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

BOH PICTURE

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Cleared for Takeoff

Boh Bros. helps build new airport for the City of New Orleans

BOH
PICTURE
Fall 2018

President
Robert S. Boh

On the cover:
Aerial photograph of the new North Terminal at Louis Armstrong New Orleans International Airport

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

In my September 2014 article for the *Boh Picture*, I wrote about the recently awarded Construction Manager at Risk (CMAR) contract our company would be starting for the new North Terminal project at Louis Armstrong New Orleans International Airport. We were excited to be part of the winning joint venture team, and as we started the preconstruction process working with the Aviation Board and its design professionals, we were optimistic that our team and the Board would eventually reach an agreeable schedule and guaranteed maximum price, allowing the project to move into construction. After almost eighteen months of hard work by all parties, construction of the project started in January 2016 and will reach completion next spring.

The airport project was authorized by the Louisiana legislature to use the CMAR contracting process rather than traditional award to the general contractor with the low bid. Since that time, the legislation has been expanded to allow any public agency in the state to use CMAR on projects of $5 million or larger, subject in certain instances to approval by a joint House and Senate legislative committee. The legislation further provides that the CMAR contractor must be selected when the design of the project is not more than 30 percent complete. This trend toward more public projects going CMAR fits well with our company's knowledgeable and experienced people, as serving in a CMAR capacity enables us to provide advice and guidance early in a project when the design is just beginning and there is the greatest opportunity to save time and money by evaluating different options.

Construction projects for public owners have become much more complex than in past years, and there are many competing priorities that must be balanced in order to deliver value to the taxpayers. While schedule and cost are always important, it is common to have other important project objectives such as maintenance of traffic or other service capacities during construction, disadvantaged business subcontracting and local hiring goals, and access to businesses along the project right of way. CMAR is a tool that can help public owners meet these varying priorities, and Boh Bros. is well positioned to participate in this role.

Robert S. Boh, President

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Swamp Maneuvers

Boh Performs Utility and Paving Work as Terminal Nears Spring 2019 Opening

For two years now, the joint venture partnership of Hunt Gibbs Boh Metro has sidestepped obstacles of logistics, scope and cost in constructing the new $1 billion North Terminal at Louis Armstrong New Orleans International Airport.

The project is a hybrid, of sorts, that marries the disciplines of utility, building, apron paving and road construction.

Despite the hurdles, success is in sight. The JV team is eyeing an early 2019 completion date for the 972,000-square-foot facility. Once operational, the new terminal will include 35 gates, a 2,190-car parking garage, central utility plant and ground transportation staging area. Portions of the existing facility, including the parking garages, will eventually be repurposed to support the new complex.

The project has become a showcase for Construction Management at Risk (CMAR), as it is the largest such project to be awarded in the state. CMAR is an integrated team approach to planning, design and construction of a project, and serves the dual purpose of controlling

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schedule and budget, as well as ensuring quality for the owner.

Lead joint venture partner AECOM Hunt Construction Group has extensive experience working on CMAR projects—79 percent of its most recent annual revenue was earned under CMAR contracts. Boh Bros. is no stranger to CMAR either, and is self-performing the entirety of the potable and firewater supply, stormwater and sanitary sewers, and concrete and asphalt paving, for both the landside and airside portions of the project.

Still, the terminal project came with a few challenges. "The first guaranteed maximum price (GMP) was over budget by about $100 million, so it was not an awardable job," says Boh's Jeff Quebedeaux, vice president of utilities and paving. "The mayor called in the team and said, 'Make it happen.'"

During the next four months of intensive value engineering (VE), CMAR's resiliency was put to the test. Ideas were vetted, then accepted or thrown out, and changes were made to wrangle the budget into something manageable. For Boh, that meant offering its experience with alternate specifications for drainage components and pavement sections.

"The VE process seemed like eight months wrapped into four," Quebedeaux says. "We'd have a meeting one day and offer priced alternatives by close of business the next day. For example, we suggested an alternate catch basin design that saved a couple million dollars. It all adds up because of the volume of work."

There were also significant additions to scope. A new concourse was added about six months into the project, resulting in additional utilities and another 40,000 square yards of accompanying pavement.

