



BOH PICTURE

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Going with the Grain
Boh Executes Complex Project
for Bunge North America

1

A Seamless Handoff

6

Night Shift

10

The View from Above

13

Boh Employee
Spotlight

President
Robert S. Boh

On the cover:
A Boh Bros. ringer crane erects a modular section of the structural steel cantilever tower at Bunge North America's new grain shiploader dock in Destrehan, LA.

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

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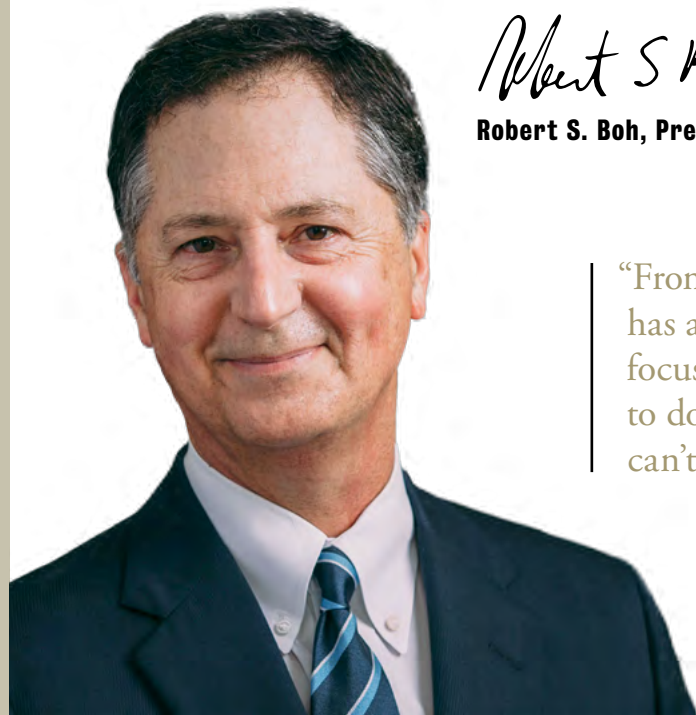
“Construction companies are creatures of circumstances.

They don't create work, they seek it out. And when work cannot be found locally, it is necessary to search elsewhere.”

That quote by my grandfather, Henry Boh, was made in the context of a difficult local construction market in the early 1920's. The country was absorbing the return of thousands of veterans of World War I, and competition for contracts was fierce. On one job, there were 36 bidders! It would be very difficult to win a job under those circumstances and have any expectation of earning a profit.

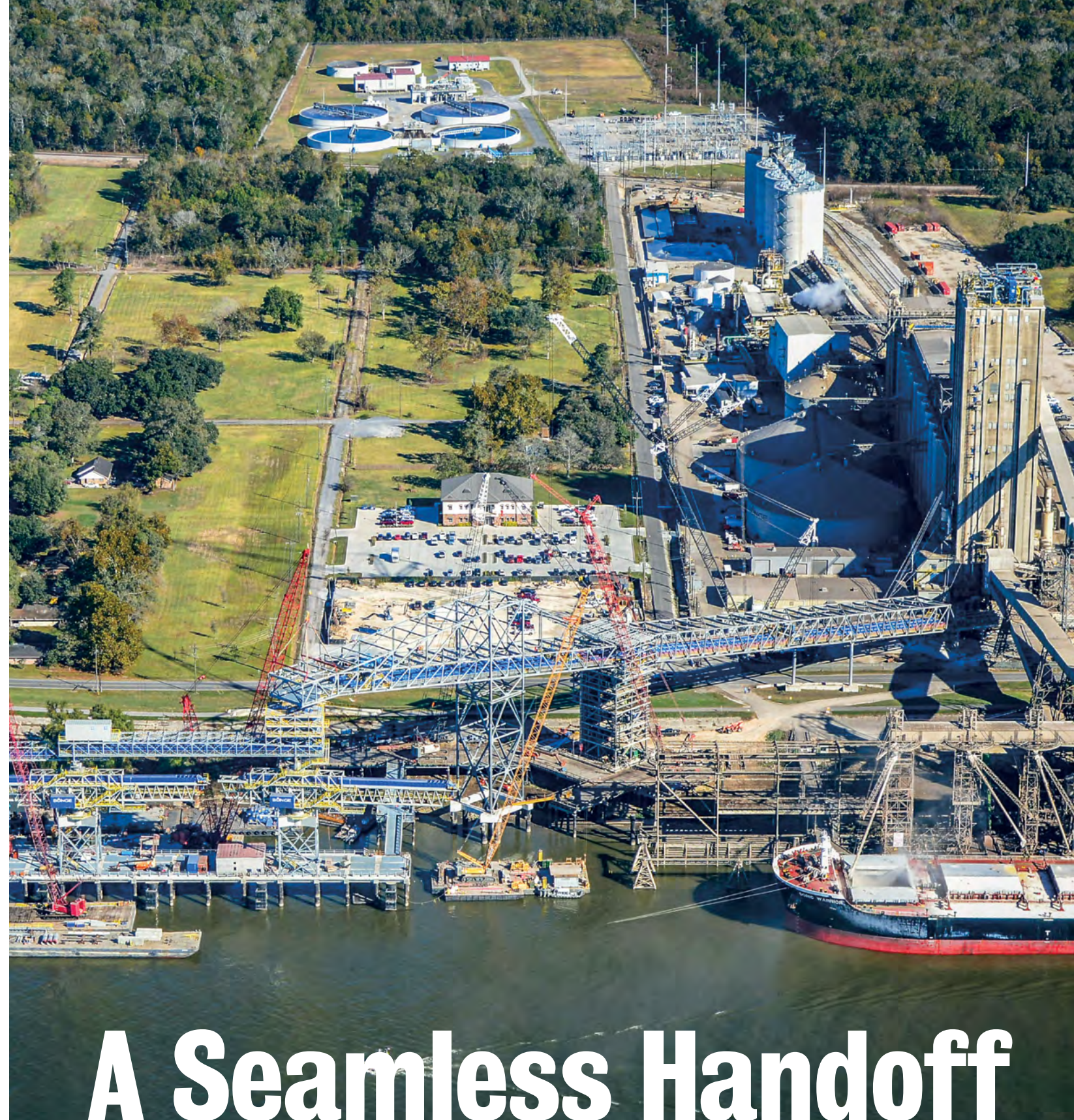
Times are not quite that tough now, although our local public and industrial markets were very slow last year. Funding for public infrastructure projects remains very tight, and recent attempts at the state and local level to pass taxes and millages dedicated to capital investments have been largely unsuccessful. While the public's aversion to more taxes is understandable, the condition of roads and bridges, drainage systems, and utilities continues to deteriorate. In many cases, these systems have been in use for far longer than their engineered useful lives. Something will eventually have to give, and when it finally does, we'll be ready to serve.

