

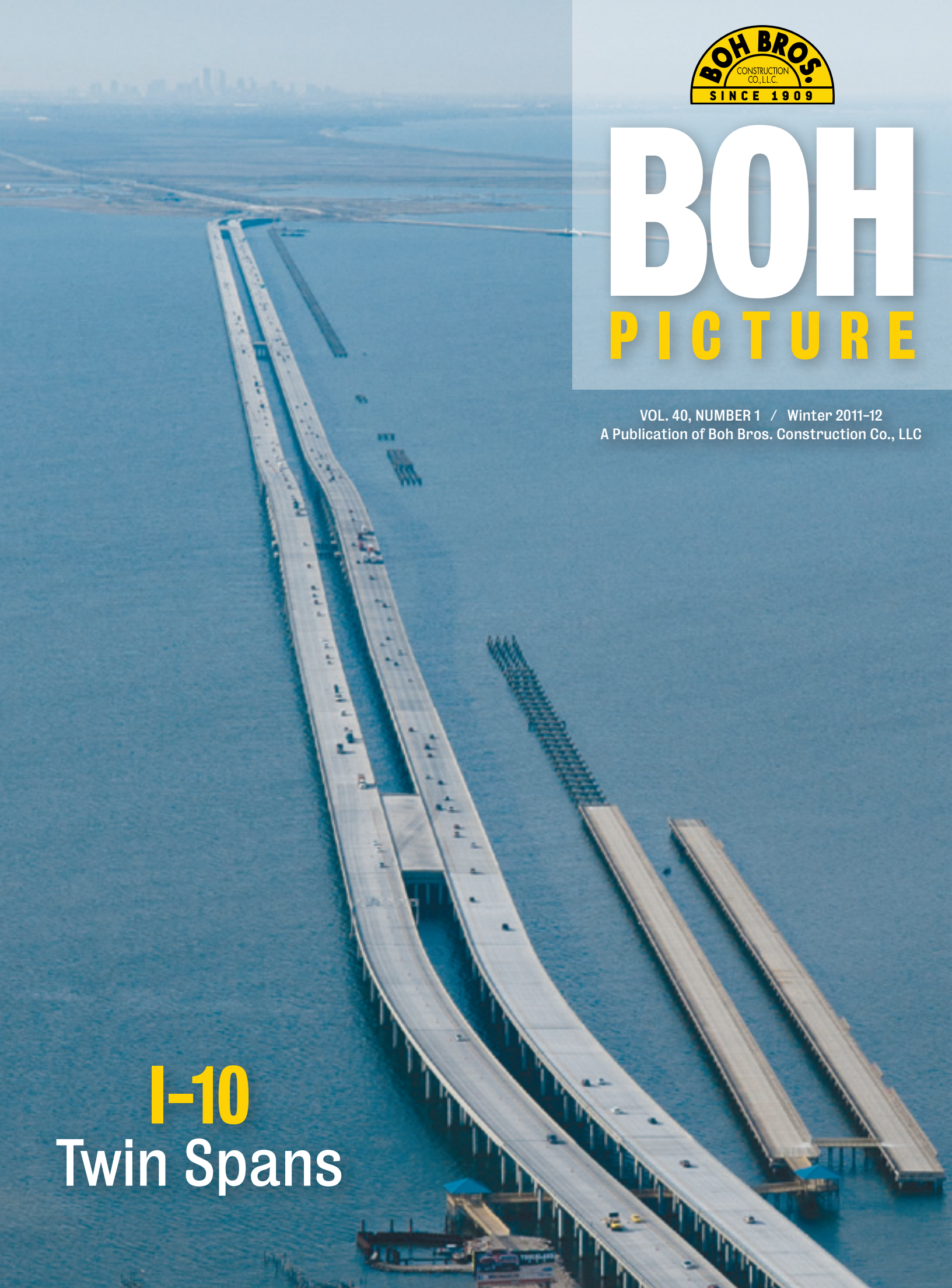


# BOH

## PICTURE

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# I-10 Twin Spans





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**Design & Layout**  
Design III

**On the cover:**  
Boh beat every deadline  
to deliver the new, I-10  
Twin Spans.

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and friends of Boh Bros.  
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Address all correspondence to:  
Editor, Boh Picture  
Boh Bros. Construction Co., LLC  
P.O. Drawer 53266  
New Orleans, LA 70153



## “This will probably be the most memorable project of my career.”

This quote, from Team Leader G.J. Schexnayder, appears in this issue’s article about the successful completion of the company’s work on the Twin Span Bridge. I suspect this sentiment is shared by many of the literally hundreds of Boh People who worked on the emergency repair and rebuilding projects over the last six years. It is for the reason that so many people made these projects successful that we depart from our usual practice in the Boh Picture of listing the names of the project leaders.

My own memories of our Twin Spans experience begin with the truly devastated condition of our community, its citizens and our extended family of employees in those weeks after Katrina. As the emergency project was advertised by DOTD, and with only a few days to prepare a bid, we quickly had to assess the company’s readiness to do such a high stakes project while at the same time trying to recover from the storm damage to our equipment, facilities and people. The decision to submit a bid was largely based on faith that our people could put aside their personal challenges and respond to the challenge of quickly reopening this important link in the region’s transportation system. Our success in the emergency project led to the decision to pursue the rebuilding project alone rather than in a joint venture with another company despite the fact that this would be by far the largest project undertaken in the company’s history and that jobs of this size nationally are rarely done by just one contractor. Our financial strength, with the backing of our longtime surety partner, Zurich, made this possible. Our people, working as a team with DOTD, Volkert, designers, key subcontractors and suppliers, met the many technical and logistical challenges and delivered the project ahead of schedule. It was a magnificent performance, and I offer my congratulations and gratitude to everyone who was a part of it.

Often in life our memories are a mix of happy and sorrowful; so are my memories of this part of our company’s history. I remember two loyal employees, Troy Blackmon and Tilden Billiot, who passed away while working on the Twin Spans project. We appreciate their contribution to our company, and their families remain in our thoughts.

