



BOH PICTURE

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Challenge Accepted

Through a pandemic and hurricanes,
Boh completes innovative design/build project

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for Vopak Moda's
new dock.

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

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Over the last ten years, a frequent subject of this column has been the inability or unwillingness of our elected officials to make a priority of funding infrastructure improvements and especially to address the very poor condition of our state's highway system.

In 2019, I wrote "Louisiana's transportation infrastructure needs are well documented: the American Society of Civil Engineers has issued a grade of D+ for the condition of our roads and bridges; U.S. News and World Report ranks our transportation system 48th among the 50 states. Our state has over 16,000 miles of public roadways and almost 13,000 bridges to maintain, yet our fuel tax of 16 cents per gallon has not changed since 1985 (an additional 4 cents per gallon was added in 1989 to fund 16 new capacity projects; two of the 16 have not yet been started). The 16 cents per gallon that funds the annual construction program in Louisiana has a buying power in 2019 dollars of only 6 cents per gallon, and cars now travel many more miles per gallon of gas than in 1985. It is little surprise, then, that motorists waste hours each year stuck in traffic on overcrowded roads while incurring excessive wear and tear on their vehicles.

The solution to this situation is a fair and equitable recurring funding stream that keeps pace with inflation, distributes the burden to all users and prioritizes projects. Any revenue increase should be dedicated by statute to be used for preservation of existing roads and bridges and for highway capacity improvements."

With the support of our industry joined by a broad coalition of businesses, chambers of commerce and neighborhood associations, the Louisiana Legislature recently passed and Governor Edwards signed House Bill 514. While not the more straightforward increase in the gas tax that our group urged, the legislation instead ultimately shifts a majority of the sales tax generated on vehicles to the state Transportation Trust Fund. The shift will begin in 2023 and will transfer over a few years an increased percentage of vehicle sales tax revenue—up to 60% of all funds—to the Fund for exclusive use on construction of transportation infrastructure projects. When fully implemented, this is expected to generate approximately \$300 million annually in new dedicated funds for infrastructure and will grow with inflation as the cost of vehicles increases over time.

The legislation also provides that 75% of the funds shall be allocated to improving highway capacity while 25% shall be allocated to preservation of existing roadways.

Several projects prioritized in the legislation include:

- New I-10 Calcasieu River Bridge at Lake Charles
- New Mississippi River Bridge at Baton Rouge
- Upgrade US 90 to interstate standards from Lafayette to New Orleans
- Upgrade to portions of I-49 North
- Complete the widening of I-12 to six lanes from Baton Rouge to Mississippi State Line
- Widen I-10 to eight lanes from Williams Boulevard to Veterans Boulevard in Kenner
- Widen I-10 to six lanes from LA 30 to LA 22 in Ascension Parish

This is a very positive development for our state and for our company, and we look forward to playing a major role in building the new projects that will be possible as a result of this new source of funding.

Robert S. Boh, President



HOUSTON, We Have a Project

Boh continues to showcase its abilities with
successful design-build project

Vopak Moda Houston (VMH) desired a single point of contact and reduced risk, so the marine terminal operator chose the design-build method to construct its new dock facility in the Houston Ship Channel. Boh, with a long list of successful design-build and other alternative delivery projects, stepped up to the plate to help meet the owner's needs.

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Now complete, the new VMH facility consists of a 250-foot-long, all-precast approach way, 85- by 60-foot ship dock and 56- by 36-foot barge dock, and supports the owner's new deep water crude oil and refined products storage and terminal.



Boh Bros. Construction has worked several design-build projects in the highway/heavy market, but it has rarely been responsible for design in an industrial setting. “Industrial design-build projects are inherently more complicated than typical highway/heavy projects, so it takes the right arrangement to stay on track,” says Jeff Plauche, Boh’s senior vice president of preconstruction. “This project needed the right team—owner, designer, and contractor all playing their parts, working as one, to be successful. We certainly achieved that here,” Plauche says.

