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

BOH PICTURE

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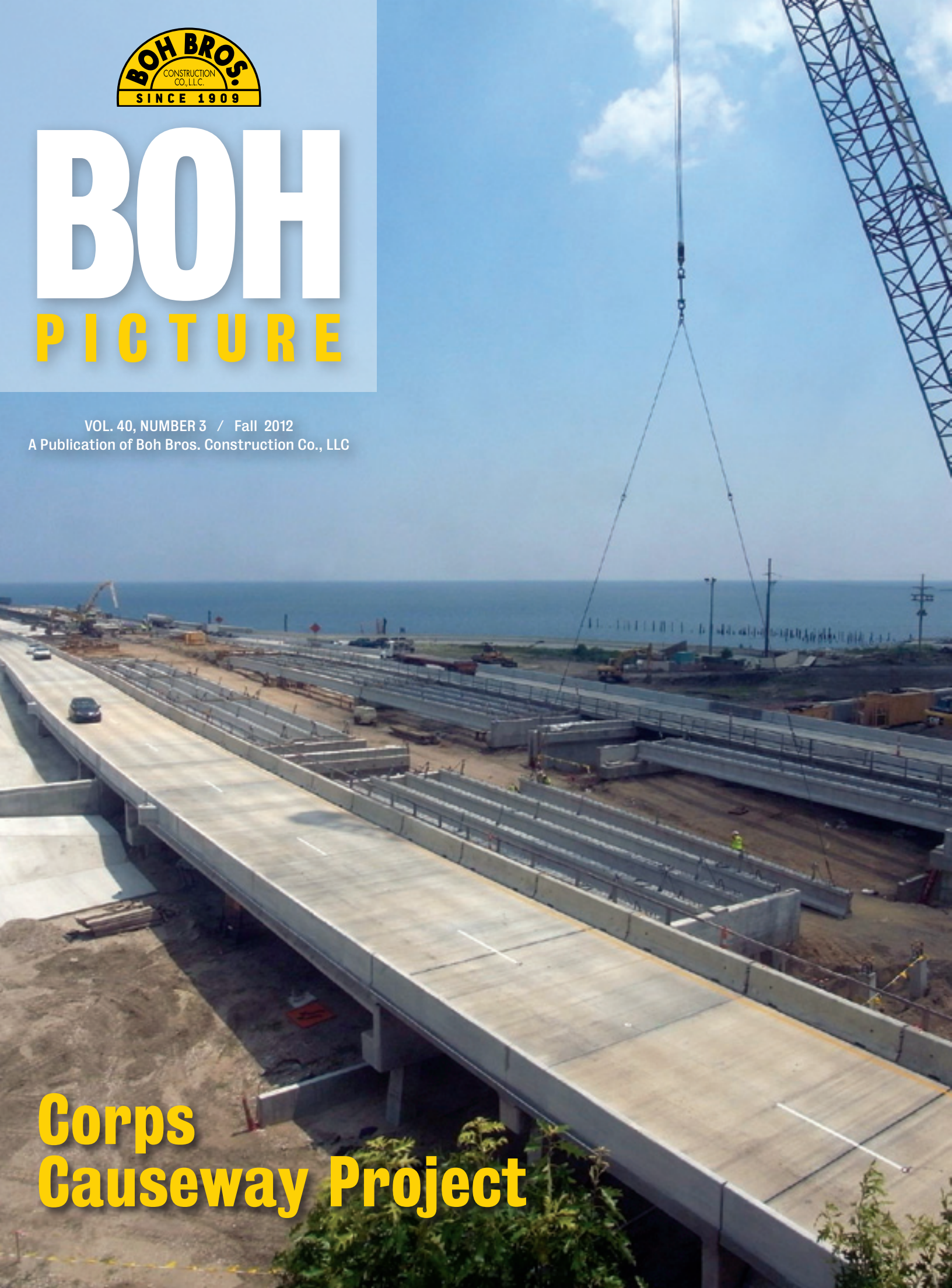

Corps Causeway Project

BOH
PICTURE
Fall 2012

President
Robert S. Boh

Design & Layout
Design III

On the cover:
Boh placed the final girders of the Causeway project in May, and is on the way to an early completion in November.

