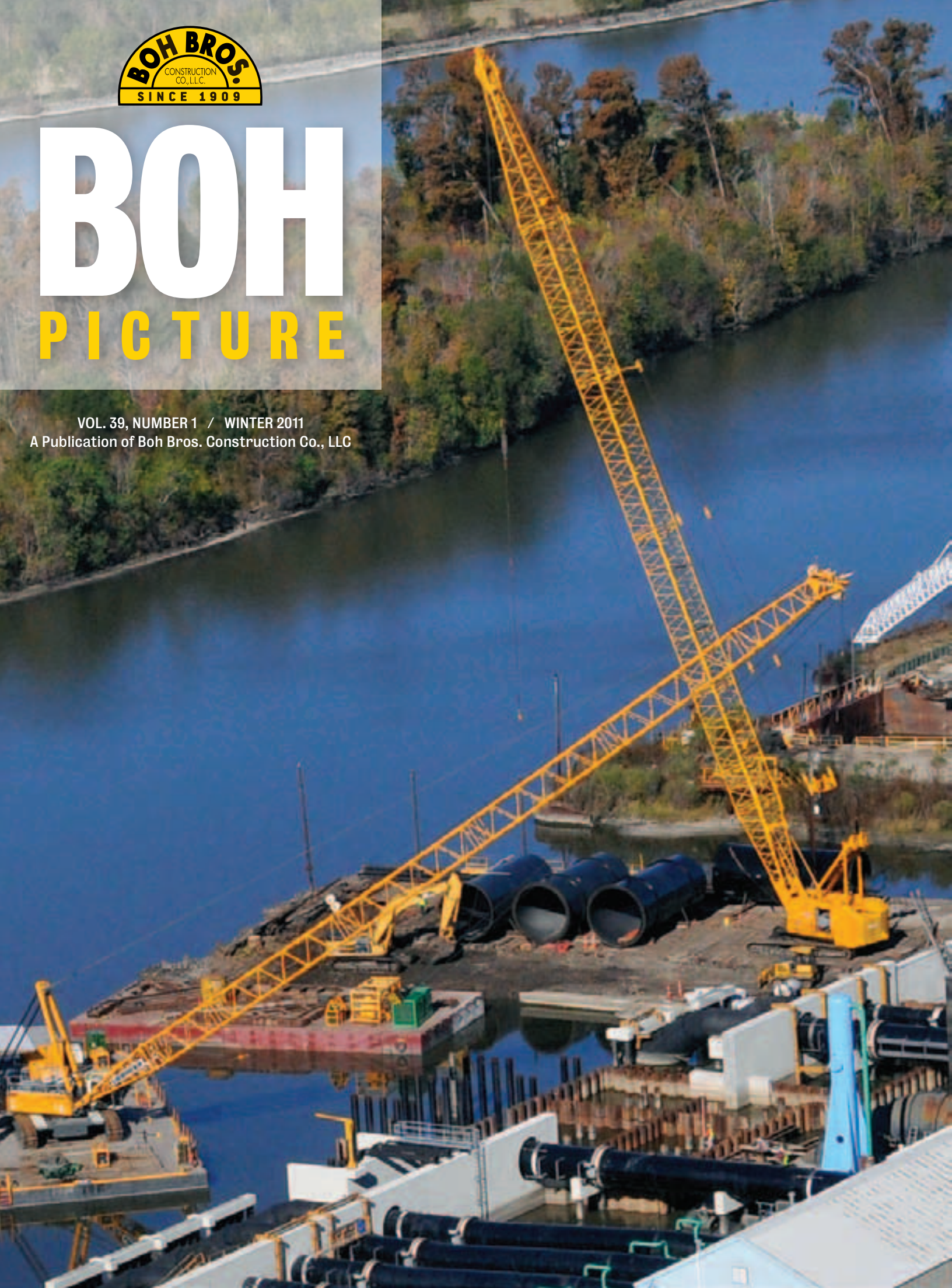




BOH PICTURE

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Employee Spotlight

President
Robert S. Boh

Design & Layout
Design III

On the cover:
Boh is providing fronting
protection for the Corps
on four area pump stations,
including the Hero
Pump Station.

The BOH Picture is
published for employees
and friends of Boh Bros.
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Several of us recently participated in a day long safety conference

sponsored by two national heavy construction companies and attended by the presidents, operations managers and safety directors from 20 of the largest contracting firms in the country. The combined employment of these companies in 2009 was more than 100 million manhours. These contractors, many much bigger than Boh Bros., work in all sectors of the industry but are primarily in heavy construction and have operations similar to ours. Throughout the presentations and group discussions that took place, the one ground rule was that there were no trade secrets when it comes to sharing ideas that might help keep people safe. It was a good opportunity to compare our injury prevention strategies with those of our peers.