AECOM Hunt Construction Group's Chris Bauer, project executive for the JV team, says one of the more significant challenges has been coordinating the 150-plus contractors working across the diverse, 26-acre jobsite. Contractors maneuver through the site daily to perform dramatically different tasks. For Boh, that means paving and installing utilities in close proximity to building trades in the nearby terminal.

The coordination took numerous meetings and an unprecedented level of collaboration to make it work. Tim Lewellen, Boh's paving project manager adds, "Boh supervisors met at 6:30 every morning to plan for safety, quality, and production. We would take this information to a meeting of all JV subcontractors to coordinate critical path activities." Every team member is represented at the meeting.

Along the way, Boh's experience in CMAR and with complex projects has proven beneficial. "We have three local partners who have helped us work through the challenges of the 'localisms,' i.e. permitting, relationships, working in this environment, etc.," Bauer says. "Boh has done whatever is needed, such as quickly increasing or decreasing manpower, re-working the schedule, etc., and juggling all of the moving parts. I know it has been a challenge, and they've certainly been able to work through it."

Of course, there's also a very real financial reason for making it happen—there's a $96,000 per-day penalty for not completing the project on time.

Building in a Swamp

The expansive site's unstable soil was a primary concern from the beginning, despite the early placement of a sand surcharge. "Building in a swamp lends itself to a variety of challenges," Bauer says. "We had a whole year of importing sand and driving piles, but the conditions were still different than expected." Underground obstructions were also common, such as the discovery of several cypress tree stumps—some larger than a bulldozer.

Through it all, ground settling was an ongoing challenge. When Boh began installing a large box culvert through the middle of the airfield in Summer 2016, the culvert began to settle rapidly. Quickly devising a solution, the team beefed up the foundation to include oak mats topped with 2.5 feet of rock wrapped in fabric. The concrete paving operation was not immune to settling, either. "In the end, it was decided to pave it quickly and let it settle

By the time it was over, a total of 180,000 cubic yards of concrete had been placed for the paved areas, all to FAA specifications.

uniformly," Lewellen says. "Everything went down together, so there wasn't a bunch of cracks in the pavement."

Carey Capdeville, Boh's paving superintendent, says the task of sequencing and coordinating the paving operation was daunting, despite the placements occurring mostly at night. This is not Capdeville's first experience working at the airport, as he completed a runway there just prior to Hurricane Katrina in 2005. "You have to worry about getting your trucks to you every night," he adds. "We had to make sure areas were clear and all access roads were clear." About 12 to 14 dump trucks were used to transport the concrete to the paver.

A new G&Z paving machine purchased specifically for the project performed admirably. "We had a Cadillac for a paver," Capdeville says. "It'll go into a counter-rotate mode and spin 360 degrees inside its own tracks. That allowed us to get off of a lane, make a quick U-turn and start paving again within five minutes. The quickest turnaround was 3.8 minutes."

Paving widths at the airport site measured 18 feet, 9 inches, even though the machine is capable of paving as wide as 30 feet. By the time it was over, a total of 180,000 cubic yards of concrete had been placed for the paved areas, all to FAA specifications. Throughout the process, Boh was careful to monitor for Foreign Object Debris (FOD), a potentially hazardous problem for aircraft that will one day use the apron. Test sections of pavement were cored every 15 feet to ensure that the aggregate was evenly distributed below the surface.

The bulk of the paving was performed over a three-month period beginning in late January 2018, all at night in 10-hour increments. "We paved four days a week and took one day a week for maintenance," Lewellen says. "That eliminated a lot of potential interruptions, and the quality and production were better." The Boh team mixed cement into the sand to create a work platform, a process never before attempted in Louisiana. In the process, the team re-used sand from the surcharge to save on cost.

Now complete, the pavement system consists of 4 feet of sand, 1 foot of soil cement, 7 inches of lean concrete and 17 inches of surface concrete, all produced by three on-site batch plants.

Accessing the New Terminal

For vehicular traffic, Boh is constructing asphalt feeder roads and a massive roundabout to channel traffic flow to the airport from Loyola Drive. Until a new flyover ramp from I-10 at Loyola Drive is completed, drivers will access the new terminal via I-10 at the Loyola Drive exit in Kenner.