The design build arrangement enabled the project team to swiftly clear a variety of hurdles, including supply chain disruptions, the threat of four hurricanes and the COVID-19 pandemic—without missing a single day. “Being so closely integrated with Vopak Moda and our design partner, Lanier & Associates, enabled us to quickly respond and resolve any challenge. Even during the early days of the Covid-19 pandemic, we were able to establish new site protocols and communication procedures amongst the team to press on without delay,” Plauche adds. “Nobody left and nobody went home. The schedule was uninterrupted.”

A secondary benefit of the pandemic was the necessity for the team to lean more heavily on Microsoft Teams, Zoom and other collaborative tools. They were already using Procore and other systems, but COVID-19 forced them to elevate their usage to a new level. It became a tremendous advantage for the remote project, as the team could routinely pull up live views of the site, display testing reports etc., all in real time.

Now complete, the new VMH facility consists of a 250-foot-long, all-precast approach way, 85- by 60-foot ship dock and 56- by 36-foot barge dock, and supports the owner’s new deep water crude oil and refined products storage terminal. The facility will handle various hydrocarbons, refined products, and petrochemical feedstocks, and is strategically positioned near the largest refining and petrochemical complex in the U.S.

Clearing Hurdles

To win the project, Boh’s piling and marine group value engineered some \$1 million off the job cost during the bid phase, then began an aggressive design process with the assistance of Lanier & Associates Consulting Engineers to get plans to 100 percent. After receiving approval from Vopak Moda in early 2020, the project was able to proceed.

That’s when the challenges began. Grant Closson, Boh project manager, had just begun procuring materials in spring 2020 when COVID-19 put the nation under lockdown. And while some of the long-lead items—sheet piles for the bulkhead, in particular—were already designed and procured, most everything else was up in the air. “Nobody knew who was going to be closed down or for how long,” Closson says, “so we cast a big net, reaching out to suppliers wherever we could find them.”



Most of the construction was performed from the water, with three barges at the site at any given time—a main crane barge and two separate material barges.

“There were a lot of unknowns. The rebar supplier couldn’t find truck drivers and the guys supplying the imbedded steel items had to shut their plant down...and that slowed down the pile deliveries. It all snowballed.”

Boh re-sequenced the schedule when possible to accommodate longer-than-expected delivery dates. “We ended up constructing the barge dock before the ship dock because it required smaller piles that were easier to find,” Closson says. “We also had to wait on the steel piles to be fabricated for the dolphins.”

Then there were the hurricanes. As many as four storms threatened the site in 2020, each time causing three to four days of delays. Boh treated each storm as if it could be a direct hit—securing barges, storing loose items, etc. “Most of them were pretty big scares, because the forecast models were all over the place,” says Tri Le, Boh’s project manager at the site. “We couldn’t tell if they were coming to New Orleans or Texas; we just didn’t know. Also, 90 percent of our crew was from New Orleans, so trying to stay productive while letting them all go home was part of the process.”

Through it all, the start date and the targeted finish date remained unchanged. “In fact, we would’ve finished a month or two early, but delivery hiccups and hurricanes changed all that,” Closson says.

Working from Water

Boh didn’t have room on the small site for a land-based crane nor could they bring in much material by truck due to a tight turning radius. Therefore, most of the construction was performed from the water, with three barges at the site at any given time—a main crane barge and two separate material barges.

After a land-side clearing and grubbing phase, the Boh team drove 70-foot-long, 1-inch-thick sheet piles for an 875-foot-long bulkhead, then began building the all-precast dock approach way in complete sections, end to end, including piles, caps and deck panels.

Waskey Bridges Inc. of Baton Rouge fabricated and delivered most of the precast pieces to the site, while Flexicore of Texas supplied the piles. Scheduling was critical, as the project team had to be ready for the materials as they arrived. Quality control was equally paramount—“We had to keep everything plumb and the piles in tolerance in order for the precast pieces to fit inside the caps,” Le says. “That was tricky.”

Due to the lack of space, Boh used the services of a stevedoring company across the channel to load most of the concrete piles onto barges for delivery. To accommodate ship arrivals, the Boh team would frequently accelerate or decelerate its schedule to make it work. “We would adjust our work schedule, increase production, slow it down etc.... whatever we had to do to hit that mark,” Le says.

