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

BOH PICTURE

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Metairie Overpass Gets Modernized

Boh makes critical upgrades to Causeway Blvd. overpass

BOH
PICTURE
Summer 2022

President
Robert S. Boh

On the cover:
Crews complete final repairs to the concrete risers on Ramp 6 of Northbound Causeway Blvd.

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

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For more than ten years, Boh Bros. has been a participant in two initiatives that seek to improve safety and ethical behavior in the construction industry. Through active participation in both, our company has contributed to making our industry better while using what we have learned from our peers to make constant improvement in these key areas.

Boh Bros. joined the Construction Industry Safety Initiative (CISI) in 2010. CISI is led by an Executive Committee of the CEOs of ten large self-performing heavy civil contractors; I have been proud to represent us on this committee over that time. The committee's main work is putting on a Safety Summit every two years. In attendance are the CEO, the top operations leader, and the safety director from about 30 large contractors. The founding principles of the Safety Summit include a transparent review of common safety challenges and a sharing of best practices. Although these companies are routinely fierce competitors in the marketplace, when it comes to the safety of our people, there are no trade secrets. Our company has benefitted greatly from the ideas and experiences we have learned at the Summit and in the Steering Committee. In this issue of the Boh Picture, you can read about one of those ideas, STCKY, that was introduced to our teams recently during Safety Week.

Boh Bros. became a member of the Construction Industry Ethics and Compliance Initiative (CIECI) in 2011. CIECI was founded in April 2008 by the CEOs of 13 of the largest construction firms in the country with the purpose of taking a collective stand to promote integrity, ethical business conduct and compliance. Those founding members believed that by modeling ethical business practices, by backing up their words with actions, and by sharing best practices in the areas of ethics and compliance that the reputation of the industry would be elevated. I am a member of the CIECI Steering Committee which organizes two meetings each year for the CEO's and Compliance Officers of the now 47 member firms to address the emerging ethics and compliance risks faced by the construction industry. Our ethics and compliance program has evolved over the years with many best practices learned from our fellow CIECI member firms.

"Never Be Satisfied" is one of Boh Bros.' Core Values. By being an active participant in CISI and CIECI, we are living that Core Value as we strive to constantly improve the safety and ethical practices of our business.

> Doing these things well provides the foundation for the future success of our company.

Robert S. Boh

Robert S. Boh, Chairman & CEO

MOVING TARGET

Unreliable 'as-builts' require malleable approach to Metairie Causeway overpass repair

There were no easy answers during the recent refurbishment of an aging Causeway Boulevard overpass in Metairie. The elevated structure and associated ramps spanning Airline Highway were in dire need of substructure repairs and Boh Bros. Construction had to find a way to do it under heavy traffic with old and potentially inaccurate "as-builts", all under a tight timeline.

(continued next page)

It represented a significant change, so to prove the concept Boh developed and implemented its own load test at its Almonaster yard with the help of Boh chief engineer Neil Hickok.

On its face, the work seemed fairly straightforward. The $13.5 million project called for the spans to be raised above the bents by about 1.5 inches with jacking rams in order to replace hundreds of deteriorated bearings and risers. Per specifications, the work was to be performed in four sequential phases – two for each of the overpass spans and two for each of the ramps – to limit impacts to traffic.

Instead, the project evolved into a challenging and inherently risky process exacerbated by the age of the 1950s structure and as-built drawings.

Engineering Solutions

In the beginning, Boh's layout group took field measurements for each of the phases, then created its own preliminary as-builts to incorporate the height of the diaphragms from the caps, distance of the anchor bolt locations from the center line of the girders and other vital measurements. "There was a lot of prep work involved," says Darren Torres, Boh's project manager at the site. "We were dealing with a lot of old parts that were to the point of deterioration, and we had to be careful not to cause any additional damage."

The original design called for the removal and replacement of the bridge's structural steel diaphragms in support of the jacking operation but Boh Bros., with the help of design consultant Huval and Associates, suggested incorporating the existing diaphragms into the plan instead.