Finally, it is fitting that in an issue of our magazine which demonstrates so well our capabilities in pile driving and marine construction, we remember the life of Ralph W. Junius, Sr. following his death shortly before Christmas. Mr. Junius was hired by Arthur and Henry Boh in 1947, and he went on to manage our Piling and Marine Department for many years. He was an innovator, a true leader and in many ways one of the most outstanding people I have ever known. Mr. Junius’ many contributions over his long career and his connection to the founders of our company, and especially to my grandfather, made him a very special person to the company and to me. He made a positive contribution to the lives of many Boh People, and we will remember him always.



*Robert S. Boh*  
**Robert S. Boh, President**

“It was a magnificent performance,  
and I offer my congratulations  
and gratitude to everyone  
who was a part of it.”



# Boh Builds It Bigger

## Use of Pre-Fabrication, Heavy Lifting, Speed Delivery of New IMTT Ship Dock

**W**hen IMTT needed a new ship dock built at its St. Rose, La. facility, the bulk liquid storage company wanted a contractor who could do the job right, do it fast and not interrupt ongoing operations.

“We’ve worked with Boh in the past, so we have a lot of confidence in the company and Boh’s experience working on the Mississippi River,” said Hans Tharp, P.E., senior project manager for IMTT. “And we were confident Boh could perform the job without schedule problems.”

IMTT is a bulk liquid storage company that serves customers importing and exporting petroleum, chemicals and edible oils. At IMTT’s numerous docks in St. Rose, barges and ships from around the world offload various types of liquids to storage tanks. Then IMTT sends it where it needs to go.

The new ship dock will help expand IMTT’s business in Louisiana. “We’ve built a lot of new tanks, and we needed to expand our docks to keep up with that,” Tharp said. The new dock replaces a floating barge dock with a permanent

structure that can berth ships. “It’s a major upgrade because it gives us more capacity to take more ships and better service our customers,” Tharp said.

IMTT has facilities all over the country and is constantly making improvements, but the company doesn’t build docks that often. Although Boh has performed dock repairs and built tank foundations and rail tracks for IMTT, this is the first time Boh built a marine dock for the client.

Speed of delivery was critical on the project because IMTT wanted to minimize





“Pre-fabbing off site not only minimized down time to the owner’s facility, it is safer for our employees.”

Grant Closson, project manager

the time between when the old dock was shut down and the new one became operational. “Also, we wanted to perform all the work before the river levels rose to where we could no longer drive piles,” Sharp said.

IMTT awarded Boh the contract for structural fabrication and installation of the dock in August 2010, and Boh completed the project April 2011.

“Part of the reason we were able to complete it so fast is because we pre-fabricated and pre-assembled 90% of the structure at our Almonaster yard,” said Grant Closson, Boh project manager. “Richard Mestayer, lead engineer at Lanier & Associates, designed it so that the dock could be lifted and set in a few, large pieces.” The largest piece is the hose tower, the

central component of the dock. The hose tower alone weighs 115 tons.

By building most of the project off-site, Boh Bros. caused minimal disruption to IMTT’s productivity. Off-site prefabrication also decreased the owner’s cost, and allowed the company to keep the old dock in operation for a longer duration than if the contractor would have demolished it, and built new on site. “Pre-fabbing off site not only minimized down time to the owner’s facility, it is safer for our employees,” Closson said. “The less time you are working over water, the better.”

While fabrication crews were building the dock superstructure components at Boh’s Almonaster yard, marine pile driving crews were on site in St. Rose, installing

the dock platform, four breasting panels and huge monopiles that are used to moor ships and barges. “We drove two monopiles that were 72 inches in diameter and 170 ft. long,” Closson said. Crews also drove five monopiles that were 60-inch-dia.-by-160 ft. and several that were 48- and 36-in. dia. “The bigger ones, because of the weight of them, require the big equipment and experience to drive them safely,” Closson said.

Boh used two, Manitowoc 4100 ringer cranes on the project to drive all the piles, make the heavy lifts, and meet the schedule. “We worked six days a week, daylight hours, with an occasional Sunday thrown in there,” Closson said. “We had both ringer cranes going at the same time—one driving piles and one setting the structures.”