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

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From my earliest days as a student working for Boh Bros. during the summers, and especially when I began to learn about business and economics, I was struck by the pure form of capitalism that was practiced in the construction industry and especially in general contracting. Our company obtained most of its work through competitive bidding, and all of the jobs for public owners had the bids opened and read out loud. The feedback on our bid efforts was immediate as were the joy of winning and the disappointment of finishing second. Each awarded project then became its own laboratory for free enterprise, and the people charged with building the job were rewarded for their initiative and entrepreneurial achievement as they tried to complete the project safely, early and under budget. I also noticed that the industry and especially our company were populated by "can do," self reliant, aggressive people who understood the nature of our competitive way of making a living and worked hard every day to advance the fortunes of the company. The value they created for the company allowed them to provide well for their families and improve their fortune in life. This "earned success" seemed to be one of the keys to a satisfying life.

It is with some dismay, then, that I listen to the political discourse leading up to the presidential election in November. Capitalism, which has lifted the world out of poverty in every society in which it has been introduced, is now often associated negatively with things like corruption, bailouts, the stock market crash, plant closings, and sending jobs overseas. In some notable instances, the traditional connection between capitalism and the virtues of personal integrity and concern for those less fortunate has been broken. Some say that the solution to these problems is more regulation, taxes and controls on businesses by government. Others say that free enterprise will inevitably produce growth in the economy, as it always has, but only if government exercises restraint: low taxes, fewer regulations, and spending targeted at economic growth. This argument will continue through the election, and the decision of the voters that day will set the direction that capitalism in our country will take in the years to come.

For our part, we can exercise our constitutional right to vote for the candidate of our choice. After that, the outcome is largely beyond our individual control. What is within our control is working on the basics that have made us a successful company: work safely each day; do the work right the first time; keep our promises to our customers and each other; and work as a team in order that we continue to win in this still very competitive industry.

Robert S. Boh

Robert S. Boh, President

> "For our part, we can exercise our constitutional right to vote for the candidate of our choice."

HANDS-ON SAFETY

Boh Employees Learn Through Hands-On Training in Simulator

Boh Bros. employees are receiving intensive, hands-on training in procedures for rescuing workers from confined spaces—something they hope they never have to use.

With the help of a custom-built simulator located at the Boh Bros. Employment and Training Center on Almonaster Avenue in eastern New Orleans, employees can practice in real-life situations and winch, hoist, or drag fellow employees to safety from pipes and manholes. The real-life exercise gives employees the confidence and skill that could save the life of a fellow worker.

"We're teaching something you hope you never have to do," said Emile Rome, training director.

Boh Bros. employees often are called upon to work in tight spots—down sewer manholes, inside pipes at huge pumping stations, underground utilities, excavations, and barges. Confined spaces training has long been one of the safety tools Boh provides its employees. When the new training center was built in 2008, Joel Prince, Boh's assistant director of environmental, health and safety, worked with Rome to design a hands-on simulator.

"We're teaching something you hope you never have to do."

Emile Rome, training director

"You can talk about it all you want, but until you actually put a harness on a person who is unresponsive, you don't know how you would actually get it on and adjust it so you can pull him out without strangling him," Rome said. "People usually retain only about 20 percent of what you're teaching in a classroom setting. With a hands-on exercise, they usually retain about 80 percent."

Henry Landry, Boh's general superintendent for pile driving and marine work, and the whole pile driving team built the simulator, which is designed as a cross section of a steel, shipping container, Prince said. "One half replicates going into a barge with a bulkhead, and the other half is like a sewer manhole."

Training is conducted throughout the company. It does include about two and a half hours of classroom time, but even that is very hands-on.

Rome details safety gear options and proper maintenance of that equipment. "If that fall protection harness is mine, and at the end of the day, it's protecting me, I'm going to take care of it," Rome said to a recent training class. "Don't write on it. Inspect it every day. Look for tears, frayed edges or chemical damage. Check all the metal pieces."

After watching a video on how to select, inspect and don a full body harness, Rome picked a volunteer, demonstrated proper donning of the harness, and hung him from a hook in the classroom. He also demonstrated how a self-rescue ladder, attached to a lanyard on the harness, provides a foothold. The person wearing it can stand up in the harness and take pressure off of the femoral artery.

