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

BOH PICTURE

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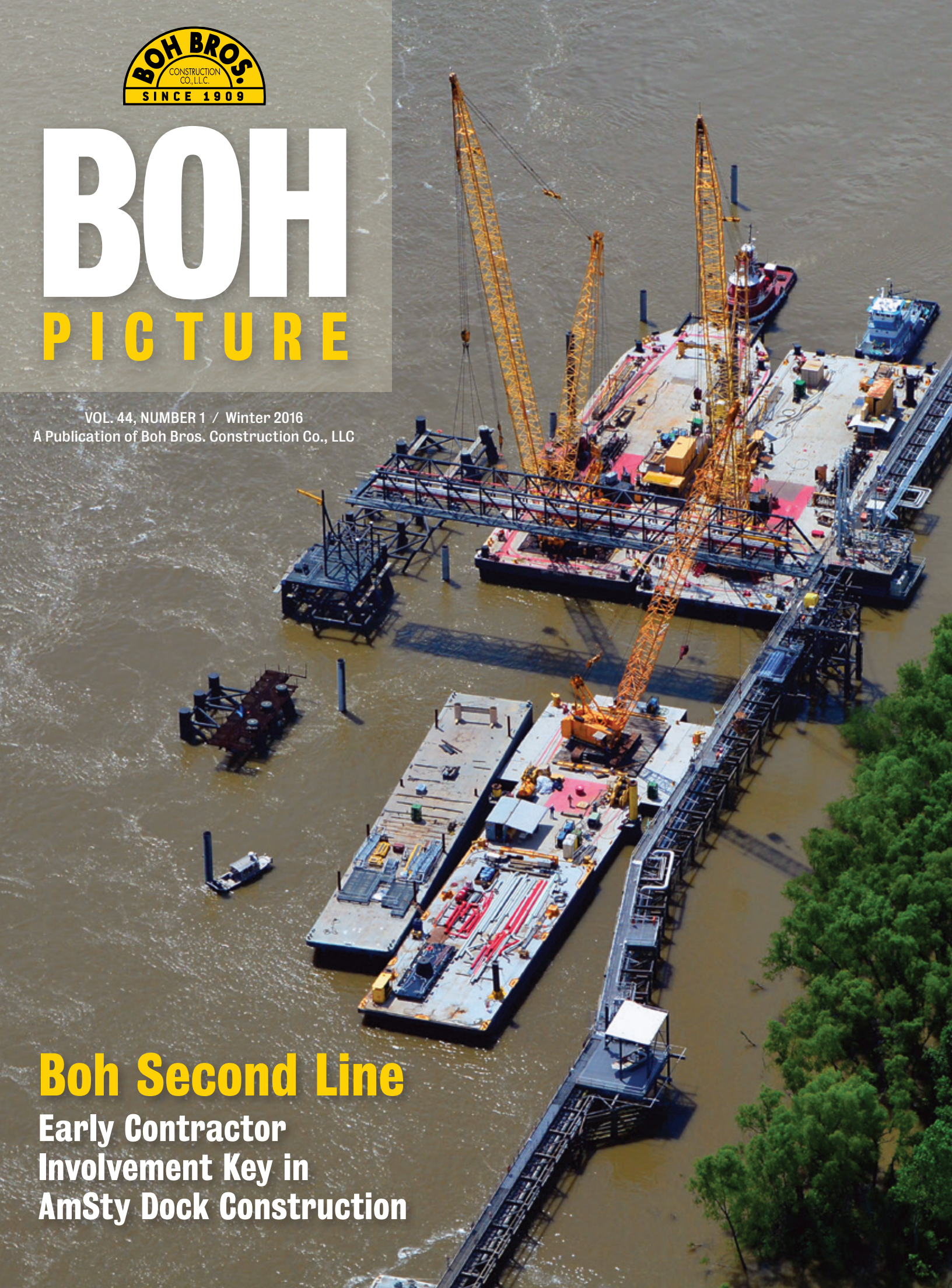


Boh Second Line

Early Contractor Involvement Key in AmSty Dock Construction

BOH
PICTURE
Winter 2016

President
Robert S. Boh

On the cover:
Boh cranes perform a tandem lift to set a '240 elevated pipeway in place connecting AmSty's new deep draft ship dock to the existing barge dock.