One general trend that is apparent from a review of industry and participant accident statistics as well as from comments at the conference is that after twenty years of steady improvement in injury statistics among construction companies, the past five years have seen little to no further reduction in injury rates. Much of the earlier improvements might be labeled as "engineering based," with changes in personal protective equipment, work rules, employee training, work processes and job conditions contributing to fewer injuries at work. However, it seems that more than an engineering approach to safety is required to lower injury rates further.

The safest projects and companies are those with leaders who create a culture of safety that gets every employee actively caring for the safety of himself and his coworkers. It is the responsibility of company leadership to be visibly committed to safety and to actively engage each person on the job into believing he has the right and the responsibility to stop the task at hand if it cannot be done safely. Our goal for each day, on each job, is simple: No One Gets Hurt.

We all have people in our lives who are important to us and who need us to return home in the same health as we were when we left home at the start of the day.

Our wives, husbands, children and families are counting on us.

Nothing is more important.

Robert S. Boh, President

"Our goal for each day, on each job, is simple: No One Gets Hurt."



OFF TO A GOOD START

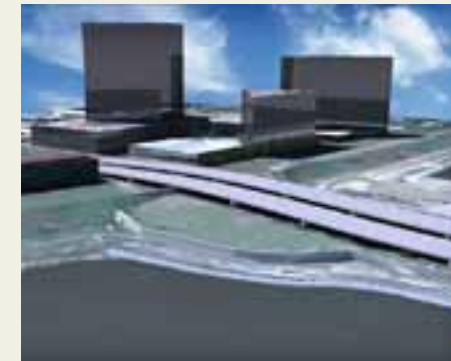
Safety to Boh employees and the traveling public are the highest priority on the Causeway project, where workers are right next to cars and trucks making their way across the Lake Pontchartrain Causeway.

Boh Bros. will be in the public spotlight for the next two years while the contractor widens and elevates portions of the Lake Pontchartrain Causeway and builds a concrete floodwall beneath.

In October, Boh received the notice to proceed on a \$43.1 million contract for the U.S. Army Corps of Engineers to build 411 linear ft. of 15-ft. tall reinforced steel and concrete floodwalls that will tie into existing levees and "defend against a storm surge event that has a one percent chance of occurring each year," said Rebecca Constance, Corps project manager. In order to provide the protection, Boh must elevate the southern end of the Causeway from +13.5 to +16.2 ft. so the wall can fit underneath, said G. J. Schexnayder, Boh's project manager and team captain. "It's a very aggressive schedule with restricted work space, a lot of equipment in a small area, and requires a lot of coordination and planning."

About 30,000 commuters traverse the Causeway daily, so it's a priority to both the Corps and Boh that construction disrupts traffic as little as possible. "Community involvement is very important on this project," Schexnayder said. "We want to let everybody know what we're doing and get public input. Boh is part of the community."

When Boh's presence on the project first became visible to the public, people were pleasantly surprised at how little the work was affecting local commuters.



Rendering, courtesy U.S. Army Corps of Engineers

Causeway General Manager Carlton Dufrechou even commented at how pleased he was with the construction. Expert construction sequencing will ensure that level of success throughout the project.

By mid-December, Boh began installing signage and excavating in the median leading up to the Causeway to relocate underground utilities. "Once the underground utilities are relocated, we will detour traffic into the median," Schexnayder said. When traffic is detoured, Boh will begin building the outer portion of the 1,200-ft.-long, new bridge. The new bridge will have three lanes on both the south- and north-bound spans. Boh is also widening a section of the existing bridge

to bring it up to three lanes. That portion of the project begins 500 ft. from shore on the southbound span and 550 ft. from shore on the northbound span. On the landside, crews will build the outer portion of the new bridge first. Once those outside lanes are complete, traffic will be re-routed to the new structure. "Then we'll build bridges on the median side and complete the floodwall," Schexnayder said. "Traffic will not be restricted, and we will minimize lane closures."

In January, the public began to see the bright yellow Boh insignia on equipment as crews began demolishing the existing Causeway building. By spring, the Boh flag will be flying from marine equipment positioned on barges in Lake Pontchartrain.

"Safety for both our employees and the traveling public is a priority on the job," said Jeff Lewis, project manager. Safety is always #1 with Boh, but the high profile nature of the project and the number of commuters watching construction really give Boh an opportunity to shine, said Ray Arcement, project safety manager.

The floodwall is scheduled for completion January 5, 2012, with overall project completion set for November 4, 2012. 🌞

Boh Delivers Corps Pump Projects

Boh Bros. has a history of working with the U.S. Army Corps of Engineers on a variety of flood control structures and pump stations.