It represented a significant change, so to prove the concept Boh developed and implemented its own load test at its Almonaster yard with the help of Boh chief engineer Neil Hickok. "We pulled some existing channel beams from the job and brought it to the yard, then reconstructed it and put the same loads on them," Torres says. "We proved to the design team that they would not fail under those loads."

Then, in June 2021 Boh Bros. began replacing the existing rivets and bolts that connected the diaphragms to the girders, as part of Phase 1, to provide them with the strength needed to support the jacking operation. They then positioned 50-ton, two-stroke lifting jack rams under each diaphragm about 1.5 feet from the centerline of the girders. "We set them up on a manifold system all the way across a bent," Torres says. "We'd jack both sides of a bent where two spans are attached, so we were basically lifting two spans."

"We planned weeks ahead and ran through the sequences to ensure there weren't any impacts to traffic," he adds. "And we only jacked the spans at night to limit the impacts to the traveling public. During the day we maintained an open lane in either direction of the overpass but shut down all traffic overnight in order to safely raise and lower the spans. We would begin prep work at about 7 p.m. and initiate the jacking process between 10pm and midnight." Once the spans were lifted and fully supported, for each phase, traffic was opened back up. "The jacking was performed in only one area at a time," he adds.

Safety was an ever-present concern due to the high traffic counts and elevated nature of the work – the Boh craftsmen were typically working some 50 to 60 feet in the air, either on an aerial lift or on the scaffolding. "We had so many lanes of traffic that we were dealing with … from the overpass, Airline Drive, all of the entrances and exits etc.," Torres says. "Every time we had a change of traffic we had a meeting with everyone to ensure that they all knew what to do."

Rolling with the Changes

The real headaches began once the spans were lifted. Tony McCallef, Boh's superintendent at the site, says the installation of hundreds of new anchor bolts was a daunting task "since no one really knew the location of the existing rebar within these caps. The archived drawings didn't really match what we were dealing with, day in and day out, so each bent presented its own unique set of challenges."

To attempt to locate the existing steel, Boh hired a subcontractor to perform a GPR (Ground Penetrating Radar) scan of the tops and sides of the caps, but "GPR scans aren't a perfect science, so we ended up making contact with reinforcement anyway," Torres says. To make matters worse, the rebar converges at the narrower ends of the caps and was nearly impossible to avoid. "We were drilling some decent sized holes for these anchor bolts while trying to miss the rebar sandwiched together at the ends," he adds.

It evolved into a process of trial and error, and by mid-June the project had racked up more than 105 requests for information (RFIs). "Every time we moved an anchor bolt location it impacted our riser design, so we had people dedicated to spitting out RFIs and communicating continuously with the design engineer, Design Engineering Inc. (DEI), and Jefferson Parish to keep the project moving forward," Torres says.

It was a lot like working in the blind, and every change had a corresponding ripple effect on the design. And since each riser had a different footprint, length and width, the Boh team had to custom build them in the field to accommodate the actual rebar locations.

There were similar inconsistencies during the installation of the girder bearing assembly plates. Made of two fabricated metal pieces at a 90-degree angle, the plates facilitate the attachment of the girders to the cap. "The girders weren't perfectly square, and while state specifications give you about 1/16-inch tolerance, you're never going to achieve that on an old bridge," Torres says. "That impacted the attachment of the plates. From a quality standpoint we had to ensure that we were fabricating our assembly plates perfectly square and to the right tolerances."

Quality was unquestionably critical, so Boh maintained a full-time quality control person on site. Communication was an important part of the process. "There were several new hires on this job, and when you are relaying things to your foremen, you must ensure that those guys know

what they are doing. There are layers of procedures and documents that were necessary to get these risers built correctly. And probably more so than any job I've ever been involved with there was more hands-on involvement coming from supervision and management to ensure that they were being followed," Torres says.

