



BOH PICTURE



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for Super Bowl XLVII

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President
Robert S. Boh

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On the cover:
Boh crews race to ready
streets in time for
Super Bowl XLVII.

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Robert S. Boh, President

“Our company continued to evolve in 2012. The most significant change during the year was a reorganization of our utility and paving departments into one integrated group.”

You may have noticed that newspapers and magazines over the past few weeks have been publishing “Year in Review” stories in which the major events and trends of the past year are highlighted. Picking up on that theme, and for our construction market in Louisiana and along the Gulf Coast, 2012 was marked by intense competition for new projects, especially in public works. We continued to see contractors in our market from other places, and combined with a slowing earlier in the year of the post-Katrina flow of projects, this produced long lists of bidders for most public jobs.

Somewhat offsetting this relative scarcity of public work opportunities was the steady increase in capital project announcements in the industrial sector. Many of these projects are being located here at least in part because of the low price of U.S. natural gas as compared to the cost of natural gas in other parts of the world. Increasing domestic oil and gas exploration activity is beneficial for our regional economy, and we are well positioned to participate in projects that result from this trend.

Our company continued to evolve in 2012. The most significant change during the year was a reorganization of our utility and paving departments into one integrated group. These skills have been a key part of Boh Bros. going back to the company’s founding, and we believe this new structure will better align those services to the needs of our clients, both public and private.

Finally, I want to acknowledge the Boh people who retired in 2012, and especially highlight the large group retiring with more than forty years of service: Bob Ward, Robert Klein, Jr., Wayne Wooley, Richard Jacob, L.J. Daigle, Cecil Singletary, Nelson Ardoin, J.D. Hills, Lee Audibert, Nathan Crockett, John Folse and Glenn Elsensohn. Several of these gentlemen had fathers and even grandfathers who worked here. I appreciate their contribution to the company’s success and wish them well in the next phase of their lives. Thanks to these and other retiring Boh people, who carry the company forward have the opportunity to make 2013 a successful year by serving our clients well each and every day.



When the contractor on an \$86.2 million project to widen Interstate 10 from the 10/12 split to Siegen Lane was removed from the project by the sureties, the sureties selected Boh Bros. as the completion contractor.

“I’m very pleased with the quality of work that the Boh team has done, and that they are meeting the schedule,” said Brian Owens, project engineer for Louisiana Department of Transportation and Development, which owns the project.

Boh signed the completion agreement for the five-mile widening on Jan. 3, 2012. At that time, the project was roughly 50% complete. By December 2012, Boh was wrapping up the final details. “I have never in my career witnessed a contractor work at the pace Boh is working,” Owens said. “It’s very impressive to see a contractor working at such an accelerated rate.”

Finishing the project in a timely fashion not only pleased the owner, but also strengthened Boh’s reputation in the community, said Zachary Jopling, Boh’s field project manager. “People out there know we can get it done, that if they need to get a project moving, we will make it happen,” Jopling said. He added that success on such challenging projects also reinforces employee confidence and dedication. “Our guys take pride in being part of an outfit with a no-nonsense, good reputation.”

That reputation, coupled with success on an adjacent, \$60 million design-build contract to widen I-10 from Siegen Lane to Highland Road, is what led the contractor and surety to select Boh as the completion contractor, said G.J. Schexnayder, Boh’s heavy construction project manager for both projects. “Working both projects benefited the public because we were able to more closely coordinate lane closures and traffic switches.”



pours, or to assist Boh's subcontractor with paving. "Everybody on this project has been working long hours and really hustling to get this job done because they know how important it is for the DOTD and Boh to meet the schedule," Jopling said. "I live eight minutes from the job, so it's no problem for me. But we've got guys coming from Slidell, Lafitte and all over the place to perform the job. Some of them are driving 70-100 miles a day to work, and nobody is complaining. Everyone shares the same work ethic that there's a job to do, and we're going to get it done."

Boh employees have had no major safety infractions on the project, said the DOTD's Owens. "Boh is very safety-oriented."

At least one member of the traveling public agrees. Sue Hill was on her way to work when she had a blowout in Boh's I-10 project area. She was helped to safety by Billy Harrington, who was daytime safety manager for the Essen Lane portion of the project, and Mark Waycaster, health and safety coordinator for the project.

Not only did they help Hill get her car safely removed from traffic, the two men mounted her spare tire, checked her car for damage, and then helped her back into traffic so she could make it to work on time.

