BOH BROS. CONSTRUCTION CO., L.L.C.
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BOH PICTURE

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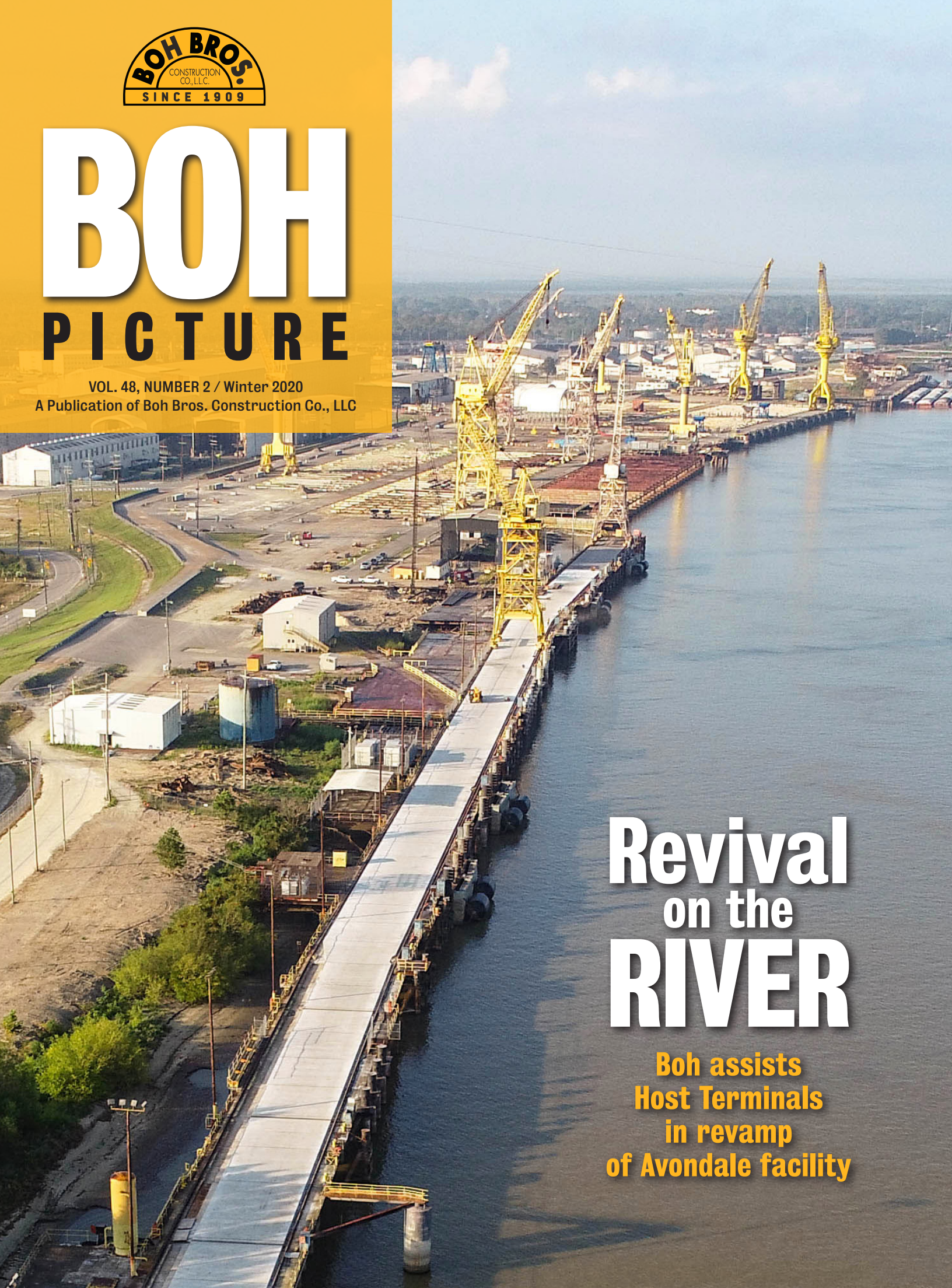

Revival on the RIVER

Boh assists Host Terminals in revamp of Avondale facility

BOH PICTURE
Winter 2020

President
Robert S. Boh

On the cover:
Aerial view of Host Terminals' Avondale facility

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

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Public agencies in Louisiana are turning to the Construction Manager at Risk (CMAR) project delivery model, and Boh Bros. has had increasing success in being selected for this role. Our company, in a joint venture partnership with sponsor Kiewit Infrastructure South Co. and including team member James Construction Group, has been chosen by the Louisiana DOTD to be the CMAR contractor on the $716 million first phase of the I-10 widening project in Baton Rouge. Our team will work with DOTD and its engineers to provide constructability input to the project design and to budget and schedule the work while also helping to achieve objectives for DBE participation and minimizing disruption to the motorists and businesses along the route. We hope to start construction on the project, from Washington St. to Essen Lane, in late 2022.