The Louisiana Department of Transportation and Development has been working to extend Loyola Drive to connect to the airport as well as widening its lanes to accommodate more traffic. In January, Gov. John Bel Edwards announced that the new flyover was one of four projects included in a $600 million bond request.

Upon arriving at the terminal, visitors will be greeted by a world-class facility designed by Pelli Clarke Pelli Architects, Manning Architects and the Crescent City Aviation Team, a joint venture of Leo A. Daly Company and Atkins North America Inc. The terminal, with its towering ceilings and open floor plan, will feature a glass facade with wide views of the airfield. Natural light, allowed in by the impressive skylight, will illuminate the main arrivals hall. Unique to the design of the airport, food and retail will be located down the center of each concourse instead of pushed to the side. This will allow for increased visibility of gates, tastes of New Orleans, and shopping.

The terminal will also feature a single, consolidated security checkpoint, which all passengers will enter regardless of their destination or airline. This consolidated checkpoint will increase the efficiency and ease of passengers going through security. Once through the security checkpoint, passengers will be able to move freely among the airports three concourses, giving them the ability to enjoy all the tastes, sights, and sounds that represent our city.

A Natural Fit

Boh Becomes Major Player as CMAR Gains Traction on Public Jobs

As projects become increasingly difficult to manage in time and scope, and public agencies continue to optimize their budgets, the benefits gained through Construction Management at Risk (CMAR) are becoming hard to ignore.

By definition, CMAR is an integrated team approach to planning, design and construction of a project, and serves the dual purpose of controlling schedule and budget, as well as ensuring quality for the owner. In most cases, it requires a commitment by the construction manager to deliver the project within a guaranteed maximum price (GMP).

In Louisiana, various government agencies are testing the waters following several iterations of CMAR legislation in 2014, 2015 and 2018—each aimed at expanding the use of this alternative way to deliver projects. Currently, public projects above $5 million can utilize the alternative delivery method, although projects less than $15 million must get prior approval from the House & Senate Transportation Committees.

Raymond Reaux, vice president of engineering at C.H. Fenstermaker & Associates LLC in Lafayette, helped draft the CMAR legislation through the American Council of Engineering Companies of Louisiana. He says engineers and architects have never been big fans of design-build, since it puts the contractor in control of design. CMAR, on the other hand, puts team members on a level playing field. "In design-build, money flows from the owner to the contractor to the designer," Reaux says. "However, the design professionals prefer to remain contracted with the owner."

Boh Bros. has played a significant role in promoting the delivery method—along with Louisiana Associated General Contractors—as it found the CMAR approach to be a natural fit with the Company's history of working collaboratively with owners and design professionals in the federal and industrial sectors.

Jeff Plauche, Boh's senior vice president of pre-construction and development, is actively spreading the word about CMAR, while alternate delivery manager GJ Schexnayder leads the pre-construction component of the process. "We've essentially been doing this for years," Plauche says. "The Corps of Engineers has an Early Contractor Involvement process that is basically the same thing. We work every day like this for our private clients as well, giving engineers and owners advice on constructability, schedule, and budget."

"Helping our clients add value to the preconstruction process has been a long standing tradition at Boh Bros., simply because we love what we do," he adds. "The chance for us to do that on public infrastructure work at other levels of government is a wonderful development for our company, and the infrastructure industry as a whole."

Ahead of the Game

CMAR is gaining traction at every level of government. Boh Bros. is currently in the pre-construction phase of several CMAR contracts including the Port of Lake Charles, Lake Pontchartrain Causeway Commission and the St. Mary Parish Drainage District, among others. Additionally, the Louisiana Department of Transportation and Development is nearing completion of its own CMAR execution plan.

Perhaps most notably, Boh is a joint venture partner on the largest CMAR project to date—the new $1 billion terminal at New Orleans International Airport.

Owners are attracted to CMAR's collaborative dynamic and transparent construction process, as they desire more certainty built into their projects. As such, the construction manager acts as a consultant to the owner during the development and design phases, and as the equivalent of a general contractor during the construction phase. The results are reduced costs, a more manageable schedule and more constructable set of drawings at the project's outset.