Procedures were developed for everything from drilling, epoxying and installing rebar to determining cap dimensions and bearing pad locations to ensure that the spans would lower into the same place and elevation upon completion.

Tireless Communication

Due to the unpredictable nature of the work, the schedule had to be continuously re-sequenced, so, eventually, the phases began to overlap. Supply chain issues created additional drags on the schedule, as long lead times were necessary for certain items such as high-strength structural bolts. "It took some four to six weeks to get our high-strength structural bolts," McCallef says. "If you needed bolts and needed them right away you could forget about it, and on this job, we needed thousands of them. Therefore, we accounted for the bolts we needed, plus some additional."

Material pricing was an additional problem. "Every time we get a quote on bolts, it was higher … sometimes double," he adds. "We'd get quotes that were only good for 24 hours. We'd just have to make sure we had our ducks in a row before placing the order." To make up for lost time, the project team focused on critical path items and began working Saturdays.

Towards the end of the project, the Boh Bros. team will overlay the overpass with epoxy urethane and replace the PVC gutter drain downspouts. They will also clean out the storm drain gutters and repair any damaged areas.

All four phases of the project are scheduled to be completed by early fall. "The success we've had on this project so far is due to having the same crew at the site since day one," McCallef says. "We have a great crew, from ironworkers, to carpenters to laborers."

Tireless communication with internal Boh employees, as well as with the Owner and the Designer, was critical in the success of this project.

Beat the Clock

Boh races against time to build foundations for post-Ida electrical towers

The lights went out nearly everywhere in New Orleans when Hurricane Ida tore through southeast Louisiana last August. The winds were blowing more than 150 mph as the storm brushed the city, damaging an Entergy tower along the Mississippi River at Avondale.

In a matter of days, though, Entergy's team of emergency electrical contractors had impressively and swiftly erected a temporary solution and restored power.

Nevertheless, they knew a more permanent fix would be needed. When the time came, the electrical provider chose to replace both the tower in Avondale as well as its sister tower on the other side of the river in Harahan. The solution came in the form of two new, more robust towers reaching over 400 feet tall and capable of withstanding hurricane force winds.

Assisting the owner with the most economical design and schedule, Boh Bros. put together different pricing options for the tower's foundations. "Within days, we began giving them budgetary pricing for several different pile types and configurations," says Michael Lagasse, Boh's project manager over the piling phase.

Once designs were finalized by Entergy and New Orleans-based Waldemar S. Nelson & Co. Inc. in December, the Boh team began ordering piles. And by early February, they had begun mobilizing equipment to begin work at the site.

The project ultimately required the construction of four concrete foundations at each tower site, one for each tower leg, that were each supported by 30 concrete piles. Additionally, four concrete strap beams linking the foundations are each supported by two piles. "Essentially, each tower leg gets a foundation," he adds, "supported by 16-inch by 67-foot-long prestressed piles." In all, Boh drove 124 piles on a 4 on 12 batter.

No Time to Spare

When Boh Bros. arrived at the site, another contractor had already removed the damaged Avondale tower and its associated foundations and was beginning a similar process at the Harahan site. The new foundations were similar to the existing foundations but shifted approximately 37 feet from the original location to avoid conflicts. In order to install the new foundations, the existing concrete strap beams needed to be demolished but the original footings remained in place. The new design was similar to the existing design in that it contained four foundations connected by strap beams, but it was designed to be more robust than the original design.

The entire process sometimes took over an hour.

"These were lengthy discussions, but they paid off," Parquet adds. "Staying aware of our surroundings and the dangers that we were facing was crucial on this job."

Time was of the essence since all the work had to be completed while river levels were low and before the new towers arrived. "We were racing the river," Lagasse says. "We had to drive the piles and place the concrete before the river levels came up. If the river caught us, we would have been shut down until the river levels decreased… and they needed to get this up for hurricane season."