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

Address all correspondence to:
BohPictureEditor@bohbros.com

www.bohbros.com

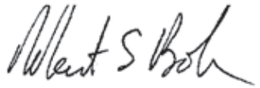
After eighteen intense months of preconstruction work,

Boh Bros. and its joint venture partners ended 2015 with the award of the almost $600 million Construction Management at Risk contract to build the new North Terminal and related facilities at the Louis Armstrong New Orleans Airport. The project includes a 760,000 square foot, thirty gate terminal and a 2,000 car parking garage. Boh Bros.' role in the project will be to build all of the underground utilities, concrete paving and asphalt roadways on both the landside and airside of the new terminal building. This work, valued at approximately $90 million, will start in the second half of 2016 and extend until mid-2018.

After early budgeting of the proposed scope of work resulted in an estimated price far in excess of the available funds, our team worked in collaboration with the Aviation Board, its designers and program manager, and the airlines to identify "value engineering" concepts that could lower the cost while remaining true to the design intent. After numerous iterations and as the design was completed, we were able to agree upon a price and schedule. The project as awarded will start immediately and needs to be complete by October 1, 2018. At that point, and literally in just a few hours over one evening, the airlines will move airplanes and operations support from the existing terminal on the Airline Highway side of the airport across the field to the new terminal. Flights the next morning will depart from there.

As is common on most public works construction projects, the City of New Orleans has an ambitious goal for inclusion of Disadvantaged Business Enterprises (33% of the cost of the work) as suppliers and subcontractors. There is also an emphasis on training and hiring local people to fill construction job openings created by the project. Our team will take a lead role in achieving these two objectives while building the project safely, on time and on schedule.

The City of New Orleans will be celebrating its 300th anniversary in 2018. It is very exciting for our company to be involved in the construction of yet another landmark in our community.



Robert S. Boh, President

> "It is very exciting for our company to be involved in the construction of yet another landmark in our community."

FUNCTIONAL FOUNDATION

Intricate Slab Provides Support and Utility for Cameron International

While often considered a practical and mundane construction material, concrete can at times resemble a work of art.

Such was the case earlier this year at Cameron International in Ville Plate, La., where Boh Bros. was tasked with forming and constructing an atypical, 1,600-square-foot equipment foundation.

More than merely a support for the Italian-made valve machine to be installed there, the concrete foundation actually plays a role in its function by providing recesses for hydraulics, power and conveying components.

The team needed for the difficult task required a certain skill set, since the foundation specified an intricate network of forms as well as the on-site fabrication of reinforcing steel. "We were looking for someone at the top of their game, a

> “A lot of communication between co-workers was the only way this thing could work. That’s what made it a successful job. Even when I wasn’t there, there were people who could take charge.”
>
> **Norman Springer**
> *Boh’s superintendent at the site*

steadfast type of person who is meticulous, knows wood work and how to read plans well,” said Jacques Saucier, Boh project manager. As such, Boh chose seasoned professionals Norman Springer, job superintendent, Michael Brown, carpenter superintendent, and Jason Aubin, surveyor, to lead the team.

“They looked at this job as a challenge and not a risk,” he added. “They looked at it as an opportunity to show what they are capable of.”

Boh’s working relationship with the Ville Platte plant goes back more than 25 years. During that time, the valve manufacturing facility changed names a number of times before eventually being purchased by Cameron International a decade ago. Cameron’s products include a wide range of pressure control and rig systems for onshore and offshore drilling; land and platform production systems for conventional and unconventional applications; separation, processing, and treatment systems; subsea production and processing systems; measurement systems; and a wide variety of valves and actuators.

While most of the facility’s highly-specialized machinery is manufactured in the U.S, this particular machine was manufactured in Italy. “The machinery utilizes the concrete foundation for all its hydraulics and conveying parts—fluids, cutting fluids, metal shavings and all of the hydraulic lines,” Saucier said. “This foundation is not just a big block of concrete; it’s very intricate.”