They also had to coordinate closely with a channel dredging company (working under a separate contract with VMH) to ensure the project’s critical path was never impacted. “We meticulously planned ahead to keep things going,” Le says. “Being this far from our yard in New Orleans amplified the need to keep material onsite, ready to be installed.”

Once at the site, the maneuvering, lifting, and placing of the super-long concrete piles created challenges of their own. Some of the piles for the ship dock were 30-inch square and 134 feet long, so lifting and standing them vertically was a delicate operation. “We had a crane with 240 foot of boom and 134-foot-long piles,” Le says. “That’s a process right there...just to stand them up and not damage them.”

Another issue—contending with the gradual sloping of the channel bottom. “The piles tried to walk down the slope as we were driving them,” Le says. “We had a pile template, but the piles were big and long. If they started sliding down the slope there was no recovering them.”

Through it all, there was always the potential that they’d damage a pile, so Boh leaned heavily upon one of its pile driving crewmen to coordinate surveying and quality control during the operation. In that role, he would double and triple check the templates to ensure they didn’t move from one day to the next.

Steel breasting and mooring piles comprised the rest of the subsurface work, including eight 84-inch-diameter steel piles by 140 feet long, four for the fender and four for the

mooring. All the large-diameter piles were supplied by a fabricator about 5 or 6 miles down the channel. For all the pile driving, Boh used one of its 300-ton, barge-mounted ringer crane, along with the largest diesel hammer in its inventory—a D 138.

The docks, themselves, were mostly constructed of poured in place concrete—although precast deck panels were used to act as the bottom formwork, requiring the crews to form around the outer perimeter only. The concrete for the deck itself was transported via a pump truck and placement boom from a long distance at high pressure.

In additional work, Boh installed a firewater platform, ship dock gangway platform, and a barge dock gangway platform.

The VMH dock project was completed in June, Plauche says, due to a successfully executed design-build process. “This was a challenging way to build a project, but we had the right team for the job,” he adds. “It wouldn’t have been possible without the seamless relationship between our project management team, Vopak Moda, Lanier, and other contractors on site. Everybody had to work for the interest of the project, not their own. This is a great example of how to do design-build correctly, and certainly a hallmark project for us.”

The success of the effort is already reaping benefits. Boh Bros. recently landed another project in Ingleside, Texas with an affiliate of one of the VMH owners. 🟡



Paying it Forward

Boh assists in recovery after Hurricane Sally sucker punches Pensacola Bay Bridge job



When the new Eastbound spans of the Pensacola Bay Bridge suffered significant damage from Hurricane Sally in September 2020, Boh Bros. Construction saw an opportunity to help. Its experience in re-building the I-10 twin spans following Hurricane Katrina and more recently constructing the Lake Pontchartrain Causeway Bridge Safety Bays had equipped it with an incomparable set of skills.

This field experience proved crucial since much of the damage in Pensacola was unknown and the repairs required some on-the-spot thinking and an unconventional approach to construction means and methods.

The destructive and slow-moving Sally was the seventh hurricane of an extremely active 2020 season, and had unexpectedly intensified into a Category 2 status before making landfall with maximum sustained winds of 110 mph. The area near Pensacola took the brunt of the storm with widespread wind damage, storm surge flooding, and more than 20 inches of rainfall.

At the time, the eastbound span of the new Pensacola Bay Bridge, stretching between Pensacola and Gulf Breeze, was completed and in service, while the westbound remained under construction. “The storm rendered the eastbound span unusable,” says Rob Senior, Boh’s Vice President of Heavy Construction, “damaging several of the spans, trophy columns and footings.”

It was an all-too-familiar scenario for Boh. The storm had damaged numerous piles and girders and highway department leaders were scrambling for ideas. Seeing the need, the contractor reached out to the Florida Department of Transportation to offer assistance, and FDOT in turn connected them with Skanska, the bridge project’s design-build contractor.

Getting the heavily traversed span back into operation was top of mind. “There wasn’t a comprehensive assessment, initially, of what would have to be repaired,” Senior says. The Boh team participated in numerous

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meetings with Skanska to assist with the damage assessment process and to determine what the designers needed to be replaced and what resources would be required.