## ON THE JOB

### Team Leaders

**Grant Closson**  
Project Manager

**Les Harvel, Sr.**  
Site Manager

**David Perry**  
Marine Foreman

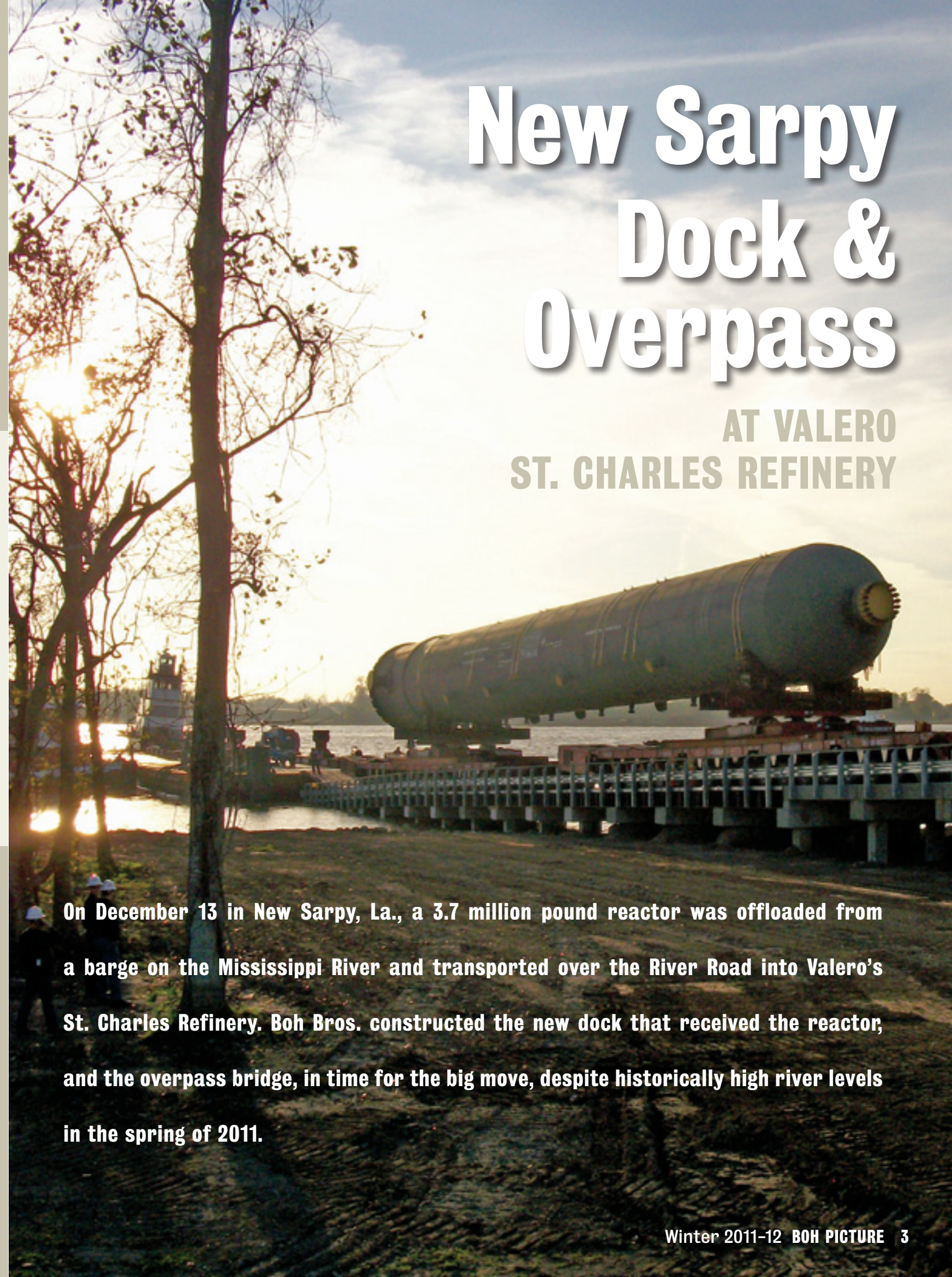
**Max Bourgeois, III**  
Marine Foreman

**John Dassau**  
Welder/Fitter Foreman

**Ricky Tamor**  
Fabrication Superintendent

# New Sarpy Dock & Overpass

AT VALERO  
ST. CHARLES REFINERY



On December 13 in New Sarpy, La., a 3.7 million pound reactor was offloaded from a barge on the Mississippi River and transported over the River Road into Valero’s St. Charles Refinery. Boh Bros. constructed the new dock that received the reactor, and the overpass bridge, in time for the big move, despite historically high river levels in the spring of 2011.





The reactor is one of three large components moved in early December as part of a \$1.4 billion hydrocracker unit expansion at Valero, said Dave Parenton, Valero's project engineering manager and project manager for the HCU expansion. The HCU expansion will increase the refinery's ability to process diesel fuel by 60,000 barrels per day.

"Moving these reactors is not like just jumping in your car and driving down the street," Parenton said. "It takes a lot of planning and coordination. We are always faced with rising river levels, and we are limited by the U.S. Army Corps of Engineers as to when we can make these moves."

Boh began construction July 5 and completed the project by November 15. "Our original completion for the bridge

"Water levels are always a challenge when pile driving on the Mississippi, but Boh is used to doing that kind of work."

**Ron Brylski,**  
Boh's project manager  
for pile driving

and overpass was scheduled for December," Parenton said. "Because of rising river levels this fall, we had to push up the schedule for the moves. We worked closely with Boh to tighten up the schedule for

the dock and overpass, and moved completion up to November."

Water levels are always a challenge when pile driving on the Mississippi, but Boh is used to doing that kind of work, said Ron Brylski, Boh's project manager for pile driving. However, river flows fluctuated wildly in 2011, between record flooding and the opening of the Bonnet Carré Spillway and Morganza Floodway. "This project gave us the opportunity to demonstrate that we have the capabilities, experienced people, and the type of equipment to service our customers on both land and water," Brylski said.

Due to river restrictions, the plans called for an optional, pre-cast concrete bridge to expedite the schedule. While offered this option, the Boh Management Team delivered a mostly cast-in-place bridge, said Greg Marshall, Boh's project manager for the heavy construction division. The slab-span-bridge portion of this project is 750 linear ft., all of which was cast-in-place. A 50-linear-ft. concrete, deck bridge, supported by steel girders, spans River Road. The bridge utilizes spread footings and a large concrete abutment where it crosses over a levee. Spanning into the Mississippi River are removable steel deck panels, each consisting of a welded frame of beams, and heavy duty grating, said Will McCulloch, Boh's field project manager. "That is to meet the USACE requirement to accommodate high water levels." Pre-cast concrete caps, which were set by the marine ringer, support these steel panels.

By the time the largest reactor was fitted with self-propelled mobile transport, it weighed in at 3.7 million pounds, Parenton said. "The pieces could have been moved down the highway, but the problem is that the size and weight don't allow us to get them across any bridges or the Spillway. They had to come in by water."

The dock and overpass, which were specifically designed and constructed to accommodate the large loads of the HCU components, will remain as permanent fixtures. Going forward, they will be available to bring equipment from the river almost directly into the plant.

Valero's HCU expansion is scheduled for mechanical completion at the end of 2012, Parenton said. It will go through the commissioning process and be online by the first quarter of 2013. 🌞

# A Helping Hand

"Caring for the community is what we're about."

Lester Untereiner, Boh's safety technician

"My heart is crying," said Reverend Curtiss P. Stacey, watching the walls of his beloved church fall beneath the gaping jaws of a track hoe. "That building has been through a lot."

His River of Life Christian Fellowship Church in New Sarpy survived much since 1990, when it found a home on the River Road, adjacent to what is now Valero's St. Charles Refinery. The 1950s constructed building had survived Hurricanes Katrina and Gustav, only to succumb to a fire that had been set by two, bumbling burglars on October 3.