Designing a Maze

Unlike previous projects, there were no foundation designs provided by the manufacturer, prompting the owner to hire seasoned engineer Harry Brendgen in early 2014. While Brendgen, principal of Brendgen Consulting Engineers in Houston, has designed “hundreds” of foundations in his tenure, he said the one at Cameron International was by far the most complicated. “I’ll admit that in the beginning I grossly underestimated how complicated it was,” he said. “Every time I turned around there was something that I didn’t understand.”

Brendgen’s greatest concern was in the accuracy of the forming dimensions, which were all in metric. “With concrete, things can quickly get out of hand, and it’s difficult to correct things after the fact,” he added. “It can be a disaster—forms can break, the contractor can get a dimension wrong—and then you’ve got a huge mess on your hands.”

The manufacturer provided a 3D model of the foundation, but its usefulness was limited once changes were made during the detailed design phase. As a further wrinkle, the manufacturer made changes to the machinery, which shifted channel locations and altered the geometry of the foundation.

“Up until the time they began forming, I still had my concerns,” Brengden said. “It turned out to be totally the opposite of what I expected. I can’t say enough about what a good job Boh did. Once you start pouring for something like this you have to keep going. They had it all well planned out.”

Boh Tackles Popular but Challenging Site

Cameron International’s Ville Platte site is a popular one among Boh employees. Inside an existing, air-conditioned facility, there is no uncomfortable humidity, frigid cold or rain delays. “It’s a little out of town but our guys love going over there,” Saucier said.

While the controlled environment was a plus, working near an operating facility—not to mention the complicated nature of the foundation itself—provided challenges. Since crews often had to work 10 to 15 feet away from existing equipment, coordination with the owner was crucial. In some instances, Cameron International employees worked nights so the construction crew could work during the day.

Boh began the project in January by demolishing existing concrete using hoe rams and saws to make way for the new foundation. In the process, they dug down 4 to 5 feet deep, while controlling the resulting dust and debris by building plywood walls between the work area and surrounding machinery.

The crew then spent much of its time forming, bending rebar or fabricating miscellaneous steel items. All of the steel fabrication was performed on site, since the use of an off-site fabricator would have been unfeasible given the nature of the

More than merely a support for the Italian-made valve machine to be installed there, the Swiss-cheese foundation actually plays a role in its function by providing recesses for hydraulics, power and conveying components.

> “Taking the appropriate time to plan our work, executing it safely on time and under budget with zero quality issues, makes us hard to beat.”
>
> **Jeff Plauche**
> *Boh Vice President, manager of the Baton Rouge team*

maze-like design. “The fabrication of rebar and construction of forms went on for almost five months,” Saucier said. “It was a slow process.”

The high-strength, 5,000 psi concrete specified for the project—a standard mix design at Cameron International—was supplied by a local producer. “The crew’s first pour went to the very bottom of the first recess,” Saucier said. “After that, they started setting boxes and pouring, then setting more boxes and pouring, until it was finished.” Wide paths within the facility enabled concrete trucks to easily access the site for pouring by truck or crane and bucket. Additionally, Boh’s Equipment Group assisted with the pours by erecting a concrete placement boom typically used for bridge decks. Ultimately, the new foundation required eight pours.

While Boh’s superintendent at the site, Norman Springer, is not new to the Cameron International facility—he installed reinforcing steel for a similar foundation there 25 years ago—he said this most recent project proved to be the most challenging.

“We created a 3D image of this thing with our surveying software and sliced and diced it to see what we were actually looking at,” Springer said. “I give a lot of credit to Jason Aubin, who kept us on top of the layout. If we couldn’t figure it out he would pull it up on his computer and make it work. He knows his stuff.” Plywood and lumber were used as forming material, with some metal forming left in place, and the machinery was secured to the foundation by steel plates.

Springer said communication and teamwork were the “takeaways” from the job. “A lot of communication between co-workers was the only way this thing could work,” he added. “That’s what made it a successful job. Even when I wasn’t there, there were people who could take charge.”

Saucier agreed. “Having the right people for the right job, taking your time and doing it right—those were the keys to this project,” he said. “We had no room for error, guessing or second chances.” Ultimately, Boh came in well under budget, completed the project ahead of schedule, and had no safety or environmental incidents on the project.