Since Hurricane Katrina, and the push to bring New Orleans flood protections to 100-year levels by 2011, Boh has had an increasing number of opportunities to demonstrate its expertise in flood protection projects.

Boh is currently providing fronting protection for four area pump stations, including a \$63.8 million contract on the Hero Pump Station on the West Bank of New Orleans. Under another, \$70 million contract, Boh is installing 4,200 linear ft. of concrete T-walls as part of what the Corps says will be the largest pump station in the world, the \$1 billion Gulf Intracoastal Waterway West Closure Complex (GIWW WCC).

Boh has extensive experience working on pump stations, cofferdams, and concrete T-walls. "The unique marine access requirement of these particular projects has allowed Boh Bros. to demonstrate our vast marine equipment fleet, and underscored Boh's flexibility in delivering projects in all sorts of challenging environments," said Ed Scheuermann, vice president of heavy construction.

At Hero, Boh began in July 2008 constructing 1,188 linear ft. of concrete T-walls on the flood side of the 3,900 cubic ft. per second (cfs) capacity station. The inverted, T-shaped walls are constructed of reinforced steel and concrete. They vary in height from 16 to 27 ft., with bases ranging 3 to 5 ft. wide. One challenge on the project for the Boh team was to phase construction in a way to maintain the Corps-required discharge capacity of the pump station while building the new walls 100 ft. away. "This pump station drains storm water runoff for most of the West Bank area, so we have to keep it operative at all times," said Kevin Stolzenhaller, project manager. "We are only allowed to take out a maximum of 1,000 cfs at any time."

The Boh team is installing butterfly valves in each of the station's 10 discharge pipes, and extending the pipes beyond the new floodwalls, to prevent backflow during a storm surge. By December,

Boh had completed 25 of the 27 T-wall monoliths. A large portion of the work is in the existing discharge channel, so "we had to build cofferdams to construct 11 of the 27 T-walls," Stolzenhaller said. By the end of 2010, crews were in the process of installing the final cofferdam to build the last length of fronting protection across the largest pumps in the station.

"Each cofferdam is designed based on soil borings and conditions we encounter at the site," Stolzenhaller said. Unforeseen obstructions, like underground piling, abandoned barges and cypress stumps, are always a challenge when installing sheet piling in such conditions. Often, conflicts between different features of work aren't evident in design drawings. Concrete, electrical, and mechanical features, as well as batter piles for proposed improvements, can slow progress in the field. "It's an ongoing process of identifying problems ahead of time so we can remain on schedule," Stolzenhaller said. For



the Hero project, Layout Engineer Henry Yates performed layout calculations and analysis for the Boh team. "Using the Terra Model computer program, Yates was able to model the entire project in 3-D. That showed the batter piles, cofferdams and anticipated potential conflicts," Stolzenhaller said. Yates also used the program to calculate the cubic yards of dredged material, providing accurate progress reports for the Corps. "The biggest strength of getting the whole project put into Terra Model is we were able to provide the owner with a front-end analysis of potential conflicts," Yates said. "It worked on increasing efficiencies."

Boh is currently using the program on three other Corps pump stations. The Hero project is scheduled for completion May 2011.

On the 404C Floodwall project located at the GIWW WCC, Boh is constructing 4,200 linear ft. of concrete T-walls. Because

the line of flood protection runs along a federally protected, environmentally sensitive area, the Boh team is constructing the entire length from the water. "Basically, it is one huge, continuous cofferdam," said Vincent Saladino, senior superintendent on both the Hero and 404C projects.

Everything must be barged to the site with tugboats. "We have about 30 barges out there and five tugs," Saladino said. Boh is also using a fleet of cranes, including: a 600-ton, 4600 ringer; two, 300-ton, 4100 ringers; a 4100 crane driving sheet pile from a barge; another 4100 placing re-steel and formwork; and a Liebherr, 150-ton crane that is installing formwork for the floodwalls. "We purchased a new marsh buggy to do the excavation because the soil conditions were so poor," Saladino said.

Boh is placing 250 yards of concrete per day on the project. To deliver that much material from the shore to the site, Boh installed a conveyor system that transports

concrete from mixer trucks, over the levee, to waiting barges. "We also purchased six concrete Agitators, which allows us ample time to transport concrete to the site," Saladino said. Normally, there is a 30-minute window during which concrete discharged from a mixer truck to a bucket must be placed. A custom-designed concrete mix, combined with the blade stirring of the Agitators, extends concrete placement time to four hours.