Furthermore, there are fewer conflicts, fewer change orders (less than 1 percent on average), and risks are allocated prior to construction. Projects most likely to benefit from CMAR are those that are complex with a tight time frame, and where owners desire a higher level of collaboration, cost control and risk mitigation. "Your contractor is there all along helping you, giving you input on constructability, pricing options etc.," Plauche says. "In the process, you eliminate claims, lawsuits, mistakes and misunderstandings."

Reaux agrees. "If you bring the contractor in on day one, the designer and contractor can work together. Certain phases can begin earlier, and the risks are identified and negotiated up front. You'll get a more realistic expectation of price and performance. There are no surprises, and that's good for the public."

The CMAR Process

According to the CMAR legislation, in the initial stages of an approved CMAR project, the owner establishes a selection committee consisting of an engineer, contractor, owner's representative and two at-large members in the RFQ. The committee grades prospective contractors by their past project experience, references from other clients, proposed personnel and their resumes, familiarity with the work, safety record, and quality program.

Following the CMAR selection, the owner, designer and CMAR contractor collaborate during a pre-construction phase to arrive at a GMP and schedule. Should the price be high at any juncture, tweaks are made to the project to reduce cost or more money is allocated. Ultimately, the owner can choose to re-advertise the project as a public bid if an agreement on a GMP cannot be reached.

Team accessibility is integral to the pre-construction process, particularly on larger jobs. In fact, some projects might dictate that pre-construction lasts more than a year, as the team meets daily to hash out the details. "We get into the minutiae of the project," Plauche says. "The intent is to walk onto a jobsite having a clear plan, where every risk is identified and responsibility assigned."

Consequently, CMAR plays a role in minimizing litigation down the road. "I think that is its hidden value," Reaux says. "It results in reduced claims and conflicts." A 2017 National Cooperative Highway Research Program study found that CMAR held costs to within 1 percent of estimates, nationally, whereas traditional design-bid-build projects have overruns in the 10 to 20 percent range.

CMAR Projects Not Necessarily Big, But Complex

Projects with higher levels of complexity and uncertainty are prime candidates for CMAR. In planning the $50 million construction of 12 segmented shoulders on the Lake Pontchartrain Causeway spans, Manager Carlton Dufrechou realized there were certain "unknown variables" that could best be addressed by CMAR.

Traffic counts are six times higher on the Causeway than they were when the bridges were completed some 62 years ago. "We can never shut this bridge down," Dufrechou says. "We've got to figure out a way to get the work done, but keep the bridge open 365 days a year."

The commission chose Boh Bros. for the preconstruction services contract late last year due to its extensive experience on both the Causeway and Lake Pontchartrain, which is "a pretty unique animal in regards to weather." Since that time, Boh has been "running fast and furious" with the designer and the Causeway staff.

Along the way, the preconstruction process has produced a lot of innovative ideas. "CMAR allows the owner to say, 'My biggest concern is the safety of the traveling public,' and we can propose to build the entire job with that as the guiding principle. That may mean we work shifts at night, use specialized equipment, or other alternative methods to meet the owner's priorities," Plauche says.

The more complicated or risky the job, the more CMAR makes sense. In the end, the team is designing a more constructible project, and all parties involved benefit.

Dufrechou expects CMAR to quicken the speed of construction at the Causeway, and hopes to complete the project in 12 months. "Of course, cost is always important. While we don't have the final numbers, it's looking positive. They're coming in under our budget."

Port of Lake Charles Finds a Better Way

The Port of Lake Charles turned to CMAR after an unpleasant experience on a dock project a couple of years ago. Donald Brinkman, the port's director of engineering and maintenance, says the previous work caused movement in the port's existing infrastructure, and several change orders were necessary to eliminate the problem.

While it didn't cause any long-term damage, the resulting changes significantly impacted the project's budget. "It cost us more money and more time," Brinkman adds. "While the owner and the engineer took ownership of the issue, the contractor wasn't at the table as part of the solution."

So, when it came time for the $30 million reconstruction of a pair of 100-year-old docks, Brinkman chose the CMAR approach. He had heard quite a bit about the method at various conferences and meetings.

As a result, port personnel are currently engaged in pre-construction meetings with Boh Bros. and the designer, Meyer & Associates Inc. in Sulphur. Plauche says CMAR is perfectly suited for the job, since the port is considering a variety of alternative approaches and wants to examine the impact of fast-tracking the project. "Through CMAR, we'll be able to work through all that before we ever get to the field."