From its beginning, our company has always been opportunity focused. We use our experience to do the difficult jobs that others can't do or won't do. Since the early days of our company, Boh people have been willing to travel to where the opportunities are if they are in short supply at home. Hurricane Katrina gave us the unusual experience of having enough work in Louisiana so that for over ten years it was unnecessary to look further afield. While our preference is to stay close to home and to our families, we are back to looking for opportunities wherever they may be, for the benefit of our company and our people.



Robert S. Boh, President

“From its beginning, our company has always been opportunity focused. We use our experience to do the difficult jobs that others can't do or won't do.”



A Seamless Handoff

Boh Bros. Helps Bunge Out of Tight Spot

For over 60 years, Bunge has handled an assortment of agricultural products from its export terminal along the Mississippi River in Destrehan. It's one of five such ports in North America that the company uses to export soybeans, corn, wheat and sorghum to customers around the globe. *(continued next page)*



Boh drove 16 steel piles as support, measuring 48 and 60 inches in diameter and 175 feet long, followed by a large, elevated concrete platform for the conveyor system's structural steel drive tower.

As the Destrehan facility's conveyor system approached the end of its service life, Bunge began designing a replacement that would not only allow it to continue operating, but do so more efficiently and productively. The existing conveyor was experiencing sporadic shutdowns and mechanical repairs—impacting operations.

Consequently, Bunge initiated design of a new conveyor system and dock, advertised for bids and awarded a contract to build the new structure.

Bill Cloyd, Bunge project manager, says that's when things started going downhill, as a lengthy delay in the U.S. Army Corps Engineers permitting process forced designers back to the drawing board. The Corps wanted assurance that the levee would be protected during construction and prohibited the construction of any crane supports along the river side of the levee, referred to as the batture.

To comply with the permit, Bunge began designing an innovative trestle system as a work platform for cranes, other equipment and permanent access to the new dock, and agreed to reinforce the levee by adding stone revetment within deepened areas of the river bottom at the project's conclusion.

Cloyd says time became the real enemy. "It was over a year before they gave us that notification and by the time we redesigned and re-estimated the job, we were pushing two years."

Once Boh Bros. was awarded the project in 2015, the design and fabrication of the trestle system was already complete, and there were only 20 months remaining until the deadline for commissioning and startup. Bunge's Construction Manager, APTIM Senior Program Manager Andrew Knapp, says the New Orleans contractor was a lifesaver. "I loved Boh coming in," he adds "They immediately said, 'This is what you've designed and as long as we don't see any major flaws, we can put it in.'"

It was a unique situation for Boh Project Manager Patrick Ledet, because nearly all of the project materials

had already been procured. This situation required a great deal of flexibility on Boh's part, as it had to adapt its own work processes to conform to a project that had started then stopped due to the permitting delay. "All of the piles were in hopper barges on the river," Ledet says, "and the structural steel was at the fabricator's yard in Tuscaloosa." Because the steel piles had been sitting on barges for nearly a year—at significant expense to Bunge—they were sent to Boh's Almonaster facility for stockpiling.