Meanwhile, FDOT performed its own assessment and coordinated closely with the team to identify what needed to be removed, repaired or re-incorporated. "Much of it involved damaged piles so there were a lot of dive inspections," says Thad Guidry, Boh project manager. "Some spans had also shifted and girders were broken."

Leaning heavily on previous experience, Boh offered ideas and conceptual suggestions. "A lot of the credit goes to our field supervision and construction managers," Guidry adds. "They've been around many projects like this before and performed many complex lifts over the water."

Skanska was familiar with Boh's work. "The initial thought was that we had the equipment, skills and knowledge to be able to help," Senior says, "which is why we picked up the phone in the first place. Once they said they wanted us to remove these spans, from that point it became a Boh task to develop the concepts, coordinate the resources and cycle that back through Skanska and their engineer for review and approval."

An Abnormal Sequence

During a typical bridge project, the contractor drives piles, sets footings and trophy columns, places girders, and pours the deck. Once in place, the bridge isn't designed to be de-constructed. "Once the decks are placed, you can't simply take it apart in reverse order, so we talked to Skanska about incorporating some of the means and methods used during the Causeway Safety Bay project," he adds.

In essence, the project team had to remove the spans, trophy columns, and footings in locations where the piles were damaged, then drive new piles – ultimately converting four piles caps into six. The Boh team worked with Mammoet to create a plan to remove the damaged span sections as a unit with SPMTs (Self-Propelled Modular Transporters), then demolish them offsite.

To expedite the work, Boh performed several operations at once, while Skanska continued its construction of the new westbound spans and overall management of the eastbound repair effort.

It evolved into a rather complex logistical effort, whereby the Boh engineering, fabrication and operations teams developed concepts for the removal effort while simultaneously sourcing materials. "The work plan details were still being developed, even as the barge setups were being fabricated, assembled and shipped." Senior says. That necessitated a highly malleable and adaptable



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Thad Guidry
Project Manager





The orientation of the barges changed several times, along with the process for transloading and demolishing in place and disposing of the material.

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schedule. As new information came in, the orientation of the barges changed several times, along with the process for transloading and demolishing in place and disposing of the material.

The water-based location of Boh's Almonaster yard proved critical. The contractor developed plans and executed any necessary fabrication in the yard. "We understood the emergency nature of this project, with double shifts at times, but we did it safely and still put out a first-class, quality product" says Vincent Rabalais, General Superintendent of the Piling and Maine group.

The bridge consists of a main bridge deck and a separate pedestrian walkway on an adjacent independent span. Some of the girders were in such bad shape—they had been struck at the midspan—that it was difficult, if not impossible, to lift them off in one piece. "So, in addition to the SPMTs we demolished some of the pieces in place using a structure fabricated in our yard and supported from a barge," Senior says.

Boh monitored the footings and trophy columns throughout the span removal process to ensure they didn't further damage the bridge. Any unintentional damage would have undoubtedly added more time and expense to the project and caused the bridge to be closed longer. Every crewman, in fact, had "stop work authority." For example, a Boh foreman noticed cracks in one of the girders and called off the first removal. "He picked up the phone, called an 'all stop' and we changed the methodology and used the wing structure to demolish the beams in place rather than using SPMTs," he adds.

"That goes back to the confidence we have in our crews to use stop work authority when things are not going to plan"

Vincent Saladino, who was the Construction Manager overseeing this project, says it wouldn't have been possible without the multi-department collaboration within the Boh organization. "We always knew that there was an answer," he adds "We were there to serve our client, Skanska, the FDOT, and the citizens that use the bridge," he adds. "It was a collaborative process where we were focused on tackling a very difficult project as quickly as possible, and we were all pulling in the same direction." 🌟



Construction Safety Week 2021

Committed to Holistic Safety



Boh Bros. once again participated in Construction Safety Week, an initiative conceived in 2014 by the Construction Industry Safety Initiative (CISI), a group of national and global construction companies that work to inspire everyone in the industry to become leaders in safety.

The theme for Safety Week 2021, Committed to Holistic Safety, spotlighted outside stresses and distractions that can create hazards we may not routinely recognize or talk about. Each morning during Safety Week, all crews started their shift with a Safety Talk designed to spark a conversation about distractions such as anxiety, depression or stress, family tension, or financial concerns, which could lead to workplace safety incidents.