By the end of December, Boh had installed 1,086 of 1,090 pairs of permanent sheet piles, about 99% complete. The Boh team was about 95% complete on other piling installation, having driven 1,949 of 2,044 of the 24-inch square concrete piles, 24-inch steel pipe piles and 14-inch by 89-ft. steel H-piles. About 60% of the footings and 45% of the walls have been placed. The project is scheduled for completion June 2011. ▲

ON THE JOB

Team Leaders

Jacque Gurley
Superintendent

Brad Reidenauer
Field Project Engineer

Humphrey Barlow
Field Project Engineer

Darren Burgess
Labor Foreman

Bob Cerise
Labor Foreman

Brian Schouest
Carpenter Foreman

Eddie Murray
Carpenter Foreman

Ricky Zielger
Carpenter Foreman

Wesley Drumwright
Rodbuster Foreman

Wesley Johnson
Rodbuster Foreman

Craig Prestenbach
Surveyors/Layout

Brian Ishee
Surveyors/Layout

Kermit Miller
Pile Driving Project Manager

Joe Doyle
Pile Driving Foreman

Wayne Poole
Pile Driving Foreman

Bill Mann
Pile Driving Foreman

Conrad Taboney
Pile Driving Foreman

Ronnie Krupp
Mechanical Superintendent

Nick Fleming
Mechanical Field Project Manager

Henry Chaisson
Mechanical Foreman

Dave Ouber
Pipe Foreman

Fred Fuchs
Pile Driving Office Project Manager

Brian Mathe
Mechanical Office Project Manager

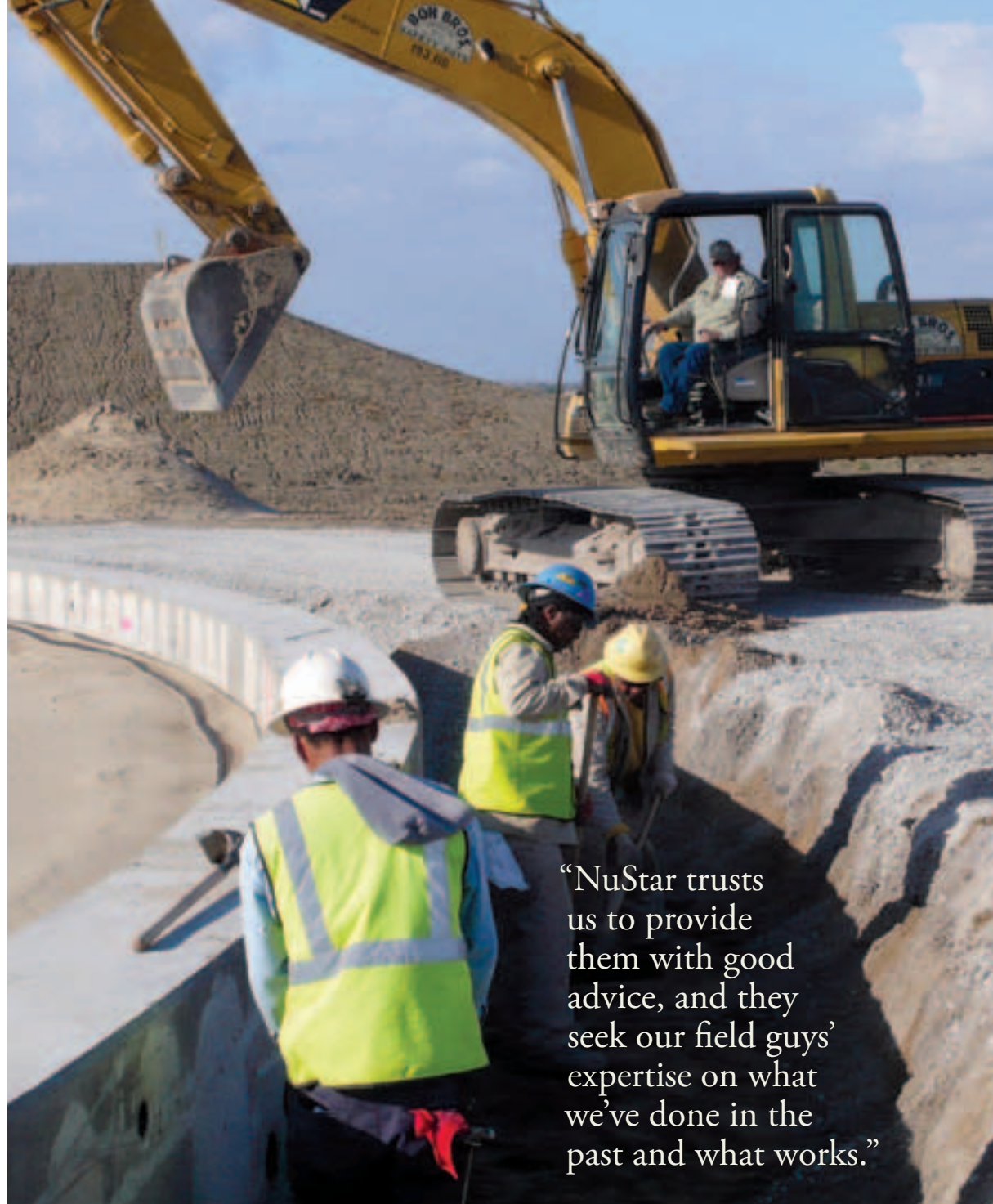
Troy Bush
Civil Piping Office Project Manager