Within days of the contract award, Boh mobilized its crews and moved into an existing trailer complex provided by Bunge immediately. "On day one, we began staging the ringer crane," Ledet says. "We also began receiving materials that had been stockpiled by the suppliers."

A Logistical Feat

APTIM's Knapp, who has been on the Bunge job in some capacity since 2012, says there were other design challenges even without the stringent Corps requirements. The need to keep the existing grain conveyor operating during construction mandated that the new system be designed at a 45-degree angle across the levee—facilitating an eventual tie-in with existing land-based operations.

"The result is a massive cantilevered system with a huge truss that spans a road and levee," Knapp says. "So we had to tell the Corps that we wanted to build a 40-foot-wide, 1,000-foot-long truss across their levee. That was difficult."

Boh's first point of attack was the conveyor system's structural steel drive tower, which would become the nerve center of the entire project as it houses the compressor room, main electrical room, switch gear for incoming power and main conveyor drive motors. Boh drove 16 steel pipe piles as support, measuring 48 and 60 inches in diameter and 175 feet long, followed by a large, elevated concrete platform.

Continental Construction Co. of Memphis performed the structural steel erection and mechanical installations for the conveyor system, while Boh Bros. self-performed the work from the anchor bolts down. "The real story here is that we came in under a very tight schedule on a



"We developed a good working relationship with Bunge's Gulf Operations director (Cal Williams). The relationship hinged on developing trust, where we could tell him in three to four weeks we're going to do 'X' and know with certainty that it was actually going to happen."

Patrick Ledet, *Project Manager*

highly technical job, mechanically speaking, working with a major subcontractor (Continental) that we had never worked with before," Ledet adds.

To complement the new conveyor system, Boh constructed a 468-foot-long by 53-foot-wide steel pipe pile-supported, reinforced concrete dock about 200 feet from shore. Arranged as a grid, transverse concrete beams connect the dock's multiple concrete bents, and heavy

duty grating provides the dock surface. Additionally, three 84-inch-diameter monopile mooring dolphins and six 96-inch-diameter monopile breasting dolphins, equipped with high capacity bollards and fender systems, offer support for the massive ships that dock there.

Throughout the process, Boh provided constructability input where appropriate. "The original design called for the installation of rebar rings inside each pile as a way to



Now fully operational, the new conveyor system replaces the existing system, improving Bunge's efficiencies.



secure the pile plugs to the rest of the dock structure,” Ledet says. “However, with small diameter piles, it’s difficult to make that work. We showed them that the math still worked if we welded something on top to more or less serve the same purpose.”

Scheduling Challenges

As an added wrinkle, extenuating circumstances impaired an already aggressive schedule. On two occasions, high river levels and other weather-related issues delayed work for weeks at a time. Boh also had to work under active ship traffic, as Bunge’s existing ship loading system remained in operation. “We developed a good working relationship

with Bunge’s Gulf Operations director (Cal Williams),” Ledet says. “The relationship hinged on developing trust, where we could tell him in three to four weeks we’re going to do ‘X’ and know with certainty that it was actually going to happen.”

Through it all, communications reached an unprecedented level, as Boh managed a crew that reached nearly 150 at peak times. The contractor used three-week look ahead meetings and pull-planning sessions (aka Sticky Note sessions) to “micro-schedule” Boh crews and subcontractors, which was necessary to cohesively attain interim milestones such as barge deliveries, barge crane moves, critical lifts and area trade changes. “In the end, if we missed the owner’s shutdown/startup dates, we would not be successful,” Ledet says.

Safety was another ever-present concern. “Working

over fast-moving river currents comes with certain hazards,” Ledet says. “When you have a fully-operational, existing facility nearby loading ships, a guy falling in the water could be sucked under a vessel within seconds.” As a solution, Boh “stacked” barges side by side and used gangways between them to enable workers to walk to their work area from land, thereby minimizing the need for crew boats. As an added precaution, Boh installed fixed handrail systems around the perimeter of the barges.

Boh’s safety plan also extended to the general public, as it had to circumvent a bike path that traversed the top of the levee, while ensuring that cyclists and pedestrians remained safe even as heavy truck traffic accessed the site. “The bike path was running straight through the planned temporary Acrow Bridge location, so we had to get creative,” he adds. “We decided to jog the location

of the bike path a bit and put in an asphalt detour with concrete barriers and handrails.” The plan was successful—there were zero incidents with the public throughout the project.

Startup of the new conveyor system early last year brought its own challenges as Bunge sought to minimize shutdowns. “It began with a four-week partial shutdown, followed by a four-week full shut down, a three-week partial startup and a three-week full startup,” Ledet says. “The full shutdown was 24 hours a day, seven days a week; all other periods were 12 hours a day, seven days a week.”