Our industry is often labeled as an “old school” or “tough” culture, but it is changing. Today, more than ever, the construction industry is prioritizing mental health well-being. Often referred to as the “silent epidemic”, construction has the second-highest suicide rate by occupation in the United States. Suicide Prevention Hotline Cards were distributed, and everyone was reminded of our Employee Assistance Program (EAP) whereby employees have access to 24-hr counselors.

Safety Week was concluded with the awarding of prizes for the annual Hazard Hunt where teams participate in identifying and correcting hazards found on their respective project sites. Gift cards were awarded to the first (Drumwright Team), second (Marino/Bourlet Team), and third (C. Audibert Team) place teams, and the coveted Hazard Hunt Trophy was awarded to the operating department with the highest percentage of employee participation (Piling and Marine—30 Department). Congratulations to all participants and winners for a successful Construction Safety Week 2021. 🌟



4 400 lbs



Test of FAITH

Pile Program Paves Way for Church Rebuild in New Orleans East

A two-day test pile program at Mary Queen of Vietnam Church last April kicked off the rebuilding of the church's New Orleans East campus and provided a unique opportunity for Boh Bros. Construction to give back to the community. Run by the Archdiocese of New Orleans and home to the second largest collection of relics of Vietnamese saints, the church serves some 5,000 members and 1,100 families from the surrounding area. Six Boh employees, in fact, are active church parishioners and visited the jobsite during the test pile program—including, from left, Joe Nguyen, Thuong Tran, Vinh Tran, Tien Tran, Josh Tran and Thuan Tran.

Prior to the test, the geotechnical engineer performed soil borings to determine the subsurface conditions in the

vicinity of each building location. They then produced a table to consist of piles by type to identify capacities and lengths necessary to accommodate the area's soft clays and silty soils. A four-man Boh crew then used a Terex HC-80 crawler crane to drive a single 35-foot-long timber pile to a depth of 30 feet deep and a single 14-inch-square concrete pile to a depth of 60 feet in select building locations. "We drove test and reaction piles and set the test beam, then the engineer set the jack and offset beams to generate data for a 'load versus displacement curve' resulting in a soil-pile interface failure rate," says Harold Baur, Boh senior project manager.

In the end, project designers successfully determined the most cost-effective piles for each structure on the campus. Once complete, the new multi-building campus will consist of a new sacristy, rectory, Church and chapel. 🟡

Remembering Ron Brylski

All of us at Boh Bros. were saddened by the passing of Ron Brylski, Vice President of the Piling and Marine Department, following a short illness. Ron was a 30-year member of our team whose enthusiasm for his work and passion for the company's success were matched only by his love for his family. He will be missed.

Harold Baur, Piling Project Manager for the last 21 years, has assumed Ron's duties as Department Manager.



AGC Construction Risk Partners Build America Merit Award

GNOEC Causeway Safety Bay Improvements
CMAR Project



BUILD AMERICA AWARDS

construction risk partners

BOH PRESENTED WITH BUILD AMERICA MERIT AWARD Each year the Associated General Contractors of America accepts award submissions from contractors across the country and selects the top construction projects from each category. This year, Boh Bros. was selected as the winner of the Construction Risk Partners Build America Merit Award, in the *Highway & Transportation Renovation* category. The selection for the winning project was based on several factors including: excellence in project management, innovative construction practices, improvements to safety and quality, excellence in client service, sensitivity to the environment and surroundings, and contributions to the community. Boh is proud to have been a part of this project and is honored to receive this award.

ABOUT THE PROJECT

The Greater New Orleans Expressway Commission (GNOEC) sought to improve the safety of the 23.83 mile Lake Pontchartrain Causeway Bridges by adding shoulders and emergency pullover areas on both spans.

The GNOEC chose a Construction Management at Risk (CMAR) delivery method for a solution to meet their stated goals of:

- Increased emergency stopping areas
- Cost effective solution
- Least Impact to Commuters

Boh Bros.' experience in the CMAR process facilitated concurrent design and construction of twelve (12) 1,008-foot-long pullover lanes comprised of precast components which were fabricated offsite and subsequently transported and installed from the water,

thereby drastically minimizing work zones on the bridge and traffic impacts.