In a letter to Steven Chesne, Boh's regional safety manager in Baton Rouge, Hill called Harrington and Waycaster "my own personal angels." She was impressed by their concern for her well being, as well as the thoroughness with which they inspected her vehicle before putting her back on the road. "They are great ambassadors for Boh Bros.," said Hill, adding that the company should be "proud of the wonderful act of kindness that these two men performed."

The assistance Harrington and Waycaster offered Hill is not unusual but rather indicative of Boh's core commitment to honorably serve the community, Waycaster said. "It's just what we do. If someone out there needs help—whether it's contractors, subcontractors, one of our employees or the public—we will help them." 🌟

"A lot of prep work goes into making these big pours or placing girders, and everything we do must be done safely, quickly, and with as little impact to traffic as possible."

Zachary Jopling, Boh's field project manager

"I have never in my career witnessed a contractor work at the pace Boh is working. It's very impressive to see a contractor working at such an accelerated rate."

Brian Owens, La. DOTD's project engineer

Smooth Orchestration

Boh's portion of widening I-10 from four to six traveling lanes included widening the bridges at Siegen Lane, Bluebonnet, Wards Creek and Essen Lane. The previous contractor had already demolished the westbound exterior of the Wards Creek and Essen bridges. Boh was tasked with constructing new westbound bridges at Wards Creek and Essen. Boh also completely removed the existing eastbound bridges at those locations and constructed new ones. Boh also widened and rehabilitated exterior bridges (both eastbound and westbound) at Siegen Lane, Bluebonnet, and over the Essen Lane tunnel.

Without a doubt, traffic has been the biggest challenge throughout the project. The DOTD estimates that average daily traffic through the corridor is 83,000 vehicles, and that number swells on holidays, football weekends, or during emergencies like the Hurricane Isaac evacuation. In an effort to impact the traveling public as little as possible, lane closures for bringing in girders or making big concrete pours are restricted to between 9 p.m. and 5 a.m.

"A lot of prep work goes into making these big pours or placing girders, and everything we do must be done safely, quickly, and with as little impact to traffic as possible," Jopling said. For

example, during construction of the new Wards Creek Bridge, the Boh team was tasked with setting 40, 70-ft.-long, 41,000-pound, Type 3 girders within five nights of lane restrictions in October.

Before the night crew could set the girders, the day crew had to haul in dirt and level the slope embankment beneath the bridge, so it would be flat enough to properly support a crane. Then the crane had to be positioned, so it would be ready for the night crew to pick and set the girders. "If we didn't hustle up during the daytime to get the dirt work how they needed it, those guys at night wouldn't be able to do what they had to do to set the girders on schedule that day," Jopling said.

Girders were delivered about 6 p.m. and staged on the project away from the bridge so that the Boh crew could dress them up with safety cables and posts. Boh began lane closures at 9 p.m., after which the girders would be transported, one at a time, to Wards Creek. "We would bring the girder truck into the lane closure. Then the crane, situated below the bridge, would pick it up off of the truck and set it onto the new bridge," Jopling said. After one was set, another would be delivered. "Then we would pick up the lane closures and be ready by 5 a.m. to open up to traffic." The team set eight girders per night until all five spans were in place.

Above and Beyond

Although the bulk of construction is scheduled during the daytime, Boh employees may also be called on to work nights for big concrete



PERFECT 10TH

Boh Paves the Way for Super Bowl XLVII



“We knew there would be a high volume of traffic on this project, so we decided to use a trackless tack.”

Stephen Alexander, Boh's project manager

Boh Bros. helped to roll out the red carpet for Super Bowl XLVII by milling and overlaying some iconic streets in New Orleans' historic French Quarter.

When locals and tourists flock to the February 3 game in the Mercedes-Benz Superdome, city, state and tourism officials want them to be wowed by the Crescent City and all of her charms. This marks the tenth time New Orleans has hosted the NFL Championship game, and officials are hoping to make a strong enough impression to woo future Super Bowls. The freshly paved streets are part of that plan.

“We're extremely satisfied with Boh's work on the milling and overlaying of French Quarter street segments,” said Jeffrey Burst, program manager, Louisiana Department of Transportation and Development. “We were actually behind schedule, but Boh's pace helped us regain that schedule and finish in time for the holiday shopping season. That made the local merchants happy.”

The French Quarter paving projects are being funded by the City of New Orleans, as part of a multi-faceted program to spruce up the city in anticipation of the Super Bowl and the huge influx of tourists and international media coverage it will bring. The La. DOTD is administering the program, as an addition to the \$90 million Paths To Progress (P2P) program to rehabilitate, restore and enhance more than 60 roadway segments in Orleans and Jefferson Parishes.