The Boh team mobilized a 200-ton driving rig with swing leads and 110-ton assist rig and began driving piles within days. A custom built 30-foot-long steel template with hydraulic winches, fabricated at Boh's Almonaster facility, was used for help in guiding the battered piles.

The construction process was identical for both towers. The Boh team first drove the battered piles, then created underground strap beams to connect each of the four foundations. Next, they excavated to a depth of about 7 feet, then formed and placed the massive rebar-reinforced foundations using a combination of fabricated wood forms and EFCO forms.

The concrete mix design was conventional, but the foundations required exceedingly large anchor bolts as support for the towers. Precision was critical throughout the process. Significant design effort went in to designing the anchor bolt templates and supports to ensure they did not shift during the concrete placement.

From there, the project was executed in a sequential manner. The day Boh's pile driving crew finished work at the Avondale site, it began a similar process at the Harahan site as the civil crew took over at Avondale. Then, once the piles were driven at Harahan, the civil team moved over to finish the job. By June, the foundations were complete, the Avondale tower had been erected, and erection of the Harahan tower had begun.

Everything moved quickly on the high-profile project. Boh's multi-crew team worked 13 days on and one day off, and often 12 hours a day, to get it done. That still did not leave a lot of time to spare – the team installed the last strap beam just a few days before the first tower arrived.

The new foundations

were essentially shifted over by approximately 37 feet from the original location. For us to do our work, they had to demolish parts of the existing strap beams.

An Eye on Safety

Leonard "L.P." Parquet Jr., Boh's site superintendent, says the demanding work schedule was easily the project's biggest challenge, but that everyone on the team shared a similar desire for the project to be completed as quickly and flawlessly as possible. "There were some long days and long hours," Parquet says, "but it was necessary to expedite the work. We gave people some Sundays off when it was possible."

Parquet closely watched his team for signs of fatigue to ensure that safety and quality were not being compromised. Meetings were also held at the start of each day to go over tasks and high-risk areas, first with the foremen, then the entire project team. That was followed by breakout meetings between the foremen and their individual crews.

The entire process sometimes took over an hour. "These were lengthy discussions, but they paid off," Parquet adds. "Staying aware of our surroundings and the dangers that we were facing was crucial on this job."

Given the tight site and abundance of equipment, Parquet increased the number of designated spotters on site and flagged off the entire area. Boh site safety leaders Anthony Escobar and Earl Hano Jr. were also on hand to reinforce safety protocols. "If a worker had to enter the area, they had to get permission from the foreman," Parquet says. "That way, we ensured that only approved personnel were in the area. We just did not have a lot of real estate to work with out there," he adds.

"We hold ourselves to a very high standard for safety," says safety representative Escobar. "Everyone worked as a team to create a safe project site." Constant communication and a safe site meant crew members could focus on their tasks. "Without the support of the employees, foremen, and supervision, safety is nothing," Escobar adds. "Our employees are the backbone of the entire operation."

Through it all, the team worked collaboratively to complete the task at hand. Having the entire project team, from the Owner to the Contractor, with common goals resulted in a safe and successful job that finished on schedule.

FAST PACE

Boh Bros. swiftly mobilizes to fill eroding drainage swales at Southern University's Baton Rouge campus

Several drainage swales were eroding at an exponential rate at Southern University's Baton Rouge campus this past fall and threatening a heavily used Student Health Center and residential parking lot. There were also alarming signs that one of the swales was about to undermine an electrical transformer foundation.

Given the urgency, Huval & Associates turned to Boh Bros. Construction for help with a quick solution. The Lafayette-based engineer holds the emergency contract with the Louisiana Department of Transportation and Development, the overseer of the state-funded project. "The issue was brought to our attention in August 2021," says Glenn McCall, Huval's senior project engineer. "After observing the erosion and its proximity to the Health Center, it became obvious that we needed to do something quickly so that the building could remain operational."