Deck spans were cast in assembly line fashion at Boh Bros.' Almonaster Yard precasting facility, with two (2) separate assembly lines each accommodating components for one complete 1,008-foot-long safety bay. After fabrication, the units were transferred to a barge using Self-Propelled Modular Transporters (SPMTs) and loaded in reverse order so that the final span would be the first one erected at the site. Upon arrival, each loaded barge was steered and fixed into position by tugs so that the first span in the bay could be unloaded and placed into position with the help of the SPMTs.

The collaborative efforts to reduce traffic impacts, costs, and schedule resulted in a project which was commuter incident free, under budget, and ahead of schedule. 🟡



**Louis Bauer
Equipment Purchasing**

Louis Bauer is family first through-and-through. He has been with his work family for 45 years, starting at Boh Bros. when he was only 20 years old. “Boh Bros. is a family,” says Louis, “and you can feel the family tradition when the owner of the company hand-delivers your anniversary pin to you; it just means a lot.” Louis handles much of the purchasing for the equipment department and prides himself in his ability to overcome a challenge. “A foreman will call and say ‘we need this piece by this day,’” says Louis, “and then it is up to us to make it happen; it’s not always easy, but I love the challenge and sense of accomplishment it brings when you find a way to get the job done.” Much like his service to Boh Bros., Louis serves his community as an ordained Deacon spending his time off assisting those struggling with addiction. “I serve as chaplain at a rehab center,” he says, “and 10 years ago I started a substance abuse ministry which has spread to 4 other parishes.” Louis doesn’t plan on slowing down anytime soon. Between his service to Boh Bros. and service to his community, Louis always find time for his 11 grandkids and family.



**Bryan Soileau
Equipment Superintendent**

Bryan Soileau is the go-to contact for all things equipment related. After all, he has been buying, selling, renting, and working on heavy construction equipment for the past 40 years. “I attend a lot of the pre-construction meetings, especially when the project team is completing the Activity Hazard Analysis,” says Bryan. “I do this to ensure we have the proper plan in place to operate the machinery safely.” One thing Bryan enjoys most is sharing his abundance of equipment knowledge. “Guys will call me at all hours of the day or night with a question,” says Bryan, “and I always answer. It makes me happy to help the guys out in the field and teach them something they didn’t know.” Whether it’s fitting a crane next to an active railroad track, which is beneath a 230,000 volt powerline and active interstate overpass, to thinking innovatively and hiring the largest tow trucks available to lift a concrete girder off a broken trailer, Bryan is never satisfied with what he knows. “I pride myself in always learning,” he says, “from a new machine to a new piece of technology, I am constantly educating myself.” Outside of work, Bryan enjoys spending time with his family and 10 grandchildren.



**Cesar Cortes
Piledriver**

Cesar Cortes is a tried and true piledriver. He has been honing his piledriving skills at Boh Bros. for over 15 years. In that time, Cesar has done quite a bit of traveling for Boh Bros., which allows him to see and experience different cities and states. “It’s been a great 15 years,” says Cesar, “I enjoy working here and have never had any problems.” Some of the more memorable jobs Cesar recollects include CF Industries, Golden Nugget Lake Charles, and Sabine Pass LNG. “At every job, Boh’s core values come in to play,” says Cesar. “For instance, at Exxon Baytown we were not satisfied with our preparation for the job, so we took extra time to train and prepare to work in the facility.” Currently, Cesar is helping Boh Bros. complete work at the Vopak Moda site in Houston, Texas. Cesar enjoys visiting his family in Mexico and spending time with his family at home when he’s not working.



**Lenny Orth
Pipefitter Foreman**

Lenny Orth began his career more than 40 years ago as a welder’s helper. Now, Lenny works as a Pipefitter Foreman/Welder and continues to learn new skills saying, “over the last few years, I’ve done work that doesn’t necessarily pertain to my craft but is very interesting. I’ve learned a lot throughout the years.” In those years, he has become a perfectionist and is known for this almost everywhere he goes. “I’m never satisfied,” says Lenny, “and that is one of the core values at Boh Bros. ‘never be satisfied’. I try to live out that value in my work; do it right the first time.” When asked about what he enjoys outside of work Lenny says, with a laugh, “I enjoy trying to play golf and trying to fish.” Lenny says the best thing that has happened to him was marrying his wife 25 years ago. Together they have one son who recently graduated UNO with a degree in Mechanical Engineering.



