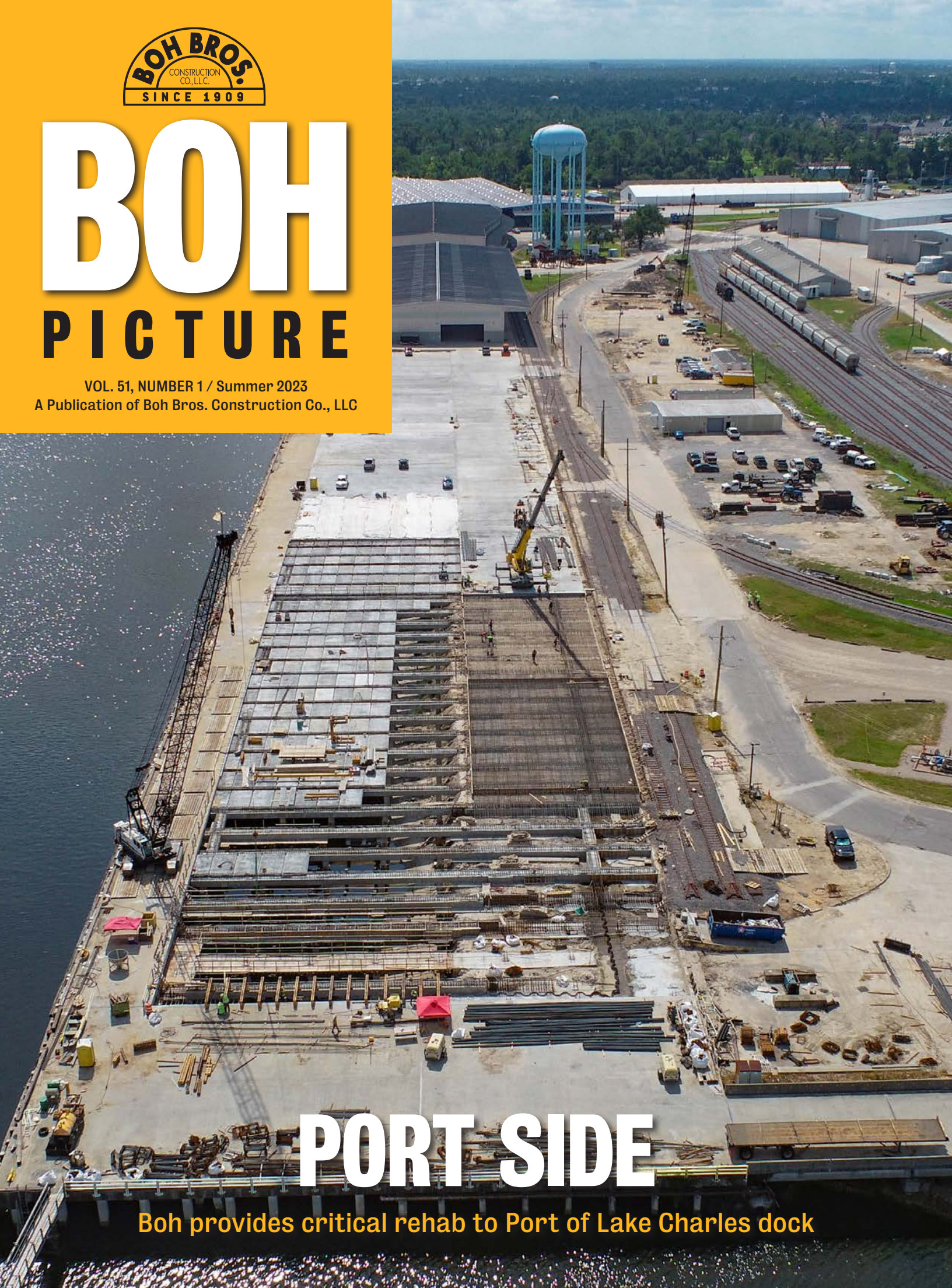




# BOH PICTURE

VOL. 51, NUMBER 1 / Summer 2023  
A Publication of Boh Bros. Construction Co., LLC