“This is what winning looks like to me,” said Jeff Plauche, Boh Vice President and manager of the Baton Rouge team. “Taking the appropriate time to plan our work, executing it safely on time and under budget with zero quality issues, makes us hard to beat. Cameron continues to trust us to do their demanding work and that loyalty is a testament to the work our crews do. We are very fortunate to have them as a client.”

DEEPWATER DEXTERITY

Early Involvement, Communication Vital to Success of AmSty Dock Project

Construction of a 600-foot-long, deepwater loading dock for American Styrenics LLC (AmSty) in St. James Parish, located on the Mississippi River between New Orleans and Baton Rouge, required an intensely synchronized effort between the owner, onsite project team, Almonaster fabrication yard and main office personnel.

This effort began long before actual construction took place due to the ECI (Early Contractor Involvement) nature of the project. Boh was hired early during the design process, which enabled Boh, AmSty, and Moffatt & Nichol (design engineer) to collaborate on the final design. Combining Boh's extensive field experience in marine dock construction with Moffatt & Nichol's engineering experience yielded a constructable, efficient design.

Completed in October, the new deepwater dock connects to an existing shallow water dock and is comprised of multiple massive steel structures — two mooring dolphins, three breasting dolphins and a concrete loading platform — tied together by metal grate walkways. The dock enables AmSty to accept large-capacity ships for unloading raw material and loading finished styrene monomer, thereby increasing shipping capacity and reducing logistical costs. Before, the plant's only means of transporting product was by barge.

Serving as the new dock's centerpiece is a 230,000-pound steel pipe bridge that connects the existing shallow water dock to the new deepwater dock. The bridge was fabricated in the Almonaster yard, then transported and placed as one unit. Mechanical piping and cable tray were pre-assembled in the bridge prior to erection, expediting utility field installation.

Patrick Ledet, Boh's Field Project Manager, said coordination of the bridge's fabrication, transportation, and installation was singularly important to the overall success of the project. "It was on the critical path from material procurement until the time it was set in the field," Ledet said.

During the design process, Boh worked closely with the design engineer to maximize cost and construction efficiency throughout the project. On the main bridge, Grant Closson, Boh's Piling Project Manager, worked with engineers to change the structural material from square tubing to pipe. As a result, the bridge was significantly lighter, thereby decreasing material cost and making the bridge easier to install.

The fabrication of the new dock and its components was performed by up to 30 welders and five foremen, working 10-hour days, six days a week

at the Almonaster fabrication yard. Ricky Tamor, fabrication superintendent, said the 206-foot-long bridge was designed with a camber—an upward curvature to compensate for load deflection. "We had to construct the bridge so that it would level itself out when set in place, compensating for the weight of the pipe and other equipment to be installed," Tamor said.

The bridge's offsite fabrication significantly lessened the burden on the site team, since the entirety of the piping, insulation, mechanical and electrical components were pre-installed. An AmSty inspector visited the fabrication facility weekly to check measurements and welds. "The challenge was keeping the distances right," Tamor added. "When picking it up and setting it, it had to go in the right spot."

Upon arriving at the site by barge, the pipe bridge was lifted and lowered into place by two 4100 Manitowoc ringer cranes, then secured by locking pins on both ends.

lengths were closely analyzed to ensure constructability of the field splice.

"In the beginning, we weren't sure how long the splice would take," Ledet said. "We had to plan for night shifts on the first structure, since we couldn't stop and leave an unmanned crane hooked to a load. In the end, night shifts were only required for batter pile splices on one structure." After the batter piles were driven through the jacket legs and spliced, they were capped and the jacket legs were grouted. Shear lugs were welded into the jacket legs to secure the piles as the grout cured.

To keep the project on schedule, divers were utilized to weld the lower shear lugs underwater. "Once we were ready to grout, we couldn't install the lower shear lugs in the dry, so welding them under water kept the project moving," Ledet said. While the underwater welding operation proved to be a slow process due to high river currents, zero visibility and other inherent complications, the decision allowed the project team to avoid impacting the critical path.

The fabrication of the new dock and its components was performed by up to 30 welders and five foremen, working 10-hour days, six days a week at the Almonaster fabrication yard.