To The Simulator!

After everyone in the class had practiced inspecting and donning safety harnesses and assembling tripods and winches, it was time to head out to the simulator. "Now, let's go outside and do some rescue work," Rome said.

For the next few hours, the men took turns being the person up top of a manhole working the tripod and winch, the victim being pulled to safety, or the rescuer who goes down into the hole and puts the "injured" person in a safety harness so he can be winched up. Rome encourages everyone to play each role, so they gain the confidence they will draw on in an emergency.

"The guys who are playing the people being rescued, do NOT give them any help," Rome said. "Remember, you are dead weight."

After that exercise, Rome had one volunteer crawl several feet into a 42-inch-diameter pipe. Then he had another volunteer crawl in after him, put a harness on him, and pull the man out. "If you've got a guy in there who weighs 225 pounds, with dead weight and the resistance of the pipe, you are actually pulling about 350 pounds," he explained.

"People usually retain only about 20 percent of what you're teaching in a classroom setting. With a hands-on exercise, they usually retain about 80 percent."

Emile Rome, training director

Rome demonstrated how to use a pulley, block and tackle, and anchor points to gain a mechanical advantage for the rescuer. "I usually find the biggest boy we've got, put him inside that pipe, and have smaller guys rescue him in different ways," Rome said.

The pipe at the training center is only 12 ft. long, but Boh employees often crawl into pipes much longer. "At Hero Pumping Station, we actually had welders that would have to go into those pipes 30, 40 or 50 ft. through valves that close off," Rome said. "We do special classes to address situations like that."

Spencer Hunter, a pile driver and eight-year Boh employee, said the confined spaces training brought him closer to his co-workers because it made him more cognizant of the challenges that all Boh employees face everyday at work. "I think everybody needs this training because you never know when someone could be hurt," Hunter said. "It adds more knowledge, more maturity to your work. It also gives you less worry to know that you know what to do if you see one of your friends go down."

Rome loves his job. "The guys who come to the class say it is more than they expected, and how they enjoy it and learn a lot," Rome said. "I realize that we're enlightening these guys and helping them. In the class, I show them how little cuts to the slings and straps make the harnesses lose efficiency, and then guys tell me that they are taking care to change them out."

Those behavior changes are proof that Boh employees are learning what Rome is taking such care to teach, and he finds that very rewarding. "What I do helps them go home every night not injured, and with all of their fingers and toes."

WAY TO GO!

The Boh team working on the new, $1.2 billion University Medical Center was recognized as July's "crew of the month" for outstanding safety leadership, and for being team leaders of Skanska's Injury-Free Environment Safety Program. Boh constructed foundations for the Inpatient Building of the UMC, which will be a cornerstone of New Orleans' new biomedical district.

SMACK DAB IN THE MIDDLE

"We've got one of the most heavily traveled roadways in the region, with the footprint of the project going right through the center of it."

Carlton Dufrechou, general manager, Greater New Orleans Expressway Commission

Boh Bros. will soon complete a $43.1 million key, U.S. Army Corps of Engineers project designed to reduce the risk of storm surge in Jefferson Parish. The project required Boh to elevate the southern end of the Lake Pontchartrain Causeway from +13.5 ft. to +16.2 ft., and to build a 15-ft. tall reinforced steel and concrete floodwall beneath, all without inconveniencing the traveling public.

Despite numerous challenges, Boh provided the requisite flood protection in time for the 2012 hurricane season and Hurricane Isaac, caused less traffic disruption than anticipated, and is on track for early completion.

"We've got one of the most heavily traveled roadways in the region, with the footprint of the project going right through the center of it," said Carlton Dufrechou, general manager of the Greater New Orleans Expressway Commission. "In the 56 years of the Causeway's history, this one project had the most potential to significantly impact traffic, and it is going phenomenally well."

One of three primary routes between the north and south shores of Lake Pontchartrain, the Causeway supports average daily traffic of about 40,000 vehicles, Dufrechou said. "About 18,000-20,000 of that is one way going south, right through the project." Weekend traffic is about half that amount.

