NRPA) accreditation, a benchmark of excellence, by 2017, when the association will conduct its annual conference in New Orleans.

"NRPA accreditation is like a hospital or university accreditation that demonstrates that you are running your business according to best practices," LaRock said.

Currently, the only recreation program in the state to have earned NRPA accreditation is Baton Rouge's program, BREC.

"We reached out to BREC for advice on their recreation management software system, and they have been very supportive," LaRock said. "It is our goal to provide a quality recreation system that all New Orleanians can be proud of."

"It has been very gratifying for our company to be able to support this vital service in our community while at the same time honoring the legacy of my grandfather and one of his strong interests," Boh said. "We feel very fortunate to be able to help."

Healthy recreation more than good, clean fun

Last year, an estimated 70,000 people took advantage of the New Orleans Recreation Development Commission's aquatics programs, which provide: swim instruction for everyone from infants to seniors; aqua fitness classes; lifeguard training; and even a course for those 16 years and older who are T.O.W.—Terrified of Water.

"Aquatics is definitely the New Orleans Recreation Development Commission's signature program," said Annie LaRock, executive director of the New Orleans Recreation Development Foundation, a 501(c)(3) nonprofit organization that raises funds to support NORDC activities. "What a lot of people don't realize is that our aquatics program isn't only for cooling off and exercise. It also provides tremendous public safety and health benefits."

According to the Centers for Disease Control, an average of 10 people die every day in the U.S. from unintentional drowning, and 20 percent of them are children aged 14 or younger.

Last year, the American Red Cross conducted a national survey that revealed more than half of all Americans can't swim or perform basic swim safety skills.

"Although all NORDC programs are open to every Orleans Parish resident, they primarily serve low- and middle-income families who wouldn't otherwise have opportunities for recreation," LaRock said. "Not only are swimming lessons and aquatics exercise reducing the risk of drowning, they help reduce the impact of chronic diseases, and particularly for our youth and teens, provide opportunities to develop practical, constructive life skills through self-discipline and teamwork."

To learn more about supporing a quality recreation system, contact Annie LaRock at anniel@nordfoundation.org or (504) 919-6049.

BOH EMPLOYEE SPOTLIGHT

Donald Steele, welder

After moving from upstate New York to Louisiana three years ago, Donald Steele lucked out when a neighbor suggested that he join the Boh team.

"I was walking my dog and I met David McClure, one of the foremen here," said Steele, a welder who has been with Boh for almost two years now. "He told me to call Ricky Tamor, Boh's steel fabrication superintendent. I came in, took a weld test, and he hired me."

Previously, Steele worked mostly on pipelines in upstate New York. He enjoys the versatility of projects he works on at Boh.

"I went to Corpus Christi for a few weeks last year when we built a new dock at NuStar Energy and worked with Foreman Jose Cantu," Steele said. "I also worked on the dock we built for Impala's Burnside Terminal."

After enduring a hot, South Louisiana summer, Steele was looking forward to a mild winter, but Vincent Rabalais, Boh's assistant general superintendent, chose him to work on a project for CF Industries in Sergeant Bluff, Iowa.

"He said, 'Oh, you're used to the cold weather,' which I am," recalled Steele, laughing. "But I was looking forward to going through a winter that wasn't that cold."

An arctic blast created single-digit temperatures for the duration of most of the CF Industries project. Despite that, Steele enjoyed being a part of it.

"I was grateful they chose me for the CF Industries job," he said. "I like getting picked for different jobs because I'm always learning something new and meeting new people. It was a pleasure working with Tri Le (Boh's field project manager). Everyone I've met at Boh Bros. is great to work with."

Linwood Harris, forklift operator and yard foreman

Linwood Harris joined Boh Bros. 27 years ago as an operator after another operator, Joseph Ester, told him it was a great company to work for.

"I tell everyone Joseph Ester is my mama's nephew because I don't claim him as a cousin," Harris said, jokingly.

As it turns out, Ester steered him in the right direction, to a company Harris loves working for as well.

"Boh Bros. is a good company to work for," Harris said. "I like the people and seeing them being happy. Everyone is friendly, and we all get along like family."

Fifteen years ago, Harris became a foreman.

"I like loading trucks and knowing what to do," he said. "As a foreman, the guys who work for me respect me, and I respect them."