Our company is well positioned to succeed in the CMAR role as it enables our experienced people to provide advice and guidance early in a project when the design is just beginning. This preconstruction period gives the team the greatest opportunity to save time and money and ensures all other unique project goals are met. In the last year we have completed major CMAR construction projects for the new North Terminal at Armstrong Airport and Safety Bays for the Greater New Orleans Causeway Bridge, and we are starting construction on a new wharf for the Port of St. Bernard. We are also in preconstruction for major projects for the Port of Lake Charles and for the Comite River Diversion Canal Bridges for LA DOTD. Being the CMAR contractor on these projects is a fitting role for us as it is similar to the early involvement we have provided to private and industrial clients and their design firms for many years.

Boh Bros. built many of the original segments of I-10 and I-110 through Baton Rouge in the 1960's and 1970's, including the bridge over City Park Lake. It is gratifying for us to have the opportunity to return there to provide a much needed renovation and enhancement of this important corridor.

Robert S. Boh, President

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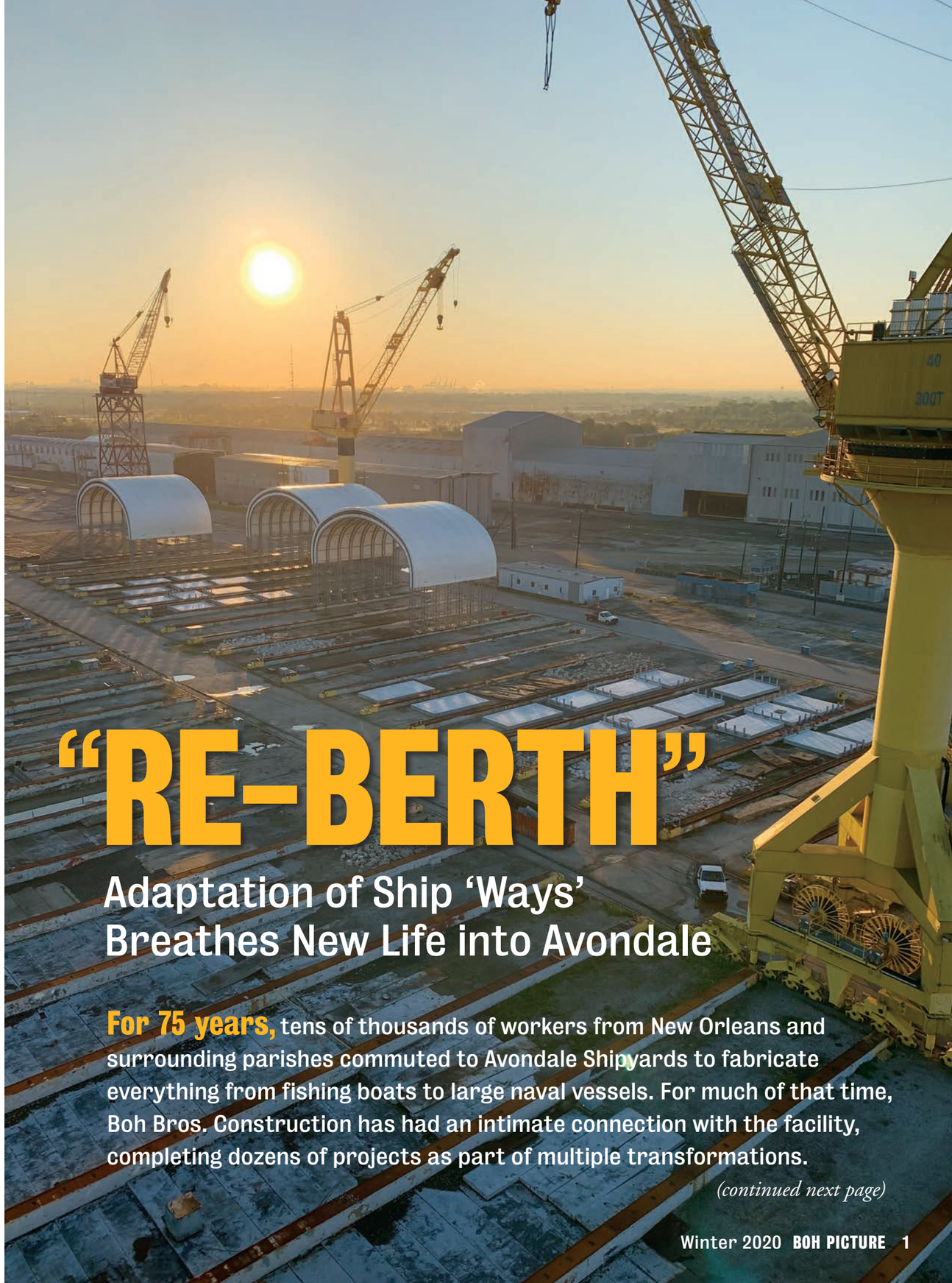


"RE-BERTH"

Adaptation of Ship 'Ways' Breathes New Life into Avondale

For 75 years, tens of thousands of workers from New Orleans and surrounding parishes commuted to Avondale Shipyards to fabricate everything from fishing boats to large naval vessels. For much of that time, Boh Bros. Construction has had an intimate connection with the facility, completing dozens of projects as part of multiple transformations.