Now fully operational, the new conveyor system replaces the existing system, improving Bunge’s efficiencies. “It’s a much better technology for loading ships, and we—as well as our clients—stand to reap significant benefits as a result,” Cloyd says. 🌟



Night Shift

**Boh Tweaks
Causeway Crossover
to Accelerate
Schedule,
Protect Public**

About nine miles north of the Metairie shoreline, Boh Bros. recently completed a critical safety improvement on the Lake Pontchartrain Causeway, while reducing cost and improvising schedule to make it happen.

For the most part, the 24-mile-long Causeway has successfully weathered the test of time. Opened completely in 1969, it is the world's longest continuous bridge over water and consists of north and southbound twin spans connected by seven emergency crossovers.

Unfortunately, hurricanes Katrina in 2005 and Isaac in 2012 put the Causeway to the ultimate test, knocking out ramps leading to an electrical and communications deck below the southbound span near Crossover No. 5. After repairing the ramps for nearly \$2 million, Causeway officials began looking for a more long-term remedy. It was inevitable that the ramps, at only 5 feet above the lake's surface, would be torn apart again.

Robert Graham, operations director at the Greater New Orleans Expressway Commission in Metairie, says it made no sense to come back with the same configuration. "It would have been devastating to lose access to that equipment," Graham says. "We'd have no call boxes if motorists became disabled, so we would have no way of knowing if anyone was broken down. It would affect us greatly."

As a solution, the commission hired Boh Bros. to expand the crossover southward to accommodate the electrical vault and communication towers, thereby raising the equipment out of harm's way.

Graham worked closely with Boh during the \$8.2 million "9-Mile Turnaround Spans" project, while GEC, Inc. of Baton Rouge managed the contract under the guidance of Cary Bourgeois. Due to the nature of its purpose, the project qualified for Katrina emergency relief funding. "The site was not sustainable, so along with the Federal Highway Administration and Louisiana DOTD, we determined that the best long-term solution was to widen the crossover to support the equipment," Bourgeois says.

On its surface, the project is straightforward

—expand the existing crossover by nearly 9,500 square feet to support the relocated equipment. However, performing the work while keeping the heavily travelled Causeway fully operational required some innovative constructability input from Boh.

"It's just a simple bridge span, a few lifts, a bunch of girders, and a concrete deck," Bourgeois says. "The big story is where it's located. The greatest challenge we have with all the work out there is dealing with traffic." With that in mind, Boh devised a way to expand the crossover that would minimize the impact to the traveling public and accelerate the schedule, by capitalizing on the lessons it had learned on another recently completed Causeway project.

Boh project manager Thad Guidry says it was a matter of traffic engineering. "The original plan called for single lane closures on both sides to saw cut and remove the barrier rail, drive the piles and caps, and construct the new portion, all while working between the spans," Guidry says. "As a value engineering alternative, we proposed moving the caps and piles closer to the middle between the two bridges to allow us to reach over the bridge to drive the piles."





Boh worked through the night, from 10 p.m. to 4 a.m. Switching to day hours brought with it a new challenge.



“We also opted to precast the pile caps in our New Orleans East yard and deliver them by barge, so they could be lifted and placed as well.” Chief Engineer Neil Hickok’s design team at Boh was instrumental in assisting with the re-design.

The design tweak also successfully addressed another concern: the ever-present windy conditions of Lake Pontchartrain. “Weather picks up pretty quickly on the lake, and we knew that working between the bridges could present an unsafe condition for our crews and the travelling public,” Guidry says. “Moving the bents a little closer gave us the clearance we needed for our piling leads and hammer to work from the outside.” Additionally, by constructing the caps in its New Orleans East yard Boh significantly reduced the amount of time necessary for its crane to operate over the spans.

To make it happen, Boh worked through the night, from 10 p.m. to 4 a.m., and detoured traffic away from the span, depending upon which side the crew was working. “If we were driving the east piles and setting the east cap, we detoured northbound traffic to the southbound bridge at crossovers 6 and 4, and vice versa,” Guidry says. Through it all, minimizing the impact to traffic was essential. “We

didn’t want traffic under us while we were reaching up and over the bridge.”

As foundation for the crossover expansion, Boh drove 26 100-foot-long, 36-inch-diameter concrete cylinder piles barged to the site by Gulf Coast Pre-Stress in Pass Christian, MS. Boh senior project manager Ron Brylski coordinated the pile driving effort. “It was an intricate operation in that we had to setup the template, stand up and drive the piles, and then move away from the bridge in the allotted time,” Brylski says. “We only had a five-hour window each night to do that.”