Dock Construction

The breasting dolphins' substructures consisted of both plumb and battered piles supporting steel jackets, with three plumb piles driven in front and three battered piles in the rear. Driving the 200-foot-long battered piles proved to be tricky. The lengthy piles were ordered in one piece, then cut into two sections, threaded through the jacket and welded. Pile cut

Another constructability challenge involved the casting and installation of the precast concrete panels for the dock's loading platform. "We devised a plan early to precast the loading platform because we knew falsework on an elevated structure in the river would be costly," Ledet said. "Next, we had to determine the best size for the panels, in keeping within the capacity of the cranes." Ultimately, Boh and the engineer determined that three precast panels, weighing approximately 54 tons apiece, provided the best option for the platform.

"We wanted to minimize the amount of concrete placed on site and the amount of stay-in-place bottom forming that was necessary," he added. Two closure pours tied the panels together, transported by crane and bucket.

Planning & Logistics

Planning conjointly with AmSty personnel was crucial, since the existing dock remained in use throughout construction. Typically, AmSty would give Boh a minimum of two weeks' notice of an impending shipment, providing time for the project team to ensure a critical path item would not be compromised.

Using Primavera P6 scheduling software, Ledet precisely maintained the schedule, with help from the field. "We used a technique called 'List Schedules,' which is essentially a hand schedule adapted from Primavera with more fine-tuned detail," Ledet said. "We would develop a two-week look ahead for what each crew and crane would be doing on any given day."

Bobby Schexnayder, AmSty's project manager, was pleased with Boh's willingness to accommodate requests by the owner. "Boh would tell us where their barges and cranes would be, and we would tell them if we had issues with it. We were able to work around everything," Schexnayder said. "They were very cooperative, which was a big plus."

The styrene monomer produced at the St. James plant is utilized primarily in downstream applications by other AmSty plants in the U.S. and South America. Ultimately, the product is used to produce a wide variety of polymers with diverse end-uses, including packaging, automotive applications, electronic parts, rubber products, paper, housewares, construction materials, carpeting and toys.

Boh 'Embraces' OSHA Standard, Creates Emergency Rescue Team

> "This is an elite team. They were focused, wanted to learn and were engaged from the beginning."
>
> **Heather Grytza**, *Boh's safety director*

For many contractors, this Fall's implementation of the new OSHA Confined Spaces standard for construction (29 CFR 1926 Subpart AA) was a long time coming.

For years, OSHA wrangled over the wording of a new standard. Discussions began as far back as the 1990s, shortly after the release of similar rules for general industry.

There was also growing concern in the U.S. over recent tragedies—one worker lost consciousness and died after he climbed into a sewer vault to retrieve a tool; in another instance, a worker was killed after natural gas ignited inside a pipe.

Seeing it as an opportunity to create more accountability at the jobsite, Boh Bros. embraced the new standard by developing an eight-member Emergency Rescue Team trained in the use, care and maintenance of SCBAs (Self Contained Breathing Apparatus). By doing so, Boh will no longer have to rely upon the availability of local emergency responders during confined space emergencies.

What is a Confined Space?

Per the new standard, a "confined space" is defined as any space large enough for a worker to enter, has limited means of entry or exit, and is not designed for continuous occupancy. A permit-required confined space has a hazardous atmosphere, the potential for engulfment or suffocation, a layout that might trap a worker through converging walls or a sloped floor, or any other serious safety or health hazard.

With enhanced communication central to its purpose, the new construction standard includes the following key requirements: coordinated activities when multiple employers are present; a competent person to evaluate the work site and identify confined and permit spaces; continuous atmospheric monitoring when possible; continuous monitoring of engulfment hazards; and permit suspension, instead of cancellation, when entry conditions change or an unexpected event requires evacuation of the space.

Boh's Team—Nothing but the Best

Heather Grytza, Boh's safety director, said the new Emergency Rescue Team is comprised of a select group of employees chosen by their department managers from the pile driving, heavy construction and utility departments. Team members include: Matthew Vessier, Vinh Tran, Elmore Morris, Allen Weise, Terrance Brown, Chris Hamann, Tyler Naquin and Steven Menard.

"This is an elite team," Grytza said. "They were focused, wanted to learn and were engaged from the beginning. I am proud of these guys for stepping up to this challenge." Anthony Spera, Boh's training director, also attended the class, and going forward will perform SCBA training for new team members at the Almonaster training center.