(continued next page)

Senior Vice President of Safety Jeff Quebedeaux, a 33-year Boh veteran, has witnessed numerous expansions and revamps over the years. “In the 1990s, we reconfigured the yard so that Avondale could start building double-hulled tankers,” he recalls. “That helped Avondale build the large Panamax vessels that could fit in the Panama Canal.”

There were also greenfield projects—for example, in the early 1990s Boh constructed a 9-acre building that significantly expanded the shipyard’s capacity. In the mid-2000s, Boh performed a large upgrade as part of a $10 million Northrup Grumman project to refurbish the electrical distribution system. Later, the company helped Avondale prepare for the Navy’s LPD warships, one of which was forged from steel taken from the World Trade Center following 9/11.

So, when the 254-acre property was shuttered in 2014 it was heartbreaking on many levels. “Avondale was a big part of the West Bank’s economy, and when it shut down it was noticeable,” Quebedeaux says. “You could see its impact everywhere. Shops closed, people moved, and neighborhoods began to decline.”

Fortunately, optimism began to return to the area in 2018, when Avondale Marine—a joint venture of Virginia-based T. Parker Host and Illinois-based Hilco Redevelopment Partners—acquired the property with the promise of revitalizing it into a world-scale logistics hub.

With Boh’s help, Avondale Marine is redeveloping the site’s crane, dock and terminal assets along nearly 8,000 feet of Mississippi River frontage, while connecting global waterborne commerce with manufacturing, fabrication and distribution facilities onshore. In the process, the owners hope to capture connections to six Class I rail carriers in the New Orleans area.

Ultimately, Host plans to turn the site into a multimodal private terminal. In business for nearly a century, the company operates more than 30 maritime agency, terminal, and stevedoring sites, and views the site as a future economic engine for Jefferson Parish and the surrounding region. “Our goal is to place Avondale into the supply chain as a multimodal, global logistics hub that not only moves goods but actually adds value on-site,” says Adam Anderson, president of T. Parker Host, in a press release.

For its part, Boh Bros. is rebuilding Dock No. 2 so that Host can use the dock’s existing pile-supported ship ways to construct a suspended roadway. Once operational, trucks will be able to carry heavy loads from dock to land, and vice versa, as the roadway will have a 100-ton capacity. “We’ll remove the old roadway panels, then install large structural steel hangers and an 18-inch-thick precast

Boh enlisted the use of two existing 300-ton Avondale cranes to assist during demolition, as well as to lift and place the massive precast and steel hangar pieces. By incorporating the cranes... the team avoided the need for barge and land-based cranes.

Construction methods were adopted from bridge construction due to the limited space and weight restrictions along the dock.

roadway," says Boh project manager Stephen Bernard. "This will allow fully loaded 18-wheelers to access the dock from land."

In the process, Boh is adapting six of the facility's 180-foot-long concrete "ways" (large pile caps running perpendicular to the river, previously used for vessel fabrication) to support three suspended roadways. The company plans to construct the roads between each pair of ways and use their bearing capacities as support. Bernard says their foundations are more than adequate, as they were originally designed to handle the weight of a large vessel.

In preparation for the new construction, portions of the ways are demolished and removed to accommodate a widened concrete apron, providing room for the trucks to turn.

In other work, Boh will also install fenders along the dock to support vessels that will moor there while onloading and offloading. This will ultimately prepare the dock for its new purpose. "The idea is to bring a ship to the dock and then bring a truck to the dock. That's essentially what we're building for them," Bernard says.

In the end, the repurposing of the ways will provide Host with greater functionality and enable the owner to achieve a new purpose as a shipping and receiving hub.

Heavy Haul—A Collaborative Approach

New Orleans-based Lanier & Associates Consulting Engineers developed a system to suspend the new roadway off of the existing substructure, resulting in a more economical design that avoided any conflict with existing infrastructure. Host wanted a versatile roadway that could handle various types of cargo, so Lanier worked collaboratively with Boh to determine the best method for strengthening the roadways from a 25-ton capacity to a 100-ton capacity. The higher capacity will significantly enhance the capabilities of the Host site, once operational. "We came up with this idea of suspending the roadways," says Robert Massa, a project engineer with Lanier, "but we had no idea what size trucks would ultimately be using them. They gave us some ranges, and we worked from there."

Lanier teamed with Boh to test various concrete panel thicknesses, and various other structural components, to achieve the desired strength. "We came up with some different ideas to minimize cost and optimize the design by increasing the beam size and increasing the slab size, all with the goal of achieving the capacity requirement," Bernard says. "We sat down with Lanier to make it all happen…and make it more cost effective." All totaled, 39 panels were created using a 5,000 psi concrete, along with rather large, No. 11 reinforcing steel. Three panel sizes were needed to achieve the desired configurations.