"Because of Boh Bros. we were able to keep the Causeway open at all times throughout construction," said Robert Guillot, resident engineer and administrative contracting officer with the Corps' New Orleans District. "We did have some restrictions to one lane, but we kept it open at all times."

Built to Serve

The Lake Pontchartrain Causeway project is part of the Corps' $14.6 billion Greater New Orleans Hurricane and Storm Surge Risk Reduction System to defend against a storm surge event that has a one percent chance of occurring each year. Boh was tasked with building 411 linear ft. of 15-ft.-tall reinforced steel and concrete T-walls that will tie into the system.

"We had to raise the bridge to get it over the top of the T-wall," Guillot said. Boh built a new, 1,200-ft.-long bridge that will support three lanes on both the south- and northbound spans, and also widened a section of the existing, two-lane Causeway. Boh received the notice to proceed in October 2010 and, by December 2010, had begun relocating underground utilities.

"Early on in the project there were some delays with the utilities and some underground obstructions," Guillot said. Boh completed the utility work by the end of 2010. By Feb. 1, 2011, Boh had rerouted traffic to the median and commenced building the outer portion of the bridge.

While driving pilings for the new bridge, Boh encountered a conflict with a crib wall, which was part of the previously existing flood protection in place on a peninsula near the foot of the bridge. "Before Boh could demolish that, because it was so close to the northbound lanes of the Causeway, they had to put in temporary protection in the form of a cofferdam," Guillot said. "That allowed us to have protection, remove the existing crib wall and support the Causeway."

Once the outside bridge lanes were complete, Boh re-routed traffic to the new structures. "We shifted southbound traffic in Jan. 2012 and northbound traffic the following March," said Liz Howard, Boh's construction manager. Then the Boh team began building the inside lanes of the new bridge.

The central monolith of the new floodwall is located between the two bridges. "We proposed fabricating a temporary, steel gate that could provide the protection until the permanent one was completed," Howard said. The 10 ft.-tall-by 33.6 ft.-wide steel gate was fabricated at Boh's Almonaster yard in eastern New Orleans and kept onsite at the Causeway project. "When Hurricane Isaac was approaching, the Corps directed us to install the gate," Howard said. "It only took us about 30 minutes to get it into position." Boh installed the gate August 27 to block Isaac's storm surge, and removed it September 4 when the threat of flooding was past.

The steel gate solution was part of what prompted the Corps to award Boh the best-value contract. A best-value contract includes consideration of technical aspects, performance risk, and constructability, as well as price.

The Causeway project scope of work also includes construction of: a 700 ft. road over the levee and floodwall, which will afford the GNOEC police bridge access; a new electrical vault for the bridge; and a 1,600 linear ft. all-weather-access road that allows the Corps and local levee districts to conduct periodic inspections of the levees and floodwalls.

The final girders of the bridge were placed this past May. Overall contract completion is Jan. 2013, but the Boh team anticipates finishing by the end of November.

Traffic Solution

Minimizing the impact to traffic and satisfying all of the involved parties were the primary challenges on the project, Howard said.

Prior to construction, there were four lanes at the south exit from the bridge, which allowed for a right turning lane into the Lakeway Center Metairie, and another lane to accommodate the stacking of traffic that happens when exiting the Causeway into a lower speed limit zone and traffic signals. The Corps contract required Boh to keep open two, southbound lanes at the exit at all times, but Dufrechou felt that would be a formula for disaster. "Boh came in early and proposed changing the sequence of construction to give us that right turning lane earlier than the contract required, so we actually had three southbound lanes about 90 percent of the contract time," Guillot said.

The traffic signal at Causeway and 6th Street was the primary, constraining feature, said Susan Treadway, traffic engineer with Jefferson Parish. "They were able to reschedule things, change the

plans around, and give us a third lane there for as long as they could."

Dufrechou estimates that fewer than 10 percent of the average daily commuters, or about 2,000 vehicles, make that right turn. "The problem is that everything is happening at that point on the south shore just before 7:30 a.m., and for the next hour it is interesting as heck," he said.

Before Boh made the changes to allow for an additional lane, Causeway exiting traffic was restricted to two lanes for a period of about two months around Christmas 2010. "It wasn't pretty," Dufrechou said. "It increased the average commute time on the bridge by 30 minutes to an hour, and we were inundated with complaints."