P2P, which is funded by the Emergency Relief Program of the Federal Highway Administration, is the second phase of the South Louisiana Submerged Roads Program (SRP). Under the \$110 million SRP, contractors rehabilitated 56 centerline miles of roadways that were damaged by flooding or heavy hauling for debris removal or reconstruction following Hurricanes Katrina and Rita in 2005.

Under SRP, the La. DOTD worked with the New Orleans Regional Planning Commission, the City of New Orleans and the FHWA to coordinate street repairs and maximize funding for betterments like ADA ramps, curbing and landscaping. The joint effort captured American Recovery and Reinvestment funds to

add 25,000 square yards of sidewalk repair, the planting of almost 800 trees, more than 46,000 feet of shared-use bike lanes and 33,000 feet of dedicated bike lanes, Burst said. When SRP was completed in March 2012, the La. DOTD wanted to capitalize on the program's success and lessons learned to continue making improvements.

The scope of work on the P2P projects includes: milling and resurfacing; repairing concrete curbs; resetting stone curbs; replacing damaged sidewalks; and installing ADA compliant ramps and blue and white street name tiles. “We will see a substantial increase in both automotive and pedestrian traffic in the weeks leading up to the Super Bowl, which is one reason why these betterments are so important,” Burst said. “People will see not only the roadway rehabilitation, but the new sidewalks, striping, improved lighting, signage and landscaping.”

Boh's scope of work included cold milling 10 segments of eight French Quarter streets between Canal Street and Esplanade Avenue, and then overlaying them with Superpave asphalt.

Boh not only completed the projects early, but also delivered a product that “consistently meets or exceeds project requirements and design standards,” said Rick Hathaway, construction manager, HNTB Corporation of Kansas City, Mo. HNTB performed program management for La. DOTD on the SRP and is doing the same for P2P. “During construction, the Boh Bros. staff was always available to discuss changes to the scope or procedures as needed, and they accommodated us when possible,” he said.

HNTB geographically clustered projects in the program to speed construction and minimize contractors' mobilizing and demobilizing. The close proximity of the streets definitely helped with Boh's coordination and speedy delivery on the French Quarter projects, said Stephen Alexander, Boh's project manager. “Each of these streets, individually, are not huge projects, but when you combine several of them so close together, it allowed us to be more productive and efficient.”

Boh began milling the old pavement in early October. “We



“We were actually behind schedule, but Boh’s pace helped us regain that schedule and finish in time for the holiday shopping season.”

Jeffrey Burst, program manager, Louisiana Department of Transportation and Development



started on Burgundy Street and worked in half mile sections as traffic was rerouted,” Alexander said. “After milling a section we would follow sequentially with the overlaying, so we had a rolling operation.”

The project was performed in small sections because the French Quarter streets are too narrow to accommodate Boh’s crews and traffic at the same time. “Working in a tight area like this with so many people requires a lot of caution,” said Glenn Elsensohn, asphalt general superintendent. “You’ve got to have eyes everywhere.”

Elsensohn explained how the milling machine has a huge drum that is embedded with 187 carbide, milling teeth that make quick work of chewing up the old asphalt. “As the big drum rolls around, the teeth spin, so they don’t get worn out on one side,” he said. Boh’s rolling operation meant that crews were never in the same spot for more than a few days. “That means the businesses were not upset,” Elsensohn said. “In fact, one owner said to me that he was sure glad Boh Bros. got the job because he knew we would get it done fast and right.”

Boh used both an 8-ft. and a 10-ft. paver to lay the 11,000 tons of Superpave asphalt on the project. “Superpave is standard on all state projects, and we supplied it all from our France Road plant,” Alexander said.

Construction didn’t staunch the steady flow of residents, workers and tourists through the project area. “We knew there would be a high volume of traffic on this project, so we decided to use a trackless tack,” Alexander said. A tack coat is routinely applied to the freshly milled road surface as a binding agent for the asphalt overlay. “Normal tack is very sticky and can be picked up on shoes, car and bicycle tires, or anything that travels through the project area,” Alexander said. Once that sticky stuff gets on shoes, tires or puppy paws, anything that is walked or rolled through will bind to it. “On this job, we opted to use a trackless tack, which does not stick to shoes or tires,” Alexander said. “Within five or 10 minutes of applying it, you can walk on it or roll over it and it doesn’t pick up.”