As one of the more cost-significant constructability options, Boh enlisted the use of two existing 300-ton Avondale cranes to assist during demolition, as well as to lift and place the massive precast and steel hangar pieces. By incorporating the cranes—originally used for the vessel fabrication process—the team avoided the need for barge and land-based cranes, thereby saving both time and money.

The Amclyde cranes are atypical to say the least, as they have electric motors, are attached to a long umbilical cord and travel on rails. As such, four Boh operators participated in a week-long, on-site training session to prepare for the project. "Crane experts were brought in to provide the training, along with some of the crane operators from the old Avondale shipyards," Bernard says.

Challenges of Logistics and Water

Bernard says work at the site kicked off in December, albeit slowly due to high Mississippi River levels. With the river preventing some phases from moving forward, Boh has instead focused on pre-fabricating the roadways' massive steel hangers and precast concrete deck panels. Measuring two feet tall and weighing an incredible 176 pounds per foot, the hangars were fabricated in the Almonaster Yard and delivered to the site on trucks. They also fabricated steel beams as diagonal supports for the precast.

While the steel hangars were fabricated at Boh's Almonaster yard, construction of the precast concrete panels was performed on site utilizing the abundance of available space at the shipyard. The panels were then stored nearby until ready for placement.

When roadway construction begins, the process will move sequentially from landside to dockside. Once the hangers are in place, the installation of the precast roadway panels will follow. Pre-fabricated holes in the panels will enable them to be placed over large Nelson studs and then grouted to prevent any lateral roadway movement. "While the initial plan involved a lot of creativity, the construction itself is fairly typical…precast concrete construction, structural steel fabrication and installation," Bernard says.

Once operational, the three roadways will be spaced so that the trucks can easily enter by one roadway and exit by another. "The idea is to create a turn around," Rob Senior Vice President of Heavy Construction says. "A truck comes in, goes to the dock, gets loaded and comes back out by way of one of the other roadways. It's a big loop."

In addition to Dock 2 upgrades, Boh also refurbished Wet Docks 3,4, and 5 by installing an 8" thick reinforced concreting topping slab across it. The concrete topping slab increased the dock's capacity from a 5,000 pound passenger truck to HS-20 loading, which allows for a three-axle semitrailer combination weighing 72,000 pounds. Construction methods were adopted from bridge construction due to the limited space and weight restrictions along the dock. End-on construction techniques were utilized by building each topping section of the dock off of the last completed section. The same concrete placing equipment that was utilized on the Twin Span project was modified to fit this project.

The project was broken up into 9 sections with all four major features of work occurring concurrently along the dock—doweling, resteel, formwork, and concrete placement. Boh also utilized the two existing 120 ton gantry cranes on the dock to provide means for hoisting and moving materials along the dock, which replaced the need for expensive marine cranes and barges. In all, Boh installed 2,200 CY of concrete and 775,000 lbs of resteel in an area measuring 3,020 ft in length and a total of 88,000 sf.

In the face of numerous challenges, the relationship between contractor, engineer and owner made everything possible, says Senior. "If you enter into something like this with a collaborative spirit, you're going to come out with a better result. Above all else, it's important to develop a level of trust. Then, you can check every assumption and ultimately get to the best possible goal." All phases of Boh's work were finalized in October.

Narrow Window

Boh under the gun as it fabricates, installs Zen-Noh Grain fender system in Convent

As Boh Bros. Construction placed two 110-ton fender systems over twin pairs of 84-inch-diameter monopiles at Zen-Noh Grain in September, it marked the end of a months-long fabrication and construction effort mired by logistical hurdles, hurricanes, and a pandemic.

It ultimately became one of the company's largest fender fabrication projects to date. Now complete, the new fenders are ideally positioned in the Mississippi River to protect the Convent plant's upstream and downstream docks from the Post-Panamax ships that frequently moor there. The massive ships pick up Midwest grain at the facility and ship it around the globe. "The causeway (which links the docks) was hit by a vessel two years ago, so we felt it was time to put in additional protection so there wouldn't be any future impacts," says Melvin LeBlanc, Zen-Noh senior project manager.

A narrow installation window and material lead times of up to 14 weeks required that Boh Bros. begin work at its Almonaster fabrication facility as early as February. After landing the contract, Boh Bros. got to work producing shop drawings, fabricating and coating the steel using both its AISC-certified high-bay fabrication shop and waterfront fabrication yard.

Putting the Pieces Together

The fabrication process involved a lot of welding, fitting, blasting, coating, and loadout, says Ricky Tamor, fabrication superintendent. "The beams (for the fender) had to be 13 feet apart, so we built a table, put the beams at the right distance, installed all of the cross beams and got everything welded up," Tamor says. "We also created the skin in the high-bay facility."

Once the cans arrived at Almonaster, the fabrication team joined them with a 54-inch-diameter steel pipe brace and beam "grillage" to create each fender system. The fenders were covered by 5/8-inch-thick skin steel plate and 3-foot by 3-foot UHMW (Ultra High Molecular Weight) polyethylene panels for additional protection.