Scott Dubuisson, a 25-year veteran fireman and founder of SCOTT Training LLC of Long Beach, Miss., led the 24-hour rescue class over three days in mid-September at the Boh training center. During the program, Dubuisson trained the group on a variety of subjects, including hazards, positions, lock out/tag out procedures, rope types and rescue knots, anchors, mechanical advantages, raising and lowering systems, patient care and patient packaging, and SCBA use, care and maintenance.

"On the final day, the team performed hands on, mock rescues inside a pipe," Grytza said. "In the process, they learned how to rescue people in and out of confined spaces, both vertically and horizontally. Additionally, they learned how to put on the SCBA by themselves, how it worked, how to inspect it, as well as the maintenance and care of it." Participants in the class were required to pass a final test, and everyone passed.

The hands-on training was especially pertinent since the piping is the same type and size currently being utilized on the U.S. Army Corps of Engineers' Florida Avenue project. "The Corps was particularly concerned about it, so they loved the fact that we were performing the additional training," Grytza said.

To further prepare for the new OSHA Standard, Boh purchased six SCBA units consisting of a tank, mask and harness. "We looked at the jobs we were currently working and what we would need," Grytza said. "Four were needed right away, with an additional two as floaters." As a result, an SCBA unit will be placed on projects where a rescue team is unavailable, as identified in the pre-job safety planning efforts. One member of the Emergency Rescue Team, Terrance Brown, has come to appreciate safety as more than just a buzzword. A 17-year Boh veteran and pipe welder at the Florida Avenue site, Brown saw the training as an opportunity to be more productive both at work and home.

"The most rewarding thing is the satisfaction of knowing that if a tragedy were to happen that I would be able to handle it," Brown said. "Just the confidence in knowing that I can go in and rescue a fellow worker, and do it successfully, means a lot to me."

SCOTT Training's Dubuisson said Boh's efforts to create an Emergency Rescue team goes above and beyond the actions taken by other contractors. "This is very 'cutting edge' stuff," he added. "Boh already has a good, efficient permitting program, and the creation of this team can only enhance safety through accountability at the jobsite."

Our Commitment to Education

Donors Support TFA as Post-Katrina Source for Teachers

To some, it must have looked like New Orleans' beleaguered educational system had suffered a TKO after Hurricane Katrina made landfall in 2005. The system was already broken prior to the hurricane, and it seemed doubtful that the dozens of decimated schools and thousands of displaced students would serve to improve things.

Throughout the 1990s and early 2000s, New Orleans' public education system was dysfunctional at best. Only 55 percent of students were graduating from high school and less than 40% who took the Graduate Exit Exam earned proficient scores in math, English, science and social studies.

Still, contrary to what many expected, the post-Katrina world brought a new perspective to education in New Orleans. As the floodwaters receded, community, state and local leaders acted quickly to capitalize on a rare opportunity to re-make an entire urban public school system.

As an essential first step, the Louisiana Legislature created the state-controlled Recovery School District (RSD), which took over the 107 New Orleans public schools performing below the state average and propelled the expansion of charter schools. These public schools are open to all students but run with increased autonomy from the school district, and thereby have the flexibility to establish their own schedules, priorities and school culture.

TFA's Impactful Role

Few would dispute that Teach for America (TFA) has played a critical role in supplying teachers to meet New Orleans' post-Katrina demands. TFA, which turns 25 this year, provides a continuum of teacher training that begins with intensive summer pre-service training and followed by ongoing instructional coaching and professional development.

Known as Corps members, these teachers commit to serving low-income urban and rural public schools for a two-year period, and in no small way have helped advance the educational system.

Kira Orange Jones, who steers the local TFA as executive director of the Greater New Orleans, Delta and South Louisiana regions, said the growth of her corps staff is proof of TFA's expanding influence. "Our teaching corps has grown from 85 teachers before the storm to over 330 today, and our local alumni have increased from 100 to over 900," Jones said. Today, TFA corps members and alumni comprise 20 percent of the New Orleans teaching force, and more than 50 alumni serve as leaders at the school or school systems level.