**Howard Sherman
Piledriver**

Howard Sherman started working for Boh Bros. in 2001 as a rodbuster foreman in the heavy construction group. After Katrina, Howard took some time away from Boh Bros. but eventually found himself back at the company he enjoys so much. Now in the pile driving department, he helps maintain safety and quality when driving piles. “I make sure nothing is out of place, piles are going where they are supposed to, and pile hammers are in good condition,” says Howard. Howard recalls a couple of jobs as his favorites, the Twin Span Repair job after Katrina, and, more recently, the new Shintech site. “Shintech was a challenge due to the welding required for the pipe piles,” says Howard. “We had to make sure they didn’t leak and we had the proper weld thickness.” Howard believes in never being satisfied saying, “I’m never satisfied with the status quo—I want to make sure we are doing things right and that everyone is safe.” Howard works all the time because he likes to stay busy, but when he’s not on the jobsite he enjoys fishing with his friends.



**Sandra Graves
Accounts Payable Supervisor**

Sandra Graves started her career with Boh Bros. as the assistant supervisor in her department before assuming the role of supervisor a few years later. This summer, she celebrated 20 years of service. “My team’s job is to make sure the bills are paid,” says Sandra, “from wire transfers, to weekly checks, to emergency payments, we make sure everyone receives their money.” Sandra notes that some vendors who work with her and pick up checks weekly get nervous if she is out of the office, but Sandra quickly reassures them saying, “my team knows who you are, Jacque and Jane will help you just like I do.” A key part to building relationships with vendors is proper, on-time payment, and Sandra proudly states that she and her team have never missed a payment to anyone. When she’s out of the office, Sandra enjoys collecting antiques, from pinball machines to slot machines anything mechanical sparks her interest. She also enjoys riding in her and her husband’s vintage cars on the weekends.



**Stewart Rush
Asphalt Department Estimator**

Stewart Rush has been a part of Boh Bros. for as long as he can remember. “When I was younger, if I didn’t have anything to do during the summer, I would come to the office with my dad,” says Stewart, a 3rd generation Boh Bros. employee. “My grandfather worked here, my dad worked here, and now I work here—Boh Bros. is all I know.” Stewart worked for Boh throughout his time in high school and college and became full-time in 2009 after graduating. Currently, he is an estimator for the asphalt department and handles bidding of public work. “Finding the right subcontractor or supplier and creating the most efficient, cost-effective project schedule is my biggest challenge,” says Stewart. “We could hit 3 different jobsites in a day, so staying on schedule is key.” While Boh Bros. has been engrained in Stewart’s life from the beginning, he also likes to spend time at his camp with friends and family.



**Tyheimba Cheneau
Carpenter Lead Man**

Tyheimba began his career with Boh Bros. 20 years ago as a laborer. Today, he is a carpenter lead man in the heavy civil department. Tyheimba’s main task is creating the wooden forms where concrete will be placed for streets, curbs, etc. “Making sure my crew is safe is important to me,” says Tyheimba. “My crew knows that if anything seems unsafe we stop, regroup, and fix it.” Tyheimba’s favorite job was the Florida Ave. Canal job, which involved slope paving. “We had to climb down into the canal, we had to be tied off; it was definitely a challenge, but it was fun,” he says. After 20 years with Boh Bros., he appreciates the opportunities he’s been given saying, “I love working for this company because there are a lot of chances for you to move up. I just really love working for this company.” Along with his love for Boh Bros., Tyheimba is an animal lover, especially horses. He is part of a horse-riding group called the New Orleans Cajun Cowboys. If you find yourself at a parade during Mardi Gras in New Orleans, be sure to keep an eye out for him and his fellow Cajun Cowboys.