Some phases of work were more challenging than others. "The UHMW panels were an issue from day one," Tamor says. "We had to realign the panel bolt locations in some areas to avoid conflicts with the fender structure beams. The summertime heat caused additional issues.

Each fender system was barged to the site in a horizontal position. Using a 300-ton Manitowoc 4100 Ringer crane, the team slowly rotated each system to a vertical position.

We had to install the panels when it was cool, early in the morning, because they would swell up when they get hot."

Nonetheless, the installation went smoothly once the issues were worked out. Boh could pick up three panel pieces at a time, set them on top of the frame and get them all squared up.

The team made constructability a priority throughout the process. Realizing that the size and weight of each fender system would make it difficult to lift and place from a horizontal position on the barge, they designed a special system to lift the fenders," Tamor says.

Fabricating the piles was a feat in itself, as each pile required variable wall thicknesses in order to withstand the lateral loads exerted by the ships. "Designer Lanier & Associates of New Orleans took into account soil conditions, load conditions from the ship, etc." says Boh's field project manager, Scott Richardson.

To ensure the precise placement of the piles, the Almonaster team also fabricated two identical templates, spaced out with beams to the required distance. "We had only 3 inches of tolerance, so they had to be spot on," Richardson adds.

Around the Clock

Installation of the pile and fender systems was performed on an expedited schedule to coincide with a Zen-Noh shutdown period. For Boh, that meant working around the clock to shorten the project duration and communicating closely with the owner to avoid disrupting shipping operations.

Boh Bros. began prepping at the Zen-Noh site in mid-August, with Richardson, LeBlanc and other Zen-Noh managers in constant communication throughout the process. "Originally, we didn't expect to have this aggressive schedule," says Kyle Alexander, project manager at Boh. "Getting this done during the shutdown period was an afterthought. Their shipping operations had increased dramatically, and they wanted us to move faster."

The new fenders are ideally positioned in the Mississippi River to protect the Convent plant's upstream and downstream docks from the Post-Panamax ships that frequently moor there.

Once at the site, Boh first positioned its template, crane and pile barges. "We then picked up a bottom monopile section (84-inch diameter by 120-feet long), drove it down with a vibratory hammer, picked up another bottom and drove it down, then picked up a top section (60 feet long) and fit it up," Alexander says.

There was no room for error, so Boh enlisted one of its most experienced marine foremen—Mike Kennedy—to manage the process, and surveyors "shot" the piles to ensure proper placement. Lanier & Associates had inspectors on site as well. "You must have a good template and you've got to know what you're doing," Richardson says. "Our crews know how to get it right the first time."

Work platforms were incorporated into the templates to support the welders, who worked overnight to connect the pile sections. A backing ring within the top pile section enabled them to perform a full-penetration weld at 2 inches thick. "After completing the weld and performing the necessary inspections, we would drive the pile to grade with a large diesel impact hammer the next day," Alexander says.

Working at night carried some risk, so the field project manager and foreman overlapped their shifts to ensure a seamless handoff, developed safety plans, and identified hazards upfront. "We were working from the Mississippi River at night," Alexander adds. "Falling overboard is not an option. On top of that, you're working with very heavy pieces of material that weigh up to 100 tons, along with some very large pieces of equipment."

There were unexpected bumps along the way. When one of the monopiles met resistance, the top of the pile was not at a good level for the welders that night. After stopping the operation to re-think the plan, we asked them to build some makeshift scaffolding with handrails, set it around the piles and weld from a man basket—all in a single night.

"We came back the next morning and they'd done more than we'd hoped for. They'd finished welding the pile as well. That helped the project schedule tremendously."

Each fender system was barged to the site in a horizontal position. Using a 300-ton Manitowoc 4100 Ringer crane, the team slowly rotated each system to a vertical position. "Tugboats would move the crane barge around, so we weren't actually swinging with the crane but moving the whole barge to get ourselves into position to set the jackets," Richardson says.

The project team—including tugboat deckhands—would meet prior to each lift to walk through the process, followed by a dry run. Once the fender was in place, the team welded sheer lugs through the jacket leg into the pile to connect the two.

Richardson worked closely with Melvin LeBlanc to solve issues as they arose. "The window of time was our biggest hurdle," Richardson says. "During the shutdown, they couldn't move product, so we had to complete our work as fast as possible. We drove the piles, set a fender system, and moved out of the way so that they could receive ships.

"We were forced to do a lot of jumping around," he adds. "Every day, we would run down where we would be for the day and week, which was constantly changing depending on Zen-Noh's needs. When things would change, we would call Melvin or vice versa and adjust the schedule on the fly."

As a late addition, Zen-Noh also asked Boh to fabricate and install eight 24-inch-diameter pipe braces beneath the upstream dock to reduce movement. Some innovative rigging methods were necessary to get it done, as the dock had to remain operational.