At early meetings, the public had been apprised of the fact that the project could create traffic delays for up to a year, so everyone was thrilled when Boh found a solution, Dufrechou said. "Throughout the project, all of the Boh personnel, particularly Liz Howard and Ed Scheuermann, have been keenly aware of how important it is to get our commuters to their destinations as timely as possible. The Boh people have been very proactive, and the public knows that Boh and the Corps were the team that made it happen."

Good Service

Communication has been an integral component of the project's success. Throughout the project, the Boh team has been in constant communication with the Corps, the Causeway Commission, and representatives from the Lakeway Center, Jefferson Parish, and the community. "Boh Bros. has been great to work with," Treadway said. "I've never had a problem getting in touch with them, and they've worked to accommodate as much traffic as they can."

Boh had to schedule work in non-peak traffic hours, as per GNOEC requirements. "It was challenging for Boh, but they recognized how extremely important it was to keep traffic flowing," Dufrechou said. "Girder deliveries and things like that could have caused massive snarls, but they didn't."

The GNOEC engages an average of five to seven contractors per year to perform various tasks on the Causeway, Dufrechou said. But he is "extremely pleased" with Boh's performance on this project, as well as other "emergency-type operations" the company has performed for GNOEC. "Boh has always stepped up to the plate," Dufrechou said. "As far as I'm concerned, Boh is one of the best contractors around. This project has caused me some gray hairs, but I'm extremely pleased with the service we've had from Boh."

"Because of Boh Bros. we were able to keep the Causeway open at all times throughout construction"

Robert Guillot
Corps' New Orleans District

ON THE JOB

Team Leaders

Darryl Marino
Senior Superintendent

Liz Howard
Construction Manager

Danny Pattison
Project Superintendent

Kevin Baynard
Assistant Project Manager

Mitch Palmer
Layout Manager

Keith Caillouet
Pipe / Utilities Superintendent

Earl Hano Jr.
Pile Superintendent

Mark Bayley
Carpenter Foreman

Philip Levatino
Carpenter Foreman

Bryan Schouest
Carpenter Foreman

John Call
Labor Foreman

Brian Westbrook
Labor Foreman

Eddy Fernandez
Site Safety and Heath Manager (SSHM)

ALMONASTER ASSEMBLIES

When Associated Terminals added a new Gottwald 8400 to its fleet earlier this year, the Reserve, La. company chose Boh Bros. to assemble the behemoth crane.

"Boh Bros. fits everything we need – waterfront access to barges so we can get the materials on and off comfortably, welding services, and the crane power to make multipoint and multi crane lifts," said Kerry Robertson, AT's senior operations manager. "I don't know if there is anyone else we can go to locally who can do what we need for assembly or disassembly of our cranes."

Boh assembled the crane, which AT christened the Talley-Perez, at Boh's Almonaster yard in eastern New Orleans. The Talley-Perez is the sixth Gottwald crane that Boh has assembled for Associated Terminals since 2008.

"We used our four 4100 ringer cranes, one 4600 ringer and one 4000 ringer for the Associated Terminals jobs."

Henry Landry,
Boh's general superintendent
over pile driving

Associated Terminals is one of the largest midstream stevedoring companies on the Mississippi River. It uses the cranes to transload cargo to and from vessels and barges at eleven, mid-stream anchorage facilities on the lower Mississippi, as well as at additional dockside and on-site locations.

"A ship will come up the river, laden with cargo that is destined to go onto river barges," Robertson said. "The ship pulls into a mid-stream berth, and our cranes come alongside and either take cargo out of the ship and put onto barges, or from barges into a ship."

The previous, five Gottwald cranes that Boh assembled for Associated Terminals were 6400s, which work at 55 metric tons. (A metric ton equals approximately 2205 pounds.) The Talley-Perez is the company's first Gottwald 8400, which works at 63 metric tons duty cycle bucket capacity, Robertson said. "That means we can handle more product with the same amount of labor and equipment on deck."

After Associated Terminals purchased it from Gottwald Port Technologies, the crane began its waterborne journey from Dusseldorf, Germany Jan. 16, 2012. The crane was shipped into the Chalmette slip, transloaded onto a barge, and then transported to Boh's Almonaster yard for assembly.