Given the logistical challenge of lifting and driving the large piles over the roadway, Boh used a Manitowoc 4100, 300-ton ringer crane equipped with a Vulcan hammer. “Driving the piles at that radius from the side of the bridge, as opposed to between the bridges, required a sizeable crane with tremendous lifting capacity,” Brylski adds. “Using this method allowed us to insure safety while working and move our floating equipment the required one-mile distance from the bridge when we were not in a work period.”

Once pile driving was complete, Boh developed and submitted “as-built” pile locations and elevations to its New Orleans East yard to aid in the pre-casting of the caps. Rebar cages were cast into the six caps, intended to “shelve” into the piles, and temporary steel walkways were

installed around the piles to aid in the caps’ placement.

As a next step, Boh placed 15 Type IV pre-stressed girders, also at night, then switched to daytime hours to perform the remainder of the deck construction. From there, crews worked from the existing crossover on the north side, using small equipment to install reinforcing steel, build forms and place concrete for the expanded deck.

Daytime Traffic Toll

Switching to day hours brought with it a new challenge—getting equipment and material deliveries to the site under heavy traffic. As concrete trucks arrived, a police detail performed “rolling roadblocks” to provide access to the trucks while seeking to lessen the impact to the traveling public. Throughout the process, the Boh team could not block any of the emergency entries to the existing crossover.

Unquestionably, communication with the Causeway Commission was paramount. “We had to give the commission drawings of where we were going to have everything staged and where our lifting equipment was going to sit,” Guidry says. “On average, we were limited to less than half of the existing deck as working space.”

Traffic was detoured once more to lift and place a precast electrical vault structure that Boh had procured and

barged to the site. Situated on the west side of the expanded crossover deck, the structure houses additional electrical equipment. A cell phone tower and other equipment for various telecommunications companies were also added to the expanded deck as part of a separate contract.

Completed in August and now operational, the expanded crossover provides a safe haven for the Causeway’s electrical and communications equipment, protecting it from the harm of rising waters caused by high winds, hurricanes or tropical storms. Meanwhile, the existing crossover section remains in use for emergency vehicles and police.

Graham says the commission views the project as a vital step toward improving safety along the lengthy twin spans, and is pleased with the success of the project. “Personally, I’m always happy when Boh wins our bid,” he adds. “They’re organized and prepared for any job they’ve ever done for us. They’re always professional and work safely. It just seems like they’re always equipped for anything that we have come up. They’ve got the manpower and the equipment, and they mobilize quickly.”

Guidry attributes much of the project’s success in the field to the professionalism of Boh project superintendents Ricky Hogan and Tony McCalef, ringer foremen Mike Tregre and Mark Stevens, and operator Stanley Heinrich, Jr. 🌟





The View from ABOVE

Drones Support the Safety, Efficiency, and Logistics of Construction

Saying that technology has transformed the construction industry in the last decade would probably be an understatement. Today, construction sites are safer, more efficient, and more connected than ever, with truly revolutionary technological advances playing a key role.

The changes continue to accelerate, with a slew of technological tools finding their way onto construction sites in recent years. One of the most quickly adopted is the unmanned aerial vehicle (UAV), which is commonly called a drone. “While the drone program made a slow start at Boh Bros., we have accelerated forward since the FAA revised their rules to make UAV pilot licenses more accessible,” says IT manager, Adam Krob. “The drone now plays an important role in logistics, safety, and project management for several of our most important jobs.”

Delayed Launch

The seeds of Boh Bros.’ drone program were planted years before a UAV ever flew over one of its construction

sites. In early 2013, recreational drones began reaching the mainstream market, with DJI releasing commercial-grade drones like the Phantom. Boh Bros. team members envisioned the potential of using aerial data and pictures to monitor progress on jobs such as the Dyno Nobel Ammonia Plant in Waggaman, La. and the Napoleon Avenue Canal Widening SELA project in New Orleans.

Unfortunately, this early vision had to wait because of the strict rules set by the Federal Aviation Administration (FAA) for commercial drone use. At the time, the drone pilot had to have a commercial pilot’s license, requiring at least 250 flight hours in an actual airplane as well as other training and testing. For the short-term, Boh’s dreams of flying would stay grounded.

New FAA Regulations Open the Skies

On June 21, 2016, the Department of Transportation and FAA announced new regulations that would allow for a separate certification process for commercial drone pilots under part 107 of Title 14 of the Code of Federal Regulations (CFR).

U.S. Transportation Secretary, Anthony Foxx, said, “We are part of a new era in aviation, and the potential for unmanned aircraft will make it safer and easier to do

certain jobs, gather information, and deploy disaster relief. We look forward to working with the aviation community to support innovation, while maintaining our standards as the safest and most complex airspace in the world.”