# PORT SIDE

Boh provides critical rehab to Port of Lake Charles dock



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As we have done each year since its inception in 2014, Boh Bros. celebrated the Construction Industry Safety Week on our projects in early May. We are one of 75 member firms from across the construction industry that pay annual dues to create content and materials for the entire industry. We are joined by these national and global construction companies for Safety Week with a single aim: to provide the vision, insights, resources and equipment standards to inspire everyone in the industry to be leaders in safety. We continue to focus on the original mission of:

- Celebrating the efforts of workers and organizations across the nation that support safety and recognizing their efforts to make every job site injury free
- Supporting awareness and the actions of craft professionals, project leaders and business leaders in elevating the importance of being committed to safety, every day
- Encouraging everyone to share best practices and to work together to strengthen the industry's safety culture and
- Providing resources and support to ensure every worker is fully prepared – mind and body – for the work at hand

One thing I especially like about Safety Week at Boh Bros. is that those of us who normally work in the office get to spend each morning of that week on the jobsites and at the yard participating with our crews in their safety topic of the day and the pre-shift “stretch and flex” to get physically and mentally prepared to go to work that day in a safe and productive way. In recent years those daily Safety Week discussions have been led by project managers, estimators and construction managers. This further supports and honors the crews who build our work, maintain our equipment and provide the vital behind-the-scenes logistics services of prefabricating components, loading, unloading, trucking, etc. It is not an exaggeration to say that safe production on each project involves literally hundreds of members of the Boh team.

We are proud to be a part of this national effort to improve safety in our industry. We also believe that by focusing on safety during this one week in May, we strengthen the culture that promotes our year-round daily goal that no one gets hurt.



We are proud to be a part of this national effort to improve safety in our industry.

Robert S. Boh, Chairman & CEO

# CMAR SOLUTION



## Boh replaces aging berths in tight spot at Port of Lake Charles

**The project to rehabilitate adjoining 100-year-old berths** at the Port of Lake Charles was thrown a considerable curve ball when Hurricane Laura roared through the site during the preconstruction phase. Everything was put on hold for the better part of a year, as the damaged port focused on repairs to its infrastructure.

*(continued next page)*

President  
Robert S. Boh

On the cover:  
Crews erect formwork  
for final concrete  
placements.

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

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**CMAR has**  
undoubtedly been critical  
to the project's success.



Fortunately, the project's Construction Management at Risk (CMAR) contractual arrangement had already made great strides in building a collaborative team, which enabled them to swiftly pivot in the face of the escalating material prices and supply chain logjams that followed.

The current project is located within the port's 200-acre City Docks General Cargo Facility, which moves some 500,000 tons of breakbulk cargo per year from 12 deepwater berths. Upon completion later this year, Boh Bros. will have replaced the timber substructures of the Berths 2 and 3 at the facility – measuring a combined 1,000 long by 150 feet wide – with concrete piles and a beefed-up 22 inch-thick concrete deck capable of handling heavier loads.

G.J. Schexnayder, Boh's Vice President – Heavy Construction, says Boh played a critical early role in providing constructability, cost and schedule input throughout the preconstruction phase. When steel and concrete prices escalated, the CMAR arrangement allowed for the swift gathering and sharing of revised price quotes. "We've operated much like a partner," Schexnayder says. "The team has been completely transparent throughout the process, brainstorming how to mitigate the price increases and providing constructability input to reduce some of the material quantities."

Nick Pestello, Director of Engineering, Maintenance and Development at the port, says CMAR has undoubtedly been critical to the project's success. As the owner's representative and project manager, Pestello helped assemble the CMAR team. "We were able to bring in a contractor with real world construction experience early in the design process," he adds. "Boh worked directly with the engineer, enabling us to price out different options as they came up."

Boh brought several ideas to the table – along with the associated cost and schedule impacts of each – to help the team identify the best path forward. "We were always open to ideas," Pestello says. "If anyone had a suggestion, we would all evaluate it and go through the process. That's just something you can't do in a traditional low bid scenario."

Along the way, they realized cost savings, benefitted from lessons learned, developed methods for protecting adjacent facilities during construction, expedited the schedule and reduced risk.