Watching the demolition on October 19, Stacey was optimistic, bolstered by his faith in God's plan for his flock, and the generous

support he received from Valero and Boh Bros.

"Part of our culture is being connected to the communities we are in," said Taryn Rogers, Valero's human resources analyst. "We were working with Reverend Stacey on some improvements to the church when the break-in and fire happened."

Boh had a team working nearby to construct a dock and overpass for Valero. When Nelson Ardoin, a Boh senior superintendent, heard of the church's plight, he offered the use of Boh's equipment and manpower for the demolition.

"Caring for the community is what we're about," said Lester Untereiner,



Boh's safety technician.

Untereiner toured the interior of the church for one final time with Stacey, who collected a small flag, a cross, and a few, final treasures. Anthony Spera, heavy equipment operator, used a track hoe to deconstruct the place of worship, while a team of Valero workers stood by ready to wet down the debris.

Valero has been a good neighbor to the church since taking over the refinery in 2003, Stacey said. "Hurricane Katrina came through, and they sent guys over to clean up the yard," he said. "When Gustav came, they did the same thing."

During the recent construction of the overpass and dock, Boh Bros. accommodated the pastor and his flock by restricting pile driving during services and bible classes.

"Ralph Phillip (Valero vice president and refinery general manager) consulted with me, asked me the times we had services, and voluntarily did that," Stacey said. "Valero and Boh Bros. have been phenomenal."

Stacey is optimistic about the future, and plans to rebuild on the same site. "We will have a bigger, better church and a lot of souls are going to be saved." 🌞



## ON THE JOB Team Leaders

**Cameron Johnson**  
Lead Office Project Manager

**Greg Marshall**  
Heavy Construction  
Office Project Manager

**Ron Brylski**  
Pile Driving Office Project  
Manager

**Grant Closson**  
Marine Office Project  
Manager

**Anthony Saladino**  
Pipe Office Project  
Manager

**Larry Defraites**  
Asphalt Office Project  
Manager

**Will McCulloch**  
Field Project Manager

**Bobby Shahine**  
Project Superintendent

**Lester Untereiner**  
Safety Technician

**Dennis Tassin**  
Safety Technician

**Blake Albert**  
Field Auditor

**Benny Boudreaux, III**  
Layout Engineer

**David Quebedeaux**  
Layout

**Robert Shahine, Jr.**  
Layout

**Robert Donnelly, Jr.**  
Carpenter Foreman

**Wayne Bremermann**  
Carpenter Foreman

**Jude Sanchez**  
Carpenter Foreman

**Ricky Hano**  
Piling Foreman

**Ricky Dufrene**  
Marine Piling Foreman

**Emmett Hyde**  
Labor Foreman

**John Pichon**  
Labor Foreman

**Wilburt Billiot**  
Rodbuster Foreman

**Spencer Coudray, III**  
Iron Worker Foreman





# I-10 TWIN SPANS BOH DELIVERS PROJECT OF A LIFETIME

Posterity will undoubtedly recognize construction of the new \$803 million Interstate 10 Twin Span Bridge as a hallmark project for Boh Bros., the construction industry, and the people of the Gulf Coast region.

The Twin Spans project—both the emergency repair of the damaged, old bridge and construction of its replacement—has been widely recognized as a symbol of the region's recovery from the devastation wrought by Hurricane Katrina in 2005. Likewise, the successful, early completion of the new Twin Spans, probably more than any other project in the company's 103-year history, epitomizes Boh Bros.' fortitude,

ingenuity and commitment to community.

"The Boh Team, led by Ed Scheuermann, G.J. Schexnayder, and Bill Moulton, has done an outstanding job for the citizens of Louisiana, and the entire country, by restoring this vital interstate route with a quality structure that will last more than a lifetime," said John Horn, P.E., vice president of Volkert, Inc., which performed construction, engineering and inspection services for the owner, the Louisiana Department of Transportation and Development. "Boh's commitment to quality and value in their work comes from the top down, and is evident in their completed projects."

Just as personal challenges define us as human beings, projects like the Twin Spans test the mettle of a contractor. "I've

always had confidence in the company, but this proved we could handle a job of that magnitude with company resources," said G.J. Schexnayder, Boh's project manager. "This proved we can get it done."

## The Old Bridge Took a Beating

Hurricane Katrina's 30-ft. storm surge on Aug. 29, 2005 tore apart the 1960s constructed bridge that crosses the eastern end of Lake Pontchartrain at New Orleans, knocking the decks off 64 spans and misaligning 473 others. On September 12, only two weeks after Katrina had devastated much of New Orleans, flooding the homes of many Boh employees and the main office, Boh won a \$30.9 million contract from the DOTD to perform emergency repairs on the Twin Spans. In only two

months, 17 days ahead of schedule, Boh opened the eastbound span to two-way traffic by cannibalizing up to 64 spans from the westbound bridge and realigning 170 segments. By January 6, 2006, Boh had realigned 265 decks on the westbound span, and filled in 26 gaps with prefabricated Acrow bridge sections, allowing DOTD to open that span to traffic eight days earlier than scheduled.

Still reeling from the effects of Katrina, the team—Boh, DOTD, Volkert, design engineers, and subcontractors—worked around the clock to make the emergency repairs. "Everybody was on the same team, all pulling in the same direction, which is how it should feel on every job," Schexnayder said. "This will probably be the most memorable project of my career."

"The condition of the bridge after the storm put you in awe. In 30 days, we had traffic on that bridge. It was pretty amazing!"

Bill Moulton,  
Boh's general superintendent

Despite dealing with personal tragedies related to the storm, every Boh employee delivered on this project, said Ed Scheuermann, Boh vice president. "We are extremely proud of our dedicated

employees. They are our company."

In the early days after Katrina, everyone on the team realized the significance of the emergency repairs to the emotional and economic recovery of the region. They all felt they were part of something special and historic.

"The condition of the bridge after the storm put you in awe," said Bill Moulton, Boh's project superintendent on the emergency repair. "We all said, 'Man, are we going to be able to do this?'" The rehabilitation was also exciting because it was so fast-paced, and provided both technical challenges and the opportunity to work with many of Boh's talented, key personnel, Moulton said. "In 30 days, we had traffic on that bridge. It was pretty amazing!"