It takes a certain level of sophistication on the part of the contractor to recognize the benefits of CMAR, and Boh Bros. fits that mold. As such, Brinkman is optimistic about the potential of the process. "We're excited about getting feedback from Boh because they've been more involved and have previous CMAR experience. We want to apply their real-life experiences on this project."

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to planning, design and construction of a project, and serves the dual purpose of controlling schedule and budget, as well as ensuring quality for the owner.

GRAND in Scale

Chalmette Refining Foundation Ranks as Boh's Largest

Tank foundations have long been in Boh Bros. Construction's "wheelhouse" and the foundation for Tank 311 at Chalmette Refining is easily the largest the company ever built in terms of size, scope and complexity. The new 302-foot-diameter tank was placed into service November 9, 2017, marking the end of an ultra-fast-track project that was executed—from concept to completion—in just under two years. More importantly, the project was completed in-line with the customer's budget, on schedule and injury free.

One of the expected benefits of the project is that Chalmette will be able to debottleneck logistics at its marine facilities which should lead to increased utilization and reduced demurrage costs. Demurrage is the charge payable for failing to discharge a ship within the time agreed. While discharging a ship took an average of 125 hours of dock time, increased capacity in the new tank has reduced discharge time to 50 hours or less. Optimal use of the tank allows for faster crude oil delivery and more flexibility in product exports by opening more time for ships to be loaded for international markets.

Keystone Engineering Senior Project Manager Charles Pabst, who helped guide the project from development to startup, says the company had been relying on its smaller tanks, and it was time to upgrade its capabilities. However, the typical sequence of developing, designing, and constructing would have been

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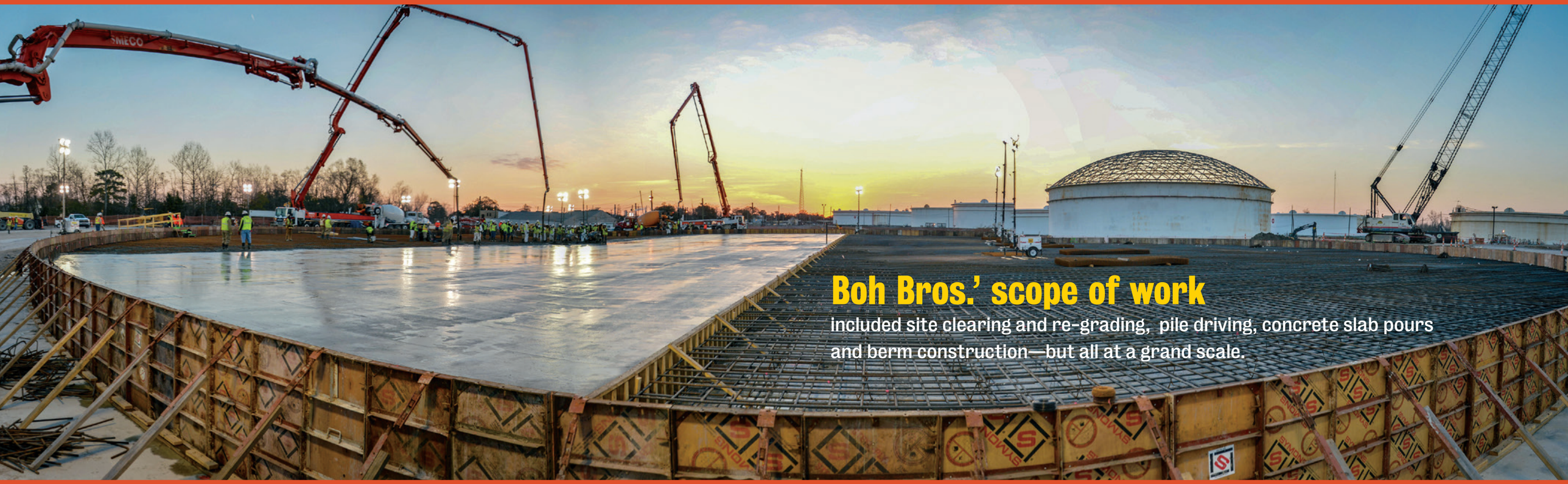

Boh Bros.' scope of work

included site clearing and re-grading, pile driving, concrete slab pours and berm construction—but all at a grand scale.

impractical, because the project had to be complete within two years.