Boh's 160-acre yard is on the Inner Harbor Navigation Canal. The yard features: 4,200 linear ft. of waterfront property; a 1,100 linear ft., pile-supported concrete fabrication slab; and an abundance of laydown area.

"For convenience, we put some components on land, and some on a floating barge that Boh owned," Robertson said.

Working with Gottwald technicians, Boh began assembling the crane March 1. "Gottwald provides engineering for the lifts, itemized diagrams that describe how all the lifts are made, and commissioning of the equipment," Robertson explained. "Boh provides the service of handling all of the items of the assembly process — the crane parts and piece — the equipment, and their heavy lift specialists, including operators, welders, fitters and fabricators."

The Talley-Perez super structure, tower, boom and counterweights together weigh 440 metric tons. The crane was delivered in multiple pieces, which required the Boh team to perform multiple lifts. "We used our four 4100 ringer cranes, one 4600 ringer and one 4000 ringer for the Associated Terminals jobs," said Henry Landry, Boh's general superintendent for pile driving and marine work.

The weight and size of many of the pieces also required multipoint lifts, which involves attaching crane lines to several points and lifting simultaneously. The largest lift, at 73.4 metric tons, was the tower structure. "The other lift that was critical was the boom assembly, which was done with two cranes," Robertson said. The boom assembly's three major components include a 9.7-metric-ton hydraulic cylinder, a 24.8-metric-ton lower section and a 29.4-metric-ton upper section. "All total, the installed boom weighed 63.9 metric tons," Robertson said.

In choosing Boh Bros. for the assembly, Associated Terminals was also attracted to Boh's commitment to safety. "Being safe is the highest priority for Associated Terminals," Robertson said. "David Fennelly, president and CEO, will tell us that if we can work all day and go home without an accident, everything else falls into place. If we can work together with Boh on building six cranes, and nobody gets injured, we all profit. It is a pleasure to work with a group of guys that safety is first in their path of daily activities."

Boh completed assembly of the crane March 30, and it was christened the Talley-Perez May 16.

BOH EMPLOYEE SPOTLIGHT

Spencer Hunter, pile driver

Spencer Hunter joined the Boh team eight years ago as a laborer. "I got promoted to pile driving and have been pretty successful," Hunter said. "Everybody loves me because I do what it takes to get the job done. I'm safe, effective, quick and patient."

Since joining Boh Bros., Hunter has worked on numerous projects, including adding fronting protection to several pump stations for the U.S. Army Corps of Engineers. He enjoys working for Boh because the abundance of projects poses ample challenges that keep him on his toes. "Every situation is different, so it's mentally challenging," Hunter said. "And the people, our co-workers, are fun. They're like family."

Actually, Hunter does have a few blood relatives working for Boh, including: his brother, Edward Hunter; his nephew, Oran Perrier; and a brother-in-law, Nathanial Sherman. But Hunter considers the whole company as his extended family. "You get to know everybody and it makes your day better, less stressful," he said. "It makes the day go by a lot smoother and safer when everyone gets along and everyone watches out for everyone else. I've never had any problems for the eight years that I've been with the company."

Hunter appreciates the mentors he's had within the company, especially Conrad "Hippie" Tabony, the foreman who taught him "pretty much everything" about pile driving.

When Hunter isn't working, he enjoys participating in boxing and basketball.

My Nguyen, welder

My Nguyen has been a welder for the past 30 years. He's been with Boh Bros. for seven years and the company feels like home for him, Nguyen said. He enjoys the challenges of the job and likes his co-workers.

This past summer, Nguyen participated in confined spaces training at the Boh Bros. Employment and Training Center on Almonaster Blvd. in eastern New Orleans. He believes the "hands on" training course will enhance the safety of him and his co-workers. "It's like real-life situations," Nguyen said. "Seeing it and doing it instead of just reading about it helps us learn the procedures better."

Nguyen has been married to his wife, Rieu Tran Thi, for 31 years. The couple have two sons, ages 32 and 31, and a daughter, who is 26.

Brian Westbrook, labor foreman

Brian Westbrook likes "pretty much everything" about being a labor foreman with Boh Bros. "I like the projects I do, and this is my type of work — getting dirty and greasy," he said, laughing. "I enjoy it. I love my job."