With the new rules, Boh Bros. team members moved quickly to restart the drone program, taking careful steps to make sure that the company complied with FAA regulations, had adequate insurance coverage, and learned from the best practices of early adopters of drones in construction. Today, Boh Bros. has four licensed UAV pilots and flies regularly over several important project sites. Data gathered from these flights have already provided immeasurable benefits to project planning, site logistics, stockpile measurement, and safety inspection.

Three Pound Drone Helps Pour 5,300 CY of Concrete

Early last year, Boh Bros. was in the process of constructing an industrial tank foundation for a client outside New Orleans. After the installation of nearly 1,800 pre-stressed concrete piles and over 1,000,000 pounds of re-steel, the project team began preparation to pour the 5,300 cubic yards of concrete needed to complete the foundation with two separate pours over subsequent weekends.

But there was an issue: the most up-to-date aerial image of the site available, from Google Earth, was more than two years old, well before construction of the tank had begun. “The image was not at all representative of the construction site we had in front of us,” said Stephen Bernard, the project manager on the job. “In order to plan the site logistics for the pour—concrete truck paths, pump truck locations, and flagmen positions—we would have to guess dimensions and locations without a reference to actual field conditions.”

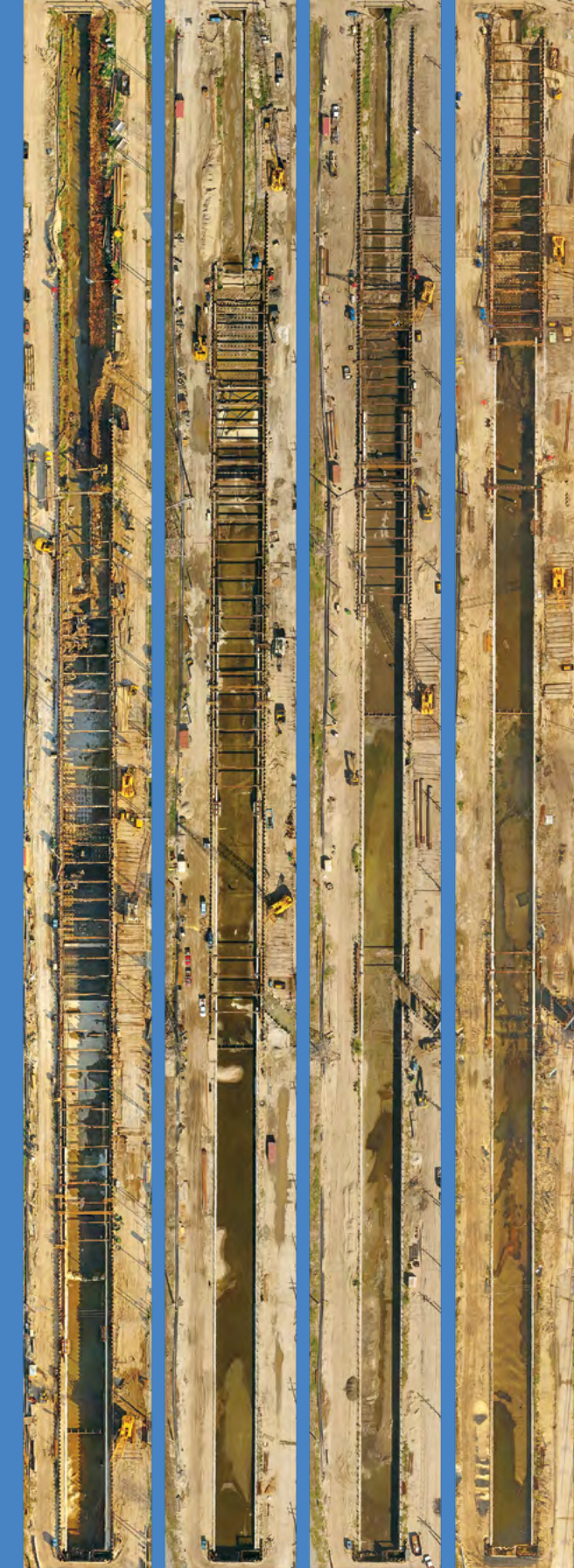
A few days prior to the pour, the Boh project team coordinated a drone flyover with the client. Using the capabilities of the drone and an aerial mapping software called Drone Deploy, the team created an updated, high-resolution map of the site.

“We were able to import a real, up to-date, image into AutoCAD, which enabled us to position our equipment and personnel in strategic locations to optimize our abilities during the concrete pour,” commented Bernard. “In addition to the operations side, we were also able to review the to-scale plan to ensure we had safe and clear distances for concrete trucks to enter and exit the site.”

From Three Surveyors in Days to One Drone in Hours

Another area where the drone has provided vital operational support is at Boh Bros.’ 20+ acre asphalt plant located along the Industrial Canal in New Orleans. At any asphalt plant, there is a constant challenge of monitoring the inflow and outflow of aggregate materials onsite. These aggregate inventory levels are critical to ensuring that the plant has enough material to satisfy the demands of the customers.