### Finding the Unexpected

The existing berths had been rehabilitated and repaired several times over the years, so "as-builts" were often incomplete and unreliable. Before work could begin, therefore, the Boh team had to perform exploratory work to find out what was there. "We spent the first couple of weeks mapping everything out," says Thad Guidry, Boh Project Manager. "Conditions were quite different from

what was assumed. The thickness of the deck, type and frequency of reinforcement etc. were different everywhere we looked."

The Boh team worked the waterside area first – situated north of the bulkhead along the Calcasieu ship channel - first by removing the existing concrete deck then by cutting the existing creosote timber structure with chain saws at the water line and leaving the remainder of the structure in place. "Working from boats, we cut parts of the structure loose, rigged them up with a crane and 'flew' them onto land for processing," Guidry says. "We then broke up all of the creosote with a track hoe and shipped the pieces out in about 250 dumpsters to an approved disposal site."

The crew then began pre-drilling and driving 24-inch-square, 105-foot-long PPC piles as foundational support for the new berths using a barge-mounted Manitowoc 4100 ringer crane. The waterside piles protrude about 14 feet above the water.

Then, turning their attention to the landside, Boh demolished holes in the existing pavement to make way for new concrete piles, using the existing pavement to support the crane. "By doing it that way, we didn't need to disturb the site by backfilling or placing a lot of crane mats," Guidry says. The Boh team ultimately drove 565 concrete piles and 15 pipe piles.

Once the landside piles had moved far enough along, Boh mobilized another crane and began waterside cast in

place cap work. Later, they were spliced with the landside caps to make a single continuous cap. The 66 caps extend perpendicular to the river by some 150 feet, and measure 2-foot by 2-foot tall by 3.5 feet wide.

The Boh team then began placing concrete for the landside decks first, before turning their attention to the more complex waterside deck. While working waterside, the team placed 800 14-foot by 8-foot by 10-inch-thick precast panels (supplied by Waskey Bridge of Baton Rouge), in lieu of falsework, then followed with a 12 inch-thick topping slab. Upon completion, the berths will appear as one seamless deck.

### Limited Real Estate and Other Challenges

Throughout the project, the site was surrounded by existing natural and man-made boundaries – Berth 1 to the east, Berth 3 apron and the ship channel to the west, railroad tracks to the south, and an existing 26-foot-wide apron to the north.

Essentially, the only access Boh had to maneuver equipment and materials was within the footprint of what they were building. That made scheduling deliveries and stockpiling materials particularly challenging. "There wasn't much float to the schedule because of the access limitations," Guidry says.

The limited access would frequently threaten the project's timeline. For example, the Boh team would often need to cross the railroad tracks with materials or







## Tidal movements

posed another threat – when the tide was high it was virtually impossible to perform demolition activities in the water.

equipment. Each time, they would closely coordinate with the rail owners over schedules and build ramps down the sides of the track embankment with precast concrete or stone.

Tidal movements posed another threat – when the tide was high it was virtually impossible to perform demolition activities in the water. “The guys in the boat couldn’t maneuver the boats in high conditions,” says Tim Marks, Boh Superintendent. “But when we had a strong south wind, we knew the tides wouldn’t rise ... those were the days we got the most done.”

Marks says the limited real estate represented a potential safety hazard, as well, particularly when operating heavy cranes and other equipment near water, power lines and railroad tracks. During demolition, for example, they ensured that workers were out of the swing radius of the crane as they lifted and placed demolished materials on the landside of the site.

Safety while working over the water was another concern. “We always desire for our workers to be in a safe environment, so we identified and communicated safety hazards before all phases,” Marks says. “At the start of each day, we’d have a 30-minute discussion with the foremen, and that would trickle down to the crews in their JSAs. Toolbox talks were also held each Tuesday, with safety topics specific to the job.”

Another challenge – the delays caused by Hurricane Laura at the project’s outset had significantly tightened the timeline. Nevertheless, Guidry says, the project was “blowing and going” in early summer. “We’re pouring concrete just about every day and will be for the next few months,” he says, adding that the project should be completed on time and within budget. 🌞





# A Tale of Two Foundations

Vastly different site conditions require different approaches to Entergy towers near Sulphur

The process for constructing the east side tower foundation was infinitely more complex, given the marshy site conditions. While foundations for the west side tower were to be conventional – four concrete pile caps, each supported by eight steel pipe piles – the unconventional nature of the east side required an equally unconventional approach.