**P.J. Meyer
Asphalt Superintendent**

P.J. Meyer started with Boh Bros. in 2001 as a Laborer/Operator. Throughout his 20 years at Boh Bros., he served as a foreman for many crews before being promoted to superintendent a little over 2 years ago. “Asphalt work, in general, is always a challenge,” says P.J., “every job is slightly different.” One specific job he recalls as being unique and a challenge was the complete reconstruction of Lake Hermitage Road in Port Sulphur. “We rebuilt that road from the ground up,” says P.J., “we were out in the middle of the marsh, it was fun.” As a superintendent, P.J. strives to treat people like family. “No matter what your position is, always remember where you started. The guys you work with and for, you treat them how you wanted to be treated,” he says. P.J. is also a strong believer in safety and doing the right thing saying, “we work for an owner who will tell you ‘if you don’t have the tools to do a job safely and correctly, don’t do it until you do’ and I take that to heart.” When P.J. isn’t working, you can find him with his wife and 4 sons who love to hunt, fish, and play sports.



**Melinda Maronge
Accounts Receivable Manager**

Melinda started her career with Boh Bros. as the Accounts Receivable (AR) Clerk in 1996. Now the AR Manager, Melinda does a lot; but her main tasks are to process and reconcile all invoices and change orders for the Company’s jobs. Melinda remembers two projects that were a challenge saying, “the emergency repair of the Twin spans after Hurricane Katrina was definitely one of the most difficult jobs to maintain from an invoicing standpoint. Everything including food, lodging, and travel had to be tracked and charged to the job. Nothing was open in the area, so we had to bring everything we needed to the jobsite.” Along with the Twin Spans, the new North Terminal presented its own set of hurdles. “Each time we were paid for a certain amount of work, we would pay our subs. Then the subs would have to sign a declaration stating that we paid them, and we had to submit the document to the city,” says Melinda, “it was quite the process.” Melinda mentioned over her 25-year career she has made lifelong friends, but she is proud to have her son be part of the Boh family as well. “Perpetuating the legacy was important to me,” says Melinda, “I know he is working for a good company that will treat him like family.”



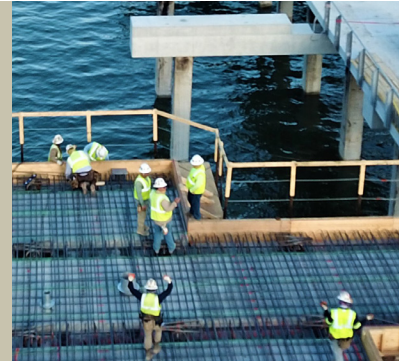


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45 YEARS

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40 YEARS

Robert S. Boh
Charles B. Soileau
Brian H. Buzbee
Philip P. Levatino
Leonard P. Orth
Daryl Reno
Stanley A. Vicknair, Jr.

35 YEARS

Melburn C. Johnston, Sr.
Jeffrey J. Quebedeaux
Raynell Williams

30 YEARS

Ron A. Brylski
Billy G. Serpas
Allen C. Anders
Richard J. Lind

25 YEARS

Melinda M. Maronge
Brent J. Denais
Gary M. Root
Charles D. Painter

20 YEARS

Peter J. Meyer
Sandra A. Graves
Henry Carrone
Henry S. Ballam
Darren Burgess
Troy M. Bush
Tyheimba Cheneau

Jerritt D. Johnson
Carmen L. Knost
Romel A. Mejia
Anthony J. Saladino
Jude M. Sanchez
Victor J. Taranto III
Larry D. Hyde

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Herbert J. Sievers
Maria A. Fernandez
Taiwan Berryhill
Marcel C. Carmouche
Robert G. Gauf
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William A. St. John III
Anthony Escobar

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Chris A. Newton
Keith A. Blondeau, Jr.
Bernard E. Brown
Nicholas J. Durr
Yeyson J. Montenegro
Calvin D. Willis
Keith P. Barras
Howard J. Sherman, Jr.

5 YEARS

Gerald E. Bayer, Jr.
Kelly Wayne Crawford
Michael A. Quintana
Darnell T. Vinnett
Adam N. Krob
Dylan H. Hutchinson
Kyle J. Crabtree
Justin M. Wiggins

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.