In the past, stockpile measurements were taken quarterly, using traditional surveying equipment. Plant manager Chris Bechtel recalls, “Using the surveying method was cumbersome with safety concerns, and, because all the undulations in the stockpile could not be accounted for, its accuracy was probably not the best. Additionally, this method was cost prohibitive,



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The drone’s weekly aerial maps have provided significant value to the Florida Avenue Canal Widening SELA project.





BOH EMPLOYEE SPOTLIGHT

requiring two or three men to spend a number of days on the task.”

As technology improved, plane flyovers taking high resolution pictures took the place of the surveyors to measure the stockpiles. “Plane flyover technology was a better method,” said Bechtel, “but still not as accurate as the ones performed with modern day software.”

Today, software allows the Boh asphalt plant to measure the stockpiles using a drone, proving to be the quickest, safest, and most accurate method of measuring aggregates. Using benchmark elevations as a starting point, the drone launches to a specific altitude and begins its flight over the site. As it flies, it takes hundreds of pictures per stockpile that will later be used to build a model of the pile.

The stockpiles are measured to within .25 inches per elevation, and the perimeter of each pile is calculated to account for its constantly changing shape. Using the data gathered, the asphalt plant team performs volumetric calculations on the 3D model for each stockpile. A process that once took several days for a crew of three is now completed by a single drone in a few hours.

Mapping 45 Acres in 11 Minutes

Unlike the asphalt plant that requires only a quarterly flyover, many Boh projects have found that the aerial mapping capability of the drone is most useful when the maps are created on a frequent, recurring basis. The drone has demonstrated the value of these frequent flights on the Florida Avenue Canal Widening SELA project.



Congratulations to Dale Biggers

“When it comes to pillars in the pile driving community, few cast as large a shadow as Dale Biggers.”

This past year, these words, written about Dale in a recent issue of the PileDriver magazine seem to ring even truer. We want to wish Dale a huge congratulations as he has been honored by two of the leading organizations in the pile driving community.

At the Pile Driving Contractors Association (PDCA) Annual Conference and Expo in June, Dale was named the first-ever winner of the PDCA Lifetime Achievement Award. As noted in the article write-up about the award in the PileDriver Magazine, he is incredibly worthy of the honor.



Construction of this nearly mile-long open face canal is particularly challenging because of the narrow work area. Coordinating and storing equipment and materials efficiently is critical. The weekly drone flyover and resulting maps are helping overcome this challenge.

“Aerial photographs have always been useful for better understanding and visualizing both the overall scope of a project site and how different sized equipment and operations will fit within it,” says assistant field project management director, Matt Williams. “On the Florida Ave. project, having these drone photos helps us communicate with real time information during our daily and weekly meetings.”

Before the drone program commenced, however, these weekly aerial photos would have been impractical. Weekly flyovers of a job like the Florida Ave. project, which will span four years, could cost more than \$200,000. In addition, the time to map the 45+ acre work site is relatively short—only 11 minutes from take-off to touch-down.

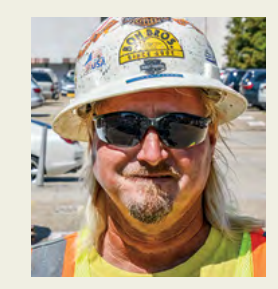
Droning On and On

The growing use of drones on construction sites is not slowing down as opportunities to apply this tool in new and different ways continue to multiply. Some construction companies are using UV lenses to identify heat loss from structures while others are using drones for perimeter security. Boh Bros. operations and safety team members are not only watching these advances, but are also dreaming up new ways for the drone program to add value to the community that it serves. 🌞

Mark Halsall writes, “[Biggers is] renowned throughout the industry for helping lead remediation efforts in New Orleans following Hurricane Katrina, and he’s been an invaluable resource for PDCA as chair of the association’s Technical Committee for the past 13 years. During that time, Biggers has organized several efforts to improve design codes to more accurately reflect the capabilities of driven piles and make them more competitive with other deep foundation systems.”

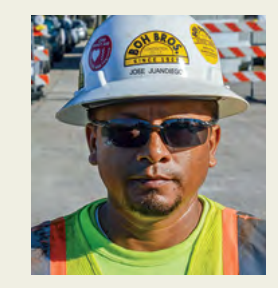
In addition to the honor from PDCA, Dale was also chosen by the Deep Foundations Institute (DFI) to serve as the conference chair of the 42nd Annual Conference on Deep Foundations in New Orleans this past October. Dale was an integral part in making the conference a huge success for all who were able to attend.

This year, 2018, marks Dale’s 50th year with Boh Bros., and his contribution to the what the company has become during that time is nothing short of remarkable. We want to congratulate Dale on his recent achievements from the PDCA and the DFI as well as thank him for all of the contributions he has made throughout his illustrious career at Boh Bros.