"We halved the normal construction time, from cradle to grave," Pabst says. "We streamlined the whole process, which took the joint efforts of PBF, MS Benbow, and Wink Engineering to complete the development and detailed design work." Design began on day one and everyone, including Boh, was involved in the process. This enabled the team to release design packages early and shaved about six months off the detailed engineering phase.

Up to the Challenge

In a nutshell, Boh Bros.' scope of work included site clearing and re-grading, pile driving, concrete slab pours and berm construction—all at a grand scale. The foundation design was performed by Wink, Project Manager Stephen Bernard and Superintendents Bill Moulton and Tony McCallef developed the forming, placement, and work plans.

There were as many as three other contractors working around the tank at any given time—the tank erector, mechanical contractor, and instrumentation and electrical contractor. "We held weekly construction meetings to plan and coordinate activities," Pabst says. Communication between each contractor was essential throughout the job due to the compact size of the site. "Every contractor did a good job in that respect," noted Pabst.

The project was a huge undertaking with an aggressive schedule, providing Boh an opportunity to showcase its foundation and concrete expertise. "Our experience is what sets us apart," says Bernard. "Our Superintendent, Tony McCallef, has nearly 30 years' experience, so being able to work alongside him makes all the difference in a well-executed project."

Another critical team member, Senior Project Manager Harold Baur, planned and coordinated the entirety of the pile driving operation. By any measure, there were a lot of piles—1,476 to be exact. Baur says scheduling and sequencing the pile work was a bit tricky, given the limited access and crowded nature of the site. "Once we had a sufficient quantity to satisfy two rigs, we maintained a pace that enabled the supplier to stay ahead of us," he adds.

Boh situated both the rigs and pile inventory in strategic locations to keep driving. Along the way, there were unexpected delays, particularly the prevalence of soils that made it "hard driving all the way," Baur says. To minimize lost time, Boh brought in larger hammers and added a third pile driving rig.

The Boh team then cut the pile tops and excavated a dry bottom made of 4 to 6 inches of concrete. At one point, the field crews were excavating, cutting and driving piles all at the same time.

A Tight Maneuver

The sheer quantity of materials for the job was the big story at Chalmette Refining. About 500 tons of reinforcing steel were necessary to prepare for the tank's slab pour, followed by an incredible 5,200 cubic yards of ready-mix concrete. During the pours, 54 concrete trucks continuously supplied the project, averaging 30 deliveries an hour.

Boh looked for innovative ways to accelerate the concrete placement phase. Drones were used to facilitate the process, as aerial photography overlaid with CAD drawings helped map the project. Using the footage, the team determined the precise orientations and locations for the

Owned by PBF Energy, Chalmette Refining is a 189,000 barrel-per-day, dual-train coking refinery capable of processing both light and heavy crude oil.

The facility is strategically positioned on the Gulf Coast with strong logistics connectivity that offers flexible raw material sourcing and product distribution opportunities, including the potential to export products. In the gasoline-making business, PBF currently owns and operates five domestic oil refineries and related assets with a combined processing capacity, known as throughput, of approximately 900,000 bpd.

PBF is one of the largest independent petroleum refiners and suppliers of unbranded transportation fuels, heating oil, petrochemical feedstocks, lubricants and other petroleum products in the U.S.

pump trucks, pulled measurements and calculated available space. "Close coordination enabled us to position the pump trucks in specific locations to maximize the boom reach for the pours," Bernard says. "We also placed them so that we could safely get the concrete trucks in and out of the site."

The drone aerials were also useful in placing the 30 light plants for the overnight concrete pours. Two major pours were performed on consecutive weekends, each beginning at midnight on Friday and ending at 2 p.m. Saturday. Throughout the process, Boh developed the pour sequence, as well as estimated the numbers of needed trucks, pump trucks, and finishing equipment.

More than 60 workers were utilized in the process.

"That was a big draw on their (Boh's) resources," Pabst says. "This big pour took a lot of talented people!"