As TFA has expanded its footprint, there have been concurrent improvements in student and school benchmarks. The proportion of city public school students in grades 3-8 who scored "Basic" or above on statewide exams has grown from 25 to 63 percent, and the percentage of students attending a failing school has decreased from 62 percent in 2005 to 7 percent in 2014. Additionally, the gap between New Orleans' performance and that of their statewide peers has decreased from 23 to 6 percent.

Boh Sees the Need

While TFA receives public funding, it relies upon private funding to augment its resources. In fact, local funding is imperative to TFA's budget for operations because it fuels programs, deepens its roots in the community and demonstrates to national and public funders that New Orleans is committed to the program.

Furthermore, private donations allow TFA to provide ongoing training and development opportunities to corps members and alumni. "To facilitate meaningful change in our communities, we must cultivate teachers and school leaders who will in turn empower our youth to visualize their own leadership potential in their neighborhoods," Jones said. "The next 10 years in education and our communities depend on this type of innovative leadership."

Over the years, Boh Bros. has become an integral partner and funding participant in TFA's effort to improve the lives of the children in New Orleans. "Their support of TFA has had a major impact on the work we do," Jones said. "Their gift each year goes toward our training and development programs for teachers and alumni, which is at the core of our mission. It enables TFA and our partners to continue to raise the bar for education in Greater New Orleans."

Boh sees TFA as an important avenue for investing in the children of New Orleans. "Education is so important because a community is defined by how well we educate our children," Robert S. Boh said. "What I like about TFA is that they don't make excuses. No matter where the children come from and what their background, they have an opportunity to be successful and to develop the skills that will help them be successful in life."

Private donors have contributed to New Orleans supporting the second largest number of TFA teachers in the U.S., behind only New York City. "There is a net positive for our community," Boh said. "There are a lot of bright young people coming to New Orleans (to participate in TFA). Many of them are staying here, some to teach and some in other careers."

"Education is so important because a community is defined by how well we educate our children."

Robert S. Boh

"Donors such as Boh Bros. are contributing to the impressive changes in the New Orleans educational system. In turn, these changes are being noticed on a national scale."

Kira Orange Jones, *TFA executive director Greater New Orleans, Delta and South Louisiana region*

Jones said that donors such as Boh Bros. are contributing to the impressive changes in the New Orleans educational system. In turn, these changes are being noticed on a national scale, which leads to increased private funding from diverse and varied pathways, including individuals, corporations and foundations.

A Better Future

According to "The State of Public Education in New Orleans," a recent report issued by Tulane University's Cowen Institute, the number of students graduating on time has improved by 17 percent, while the number enrolling in college has increased by 13 percent. Additionally, ACT scores have risen dramatically.

TFA has played no small role in these improvements—today, 40 percent of open-enrollment schools in Orleans Parish are led or co-led by TFA alumni and 70 percent of New Orleans public school students attend schools with a TFA presence. Between 2009 and 2014, statewide studies in North Carolina, Tennessee and Louisiana have identified TFA as one of the most effective teacher providers.

"Our teachers share with their colleagues a commitment to the students, families and communities of New Orleans and the goal of ensuring every child in New Orleans has access to the excellent education they deserve," Jones said. "The vast majority of principals who work with corps members say they would hire another. On a national scale, hundreds of corps members and alumni have been honored as teachers of the year by their school, district, county or state. In high school, our teachers' students typically are among the highest performing on EOC exams. Across all levels, our teachers sponsor clubs, coach sports teams, and host after school tutoring."

BOH EMPLOYEE SPOTLIGHT

Kevin Hithe

Kevin Hithe has been a faithful laborer for Boh Bros. for the last 27 years. "The thing I like about working for Boh is that we are like a family. I like the exercise we get to do every day. I like the PPE. I like a lot about working for Boh." Both at work and away from work, Kevin is a true family man. Growing up, he was the youngest of 10 kids and now has 2 sons, 2 daughters, and 4 grandchildren. On the weekend, Kevin likes to take his bike to City Park, cruise around, and attend any events they may have there. He has an old school style bike, dressed up with a black paint job and lights on the back.

Garick Roberson

Garrick has been a pile driver with Boh Bros. for the last decade. He says, "I like what I do and I like the guys I work with. Definitely feels like a family here." Garrick is currently working on a job at Kellogg Brown & Root in Texas. He, like many Boh employees, was born and raised in New Orleans. One thing he loves doing in his spare time is playing Madden football with his son. He says he almost always plays with the Saints, but occasionally will play with the Green Bay Packers as well.