The experience forged strong bonds between everyone on the project. “We have developed a very good working relationship with Boh as a company and with their staff on the Twin Spans Project,” Horn said. “I consider several members of their team to be personal friends, and expect those friendships will last a lifetime. Honesty and integrity are rare commodities in this industry, but they are clearly prerequisites for management positions at Boh Bros.”

### Bigger and Better

The Federal Highway Administration funded construction of a 100-year, more hurricane-resilient bridge. The new bridge is 300 ft. south of the old one. At 30-ft.-high, the deck will be 21 ft. higher than the original. Each of the new spans is 60 ft. wide, allowing for three lanes of traffic with a shoulder on either side. The old spans were 28 ft. wide. The new bridge meets AASHTO’s ship impact standards by incorporating larger foundations, more redundant members (pilings), and more reinforcement to engage the piles with the caps, and make them more resilient to lateral impact. The bridge was built with high-performance, high-strength concrete that is more resistant to saltwater corrosion than conventional concrete. Lower-level connections between super-

“Because the pile driving crews were so efficient, they enabled the rest of us to do what we had to do quickly.”

Bill Moulton,  
Boh’s general superintendent

and sub-structure are designed to resist uplift forces caused by waves. Slab span decks are connected by means of dowels that were placed at angles to the cap and cast into both the cap and the deck. Concrete diaphragms are tied into the caps with reinforcing steel to secure the Type III girders against uplift. Shear keys were added to restrain the girders against lateral displacement.

A year after Hurricane Katrina had damaged the old bridges, Boh received the notice to proceed on a \$379 million contract to construct the 4.5-mile long, low-level portion of the Twin Spans. The contract was the largest in the company’s

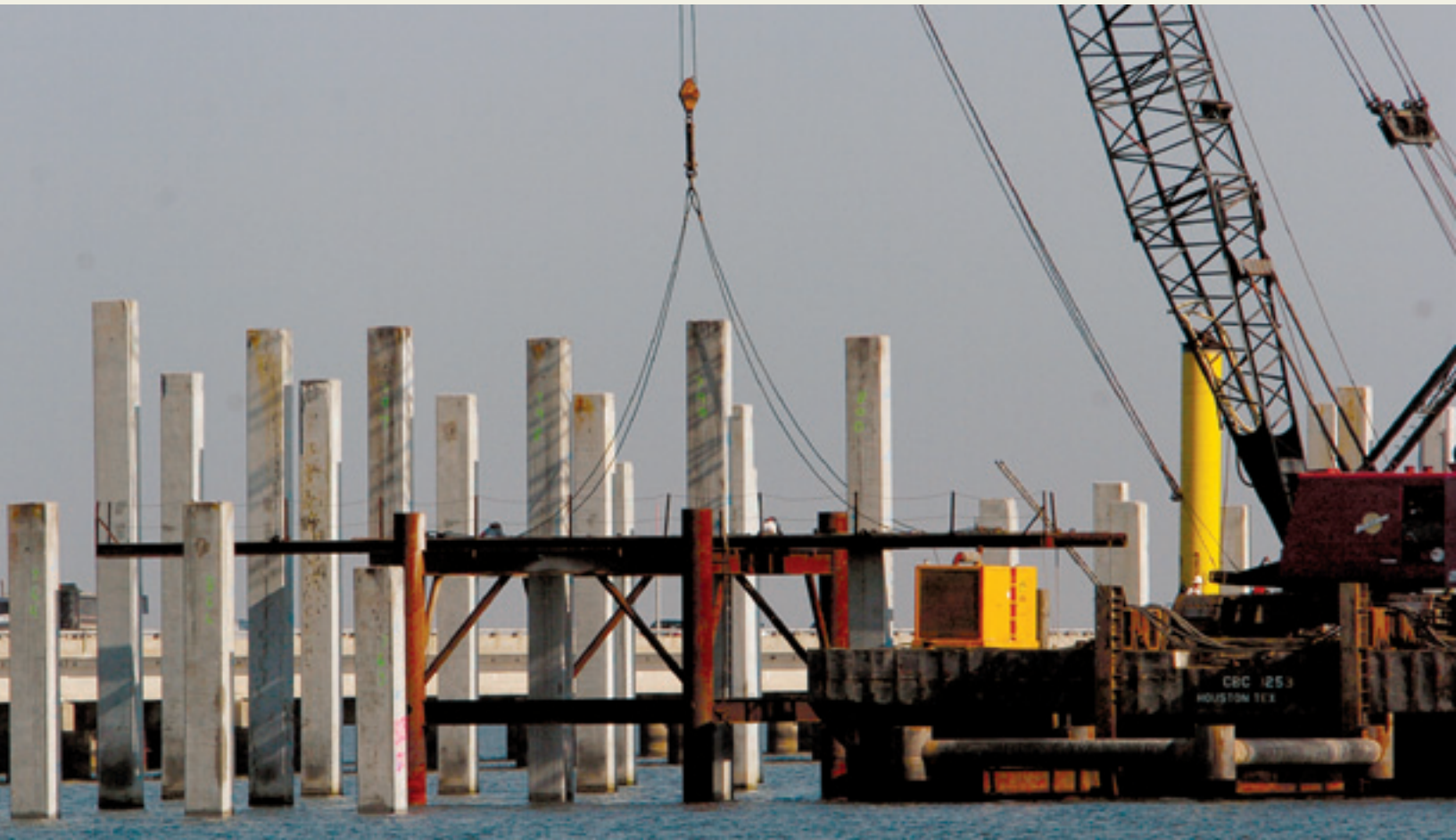
history. At the time, it was also the largest letting ever made by the La. DOTD.

In construction of the new Twin Spans, Boh has managed to beat every deadline, just as the company did on the emergency repairs of the old bridge. The first new span opened to eastbound traffic July 9, 2009, three months ahead of schedule. The DOTD heralded completion of the westbound span and approaches with a ribbon cutting ceremony September 8, 2011. At the ceremony, DOTD Secretary Sherri H. LeBas said, “Today we’re celebrating the on-time and on-budget completion of the new Twin Span Bridge. It will improve the quality of life for Louisianans by reducing traffic congestion, improving safety, enhancing mobility and facilitating economic development opportunities.”