Hurricanes and a Pandemic

At one point, two hurricanes were predicted to converge on the Convent site at once. Unfortunately, it was in the middle of the expedited portion of the schedule. "We got out there on a Saturday morning ready to set the jacket," Richardson says. "We had done our dry run and were ready to go when we made the call to cease operations."

Even though the threat dissipated, shutting the job down proved to be a wise decision, as the winds picked up significantly that afternoon. There were multiple other storm threats during the course of the job—each time, the project team had to spend half a day securing barges and equipment. "We stopped our operations, secured our equipment and moved to a safe location," Richardson says.

COVID-19 provided another layer of difficulty. To limit exposure, Boh maintained the same personnel on the day and night crews. "That way, if someone had tested positive, we could be able to limit exposure to that particular crew," Richardson says.

Despite the numerous delays and challenges to schedule, Boh Bros. completed the project on-time and on-budget.

Silver Lining

COVID-19 lockdown creates opportunity during I-310 rehab

Maintaining a hurricane evacuation route is crucial, of course, but doing it during the tumultuous storm season of 2020 was a challenge due to the unusual number of storms requiring jobsite storm preparation and shutdown.

As Boh Bros. Construction Co. reconstructed a heavily-used 11.7-mile stretch of Interstate 310 from Interstate 10 to U.S. 90 in St. Charles Parish, the New Orleans area found itself in the projected cone of a hurricane some seven times and directly impacted at least once.

James Breland, operations manager in Boh's Asphalt Group, says the original 30-year-old elevated and lower roadways needed a facelift, but storms and an early wet start relentlessly threatened to derail the project multiple times—especially near the project's end as Hurricane Zeta scored a direct hit on New Orleans and knocked out power to the France Road asphalt plant.

Despite everything, Boh is set to finish the project ahead of schedule, successfully restoring failed concrete panels with PCCP in the existing mainline travel lanes and ramps, patching areas with full depth asphalt, then overlaying portions of the mainline roadway as well as the shoulders for the entire stretch of the project with a new Superpave asphalt surface. Other work included new guardrail pads, guardrails to meet current state and federal safety standards in 55 locations, and 43 miles of striping on existing mainline interstate and on/off ramps with high visibility, retro-reflective thermoplastic striping.

Ironically, 2020's other big calamity—the COVID-19 pandemic—created an opportunity for the Boh team to make up for lost time and even complete the work earlier. When the pandemic forced a lockdown and traffic counts dropped significantly, the team saw a chance to perform the concrete patching phase during the week instead of only on weekends as originally planned. They approached the DOTD project engineer with the idea, and quickly received approval.

The decision was impactful, as Boh shrunk the overall timeframe for the concrete repairs. It was a clear win for the public and state. "Although the actual shifts to complete the work remained the same, we were able reduce the overall schedule and give them the same quality product," Breland says.

Getting it Done

After the Boh team scheduled, planned and mapped out the project sequence early in the year, they began work in March by patching some 4,900 square yards of concrete panels. After closing lanes in 1,000- to 2,000-foot sections and detouring traffic with concrete barriers, the crew cut panels to full depth, removed existing concrete with a hydraulic hammer, drilled and doweled into the existing concrete, and placed new concrete. After two days of curing, the lanes were re-opened to the public.

Stephen Alexander, senior estimator in Boh's Asphalt Group, says the patching operation was difficult, since "we weren't in and out like with the asphalt paving. It was a multi-day process, and we had to break out the mainline roadway under traffic."

"Once the barriers were up, we would saw cut the perimeter of the patch, use a hydraulic hammer to break it out, drill and dowel in the rebar and pour the concrete back to the existing roadway—using the existing perimeter concrete as the forms," he adds.

Work on the I-310 ramps was particularly under the gun, as the single-lane ramps had to be closed in their entirety and detour routes used to maintain public access. "We would have 10 hours on the main line interstate, but only 8 or 9 hours for the ramps," Alexander says. To facilitate the process, Boh's team used a high-early strength concrete mix (which reaches 3,000 psi in 24 hours) so the lanes could open faster.

Boh performed much of the asphalt paving between 8 pm and 5 am, including some 17,000 tons of hot mix asphalt and 1,100 square yards of asphalt patching.

Boh performed much of the asphalt paving between 8 pm and 5 am, including some 17,000 tons of hot mix asphalt and 1,100 square yards of asphalt patching. A majority of the work called for a 2-inch cold plane and a 2-inch Level 2F Superpave asphalt overlay (a high friction course which is a state standard), with some 4-inch asphalt paving along the center cable barrier and at the new guardrail locations.

Boh produced the entirety of the asphalt at its France Road plant and relied on its CMEC-certified lab to ensure that the material met specifications. On-site, a QC technician ensured that quality was maintained as Boh's paving crew laid the asphalt using a Caterpillar 1055F Series paver, Weiler material transfer vehicle, and compactors.

Keeping the team safe was paramount, since Boh had to manage crews in multiple locations across the 11-mile site. "We were on a high-speed interstate, and while we wish the traveling public would slow down, that doesn't always happen," Breland says. "We made sure we had safe plans for our team members to work."