Westbrook joined the Boh team 15 years ago and has since participated in delivering a number of projects throughout the Greater New Orleans Area. Since October 2011, Westbrook has been working on the $43.1 million U.S. Army Corps of Engineers project to provide increased hurricane storm surge protection at the south shore of the Lake Pontchartrain Causeway. The project includes widening and elevating portions of the Causeway and building a concrete floodwall beneath.

"I like working with Boh Bros. because it is a very safe company," Westbrook said.

When not at work, Westbrook enjoys barbecuing for his family, going out to eat with the family, or doing just about anything to spend time with his wife and kids. "It's all about the family," Westbrook said. His family includes: his wife, Shantrice; stepson, Shawn Galle; son, Brian, Jr.; and daughter, Brion.

Philip Levatino, carpenter foreman

As a Metairie resident, Philip Levatino gets a great deal of personal satisfaction working as carpenter foreman on the Boh crew delivering the $43.1 million U.S. Army Corps of Engineers project to provide increased hurricane storm surge protection at the south shore of the Lake Pontchartrain Causeway. "I definitely like having the increased flood protection," Levatino said. "Since I travel the Causeway quite often, I am also happy about the Causeway widening part of the project."

Levatino has worked on many exciting, important projects in the 32 years he's been with Boh Bros. In addition to the Causeway project, Levatino has helped to build foundation slabs at Monsanto and a water-refreshing system at Phillips 66. Levatino began his career with Boh as a carpenter. He's been a foreman for more than 20 years.

The pace of moving a project forward and meeting a hard deadline are Levatino's favorite challenges of the job. "I really enjoy the people I work with," he added. When not at work, Levatino enjoys farming and deer hunting on his property north of Lake Pontchartrain.

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Fall Anniversaries

50 YEARS
Roosevelt Blanche, Sr.

45 YEARS
Cirino J. Bonner

40 YEARS
Dane F. Foret
Donald W. Abadie
John D. Folse

35 YEARS
Clifford B. Fenerty
John D. Pichon
Michael Harris

30 YEARS
George E. Butler
Kevin P. Lunt
Leslie E. Trahant

25 YEARS
August Taylor III
Craig Brim
Edward A. Scheuermann
Jacques M. Saucier
Jeffrey M. Collins
Kevin L. Lewis
Larry W. Henley
Linwood Harris
Randy J. Randazzo
Robert E. Jenkins

20 YEARS
Albert M. Alonzo
Anthony C. Harrison Jr.
Danny R. Bardwell
Gary L. Hart
John P. Allwein III
Leslie T. Harvel, Jr.
Victor A. Dorsey

15 YEARS
Cameron A. Johnson
Eugene Frank
Glenn A. Elsensohn, Jr.
Jimmie L. Ceaser
Kevin M. Stolzenthaler
Patricia H. Long
Rocky Kingston
Sally A. Molenaar

10 YEARS
Brian J. Toledano
Daval Ratcliff
David Perry
Kenneth A. Blow, Jr.
Marlon Perkins
Melvin J. Mason, Jr.
Nicholas P. Garvey
Reginald B. Mosley
Ronald Warmington
Stephen B. McElwee

5 YEARS
Alvin A. Jas, III
Antoine Davis
Broderick D. Perryman
Cesar E. Carcamo
Chad M. Bachemin
Clarence Matthews Jr.
Corey J. Price
Dallas D. Doyle
Eddy L. Fernandez
Gerry H. Vanvliet
Glen D. Crosby
Jacob D. Landry
Jaime J. Picou
Janero Bridges
Jason Falls
Jeremy B. Penton
Jermaine Brealy, Sr.
Jimmy T. Seagle, Jr.
Kevin M. Regan
Kiel K. Dunshee
Lance D. Williams
Matthew M. Perry
Paul P. White
Richard V. Betbeze
Russell W. Guitreau, Jr.
Ryan B. Ruiz
Ryan M. Rushing
Sean Dierker
Spencer T. Merwin
Stephan Johnson
Steven J. Clark
Timothy M. Dinger
Torrence Stovall
Troy C. Allen
Zachary C. Jopling
Zachery S. Watson

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