Trackless tack is on the La. DOTD’s Qualified Products List, but wasn’t specified for this particular project, Burst said. “We hadn’t even thought about it, but we were happy to do it when Boh Bros. brought it up.” Businesses and pedestrians probably aren’t even aware that the tack is there, he added.

Keeping businesses, residents and tourists happy during construction is all part of Boh’s commitment to honorably serve the community, Alexander said. “The Super Bowl is a really big deal for New Orleans. I enjoy events like this in New Orleans, and having so many people come to the city to enjoy themselves. I want them to come back, so I am glad to have been a part of making it look as nice as possible.”

INTERNATIONAL MARINE TERMINAL



Boh recently completed construction of a new dock for International Marine Terminal on the Mississippi River at Myrtle Grove, La.

The dock is part of a three-phase expansion that began in 2011 and, by 2014, will double IMT’s capacity.

“IMT primarily handles barge-to-ship and ship-to-barge transfers of coal and petroleum coke,” said Robert Desselles, an IMT project manager. “This new dock that Boh built is for our new, ocean-going barge loader. It will provide a dedicated berthing for coal barges supporting a major southern utility company.”

IMT is a joint venture between Kinder Morgan and American Electric Power. Desselles is with the major projects group of Kinder Morgan Terminals, the operating partner of the IMT facility.

Boh won the competitive bid contract at the end of April 2012. “We have done a lot of work for Kinder Morgan in the past and actually did a good amount of work on IMT’s existing dock,” said Grant Closson, Boh’s marine project manager.

“Boh Bros.’ performance is always very good and very professional,” Desselles said. “Boh Bros. is the type of contractor that you can trust to work independently because they have good systems in place, good management, and they know what they’re doing.”

Additionally, Boh’s approach to safety “fits perfectly with the Kinder Morgan/IMT safety culture,” said Louie Cinquemano, contractor safety inspector



“We’ve got a long history of pile driving and dock installation on the Mississippi River.”

and site contractor safety representative for IMT. “Boh Bros. is very proactive in their approach to safety,” he said “We didn’t have any incidents, but because Boh is so proactive, they immediately handled any potential problems I asked them to address. We’ve had very quick response time from the supervision of Boh Bros. I am very pleased with Boh because they truly take safety seriously.”

The scope of the project fell within Boh’s expertise in marine work, including pile fabrication, pile driving, and concrete placing over water. “We’ve got a long history of pile driving and dock installation on the Mississippi River,” Closson said.

The new dock consists of two platforms, a landside approach bent, and riverside breasting dolphins. “The larger of the two platforms will house the new loading system, and the other will be a working point for service to the loader,” Closson said.

To construct the breasting dolphins, Boh drove four, 72-inch-diameter and two, 60-inch-dia. piles—all 150 ft. long—to depths of -135 ft. “It’s not everyday you see piles that size go in,” Closson said. “For a job like this, you really have to have skilled people who know what they are doing.” Wayne Poole, ringer foreman, guided Ron LeBlanc, ringer operator, while they used a Manitowoc 4100 ringer

Grant Closson, Boh’s marine manager

crane to lift the huge piles.

The large platform is supported by eight, 36-inch piles, and the smaller one by four, 24-inch piles. Crews at Boh’s Almonaster yard fabricated steel templates to guide placement of the piles and false work to support the concrete deck pours.

“It’s a large amount of concrete that has to be placed in the river on an elevated platform,” said Matt Williams, project manager. “In order to do that, you have to place a forming structure to bear the weight of the concrete, and then remove it once the concrete cures.” The large platform required 120 cubic yards of concrete, and the smaller one 30 cubic yards. Boh completed the dock by the end of October. ▲

BOH EMPLOYEE SPOTLIGHT



Glenn Elsensohn, general superintendent, asphalt

By the time this prints, Glenn Elsensohn may already be off on a cruise to some exotic destination, hunting, or fishing off of his dock in Eden Isles. The asphalt general superintendent recently retired after

40 years with the company. “Me and my wife, Susan, go on a different cruise every year,” he said. “It’s relaxing, and the telephones don’t work.”

When Elsensohn first joined the Boh team, he worked in the pipe department as an equipment operator. “The asphalt department borrowed me for a few days, and I liked it. I’ve been here ever since,” he said. From operator, Elsensohn moved up to foreman and assistant superintendent before becoming a general superintendent.

“Boh Bros. always treated me good, and fed my family for 40 years,” he said. “They have always found work for me, and I have never been laid off.” Elsensohn said he also liked the people he worked with, and derived a great deal of satisfaction from seeing the finished product.