◀ New conveyor transports concrete over existing levee.





NuStar Grows in Louisiana



“NuStar trusts us to provide them with good advice, and they seek our field guys’ expertise on what we’ve done in the past and what works.”

Boh continues to be the civil site work contractor of choice at NuStar LP in St. James Parish. NuStar was impressed with the quality of Boh’s work and the contractor’s level of safety when Boh built tank foundations and performed other site work for NuStar as part of a \$50 million expansion in 2007 and 2008. So when NuStar broke ground on the current expansion in March 2010, Boh was invited back. “We have a history of a good, working relationship between Boh and NuStar,” said Pat Petrino, NuStar’s project engineer on the

current expansion. “There’s a mutual respect. Working with them, I learned how in line Boh is with NuStar’s culture and values. Boh Bros. is definitely a well-run organization with a long history of ethical business practices and safety.”

Boh mobilized at NuStar in March and is tasked with constructing concrete ring wall foundations and associated site work for seven crude tanks. “The crude tank expansion also includes containment dikes, drainage piping and ditches, existing road relocation, new roadways and site grading,” said Jeff Plauche, Boh’s project manager. Boh is also constructing concrete foundations for the tank manifold piping system, which will distribute crude from

the tanks to the existing pipeline. “We are placing over 2,000 cubic yards of concrete footings and piers and installing four, 24-ft. deep vertical pump vaults,” Plauche said.

By December, the Boh team had already moved about 1 million CY of dirt on site, installed 62,000 tons of limestone roads and surfacing, and laid 2,300 ft. of railroad. “When NuStar started talking about rail work, we told them we can do that too,” Plauche said. Boh’s versatility has expanded the scope of work at NuStar to also include structural and mechanical modifications at some existing facilities.

“The NuStar guys call us a bunch of red ants, because of our typical, fast and furious pace,” Plauche said. Petrino said

“red ants” is a term of endearment. “Boh people aren’t standing around holding shovels,” he said. “Their equipment and people are always moving.”

Most of the work Boh is performing for NuStar is on a time and materials or cost plus agreement, which enables the contractor to respond with greater speed and flexibility to the owner’s changing needs. “If we need to change our plan mid-stream, we can do that without drastically affecting a contract,” Petrino said. “With site work, we generally go T&M with Boh because they can do it fast.”

Safety is important to any owner, and, by December, Boh had already clocked 100,000 + man hours with no

recordable injuries.

An integral part of the project’s success is the early partnering with NuStar and daily Boh team meetings to coordinate constructability, scheduling, budgeting and safety. “NuStar trusts us to provide them with good advice, and they seek our field guys’ expertise on what we’ve done in the past and what works,” Plauche said. “NuStar is a great client to work for. We have a mutually beneficial relationship built around a high level of respect for each other.”

The current expansion will roughly double NuStar’s storage capacity, Petrino said. The new tanks are scheduled to go into service August 1, 2011. 🌞

ON THE JOB

Team Leaders

- Jeff Plauche**
Project Manager
- Herb Firmin**
Field Project Manager
- Gordon Abboud**
Field Project Engineer
- Rob Senior**
Railroad Project Manager
- Grant Closson**
Marine Project Manager
- Larry Lamonte**
Mechanical Project Manager
- Paul Rouyea**
Field Auditor
- Craig Sanchez**
General Superintendent
- Henry Landry**
General Superintendent
- Jeff Quebedeaux**
General Superintendent
- Sonny Ester**
Site Superintendent
- Charles Whitten**
Site Superintendent
- Robert Jenkins**
Site Superintendent
- Rick Yllander**
Site Superintendent
- Bubba Gunter**
Site Superintendent
- Billy Brewer**
Site Superintendent
- Jose Cantu**
Site Superintendent
- Brad Dupuy**
Site Superintendent
- Mike Maillho, Sr.**
Site Safety Manager
- Glen Talbot**, Quality Assurance/
Quality Control and Layout
- Matt Coffelt**, Quality Assurance/
Quality Control and Layout
- Mike Signorino**
Quality Assurance/Quality Control
and Layout
- Austin Lamonte**
Quality Assurance/Quality Control
and Layout



MacArthur Boulevard Residents Get Smooth Ride Home

When Boh Bros. tackled a long-awaited, 16-month street rehabilitation project on MacArthur Boulevard in New Orleans, it was almost like the crew became part of the neighborhood. Understanding what an inconvenience torn up sidewalks and streets can make to daily life, especially in a predominantly older community, the Boh team went out of its way to try and accommodate residents during construction.