Boh went way above and beyond the usual OSHA safety requirements—in addition to the OSHA-mandated Class 3 vests, the contractor provided crew members with reflective pants and LED hard hat lights to make them more visible. They also met with subcontractors beforehand to ensure that everyone was on the same page and maintained a police presence during every lane closure. In the field, there were daily safety meetings.

Communicating with the public was paramount, so Boh sent closure notifications to DOTD every week. Additionally, the contractor erected and maintained message boards at various locations.

It was helpful that Boh had long-standing relationships with many of its subcontractors. Two of the larger ones—Traffic Solutions LLC of New Orleans (signage, guard rails, closures) and Southern Synergy LLC of Laplace (striping)—played a significant role in the early project planning. "Communicating, getting everybody on the same page, putting a pre-plan together and coordinating with those key subs was a big reason for the success of this project," Breland says.

Hurricanes and a Pandemic

Like all projects in south Louisiana, the I-310 rehabilitation project was equally plagued by the COVID-19 pandemic and a bevy of hurricanes. The stretch of interstate is a critical hurricane evacuation route, so DOTD would mandate a shutdown several days before each landfall. Ultimately, the project was shut down as many as seven times as each storm threatened the region. "I'd get an email from the project engineer telling us no more lane closures until further notice," project manager Kevin Bourgeois says. "Right away, we'd begin picking up message boards, signs on tripods, cones etc., then put everything back out once the storm passed."

Hurricane Zeta had the biggest impact, as it scored a near direct hit on the New Orleans area and resulted in significant damage to the project signage. It was incredibly bad timing for the Boh crew. "We were actually milling the mainline interstate and had only milled one lane when we were forced to shut down," Bourgeois says. "That left an uneven lane on the interstate, which was not the ideal situation."

As an additional challenge, the France Road asphalt plant lost power after the hurricane for several days.

COVID-19, of course, brought its own unique challenges. Through it all, the Boh team found ways to alter work plans to allow for social distancing and added additional PPE such as masks or shields.

Boh also staggered its supervisor schedules and "went virtual" when possible to mitigate the possibility of COVID-19-related absences among project managers. "Management became a little more virtual at a time when the project had a lot going on," Bourgeois adds. "We had to change some of our means and methods to make sure we kept our employees safe."

Alexander says having the bulk of the management team at the France Road facility proved helpful in managing the various challenges. "From a day-to-day standpoint, if there was an issue or we had to discuss anything, it was a quick process," he says. "I'm next door to the project manager, operations manager and department manager, 50 feet away from our QC lab and not far from the actual asphalt plant. That makes it very easy to communicate and collaborate."

A unique partnering relationship between Boh and DOTD proved particularly beneficial, as it facilitated a heightened level of communication and the quick resolution of issues. "We had input and they had input, and we worked to find common ground," Alexander says.

COLLEGE DRIVE FLYOVER

Design-Build Project

Boh Awarded Contract for New College Dr. Exit in Baton Rouge

Boh Bros. is proud to announce its recent award of the Interstate 10 (I-10) & Interstate 12 (I-12) College Drive Flyover Project, which is slated to begin work in early 2021. Boh was awarded this project based on a combination of factors including the proposed design, impacts to community, schedule, and price. This project is part of a $716 million plan to widen I-10 from the Mississippi River Bridge to the I-10/I-12 Split.

ABOUT THE PROJECT

Originally, the Louisiana Department of Transportation and Development (LA DOTD) proposed to build an entire new flyover ramp. However, Boh's proposal eliminates the need for an additional structure by aligning existing I-12 westbound traffic to more closely follow the I-12 eastbound alignment and spanning both I-12 eastbound and I-12 westbound with a new I-10 westbound bridge.

Westbound Traffic will be able to exit to College Drive without crossing through mainline interstate traffic. Additionally, this alignment avoids additional visual and noise impacts to surrounding businesses and neighborhoods during and after construction. Boh's plan incorporates Accelerated Bridge Construction techniques for demolition and construction of the new bridge, simplifying construction sequencing and maintenance of traffic and resulting in greatly reduced impacts and inconvenience to the public.

BOH EMPLOYEE SPOTLIGHT

Donald Johnson
Welder

Donald Johnson has been welding for more than 30 years, with 8 of those years being at Boh Bros. "When I started at Boh Bros., I realized I still had a lot to learn and it was challenging at times," Donald says. In his time here, Donald has worked on various jobs in the field and at Boh's Almonaster facility. Donald enjoyed working on the Shintech piling project saying, "we had to travel out of town, but I found that it was a nice job and an interesting job to work on." In his spare time, you can find Donald listening to music and playing his bass guitar.

Mario Matute
Laborer

Mario Matute is a happy-go-lucky person ready to work on any job in need of his services. "I like it all," Mario says, "from sidewalks, to concrete pavement, to asphalt, to underground pipes, I enjoy it." Coming to the United States from Honduras, Mario began working with Boh Bros. in 1998. When asked about his journey at Boh Bros. Mario says, "For me, Boh Bros. is number one. Everyone here has treated me well." Mario has been with Boh Bros. for more than 22 years and in those years, he says, "I have no complaints at all; I love what I do."