Deval Ratcliff

This April will mark Deval Ratcliff's 14th year of working for Boh Bros. He currently serves as a labor foreman in the paving and utilities department. "I like the family orientation of Boh Bros. I am around these guys more than I am around my own family," Deval said. "And my family works here! My uncle Ralph, who's been here for 25 years, helped me get the job, and my cousin and brother are working on a job with me right now. My grandfather also used to work here." Outside of work, Deval loves motorcycles and is the president of a motorcycle club called the Hard Head Riders. The club currently has chapters in New Orleans and Houston. He enjoys drag racing with his Suzuki Hayabusa motorcycle and eventually wants to get a Harley.

Dennis Shelton

Dennis Shelton is a New Orleans native who has been a part of the Boh team for 6 years. Dennis started with Boh as a laborer for utilities projects, but has since moved over to heavy construction projects to utilize his skills as a licensed carpenter. He is currently doing carpentry work for the Napoleon Ave. job as part of the Southeast Louisiana Urban Flood Control Project. "Boh's a good company. Before I came here, I did a little research. I sat down and weighed my options, and Boh, as far as the South goes, is one of the biggest companies and provides a lot of work. So I decided to come to Boh." Dennis holds a number of degrees including paralegal, construction, engineering, and even culinary arts. Apart from his work at Boh, Dennis is a grandfather who spends a lot time with his family, as well as making granite countertops for kitchen renovations.

Vincent Rabaleis

Since 1996, Vincent Rabalais has been working at the Almonaster Yard for Boh Bros. Currently, he is an Assistant General Superintendent in the piling and marine department. Vincent helps organize everything that comes in and leaves from the yard for jobs along the Mississippi River including cranes, barges, and piles. "I like working for Boh for a couple of reasons," says Vincent. "The challenge, but also it's my second family. I know a lot of people here—I care for them and they care for me. I don't want to be just a knock around pile driver here; I want Boh to be the best pile drivers we can be." The three jobs Vincent has enjoyed working on the most are the Casino in Lake Charles, the Sanibel Island bridges, and the I-10 Twin Span Bridges. Outside of work, he enjoys hanging out with his kids and hunting and fishing.

Doing the Right Thing

One of the core values of Boh Bros. is to always do the right thing. Oftentimes, this value drives decisions that happen behind the scenes. However, on a recent winter day at the Napoleon Ave. jobsite, employee Kevin Hithe visibly embodied this value by helping an elderly woman cross the street. He even asked the operator to stop running his machine until she had passed.

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Gary M. Cure, Jr.
Shane J. Delacerda
Jane M. Duhe
Durell K. Green
Jacquelin R. Hays
Demetrius James
Leon J. Jefferson, Jr.
Wardell G. Jones
Bruce S. Lebant, Jr.
Carolyn H. Lippert
Michael J. Maillho, Jr.
Huey P. Marcel, Jr.
John T. Mathies III
Franklin C. Miller
Billy J. Mostyn
Ervin Shaw, Jr.
Thomas P. Sherburne III
Herbert J. Sievers
Reginald J. Stoner
Lester C. Untereiner
Enrique Vasquez
Lawrence A. Ward III
Lindsay L. Whitley

5 YEARS
Randy M. Adam
Kyle S. Alexander
Dale J. Allemond
Robert K. Bailey
Patrick J Barrois
Michael K. Corbett
Joseph Davenport III
Richard A. Davis Jr
Joseph M. Demuth
Dennis K. Duronslet
David E. Dyer
Jose R. Gonzalez Serrano
Clifton H. Griffith
Randy L. Harness
Joshua L. Hernandez
Shawn P. Keeffe
Michael J. Lagasse
Larry J. LeBlanc
Christopher B. Lyman
Bryce A. McGovern
Yeyson J. Montenegro
Donna H. Myers
Benjamin C. Patterson
Frank J. Savarino
Howard J. Sherman Jr
Mark J. Showalter
Pete W. Talton
Brigitte N. Toups
Tyler O. Unsworth
Calvin D. Willis

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