"We helped elderly people get to their cars or wherever they needed to be," said Troy Bush, project manager. "On trash day, when we were working on one side of the roadway, we would roll residents' trash cans to the streets for them."

Louis "LJ" Daigle recalls placing plywood so a gentleman in a wheelchair could get back and forth during construction. "We did the same thing for some people who were moving furniture," Daigle said. "I've been with Boh for 40 years, and we always try to make it as convenient as we can for people during construction."

That attitude won approval of both the community and the owner, the City of New Orleans Department of Public Works. Despite the fact that the \$14.2 million project is the largest single street reconstruction project ever awarded by the DPW, "very few individuals were upset about construction," said Francis Berger, civil engineer and DPW project manager.



"Communication was key to the Boh team maintaining good, neighborly relations with the community during construction."

"I was very happy with the cooperation that the contractor provided residents. I feel like, overall, the residents were very appreciative of the consideration that Boh Bros. gave."

Communication was key to the Boh team maintaining good, neighborly relations with the community during construction, Berger said. They listened to citizens' concerns and sequenced the project to cause the least disruption.

"When we started the project, we tried

to get most of the utilities at the main intersections and near St. Andrew School done first, so we could eliminate problems with parents picking up their kids from school," Bush said.

The project included reconstruction of roadways on both sides of MacArthur for the one-mile stretch between Kabel Drive and Woodland Avenue. MacArthur is divided by a median and has two lanes of traffic, with an additional parking lane, on either side.

Built in the 1950s, MacArthur was probably one of the worst streets in the city, Berger said. Reconstruction required Boh's upgrading drainage, sewer and water, as well as building an entire new, 8-inch thick roadway.

Boh rerouted traffic to one side of MacArthur while removing the street and underground utilities, said Paul Ramagos, project manager. The crews formed a sort of

assembly line where the utility piping would be installed in sections, followed by the paving. When one side was complete, traffic was rerouted to the new roadway while work continued on the other side. "We put down approximately 40,000 square yards of concrete paving and all the adjacent sidewalks, driveways and ADA-compliant ramps," Ramagos explained. "We would contact residents prior to service disruptions for water and sewer tie-ins, so everyone knew what we were doing."

Boh began the project in January 2009 and finished by April 2010, within contract time, within budget and with no recordable safety incidents.

"Boh went above and beyond," Berger said. "The workmanship and pride they took in the work and the cooperation we received as a partner went beyond the simple contract. I think they really tried to do a job they would be proud of." ▲

From left to right: Brian Callaway, regional safety manager; Mike Cullen, vice president, manager, Baton Rouge; and Craig Sanchez, general superintendent, Baton Rouge show off the award.

STEP Up For Safety

The Associated Builders and Contractors has awarded Boh Bros.' Baton Rouge division one of its most prestigious awards, the **2010 ABC STEP Platinum** for safety excellence. Mike Cullen, vice president, received the award on behalf of the company during a December 8 ceremony at the ABC Training Center in Baton Rouge.

"This is a sign that Boh Bros. continues to embrace safety as a culture," said Rusty Shelton, Boh's safety director. "The Platinum STEP is recognized by both clients and industry experts as proof of safety excellence."

The Safety Training and Evaluation Process (STEP) program was developed and written by contractors. Winning the award requires an excellent contractor safety process, as verified by the ABC, as well as indicators such as total incident rate, lost time incidence rate, experience modification rating and self-assessment of the process.

The Platinum STEP is awarded only to contractors who perform at least 50% better than the national average for safety in their division. Boh's Baton Rouge heavy/civil construction division greatly exceeds the national average in safety for the 2009-2010 year, with a total incident and lost time incident of less than 1, compared to a national average of 6.5. "The Baton Rouge division hasn't had an OSHA recordable in more than two years," Shelton said. "This is a sign that Boh is bringing safety to a new level."