Working weekends enabled Boh Bros. to get the concrete it needed, while also making up for lost time. The contractor monopolized three batch plants to supply the needed concrete, averaging about 260 yards an hour. "The batch plants could give us their total commitment on the weekends," Bernard says. "We wanted to maximize the pour rate as much as possible to shorten the duration of the placement. Safety is always our number one concern and we wanted to ensure we could complete the placement without working extended hours."

Over the first weekend, Boh placed 2,600 yards in the north side of the foundation, then installed reinforcing steel the following week in preparation for another 2,600 yards the next weekend. "Our initial plan was to skip a weekend, but we gained a whole week this way."

In the end, the owner was pleased. "The project was completed perfectly," Pabst says. "Smith Tank & Steel (the tank contractor) told us it was the most level slab they'd ever seen."

Clay Berm Finishes it Out

With the slab in place, Boh built a 1,300-linear-foot, 12-foot-high clay berm around the tank, then regraded the site for drainage while the structural steel shell of the tank was built.

As a sizeable addendum, Chalmette Refining requested that Boh install 200,000 square feet of clay liner between the tank and berm as added spill protection. About 30,000 tons of clay was hauled from Honey Island, north of Slidell, for the work. "There's only one place where you can get the material to meet the specification for Chalmette, and that's Honey Island," Bernard says. "The clay needed to have the correct liquid limit, plasticity and cohesiveness."

Other added work included a new pipeline from the dock to the tank, and from the tank to other parts of the tank farm. Boh also created a new fire water pond from a defunct sand pit, which now provides fire water for the new tank in case of an emergency.

Even though the project was executed expeditiously, the Boh project team took time to strictly follow safety protocols to make sure the work was done on time and safely.

Bernard is proud of the resourcefulness and collaboration the Boh team exhibited in the field. "We might generate some good ideas in the office, but they really need to be executed in the field, where our experienced guys always know how to safely build a project. Good execution came down to strong communication and teamwork."

With the tank complete and operational in November 2017, the refinery is now seeking other opportunities made possible by the new tank, such as bringing in crude oil by ship.

BOH EMPLOYEE SPOTLIGHT

Jason Aubin, Field Project Manager

Beginning his career at Boh Bros. in January of 2009 as a surveyor for the Baton Rouge Division, Jason has worked on dozens of projects; however, the North Terminal is his first as a field project manager. Even though he's on a job in a new position he's never felt alone in his efforts, saying, "everyone on this project works together, and each person takes pride in their work. Knowing everyone has the same dedication to the project is something you don't take for granted."

Jerritt Johnson, Superintendent

Some people know they have a calling in life, and you could say Jerritt Johnson is one of those people. "I feel like I was made for this," he says. In Jerritt's 17-plus years of working at Boh Bros., he knows one thing for certain, "if you don't love what you do, you're just spinning your wheels." A project superintendent at the new North Terminal, Jerritt loves what he does. He also knows the importance of a good crew—"I'm only as good as my crew. And my crew out here is solid."

Andrew Holmes, Foreman

For more than a decade, Andrew has dedicated his time to mastering his craft with Boh Bros. "I enjoy getting to show people our capabilities at Boh; we get to show-off what we can do," he says. One part about Boh that Andrew said is important is that the safety culture isn't simply talked about; it is translated out to the field. "It's the small things. When we say we can work better with different gloves, we are provided those gloves. It really is great to be able to work for a company that listens to their employees."

Mario Fernandez, Operator

Work isn't a part of Mario's life, it is his life. If he is needed seven days a week, he is happy to oblige. Mario operates several complicated pieces of equipment for Boh Bros., so when he gets the call, there isn't a moment of hesitation. Mario is ready to help. The Twin Spans and North Terminal are the two projects Mario has enjoyed the most. Why he likes the North Terminal project is simple— "I like the people; we work well together and it makes a difference in a job."

James Bradley, Laborer

James Bradley, a laborer with the utilities group, does not shy away from challenges; rather, he welcomes them. Working at the new North Terminal Airport has given him plenty of chances to face a challenge head-on. "In the beginning, the weather was not cooperating," he said. "With the rain we kept getting sand in the pipe, which was a challenge. Once the weather cooperated, things went smoothly." When asked about his time at Boh James commented, "I like the company; I look forward to coming to work every day."