Within a week, the DOTD had opened all six lanes of the bridge to traffic. Boh’s overall contract completion date is June 2, 2012. “That means we put traffic on all six lanes of the bridge about nine months early,” Schexnayder said.

### Template for Success

One major key to success on the project was ensuring the pile driving was efficient, accurate and on schedule to coordinate with delivery of precast piles, girders and



“This project is a model for how successful a project can be when the owner, engineers, and contractors come together for a common goal.”

Ed Scheuermann, Boh vice president

caps, said Moulton, senior superintendent on new bridge construction. To increase speed of pile driving and to ensure the piles were driven within the prescribed tolerance, Boh constructed single-stage templates (for plumb piles) and two-stage templates (for battered piles) at its Almonaster fabrication facility.

The constant, seamless communication between Boh’s pile driving and heavy construction teams made it possible to drive the piles necessary to remain ahead of schedule. “Because the pile driving crews were so efficient, they enabled the rest of us to do what we had to do quickly,” Moulton said.

More than the ingenuity and enterprise of the Boh team, the quality of people working on the project from top to bottom ensured production efficiency. “This project is a model for how successful a project can be when the owner, engineers, and contractors come together for a common goal,” Scheuermann said. “Many times partnering is discussed among project teams, but on this one, everyone LIVED it. No one ever lost sight of what we were all there to do. The hard work and commitment of all involved guaranteed its success.”

Bruce Perdue, DOTD project manager, agreed that the only way to

achieve success on a project of such “magnitude and significance” is with teamwork. “Boh Bros. Construction delivered in a big way, both on time and under budget,” Perdue said. “From conception to completion, a spirit of partnership, and their commitment to quality helped to ensure a successful project.”

People who watched with horror as Hurricane Katrina battered the Gulf Coast were equally fascinated with Boh Bros.’ speedy delivery of the newer, improved Twin Spans. “I don’t think too many people get involved with something that is a part of history like this project,” Moulton said. 🌟



# EYEING FUTURE JOBS

**Boh Bros. recently helped 17 unemployed men and women attain the skills to embark on valuable, lifetime careers in construction when the company partnered with Delgado Community College and the South Central Laborers Union Training & Apprenticeship program to conduct an eight-week, green construction, training course.**



The training program was made possible through a Green Jobs Innovation Fund grant to LIUNA Training and Education Fund from the U.S. Department of Labor, Employment and Training Administration. The training is designed to help unemployed workers find careers in green construction. Students spent the first two weeks receiving classroom instruction at Delgado's campus. Boh hosted the students for the final, six weeks of the program at the company's 10,000 sq. ft. Almonaster training facility in eastern New Orleans.

Just as all Boh employees do, students began every morning with a safety meeting. Boh provided transportation, lunch, and instruction designed to give them an

advantage in the job market.

"If they went on a new job today, they would be ahead of others who didn't have this training," said Richard Anderson, a South Central Laborer's Union instructor. "They learned about solar power, wind power, insulation, erosion control, and using renewable materials."

Students also learned how to pour concrete, lay asphalt, lay pipe, transfer grades, and operate equipment such as drills, saws and cutting torches. Additionally, training included 10 hours of Occupational Safety and Health Administration safety instruction. "They actually poured the concrete slab for their own training center," Anderson said.

The space will be put to good use, as Boh is already planning to host at least two more sessions at the Almonaster facility under the three-year grant.

The training is typical of Boh's commitment to treat people like family and honorably serve the community, said Anthony Doty, Boh's personnel coordinator. "I wholeheartedly believe in those values, which had a lot to do with why I came to work for Boh five years ago," Doty said. "Boh Bros. is not big on hiring temporary people. We prefer to hire personnel and give them a lifetime opportunity."

Doty underscored that funding for the program is a community grant, geared toward the "total needs" of the individual. "It's just another way of giving back to the community," he said. "Boh has a 103-year history of doing the right thing, and this is just the right thing to do. These individuals will hopefully gain employment with Boh Bros., but if not, they have the skills to do the kind of work that is needed in New





“It’s just another way of giving back to the community.”

**Anthony Doty**  
Boh’s personnel coordinator

Orleans. Now they are valuable to get a job anywhere.”

David Garic, a leader for the Veterans Transitional Housing Program of Volunteers of America, Greater New Orleans, says that Boh’s training gave the homeless veterans in this program the opportunity to regain some self respect and esteem. “Our ultimate purpose is to get veterans back in the work force because most people who are employed have a sense of value and worth,” Garic said. “We are constantly looking for organizations like Boh that understand that, even though these guys have had misfortune in their lives, they have value and skills. Boh really stepped up to the plate to provide opportunities to these men, and we are very appreciative and grateful.”

Garic credits Doty with spearheading the whole effort for the training program, and for visiting the veterans and personally inviting them to participate. “Anthony

Doty is one of the heroes,” Garic said. “Without his willingness to go the extra mile, the whole thing would not have come to fruition.”

On the final day of the training course November 17, all of the students seemed very grateful for the opportunity to learn valuable skills. Miles Elder said the training taught him a lot about safety first, and he hopes to get a job with Boh Bros. Steve Jackson, who previously worked in ship building, said he discovered that he really likes floating and finishing concrete. Jim Hinton said that everyone in New Orleans after Hurricane Katrina has been exposed to construction, at least demolition. However, he enjoyed learning how to operate tools like “the big boys.” His favorite is the chop saw.

Vanessa Coleman, an unemployed housekeeper, said she really enjoys cutting pipes with a torch. She would also like to learn to operate a forklift.

Linda Holmes, an under-employed pastry chef, said she would never have believed that she would be working in construction, but she’s discovered an affinity for cement finishing. “If you like working with your hands, there may be an opportunity for you in construction,” Holmes said. “To know that Boh Bros. is amenable to hiring women is certainly not disappointing.” ☀



On August 12, 2011, Boh’s Baton Rouge operation achieved

## ONE MILLION SAFE MAN-HOURS

without a recordable or lost time, giving owners one million new reasons to have confidence in Boh Bros.