The swales were essentially "fingers" of the Mississippi River that acted as drainage canals when river levels were low but transformed into backwashes when levels were high. As a result, the highly granular soil native to the area was eroding quickly, a problem exacerbated by excessive amounts of storm water coming off surrounding parking lots and streets.

If left untended, McCall says, there was little doubt that the larger swale would soon impact surrounding structures and utilities that were vital to the campus.

The Huval team initially considered driving sheet piles as temporary retainage and postponing a permanent solution until later. "We were concerned that we wouldn't have enough time to clear and grub the area, then fill the canal before the river levels rose and came up into the canal," McCall says. "The idea was to install sheet pile retaining walls in order to get us through the winter season."

However, a Boh team comprised of Baton Rouge Group Manager Kyle Flettrich, construction managers Craig Sanchez and Herb Firmin, piling project manager Anthony Jacob, and pipe project manager Brad Landry determined that a sheet pile solution would not be practical, as the sheets would need to be excessively long in order to get beneath the damaged soil strata. It would also likely be a much costlier solution in the long term.

Fortunately, Mother Nature seemed to be working in their favor. River levels were predicted to remain uncharacteristically low, which made it possible to skip the sheet pile stage and instead devise a more permanent solution to the problem.

The Boh team suggested installing pipe and other drainage structures, then filling the swale with riprap and clay rather than allowing it to continue to erode. Huval agreed, and subsequently developed another design based upon their suggestion. It was a calculated risk, but one that would reduce both project time and cost in the end.

“This whole area **was a big ravine**,” Jenkins says. “It went straight down. We had to get down in it and work, and there were giant red oaks in there that were 5 feet in diameter.”

An Urgent Need

From the beginning, there was a palpable sense of urgency at the Southern site. There were two primary areas of concern – a single large drainage swale measuring some 40 feet deep, 100 feet wide and 300 feet long at the Health Center and three smaller swales at 25 feet wide and 100 to 200 feet long near the university housing parking lot. The larger swale was the biggest area of concern, as the soil near the corner of the Health Center had already begun to crack.

Boh Bros. needed to assemble the team in short order. Thankfully, one of its seasoned superintendents, Robert Jenkins, had just completed a project. “Robert was the key to this whole thing,” Flettrich says. “He was out there supervising the entire time. He is a very experienced superintendent who knew what to do and how to do it correctly. We were also able to add John Higginbotham as the field project manager, and it was an impressive first project for John.”

The team’s first challenge was finding the 12,000 cubic yards of heavy “fat” clay specified by Huval’s geotechnical engineer, APS Engineering and Testing of Baton Rouge, as fill material. It was not commonly used on DOTD projects and therefore wasn’t readily available.

It ultimately took Boh some three weeks to find an acceptable source, which, coincidentally, was located right across the river in West Baton Rouge Parish. The material proved ideal for the Southern project, given the unpredictable impacts of the river and high silt content of the soil. “We wanted to make sure that the backfill was resistant to any fluctuations in the river,” McCall says. “It was the perfect material for filling and plugging this area.”

There were other early supply chain challenges, such as locating the variety of limestone sizes specified for the job. “There were several different grades and sizes, and a lot of our suppliers couldn’t locate them,” Jenkins says. “Most of their supplies were low and they did not expect to get materials for a while. We eventually went to four different suppliers just to get what we needed.”

The Boh team officially broke ground at the site in early January, first by filling the swale with 15 feet of fill, then placing the pipe and filling it the rest of the way using excavators, dozers, and a roller. The steepness of the swale made it an arduous process. “This whole area was a big ravine,” Jenkins says. “It went straight down. We had to get down in it and work, and there were giant red oaks in there that were 5 feet in diameter.”

The contractor used a long-reach excavator with 65 feet of boom for the larger swale to shape the banks and access the bottom. Jenkins’ crew then worked mostly from one side of the swale, hauling dirt, placing pipe, rip rap and precast catch basins. “We’d put in some fill, clear a little more, bring that debris out, put in some more fill … all while using dirt as a platform to work off of,” he adds. “All of the trees were brought up to the top of the bank, crushed up and hauled off. They were some of the biggest trees I have ever seen.”