ON THE JOB

Team Leaders

Paul Ramagos
Office Project Manager

Troy Bush
Office Project Manager

Jarett Roche
Field Project Manager

Darren Grille
Field Project Manager

Gary Pustanio
Layout Engineer

Bruce Daigle
Foreman

Marty Alonzo
Foreman

Jerome King
Foreman

Mike Hotard
Foreman

Keith Lemoine
Foreman

Freddie Gondrella
Foreman

Richard MacDonald
Foreman

Leon Audibert
Carpenter Foreman





BOH PAVES THE WAY AT MARATHON

Sometimes saying what you mean and doing what you say are all it takes to forge a strong relationship.

When Boh won a contract in November 2009 to build some roads in Marathon Refinery as part of its \$3.9 billion Garyville Major Expansion, the client was so impressed with the delivery that Boh was awarded a string of maintenance and road repair projects throughout the refinery that kept asphalt and paving crews working there through December. “Our original contract was supposed to be finished by February, 2010, but we ended up staying there because additional contracts were added on,” said Joe Mathis, asphalt project manager. Mathis anticipates Boh Bros. will be invited to participate in future maintenance and roadwork projects in the refinery. “I think we’ve built a really nice relationship with Marathon that will continue,” he said. “They were impressed with our workmanship.”

Creating that bond between contractor and owner is really a simple matter of delivering on promises, Mathis said. “We told them what we were going to do, and we did what we said we were going to do.”

Communication and honesty are key to establishing and maintaining

relationships, he said. “My guys in the field made sure everything was right when they worked on the expansion. They worked with Marathon to give them a better product.”

If Superintendent A.J. Latino didn’t think something would work, for example, he told the owner. “And if we thought it could be made better, we’d tell them,” Mathis said. “For example, we were putting in a road where we didn’t think the base would hold up under the asphalt, so we told them. In another area, where we were putting in a thicker amount of asphalt, we sat down with them and told them how the amount of traffic didn’t require that much and saved them some money.”

Expertise and communication of that caliber really impressed the owner. “I think the folks at Boh did a fantastic job,” said Pat Murray, a Marathon project engineer. “Working in a refinery is a different animal. You not only have to worry about traffic, but operations, maintenance, and all the little organizations within the big one. There are a lot of challenges, but Boh did a good, safe, quality job.”

Murray particularly appreciated Superintendent Latino’s insight and candor in day-to-day operations. “He was spectacular, rolling with the punches and accommodating us with whatever we needed,” Murray said.

Murray was so impressed with Boh’s performance that he suggested they would be the right team for a project in December to make an addition to the drive in front of the administration building.

Adding an oval, turn around drive to the administration-building parking lot was a much smaller, detailed project than the paving and maintenance jobs Boh had delivered as part of the expansion and

throughout the refinery. But it gave the team an opportunity to demonstrate its versatility and finesse. “Because it’s a much smaller area, you’ve got to do a lot of it by hand,” said Matt Butler, asphalt foreman. “It’s not like a wide, open highway job.”

Working on a small project like that requires “a whole different level” of performance, agreed Roger McCall, roller operator.

Of course, the Boh crew has experience in all types of paving jobs, Butler said. “We’ve built roads all over the city, and I’ve personally worked in Marathon, ExxonMobil, Conoco Phillips and Murphy Oil. We’ve built roads in all of those places because of our safety record.”

ON THE JOB Team Leaders

AJ Latino
Superintendent

Jim Watts
Layout Engineer

Tommy Jackson
Grade Foreman

Matt Butler
Asphalt Foreman

Robert Butler
Asphalt Foreman

Anthony (Scooby) Harrison
Asphalt Foreman

Glen Elsensohn
General Superintendent

Matt Sullivan
Milling Foreman



Granville “Sonny” Esther Jr.

Granville “Sonny” Esther, Jr. has worked for Boh Bros. since 1975. He began as an operator, then graduated to become a foreman, superintendent, and is now head superintendent on the NuStar project in St. James Parish. Although he’s worked all over the Greater New Orleans area, Esther has been lucky to work for the last five years on projects

closer to his St. James Parish home.

Esther and his wife of 40 years, Mary, have four children. All four children work for Boh Bros. and are on the NuStar project. His son, Wayne, has been with Boh 12 years. Jajuan has been with the company a decade. The youngest, Kaylon, has been with Boh for about a year, and daughter, Katrina, for a year and a half.

“Boh is a good company to work for because everyone from the leadership to the crew in the field respects me and treats me well,” Esther said.

When he’s not at work, Esther is at Mt. Cavalry Baptist Church, where he’s been a deacon since 1996. “My god is first,” he said. Esther also enjoys taking his wife out to eat seafood. The couple will celebrate their 40th anniversary February 6, 2011.