**A**bove ground at least, the two towers carrying a new Entergy transmission line across the Calcasieu River near Sulphur are identical. The similarities end there, though, as vastly different site conditions – solid ground on the west bank and marsh on the east bank – required the Boh Bros. Construction team take decidedly different approaches to constructing their foundations.

It wasn't the first time for Boh to work on such a project. A year earlier, the contractor had completed foundations for a fast-paced Entergy tower repair job in the New Orleans area in the wake of Hurricane Ida. Earl "Couser" Hano, Boh's field project manager, says the success of the project was undoubtedly the reason they landed a second capital project with the electrical provider. "Entergy saw firsthand how we worked with everyone, and worked safely, and that definitely played a role," Hano says. "Another big advantage is we were able to bring some of the same key personnel from the prior job like Todd Topey as concrete superintendent and Anthony Escobar

as our site safety representative. Not only were these guys familiar with the work and Entergy, but Entergy was also familiar with them and had trust built in our craft and supervisors."

It was also helpful that Boh is intimately familiar with Entergy's site requirements and time constraints, and that they were one of the few contractors that could mobilize quickly to the scale required.

## Contrasting Site Conditions

The process for constructing the east side tower foundation was infinitely more complex, given the marshy site conditions. While foundations for the west side tower were to be conventional – four concrete pile caps, each supported by eight steel pipe piles – the unconventional nature of the east side required an equally unconventional approach.

Concrete caps were not practical, so engineers planned for the eight-pile configurations beneath each tower leg to be capped by an eight-legged steel grillage weighing some 21,000 pounds. Each grillage would be directly welded to the piles as support for the tower legs.

Turning the design into reality, however, was a daunting challenge overcome only through precise

planning and the operation of multiple crews. Once the U.S. Army Corps of Engineers had authorized the work, Boh began ordering crane mats from as far away as Texas and Mississippi, using the west side of the river as a staging area.

At the same time, the contractor's Almonaster facility in New Orleans began staging equipment to be transported by barge to the site, including 165- and 110-ton crawler cranes, multiple large pile installation hammers, a track hoe, welding machines and leads for the pile driving operation. "Once the barges arrived, our land-based crane on the west bank loaded crane mats onto barges, and our tugboats pushed these barges to the east side," says Michael Lagasse, Boh's piling project manager. "We'd push the barge as close as we could to the east side, then our barge-mounted cranes would place the mats in the marsh."

Steel plates were placed on top of the mats to allow an excavator to continue extending the 30-foot-wide mat road some 500 feet to the tower site. All totaled, some 180 mats were necessary to create the road over a two-day period.

Meanwhile, all the steel pipe piles for both sides of the river were being delivered to the west side. "The west side had a bulkhead, so we could easily throw materials from

the land onto the barges and shuttle them across the river," he adds.

## Immoveable Deadline

The Boh team had to move fast, as Entergy had scheduled helicopters to deliver the tower legs on a specific, immovable date. Therefore, Boh began driving piles on the east and west sides almost simultaneously.

Throughout the process, a tugboat shuttled crews back and forth from the west tower staging area to the barge, and a crane remained on the barge to relay materials, piles, and grillages. "The cranes showed up on a Wednesday, the mat roads were set by that weekend, and by Monday we were driving piles on both sides," Lagasse says.

"For the east side, we loaded 64 piles onto barges to transport across the river," he adds. "The piles were then set on the completed mat road and the track hoe moved each piece, as needed, to the installation location for the crane to drive."

All 24-inch-diameter steel pipe piles had welded splices driven in two pieces for a total length of 80 to 90 feet per pile. The piles for the west side tower piles were driven flush with existing site grades, then encapsulated in concrete, while the east side piles extended above







**The grillages for** the East side of the river were too wide to be transported by truck, so two of the grillage legs were removed, then re-attached at the site using some 50 heavy-duty bolts for each leg.



the marsh. The upper 15 feet of each pile was coated with three layers consisting of galvanizing, corrosion protection and UV protection.