Mark Parks, Carpenter Foreman

Having worked for Boh Bros. since 1999, Mark Parks has proved to be a valuable asset for the company as a carpenter foreman. On the Bunge project, Parks and his crew spent over 7 months helping to build concrete caps for the dock. He was impressed with the teamwork and safety of the job, saying, “All the people just got together out there; everybody was one team, and we got the job done. Everybody participated and did it professionally. And safely. If things weren’t safe, we would shut it down, and take a day or two to get everything right, which was good.”



Jose Juandiego, Rodbuster Foreman

Jose Juandiego, a Rodbuster Foreman on the Bunge job, helped complete a wide variety of steel work on the project including the girders for the dock platform. Apart from work on a few pumping stations, Bunge is one of the only marine projects Juandiego has completed in his seven-year tenure at Boh. When asked about his time with the company, he commented, “Working with Boh Bros., I feel really comfortable. They make me feel like somebody. The top guys communicate well and make me feel like family. They always give you opportunities to be successful—there’s a lot of good people at Boh Bros.”



Ron LeBlanc, Crane Operator

For crane operator Ron LeBlanc, driving piles on the river is just another day at the office. Yet while he has driven hundreds of them at Boh Bros. over the last 15 years, the work at Bunge stands out as one of his favorite projects. LeBlanc is particularly proud of this job not only for the piling work he and his crew completed, but for their ability to pitch in after the piles were driven. He said, “We were part of everything – drove the piles and then helped the civil crews with the structure on top...It was a nice job.”



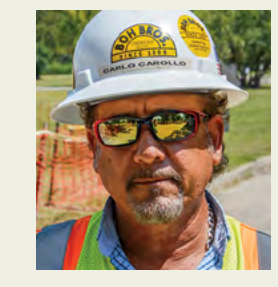
Robert Donnelly, Carpenter Foreman

Robert Donnelly, a Carpenter Foreman with 15 years of experience at Boh, noted that Bunge was a “high intensity, high profile, fast moving job”; but the challenge was something that he and his crew embraced and even enjoyed. He says, “Some days we worked 10 hours. Some days we worked till sundown. But it was actually a pleasant job to be on. I really enjoyed it out there and enjoyed the group of guys I worked with. Everybody pulled together as one unit, and we all did what we had to do to get it completed on schedule. It made for a real good job.”



Wayne Poole, Ringer Foreman

Wayne Poole and his marine ringer crane crew have helped build every major marine construction project that Boh has completed in recent decades; and Bunge’s new dock was no exception. Poole started early in the project, as he typically does, driving piles in the river. However, the Bunge project soon became a unique experience for him: “Once we finished driving the piles,” he said, “we stayed behind with the other crews framing and pouring cement for the dock itself, stuff that we normally don’t do.” The experience afforded him the opportunity to stay on the project all the way until the first ship anchored at the dock.



Carlo Carollo, Superintendent

Declaring it as “one of the best experiences working for Boh Bros.” he has ever had, Carlo Carollo, a 32-year veteran of Boh, was truly impressed by the work his team completed on the Bunge project. Carollo served as the Superintendent over the entire job, but recognizes the importance of teamwork on the site: “I have worked on a lot of jobs for Boh Bros. but I have never built anything by myself. The people we have out there working for us are the greatest asset to our company; and, they are the reason this project was such as success.”



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Nathaniel S. Sherman

15 YEARS

Gary P. Allday
Stephen F. Dennis
Robert M. Donnelly, Jr.
Ron A. Leblanc
Vernon J. Lewis, Jr.
Jason T. Serpas
William P. Wiltz III

10 YEARS

Stephen P. Alexander
James T. Bradley
Jeffrey A. Carter
Bradley D. Moore
Willie E. Parker Jr.
Joseph C. Poirier III

5 YEARS

Kyle C. Crockett
Justin W. Due
Patrick C. Johansen
Khanh V. Lam
Jade M. Letulle
Bill Lewis
Leonce Mitchell
Tyler B. Naquin
Steve Son A. Nguyen

Equal Employment Opportunity/Affirmative Action Policy

Boh Bros. is an equal employment opportunity/affirmative action employer. The objective of this Company is to recruit, hire, train and promote into all job levels the most qualified applicants without regard to race, color, religion, sex, national origin, age, disability or protected veterans status. All such decisions are made by utilizing objective standards based on the individual's qualifications as they relate to the particular job vacancy and to the furtherance of equal employment opportunity. All other personnel decisions such as compensation, benefits, transfers, layoffs, return from layoff, company sponsored training, education, tuition assistance, social and recreational programs will be administered without regard to race, religion, color, sex, national origin, age, disability or protected veterans status. Boh Bros. employees should refer to www.hrconnection.com for further information on this and other employment-related policies including Anti-Harassment, Discrimination and Retaliation Policy and Reporting Procedure.