John Snowden

John Snowden has worked as a carpenter for Boh Bros. off and on for about 10 years. “I love working at refineries and have been in almost all of them working with Boh,” Snowden said. He is currently working on the NuStar project. “It’s a great place to work,” Snowden said.

When not working, he enjoys spending time with his grand daughter, Miracle, who is seven. “She was only 13 ounces when she was born,” he said. “That’s why we named her Miracle.”



Roger McCall, roller operator

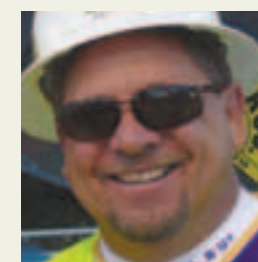
Roger McCall has been laying asphalt with Boh Bros. for 16 years, first as a laborer and now as a roller operator. On a recent, brisk, December day, McCall was working a shovel while the Boh crew laid an asphalt drive in front of the administration building for Marathon Refinery in Garyville.

“I never mind lending a helping hand, doing whatever it takes to keep the job going,” McCall said. Although he’s worked on highway and road projects “all over,” McCall enjoys the occasional, smaller project that requires a certain amount of finesse and attention to intricate details.

“I enjoy working with these fellows, and I enjoy working with Boh Bros.,” McCall said. “Boh Bros. took care of us during Hurricane Katrina and after.”

McCall is a huge Saints fan. “I went to the Superbowl last year, and I’m hoping the Saints will do it one more time,” he said. “The Saints have the best offensive line in the league now, and they’re going to step up to the plate.”

In addition to working and cheering on his home team, McCall enjoys spending time with his wife, Timi, and their three children.



Brett Calliouet

Brett Calliouet started off with Boh Bros. as a laborer in 1985. He worked his way up to operator, labor foreman, foreman, superintendent over pipe lining and is currently a piping general superintendent. Currently, Calliouet is working on the Causeway project for Boh. “Any project we do is important to me because of the feeling of

accomplishment, but this project is special because of the tight time frame, concerns about traffic, and the opportunity to help improve flood protection for the whole city.” Calliouet likes working for Boh because it’s family-oriented and he enjoys the people he works with. “This is like a second family to me,” he said. Calliouet is lucky in that he often has the opportunity to work with his brother, Keith Calliouet, a foreman who is also on the Causeway job.

When he’s not working, Calliouet likes to go camping with Karen, his wife of 25 years, and their two daughters. “We’ve got a 5th-wheel camper and like to go to Percy Quinn,” Calliouet said. “It’s quiet and peaceful. That’s where we go for all of our vacations.”

His daughter, Brittany, started at Louisiana State University, and is now attending Our Lade of Holy Cross College for nursing. His youngest daughter, Paige, is enrolled at Southeastern Louisiana University, where she is majoring in business. “She works at Boh Bros.’ Hammond yard for heavy equipment, where she does computer stuff,” Calliouet said.



Matt Butler

Foreman Matt Butler has been laying asphalt with Boh Bros. for 36 years, and has been a foreman for the last 22. “We’ve built roads all over the city, and I’ve worked in Marathon, Exxon, Mobil, ConocoPhillips and Murphy Oil,” Butler said. He believes that refineries continue to invite Boh to work with them because of the company’s safety

record. Boh’s commitment to safety makes it a good company to work for, and also keeps generations of families coming back. “One of the things that makes this a good company is that as gentlemen came along, their sons came behind them,” Butler said. “The guys passed their trades along to their sons.”

Butler’s father worked for Boh Bros. since 1969 when Boh first took over an asphalt company to add those services. “I have a brother who is going on 38 years, and another, younger brother who has been here 31 years.”

Butler’s older brother is a lowboy driver. He transports heavy equipment to and from job sites. His older brother is also a superintendent in Boh’s asphalt division. “We have a true family affair with Boh,” Butler said.





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Franklin A. Burke, Jr.
Herman A. Braud
Oscar L. Gordon, Jr.
Robert D. Brown
Russell D. Kelly
Santos Chavez

**5
YEARS**

Amanda "Mandy" Saladino
Carolyn "Nan" Lippert
Chad D. Easley
Charles R. Barcia
Curtis W. Jones
Demetrius James
Enrique Vasquez
Erik J. Coble
Herbert J. Sievers
Jacquelin R. Hays
James Brown, Sr.
John W. Anklam
John R. Muller, Jr.
Leon J. Jefferson, Jr.
Lindsey L. Whitley
Marshall P. Ramagos
Michael J. Maillho, Jr.
Reginald J. Stoner
Shane J. Delacerda
Timothy G. Johnson

**"Boh Bros.
is successful
because of
its people.
The Boh Family
is comprised
of individuals
who are
committed to
company values
and take pride
in being a
part of the
Boh Culture."**