He’s worked on so many projects over the years that it would be hard to name favorites, he said back in October, while working a paving project on Esplanade Avenue. “I’ve been around so long that I’m doing streets over that we did years ago,” Elsensohn said. “I did Chef Menteur Highway twice, and this may be the third time I’m doing the French Quarter.”

He and his wife celebrated their 40th anniversary on November 11. They have two children. Glenn, Jr. also works for Boh as a foreman in the asphalt department. Their daughter, Amy, is a civil engineer with the U. S. Army Corps of Engineers.

Elsensohn enjoys hunting and fishing. Following Hurricane Katrina in 2005, he bought a home in Eden Isles. “I wanted to live on the water and be able to go right out the back door and go fishing. I had nine ft. of water where I was before and now I moved to somewhere that got three ft.,” he said, laughing. Between all of the hunting, fishing, vacationing and spending time with his five grandchildren, Elsensohn expects he’ll be pretty busy after retirement.



Wesley Johnson, rod buster

Wesley Johnson has been working as a rod buster with Boh Bros. for almost 11 years. “I’m also sometimes a laborer, cement finisher, carpenter’s helper, or whatever it takes to get the job done,” he said. “We all work together and help each other out.”

Johnson enjoys the close-knit, family feeling of the company. “I like working with these guys and getting to know everybody.” He also appreciates Boh Bros.’ strong safety culture, which is evident in day-to-day activities. “Everyone takes care of everyone else so that we all go home safe,” Johnson said. “It’s important that everyone goes home to see his wife and kids at night.”

Johnson recently worked on construction of a new dock for International Marine Terminal on the Mississippi River at Myrtle Grove, La. “The last few projects I’ve been on have been on the river, including the Cargill Grain elevator and the Third Street Wharf,” he said. “I like working on the river.”

When he is not at work, Johnson likes to relax by watching television or playing with his grandson. He and his wife, Layunna, have two children: Leslie, 27 and Wesley, 23.



Anthony Herrera, carpenter

In October, Anthony Herrera had only been working with Boh Bros. as a carpenter for a few weeks, but he already knew he wants to stay with the company. “I like everything about the company, he said. “I like working with these guys, and

working on the water.”

Herrera was making forms for concrete on construction of a new dock for International Marine Terminal.

When he’s not at work, Herrera enjoys spending time with his kids going to movies, or doing anything else that is fun. He and his wife, Jessica, have three children: Jeanette, 6; Jorge, 3; and Juliann, an infant.

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.





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Winter Anniversaries

**55
YEARS**

Robert S. Ward

**40
YEARS**

Lynn P. Comeaux, Jr.
Nathan J. Crockett
Sidney J. Crockett

**35
YEARS**

Granville E. Ester, Jr.
Willard J. Gunter
Leslie T. Harvel
Dale M. Newton, Sr.

**30
YEARS**

Aaron P. Boudreaux
Patrick J. Cambre

Patrick W. Declouette
Fred P. Fuchs
John M. Maxwell
Robert E. Shahine

**25
YEARS**

Charles Andrews, Sr.
Jose M. Cantu
David Sanders

**20
YEARS**

Henry J. Chaisson
James R. Ward III

**15
YEARS**

Carlos D. Aguillard
Gary L. Button
Jeremy P. Coston
William E. Mann
Ralph B. Ratcliff

**10
YEARS**

Michelle C. Giovengo
Harry T. Graham
Eddie J. Green
John W. Hayward III
Daniel G. Hitchings
Michael G. Keller
King D. Robie
Francis M. Rose
Calvin Russell
Felix Smith
Michael R. Smith

**5
YEARS**

Timothy J. Barber
Lyndell Campbell
Nick Capace
Marc A. Cole
Jajuan C. Davis
Jose R. De Leon Esco
Abel N. Guidry III
Jason E. Hayes

Robert W. Hodges
Robert W. Hodges, Jr.
Anthony G. Jacob
Aaron A. Jefferson
Gerry Johns
Henry Johnson, Jr.
Will C. Marks
Kenneth E. Martin
Burton T. Moore
Robert L. Mutschier, Jr.
Steven M. Ogier
Mark S. Percle, Jr.
Donald C. Purvis
Jerry C. Reed
Jeremy K. Richardson
Patrick S. Ryan
Steven J. Scott, Jr.
Thomas F. Steele
Miguel Stemley
Stephen L. Sticker
Joseph E. Winters
Benjamin M. Yazbeck
Tory Young

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