Thomas Hammortree, Light Equipment Operator

Joining the Boh Team in 2015, Thomas has been a part of the North Terminal Project since Boh's work first started. He is a member of the paving crew, which is pouring the concrete taxiways for the entire project. Thomas said this project has been his favorite in part because of its size, but really it's the people he works alongside. "The crew I'm on is awesome; the foreman is awesome. I work around these guys so much we have all become friends."

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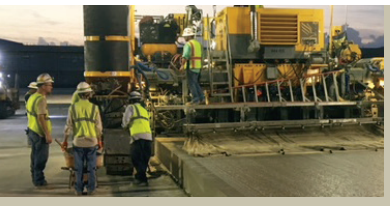

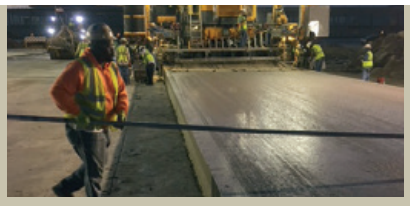


Fall Anniversaries

50 YEARS
Dale C. Biggers

40 YEARS
Robert Butler
Lawrence A. Defraites
Kerry Israel
Ralph L. Labauve, Jr.
Darryl J. Marino
Curtis Prudhomme
Gary D. Pustanio
Craig G. Sanchez
Anthony J. Spera, Sr.
John R. Stanton

35 YEARS
Ricky A. Alonzo
Keith J. Caillouet
Michael E. Gondrella
Russell B. Labourdette
Randy A. Leblanc
Terry J. Remondet
Gerald Richard
Bryan E. Schouest

30 YEARS
Michael J. Brown
Keith E. Bullock
Kevin V. Hithe
Kelvin Magee
Timothy Marks
Daniel W. Pattison

25 YEARS
Wilson Alexander
Wayne A. Bremermann
Carey T. Capdeville
John E. Clements
Charles E. Huckabee
Charles G. Keyes
Paul A. Rouyea
Dennis J. Tanner
Alfred T. Wehmeyer

20 YEARS
Corvell Armwood
Rene L. Aubert, Jr.
Terrence J. Brown
Ronjia O. Brumfield
Jason T. Guhman
Johnell J. Labrie
Brad H. Landry
Mario H. Matute
Kevin Polly
Craig J. Prestenbach
Christopher F. Rideau
James A. Russell
Brad P. Savage
James W. Seguin, Jr.
Christopher B. Smith
Glen A. Stillwell, Sr.
Frank J. Strain
Michael D. Watts
Tommie L. Wimberly, Jr.
Christopher C. Wollfarth

15 YEARS
Max P. Bourgeois, Jr.
Lewis A. Broussard
Robert E. Grover
Spencer Hunter
Brian J. Mathe
John S. Perez
Dustin J. Rein
Jacob M. Saladino
Robert N. Senior

10 YEARS
Paul S. August
Harold J. Bank, Sr.
Jason R. Barras, Jr.
Dijon N. Bluain
Chad M. Bourgeois
Cordell N. Brown
Bret J. Doyle
Katrina N. Ester
Mario F. Fernandez
Joseph D. Hebert
Victor J. Hurst
Russell B. Labourdette, Jr.
Tri M. Le
Jamie P. Leblanc
William P. Ledet
Frederick Lewis
Wilfrido Mendez
Mark E. Michel
Claude T. Michel IV
Lorenzo Miranda
Nicholas B. Plateo
David J. Poole, Jr.
Thuan V. Tran
Christopher J. Wallen
Bert W. Whipple
Henry F. Yates

5 YEARS
Carlo Carollo III
Byron Carter, Sr.
Timothy B. Cazalot
Andrew M. Cotter
Melvin W. Datusch, Jr.
Larry A. Faurie, Jr.
Kyle G. Flettrich
Jorge Guerrero Lopez
Terelle J. Howard
Michael R. Hudnall
Reid A. Lee
Julio Lopez Rangel
Byron Matthews
Jorge A. Membreno
Jeremy D. Merwin
Jayme A. Moulton
Christopher J. Myers
Harold Parker
Doane J. Pitre
Nathan M. Plauche
Richard R. Pomrenke
Kenneth J. Roies
Kim M. Savoie
Donald N. Steele, Jr.
Tyler J. Sykes
Robert D. Waterman
Bryan J. Williams, Jr.

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