“Our primary focus in Baton Rouge is the industrial arena, and our clients are not only local, but national and worldwide,” said Brian Callaway, Boh’s regional health and safety manager. “Those clients’ schedules are seriously impacted by recordables or delays. When it comes to the job, you do it safely, or you don’t come back.”

It took a little more than two years to reach the one million safe man-hours milestone. The Baton Rouge operation plans to make its goal of two million safe man-

hours within the next couple of years.

Boh’s strong safety culture and environment of open communication among all members of the team both contribute to success. “At Boh Bros., we have as close to a family environment as you can get in a work environment. All of our people truly do look out for each other,” Callaway said. “Employees know that their job is hinged on everyone around them, and that the job is not a success unless it is safe.”

The majority of the Baton Rouge operation’s employees have been with Boh for at least five years, so they are familiar with the company’s prevailing culture of safety. “We have a very low turnover, but if

we bring new people on, we teach them our culture,” Callaway said. “They either buy into it, or they aren’t going to work here.”

Although the safety manager does things on a daily basis to educate employees about safety, Callaway said the real success comes from the people who live and breathe safety every day on the job.

“It’s like having a staff of 240 safety guys on the job,” he said. “Everybody here – from the receptionist to the guys spreading concrete –all of them have the job of making sure everything they do, every day, is safe. They are all safety people and know the job is not a success unless we get through it without an accident or injury.”

# BOH EMPLOYEE SPOTLIGHT



### Lewis Broussard, cement mason

After hearing good things about Boh Bros. from family members who work for the company, Lewis Broussard joined the Boh team eight years ago. For three years he worked as a laborer. Then he moved up to his current position as cement mason.

Broussard enjoys working with Boh Bros. because he likes the people he

works with, has tremendous learning potential, and keeps busy with interesting projects. “I’m interested in learning my craft, and I learn a lot because I am working with people who are willing to teach,” Broussard said. “I would like to make foreman one day.”

Broussard recently worked putting cement finishes on bridge supports at Valero St. Charles Refinery, where Boh constructed a dock on the Mississippi River and a bridge from the dock, over River Road, into the refinery. The project will enable Valero to move some key equipment into the refinery for an ongoing \$1.4 billion expansion.

Broussard also placed finishes on bridge supports for the I-10 Twin Spans, and has a great amount of pride in being part of that historic project. “I can one day drive across the bridge with my kids and say I helped to build it,” he said.

When not working, Broussard enjoys spending time with his 12-year-old stepson, Marcel. He also enjoys cooking for his family. Broussard’s specialties are lasagna, pizza and red beans.



### Bill Moulton, senior project superintendent

Before he joined Boh Bros., Bill Moulton felt like he was always chasing after something, but couldn’t quite figure out what it was. “I worked for a residential contractor, but didn’t like it,” Moulton said. “Then I was in business for myself, and sold it.”

In 1999, Moulton made a call to Tony Saladino, general superintendent, and was immediately hired on as a foreman. “They gave me my first superintendent job in three months,” Moulton said. “Boh has always been a good fit for me. The fact that I started as a foreman and have grown into a senior project superintendent role shows that if you’re willing to put in 110% for this company, you are rewarded with opportunity.”

Moulton is proud of all the work he’s done with Boh Bros., but he’s especially proud to have been a part of the historic project to build the new Interstate 10 Twin Span Bridge to replace the artery destroyed by Hurricane Katrina in August 2005. He also was part of the team that performed emergency rehabilitation of the old Twin Spans. Everywhere Moulton goes people are curious about the work he does with Boh Bros. “It’s pretty neat that I tell people what I do, and they find it so interesting. It’s just something else to be proud of.”

Previously, Moulton worked on the West Napoleon Canal Southeast Louisiana urban flood control project for the U.S. Army Corps of Engineers. He also worked on a runway rehabilitation project at Louis Armstrong International Airport that was completed right before Hurricane Katrina hit New Orleans.

Moulton’s performance on the emergency repair of the old bridge landed him the role of general superintendent for construction of the new bridge. “Ed Scheuermann had a lot of confidence in me, and I’m grateful for the opportunity,” Moulton said. “They could have given the job to a whole lot of other people, but they chose to give it to me.”

The practice of rewarding hard work with new opportunities and challenges is something that Moulton really admires about Boh Bros. “The company doesn’t pigeon hole people,” Moulton said. “It’s about your knowledge and what you can contribute.”

When he’s not working, Moulton enjoys the outdoors, and spending time with family and friends.



### David Pichon, foreman/operator

David Pichon joined the Boh team as a laborer 34 years ago. After about three years with the company, he became a heavy equipment operator. Pichon moved up to foreman while working on the Regional Transit Authority Canal Street renovation project, but he still pitches in as an operator whenever the need arises.

“Boh is a great company. I enjoy the work, and I’ve got a whole lot of family here,” Pichon said. By family, Pichon isn’t referring to blood relatives, but the men and women with whom he’s worked side-by-side over the years. “Most of these guys have been here as long as I have,” Pichon said. “I have always liked working for Boh.”

One of the reasons Pichon has stayed with the company so long is that he personally shares a lot of Boh’s core values. “I think it’s fantastic that we help out the public, and that Robert (S. Boh, company president) lets us do that,” Pichon said. While working on a recent project at Valero St. Charles Refinery, Pichon was part of the team that helped demolish River of Life Christian Fellowship Church, which had been badly damaged in a fire. “I believe in giving back to the community, and so does Boh,” Pichon said. “That’s what it’s all about. It’s the way people should act. It’s not all about the money.”

When not at work, Pichon enjoys spending time with his wife, Jane, and his two daughters. Victoria, his eldest daughter, graduated from Louisiana State University in December 2010. His daughter Ashleigh began school at LSU this past September. “I’m very close to my girls, so I spend a lot of time chasing them down,” Pichon said. He also loves any kind of sports. “I went to Nicholls State University on a baseball scholarship, and I also played football and ran track,” Pichon said. “I’m too old to do all that anymore. My legs won’t let me, so I watch.”