Tyler Sykes, Boh's civil project manager, says the four concrete footings for the west side tower were of a conventional design, each measuring 17 by 17 feet by 4 feet thick. "The trickiest part was making sure the anchor bolts were aligned correctly," Sykes says. "They're at a certain angle and must line up perfectly. We used a similar template scheme from the previous Entergy job, fabricated at our Amonaster facility, to set the bolts."

The grillages for the East side of the river were too wide to be transported by truck, so two of the grillage legs were removed, then re-attached at the site using some 50 heavy-duty bolts for each leg. "The grillage was transported to the west side, loaded onto a barge, then a third crew on the barge prepped each grillage and re-attached the legs."

Later in the job, Entergy asked the Boh team to drive an additional 30-inch-diameter steel caisson nearly 50 feet away from the east side foundation, which would be a structure for the distribution line feeding tower lighting. "We transported the caisson to the site via barge. It went very well as Entergy quickly requested us to set the four bottom legs," Lagasse says. "This extra effort reduced the safety risk of using the helicopter to set them."

**Expecting the Unexpected**

The tidal fluctuations and weather were anticipated to be another challenge. Fog or wind would immediately shut down the project. "It was extremely difficult at times ... there were one or two days when we couldn't even get to land due to the low tides," Hano says. "And if you can't get close to the shoreline, there's nothing you can do. We were constantly reviewing the tide ranges."

Whenever a challenge arose, the Boh Team collaborated closely with EDG, Entergy's construction manager. Quick decisions were important, as the deadline was set in stone. In the end, everything set perfectly. "We met their schedule, overcame obstacles, and despite the challenges, kept our word by starting and finishing on time," Lagasse says. It was another successful project with a great team effort. 🟡





# TIGHT SPOT

Boh contends with minimal clearances, tight timelines during Superdome mega-renovation



It's one of the most high-profile and complex construction projects in New Orleans. Under the guidance of general contractor Broadmoor LLC, the four-year \$450 million renovation of Caesars Superdome is a meticulously planned, multi-phased endeavor that has continued unabated even during two football seasons and numerous scheduled events.

The deadline is immovable – the entirety of the renovations must be completed by the 2024 football season – so any challenges must be resolved quickly and efficiently to keep the project moving. Broadmoor's team of 20 superintendents coordinates daily meetings and weekly pull-planning sessions with the team to keep the project on track.

“During the off season, we go wide open, demolishing, driving piles and installing and constructing what we can,” says Broadmoor superintendent Charles O’Berry. “Then, during football season we put up temporary walls and work behind the scenes doing finishes, pulling mechanical, electrical, plumbing, etc.”

The extra effort will be worth it in the end. When completed, the interior of the 52-year-old iconic structure will literally be transformed, complete with 16 new elevators, new express escalators and wider concourses that will make it easier for patrons to maneuver through the Superdome's plaza, loge and terrace levels. There will also be increased food and concession services and new open-air atriums from floor to ceiling in each corner of the stadium. The project will update the facility to modern standards and extend its lifespan for decades.

To provide foundational support for the new elevators, ground-level suites and an electrical substation, Boh Bros. Construction drove some 250, 90-foot-long 3/8-inch steel pipe piles during two of the project's four phases, most recently this spring and summer. It was often a tricky process, as the Boh team had to deal with minimal overhead clearances, unexpected underground obstructions and no wiggle room in the schedule.

Boh bid each phase competitively with the intention of continuing its success of pile installation at the Superdome dating back to its original date of construction. “Our ability to respond quickly to any situation that arose was particularly beneficial,” says Michael Lagasse, Boh's piling project manager, having Boh's main office just a few blocks away. “With a large equipment fleet, we had the ability to replace equipment as needed, the same day.”

The project was sequenced to ensure that the pile driving operation continued uninterrupted. All material deliveries used the same access point, and a designated point person with Broadmoor would coordinate the logistics of the deliveries. “When we were finished an elevator, there would be no down time before moving to the next one,” Lagasse says. “Broadmoor made sure that the foundation was prepped and demolition was complete





so we could go from one area to another without any interruption. If our scope was delayed, all work following ours would be delayed.”

When making up for lost time, the Boh team ramped up to 10- to 12-hour days and even worked through Mardi Gras weekend. “The kickoff is a set day,” he adds, “and there was no changing that.”