More than 300 linear feet of 30-inch-diameter HDPE pipe was placed within the large swale, while 490 feet of 24-inch pipe was placed in the other three. The HDPE provided the flexibility that the project team needed. "With 30 feet of fall, standard DOTD concrete pipe simply wouldn't have been practical," Huval's McCall says. "By using HDPE, we have one continuous, jointless piece of pipe from the catch basin that could be installed at a much steeper slope, while not having to worry about joint separation."

McCall plans to urge DOTD to consider HDPE for future projects when it's applicable. The pipe is already used extensively for water and wastewater projects, and while potentially more costly, it can save time and increase the longevity of the system. "It is especially attractive on fast-paced projects," he adds. "Other solutions have less than desirable joining techniques and require that you put in a catch basin within the high bank of your outfall channel. HDPE also allows a contractor to install a substantially longer section of pipe without joints, which prevents any separation that could result in additional erosion."

In other work, the Boh team constructed catch basins, placed drainage pipe and re-paved a section of the parking lot area. "The area was all washed out, so we installed a larger catch basin and ran a pipe from there to the main pipe section," Flettrich says.

Working through the Obstacles

There were challenges along the way, of course. The river began to rise toward the end of the job as the team placed riprap at the river end of the project, and inclement weather impacted both the jobsite and operations at the fill pit. "If the fill pit got wet it became a significant problem," Boh's Jenkins says. "We worked around it the best we could. Then it was just a matter of filling in the swale one lift at a time, putting in the basins and the pipe, and continuing to fill it until the job was done."

Through it all, the safety of both the students and workers was paramount. Students often had to walk near the site, so Boh team barricaded the area to ensure their safety. "Some areas were near the dormitories so there was a tremendous amount of pedestrian traffic," Huval's McCall says. "Everybody on the team had to understand that, and it was critically important that we did not have any incidents.

"I sincerely appreciate that level of attention from Boh, who demanded that same level of attention from every member of the project team to make this a safe project."

The project was very much in the public eye, Boh's Jenkins says, "and every day there'd be a state senator or representative standing up there watching." He found the administration and student body at Southern to be particularly helpful throughout the process. "The folks there are great, receptive and helpful," he adds. "They even allowed us to barricade an entire parking lot, then mat the area."

As a final step, the Boh team placed erosion control seed netting before finishing the project successfully and on schedule in late May.

This year, Boh Bros. introduced their version of the STCKY concept which is based on a program originally developed and shared by Sundt Construction.

Construction Safety Week started in 2014 when more than 40 national and global construction firms worked together to inspire everyone in the industry to be leaders in safety. The mission of Safety Week is to:

- Thank workers for their commitment to safety
- Increase awareness of the importance of a daily safety commitment
- Encourage the sharing of best practices to strengthen the industry's safety culture
- Support safety awareness and education through on-site activities

As one of the founding firms, Boh Bros. has participated in Construction Safety Week for nine (9) consecutive years. This year, Boh Bros. introduced their version of the STCKY (Sh!t That Can Kill You) concept which is based on a program originally developed and shared by Sundt Construction.

The STCKY concept challenges crews to See, Show Me, and Stop the STCKY situations on our project sites. Ten (10) Lifesaving Choice Categories representing our high-risk tasks were identified by Boh Bros. craft workers and supervisors. The Lifesaving Choice Categories are represented graphically on a wheel and serve as a tool to assist in discussions about STCKY.

Safety Week activities included daily management-lead safety talks, craft-lead safety demonstrations, joint management and craft safety inspections of project sites, and an appreciation breakfast on Friday.

Our Annual Hazard Hunt was replaced by the STCKY Challenge – where foremen lead their crews to identify STCKY situations on their project site. Teams submitted narratives of their findings and these narratives were judged to determine departmental winners. The departmental winners then competed for the coveted Ron Brylski Memorial STCKY Trophy.