Richard Tipton
Welding Foreman

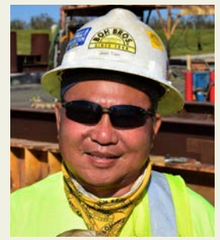
Richard Tipton started welding at the age of sixteen and has been working on his craft ever since. Richard began working for Boh Bros. some fifteen years ago and enjoys the fact that each day presents a new challenge. The large pipe piles are what Richard enjoys the most saying, "we could have 48-inch pipe one day and 60-inch pipe the next. Working on the pipe machine is like riding a different horse every day; it's always something new." Richard appreciates the opportunities Boh has given him and says it is a great company to work for. While not working, Richard likes to be out fishing saying with a smile, "I would fish seven days a week if I could."

Edgar Barabino IV
Laborer

Edgar Barabino, IV got his start with Boh Bros. back in 2004 working on the Florida Housing Development. Since then, Edgar has been mastering his skills with the heavy construction group. Edgar's favorite job is the stretch of Interstate 10 from Bonnabel Blvd. to Causeway Blvd. He says this is his favorite because "I drive with my grandkids in the car and I can point out the window and say 'you know paw paw helped build all of this.'" When asked what he thought about his time at Boh Bros. Edgar says, "on a scale of 1-10, I give it a 10." A fun fact about Edgar is that his family has continued the tradition of passing on his name and is proud to say his grandson is Edgar Barabino, VI.

Taiwan Berryhill
Laborer

After Hurricane Katrina, Taiwan Berryhill joined the Boh Bros. team as a laborer. Throughout the years, Taiwan has worked on everything from drainage lines, to water lines, to sewer lines, and various other underground utilities. "Each job presents its challenges because the sites are all different; you don't always know what you will find underground," Taiwan says. Taiwan has worked for supervisor Reid Williams for almost ten years now and says he feels "Boh Bros. is the top construction company in Louisiana." Aside from his day job, Taiwan volunteers as a supervisor/coach for the baseball, basketball, and football programs at NORD (New Orleans Recreational Department).



Josh Trahn
Welding Foreman

Josh Trahn started his career with Boh Bros. in 1999 as a welder. Now a foreman, Josh is very focused on communication with his team about safety. "What I like about Boh Bros. is we are always talking about safety, safety, safety," he says. "Safety is always stressed to me, so I make sure I talk to my team about how to work safe; knowing everyone cares about being safe is why I like it so much." In Josh's twenty-one years of service he has worked on so many projects that he can't remember them all saying, "I've worked on a lot of projects, but the big dock jobs are the ones I remember the most."

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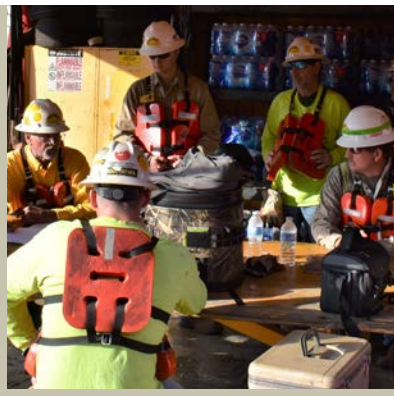

Winter Anniversaries

35 YEARS
Joseph A. Ester
Leonard P. Parquet, Jr.

30 YEARS
Anthony E. McCallef
Dawn M. Pomes
Scott A. Tamor
Elizabeth R. Wesley
Richard A. Yllander

25 YEARS
Ted M. Landry
Corey M. Slavich
Joseph Smith III

20 YEARS
Franklin A. Burke, Jr.
Clayton J. Buzbee III
Ryan A. Williams
Reed A. Williams, Jr.

15 YEARS
Scott J. Belsom
Jane M. Duhe
Jacquelin R. Hays
Bryan J. Ishee
Leon J. Jefferson, Jr.
David L. Quebedeaux
Ervin Shaw, Jr.
Lindsay L. Whitley

10 YEARS
Kyle S. Alexander
Bridget M. Castle
Michael K. Corbett
Seth L. Craddock
Clifton H. Griffith
Heather M. Grytza
Chris J. Hamann
Ervin B. Harris
Joshua L. Hernandez
Ted J. Hogan, Jr.
Anthony L. Jackson
Michael J. Lagasse
Christopher B. Lyman
Bryce A McGovern
Michael G. Patrick
Brent L. Pool, Jr.
John P. Talkington
Michael S. Thornton
Tyler O. Unsworth

5 YEARS
Michael A. Aucoin
Anthony D. Aziz
Timothy S. Lewellen
Tanya M. Lizardo-Quiroz
Luis Morales Zarate
Takoda L. Muilenburg
Newman J. Rock
Albert Sims III
Brendan T. Tracy

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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.