Broadmoor conducts daily huddles with its subcontractors, which crew numbers, site-wide, averaging about 800. “We cannot fail,” O’Berry says. “In the construction industry, the schedule typically slides a little bit week in and week out. We don’t have that luxury.”

### Complex Maneuver

Fabricating, delivering and maneuvering the piles to their various locations within the Superdome was a daunting logistical challenge. Boh measured clearance heights across the site to determine the longest possible length of each section of pile, then fabricated them at the contractor’s Almonaster facility. They then delivered the pieces on 18-wheelers and stockpiled them – in sequence – directly on the Superdome floor.

“The pile pieces were all color coordinated and organized by site based on overhead heights available,” Lagasse says.

Properly prepping the work area was critical to the success of the operation. The Broadmoor demolition subcontractor saw cut each area, then placed and compacted sand in the same space to support Boh’s pile driving equipment. Broadmoor ensured that the contractor had removed all the demolished concrete pieces to facilitate a smooth pile driving process. “It was a clean area when we got there,” says Boh superintendent Brent Pool. “If we had hit a basketball size chunk of concrete, it would have deflected a pile and stopped the operation, costing both time and money.”

The Boh team created a “road” over the sand for its equipment using 4-by-8-foot, 1-inch-thick steel plates. “We had to create a level surface in order to stabilize our equipment,” Pool adds.

Given the tight confines, Boh used two air hammers to drive the piles, supported by small forklifts.

In many cases, and due to extreme limited headroom, numerous splices were needed for a single pile. Near the Team Store at the main entrance, one pile required some 24 splices, with each piece measuring just 3’-6” in length. “There was only 11 feet of working headroom,” Lagasse

says. “When the hammer was raised, we were a mere ½ inch from the ceiling.”

Given the volume of work and number of subcontractors working at the site, it took a while to get each pile piece from the field to its driving location which involved multiple people,” Lagasse says. “We had the forklift operator, flaggers etc. and they all had to coordinate with the field superintendent and as many as 15 other subcontractors, all of which were storing equipment and material on the field.

“We would bring in a few pieces of pipe, set them up and stage them in the area ... enough for a day or two,” he adds. “The sequence was critical, as it had to be the right pipe and the right size for that site.”

Through it all, third-party inspectors certified the welds and monitored vibrations during pile driving.

To ensure that the project could keep moving, the Boh team always maintained two “roads” of steel plates. When the Boh team hit an obstruction, they’d quickly move to the other row of steel plates and begin driving another pile after alerting Broadmoor of the obstruction. Within minutes, Broadmoor would be at the site, digging a hole by hand to find the obstruction.

“We hit something about 18 feet below grade with the very first pile of the current phase,” Lagasse says. “At

that depth, there was no pulling up the pile. We brought in a hydro excavation truck, cleaned the material from the inside of the pile to expose the bottom and identify the obstruction. This allowed for the engineer to make a quick decision on the path forward. In this case, we were able to drive through the obstruction, which was a tree stump, which is common.

By working longer hours and quickly reacting to unexpected challenges, the Boh/Broadmoor team successfully kept the project on track and completed the pile driving on schedule. O’Berry was impressed by Boh’s efficiency and ability to roll with the challenges. “Most contractors will work a solution in a day or two, or longer,” he adds. “But on this job, there has been an attitude of ‘Let’s get it done safely and work collaboratively to keep the job moving forward.’ Synergy is the best way to describe it.” 🟡





# BRAIN MATTERS

Construction workers rely on their tools to ply their trade, and **The most effective tool we have is the tool between our ears – our BRAIN!**



**C**onstruction workers sustain more traumatic brain injuries (TBI's) than in any other workplace in the United States. Hard hats as a means of protection have evolved from leather and canvas to high-impact plastics used today. The hard hat currently used at Boh Bros. is a model that has been around for over sixty (60) years. After extensive consultation with our partners in the Construction Industry Safety Initiative and upon hearing testimonies from workers that survived incidents because of properly worn new and improved head protection, Boh Bros. decided to invest in the best available head protection, Type 2 Safety Helmets. Type 2 Safety Helmets are designed to reduce force as a result of an impact to the front, back, sides, and top of the head as opposed to our current hard hats which are only designed to reduce force as a result of an impact to the top of the head. Additionally, safety helmets, held securely in-place with chin straps, help reduce the number of TBI's by keeping the head protection in-place in the event of a fall.