Congratulations to all STCKY Challenge winners and a huge thank you to all STCKY Challenge participants. A special congratulations to the Ron Brylski Memorial STCKY Trophy recipients:

- Andrew Hendrickson
- Christian Bremermann
- Darren Torres
- Donterrieaux Bell
- Doug Dovie
- Dustin Fite
- Eric Crowe
- Jason Guhman
- Leonard Fields
- Matthew Maronge
- Todd Burton
- Tony McCallef

BOH EMPLOYEE SPOTLIGHT

Corey Price
Marine Pile Driving Foreman

Corey Price started his career at Boh 15 years ago as a pile driver. Now a pile driving foreman, Corey can be found guiding his crew on various marine projects. All projects come with their obstacles but working over water presents a unique set of challenges. "Marine work gives you a rush," says Corey. "Whether we are trying to get a job completed before the Mississippi River is too high, or we are dealing with tugboat traffic, we are constantly monitoring our surroundings to ensure the crew's safety." Corey has worked on several signature projects including the repair of the Twin Span Bridges after Hurricane Katrina, the USACE 404C Floodwall, and the recently completed Causeway Safety Bays Project. "Boh is a great place to make a career," says Corey. "I've enjoyed working with all the people at Boh." When he is not working, Corey enjoys boating, fishing, and diving for lobster in the Florida Keys.

Ryan Willis
Pile Driver Operator

Ryan Willis was born to be a pile driver. After all, he and his brother have been in a rig since they were young kids. "I come from a family of pile drivers," says Ryan. One of his more memorable jobs is an LNG Plant in Cameron, Louisiana. "That job was my first taste of getting to drive a high volume of production piles," he says. Ryan ended up at Boh thanks to his brother Wayne, who is also currently working in the piling department. "My brother is the reason I'm here, and any project that I get to work on with him is memorable," he adds. Operating a piling rig is no easy task and requires constant attention to detail and those around you. "The number one thing I care about most are the people around me," says Ryan. "I never want to put any of them in harm's way." Outside of work, Ryan enjoys hunting, fishing, and working with equipment. Adding to his hobbies, Ryan and his brother recently started a cattle ranch in Ponchatoula, Louisiana.

David Perry
Pile Driving Foreman

David Perry served in the Army and National Guard prior to his career starting at Boh. Upon leaving the service, David entered an apprenticeship program. He started his career in 1979 for Boh before taking a hiatus working around the country. David eventually came home and rejoined the Boh Team in 2002. Heroes get remembered, but legends never die – in David's case he worked with those legends. "When I started, I worked for legendary people," says David. "I worked for guys who gave their blood and sweat to make this company what it is today." David feels a connection to working with the previous generation and is happy to pass along his knowledge. "I feel as though I'm now a legend to the younger people I'm working with," he says. "Boh does things different compared to everyone else and I'm getting to pass down the knowledge I've gained throughout my career." Eventually, David plans on retiring and entering BBQ cooking competitions – hopefully besting the other competitors with his BBQ ribs.

Clifford (Cliff) Fenerty
Foreman

Cliff Fenerty recently surpassed 45 years of service at Boh. Cliff's father also worked at Boh and gave 42 years of service to the company. It is a family affair for Cliff, as his dad, a few uncles, and his brother all worked for the company at some point. What is more impressive is that combined, the father-son duo has 87 years of service at Boh, something Cliff never imagined. "I got started right after high school as a laborer," Cliff says. "I figured I would get some experience and then see what else was out there." However, Cliff never left. He thanks the company for providing him a career and the ability to take care of his family. Cliff takes pride in telling people where he works. "We are a staple in the community here," he says. "When you tell people you work at Boh, they start asking if you know this person or that person who works there. Our people make Boh an even greater part of the community." Although he is dedicated to work, Cliff enjoys traveling with his family when he can. He and his family have taken several trips including a recent trip to Alaska.