Harris has been married to his wife, Claudelle, for 22 years. They have six children and nine grandchildren.

When not at work, Harris is the choir director over his church's male chorus.

"I love singing in church," said the tenor, who has been singing in the choir since 1978.

Max Bourgeois III, piling fabrication foreman

Of all the things he's done in his life, Max Bourgeois, III counts the 12 years he's been with Boh Bros. as some of his best.

"Of everything I've ever done, I like working with Boh Bros. the most," said Bourgeois, a piling fabrication foreman. "It's exciting work, and we always get a little bit of everything."

Over the years, Bourgeois has worked on many projects with the Boh team, including the Harvey Canal sector gates, the interim closure structure at the 17th Street Canal, test piles for the Mississippi River Gulf Outlet closure project and dock construction at Impala's Burnside Terminal.

Recently, Bourgeois was part of the Boh crew building a bridge at CF Industries in Sergeant Bluff, Iowa.

Although the company purchased special clothing in anticipation of the below-freezing temperatures, and the project was planned really well, Bourgeois said the weather was definitely a challenge.

"I'm from Lafitte, so that negative five degrees was kind of rough," he said.

Still, the project was a positive experience for Bourgeois.

"The people were very nice—CF Industries, Performance (the general contractor) and the local community," he said. "Everybody was real nice and agreeable, and we had no equipment breakdowns."

Tim Carpenter, ironworker

This April will mark 19 years that Tim Carpenter has been with Boh Bros., and the ironworker has been a part of many bridge projects during that time.

"We do a lot of repairs on the mechanical bridges," he said. "I like working on bridges because they always present challenges. No two bridges are alike."

One project that stands out for Carpenter is the St. George Island Bridge, which he worked on in 2002.

"I guess it was my favorite because that was my first time working on the water," he said.

Recently, Carpenter was part of the team that performed an emergency repair on the Seabrook Railroad Bridge for the Port of New Orleans.

"Seabrook was a different challenge because it was something different that I had never done before," he said. "The weighing and matching that weight while you put something on the counter balance was unusual."

When he's not at work, Carpenter enjoys hunting and spending time with his grandchildren.

"I have four, and one on the way this summer," he said. "I like to hunt anything. I really just like being in the woods because it's peaceful and relaxing."

Carpenter also enjoys spending time with his wife of 11 years, Robin, who does not enjoy hunting.

"She tried it once and it didn't go too well," he said, laughing. "Mostly, we like to go out and eat and just spend time together."

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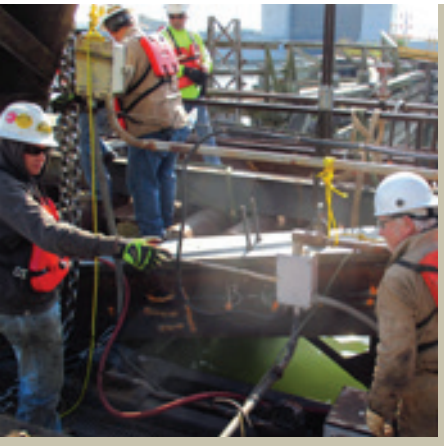


Winter Anniversaries

40 YEARS
Douglas B. Dovie
Daniel J. Oubre
Conrad J. Tabony

35 YEARS
Archie L. Hill
Chester J. Mathe, Jr.

30 YEARS
Willard P. Gunter
Paul A. Marino

25 YEARS
James A. Jambon, Jr.

20 YEARS
Herbert J. Firmin III
Earl A. Leblanc, Jr.
Dwight Mickell
Carl M. Roques
Walter C. Tabony

15 YEARS
Barbara A. Costley
Mark E. Duhe
John P. Henderson
Jerome A. King
Brad C. Landry
Randall P. Ryan

10 YEARS
Anthony C. Barient
Nicholas Friedman III
Jorick W. Langlois
Robert M. Marrero
Scott J. Morales
Jarett T. Roche

5 YEARS
Scott J. Belsom
Derrick L. Bolton
Benjamin A. Brenneke
Mickey Clemons
Franklin A. Ebbs
Garett E. Fields
Kenneth D. Flournoy
Michael J. Maillho, Sr.
Larry J. Page, Jr.
Carlos D. Romar
Albert A. Songy
Keith R. Wallace
Christopher J. Winters

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