### James ‘Jimmy’ Seguin, carpenter foreman

It seemed that everywhere James Seguin went, he saw Boh Bros at work. Seguin wanted to be a part of building bridges and other large infrastructure projects, so he decided to join the winning team about 14 years ago.

Seguin is proud to have been a part of the historic project to construct the new Interstate 10 Twin Spans. “This project is a big part of South Louisiana,” he said. “It was very important to get it back together, and I feel good knowing I was a part of something that will be forever.”

Seguin began with the company as a carpenter and quickly moved up to carpenter foreman, which he’s been for the past 11 years. Boh is a good fit for Seguin because “everyone in the company is very tight,” he said. “Everybody knows and takes care of each other. It’s very family-oriented. They don’t just know you. They know your family.”

He also feels proud to share in Boh’s longstanding reputation in the community for quality in construction. “When somebody asks me what I do, and I tell them I work for Boh Bros., they say, ‘Wow!’ and get all excited,” Seguin said.

When he’s not working, Seguin enjoys fishing, hunting, and spending time with his family. He has three children — Scot, Precious and James.

“I’m also very dedicated to my church,” Seguin said. “I’m the youth team leader there.”







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**Remembering Ralph William Junius, Sr.,**  
vice chairman of the board, who  
passed away December 23, 2011.

## Winter Anniversaries

**40**  
**YEARS**

Dennis E. Saucier

**35**  
**YEARS**

Norwood L. Ballon, Jr.  
Vincent J. Saladino  
Walter L. Dauterive

**30**  
**YEARS**

Lawrence Newton, III  
Michael J. Tregre  
Ricky L. Hano

**25**  
**YEARS**

Warren Brumfield  
Warren C. Perkins, Jr.

**20**  
**YEARS**

Earl A. Leblanc  
Houston C. Gipson  
Michael C. Langlois  
William P. Wohlgemuth

**15**  
**YEARS**

Chad A. Carter  
Henry L. Armour, Jr.  
Jeffery J. Smith  
Jeffrey K. Clement  
Sean M. Barbarin  
Steven W. Chesne  
Terry Williams  
Vincent P. Rabalais

**10**  
**YEARS**

Bryant K. Woodson  
Corey E. Buck  
Jeffery G. Sylvester

Jermaine F. Kelley  
Joseph Bennett, Jr.  
Keith M. Lopez  
Kirk P. Pfister, Jr.  
Luis A. Cantu  
Marcus D. Robinson  
Ricky P. Dufrene  
Ronald A. Firmin  
Roy D. Eslick  
Ryan C. Carballo  
Steven J. Menard  
Timothy J. Duhe  
Wayne C. Murana  
William F. Davis  
Wilson H. Galloway

**5**  
**YEARS**

Albert J. Galloway  
Alexander Garcia  
Alfonso Alvarez  
Andrew G. Hendrickson  
Anthony Doty, Jr.  
Charlie Muse, Jr.  
Charles C. Singletary  
David J. Trosclair  
Darrell Walker  
Darren T. Torres  
Derek A. Crawford

Grant D. Closson  
Henry R. Baham, Jr.  
Jamie D. Moore  
John M. Songy  
Joseph Saul, Jr.  
Kenneth Q. Seals  
Kenniann H. Henley  
Kenton K. Bailey  
Landon G. Settoon  
Leroy Tennart, Jr.  
Lloyd W. Horton  
Mack V. Stokes  
Matthew D. Huffman  
Melanie A. Burns  
Michael W. Coston  
Miguel A. Cuellar  
Mike L. Hamilton, Jr.  
Patricia A. Ludwig  
Paul A. Hull  
Randall K. Carlin  
Richard G. Grantham  
Rickie Durant  
Robert L. Lestrick  
Robin L. Slack  
Shelby S. Jones  
Timothy A. Picarella  
Todd J. Topey, Jr.  
Tommy C. Gray  
Troy A. Kilgore  
Wendell J. Hughes  
Willard W. King  
William B. Galloway

### Statement of Equal Employment Opportunity Boh Bros. Construction Co., LLC

Under the Civil Rights Law and Executive Order No. 11246, this Company is obligated to follow a policy of non-discrimination in employment matters. Accordingly, the Board of Directors of Boh Bros. Construction Co., LLC, has adopted the policy stated herein to govern the recruiting, hiring, training, and promotion of person in all job titles without regard to race, color, religion, disability, sex (except where sex is a bonifide occupational qualification), age, or national origin.

The Company will base decisions and employment so as to further the principle of equal employment opportunity. It will further insure that promotion decisions are in accord with principles of equal employment opportunity by imposing only valid requirements for promotional opportunities.

All personnel actions including, but not limited to, compensation, benefits, transfers, layoffs, return from layoff company-sponsored training, education, tuition assistance, social and recreation programs, will be administered without regard to race, color, religion, disability, sex, or national origin.

The Company has designated one of its officers, Mr. John F. Lipani, Vice President, 730 South Tonti Street, New Orleans, Louisiana 70119, Telephone No. 504-821-2400, as Equal Employment Opportunity Officer to coordinate Company efforts and to advise and assist all personnel in implementing this policy.

In recruiting personnel, the Company will insure that all advertisements make known the equal opportunity policy of the Company and will endeavor, where possible, to recruit through those sources which have the widest contacts among minority groups and will, generally, encourage affirmative action to obtain referrals among minority groups.

All personnel will be instructed that all applicants for all jobs shall be considered without discrimination. All personnel will offer opportunity for placement and promotion on a strictly non-discriminatory basis and the demotion, layoff, or termination of all employees shall be solely based upon work available and upon the skills and abilities of those personnel and the employer of the Company. All working conditions will be maintained in a non-discriminatory manner.

The Company will make known to all employees and to the public that the Company is actively and affirmatively pursuing an equal employment opportunity policy and that it endorses the aims of those who are promoting the acceptance of such a policy in the business community.