Kenyatta Hughs
Laborer Foreman

Kenyatta Hughs is celebrating his 25th year working with Boh and remembers his first job being a bridge in Gulfport, Mississippi in April of 1997. Each day he comes to work, Kenyatta chooses to bring a positive energy. "Every job has its challenges because no two jobs are exactly the same," says Kenyatta. "Some days are good, and some are bad, but for me every day is a good day." Kenyatta is a laborer foreman and stresses the importance of safety every day. "Part of what I do is make sure my crew knows the potential hazards on a job and how to stay safe," he says. "There are a lot of people out here that I refer to as family and keeping everyone safe is important." When he is off the job, Kenyatta enjoys spending time with his wife and kids and is extremely proud to say all of them will soon be college graduates working in the fields of medicine, criminal justice, and accounting.

Torrence Stovall
Carpenter Lead Man

Torrence started his career at Boh working on the new I-10 Twin Span Bridges. Shortly after his start, he entered the carpentry apprenticeship program. "About a month after I started, I entered the apprenticeship," Torrence says. "Everything has worked out and I have made my way up to carpenter lead man. It's great; I wouldn't trade it for the world." As carpenter lead man, Torrence assists his foreman and helps ensure the work is running smoothly. The ability to see a project from start to finish is what Torrence appreciates. "To come back out and see a finished project knowing I had a hand in building it makes me proud," Torrence says. One key to success according to Torrence is focus and asking for help. "The work may not be hard one day, but you have to remain focused at all times," he says, "and if you don't know something, everyone is happy to teach you if you ask." Outside of work, Torrence is an avid fisherman and can be seen reeling in redfish and trout in Hopedale, LA.

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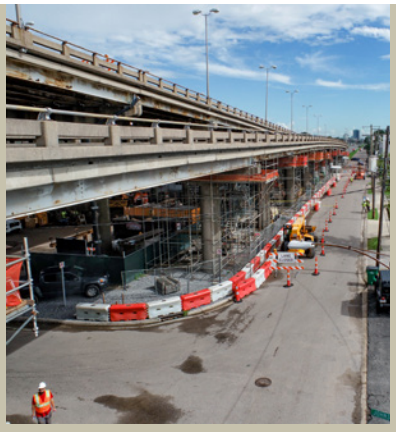

Summer Anniversaries

45 YEARS
Clifford B. Fenerty
Denise C. Saccaro

35 YEARS
Linwood Harris
Larry W. Henley
Robert E. Jenkins
Randy J. Randazzo
Jacques M. Saucier
Edward A. Scheuermann

30 YEARS
Anthony C. Harrison Jr.

25 YEARS
Kenyatta D. Hughes
Cameron A. Johnson
Sally A. Molenaar
Mitchell R. Palmer
Jonny R. Schmaltz
Kevin M. Stolzenthaler

20 YEARS
Leo F. Battistella
Nicholas P. Garvey
Jeffrey D. Lewis
Reginald B. Mosley
David Perry
Norman E. Regouffre

15 YEARS
Troy C. Allen
Chad M. Bachemin
Steven J. Clark
Antoine Davis
Dallas D. Doyle
Kiel K. Dunshee
Matthew M. Perry
Corey J. Price
Torrence Stovall
Gerry H. Vanvliet
Lance D. Williams

10 YEARS
James W. Adams
Peter J. Becker III
Stephen J. Bernard
Samuel W. Campbell
Harry Forbes IV
Krandell H. Hester
Jared C. Robert

5 YEARS
Lloyd Bickham
William J. Bryant
Iverson Davis
Willie J. Houston
Gary T. Jordan
Edward J. Lewis
Matthew J. Maronge
Chad Enos Martinez
Brad A. Mascaro Jr.
Raymond K. Robinson Jr.
Cameron A. Stephens
Frederick D. Thompson
Ryan A. Willis

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