The decision to replace every employee's traditional hard hat with the best available head protection demonstrates Boh Bros.' true commitment to employee safety and our goal of No One Gets Hurt. 🌟





## Easter Sunday Crew

**B**oh Bros exists to Honorably Serve Our Communities. We are immensely proud of all our employees and their efforts to put into practice this purpose. This was never more evident than this past Easter Sunday. While many of us were enjoying the day with our families, the City of New Orleans along with the Sewerage and Water Board contacted us with a pressing emergency. As you may have seen, a major waterline ruptured in uptown New Orleans causing substantial flooding and eliminating water service to many. The employees listed below, along with the coordination from supervision and support staff, selflessly responded to this emergency and worked well into Sunday

evening doing so. We are so grateful for their efforts to Honorably Serve and help alleviate the problem. Please join us in thanking them. 🍌

<b>Jerry Bayer</b>	Project Manager
<b>Brad Daigle</b>	Superintendent
<b>Jermaine Kelley</b>	Foreman
<b>Anthony Young</b>	Leadman/Laborer
<b>Gary Allday</b>	Operator

# BOH EMPLOYEE SPOTLIGHT



### Mike Kennedy Piledriver Foreman

Mike Kennedy dedicated thirty-five years to Boh Bros. working on numerous projects in various positions. Mike started out welding pipe at Boh's old yard before working on structures and eventually moved into the field. "Every job I was on was interesting – no project was ever the exact same," he says. Mike credits several former Boh employees for teaching him along the way. "Boh Bros. is a learning experience for any age or person. You never know everything and are always striving to be better." One of Mike's biggest areas of focus was safety. He enjoyed the process of creating lift plans and walking through exactly how the crew would complete the task at hand. "When we would make a big lift, I got very serious," he says. "The crew thought I was mad when I would take a walk, but in reality, I was focusing and thinking ahead about how to work safely." Mike enjoys a challenge and intends to keep challenging himself. Recently retired, Mike plans on working on engines – something he has not done before. "I enjoyed my time at Boh and everyone I worked with, but I am looking forward to spending time with my family, especially my grandkids and great grandkids."



### Tim Marks Superintendent

Tim is celebrating thirty-five years with Boh Bros. this summer, which is a testament to his dedication to the company. For the first fifteen years of his career, Tim worked in layout assisting on numerous projects. Transitioning to supervision, he worked under his father-in-law Sal Pepitone who also had a long thirty-seven-year career with the company. Currently working on the Port of Lake Charles project, Tim is concerned with one thing – safety. "Safety of my guys is key," he says. "We are working in an active port, near water, and a railroad...we have a lot to think about." Tim has worked on countless projects throughout his thirty-five years ranging from major roadway and bridge projects to private industrial plants. He's enjoyed working at Boh and being a part of the company. "I've been part of a family, as I call it, for the past thirty-five years," he says. "This job has provided me the ability to take care of my family and learn new things along the way." Whenever Tim isn't on a jobsite, he enjoys going to his camp to hunt and fish and spending time with his family.



### Leonard Parquet Superintendent

The family tradition at Boh Bros. is nothing new to Leonard Parquet. He began his career at Boh Bros. in 1985 working alongside his father as a laborer. Some thirty-eight years later, Leonard reflects on some of the key changes the company has made, especially as it pertains to safety. "Back in the day we worked safely, but we were also very focused on production," he says. "Now, safety is at the forefront of everything we do." As the decades have gone by, improvements to equipment and technology created a safer working environment. "All this new technology and tools at our disposal has really helped keep our employees safe on the jobsite," he says. "We are more focused on safety and maintaining cost and schedule than worrying about rushing through a task." When Leonard isn't working, he can be found fishing or spending time with his wife and their three, soon to be four, grandchildren.



### Jerry Reed Operator

Jerry Reed started his career with Boh Bros. in 2007 and planned on working for a short time. "I intended on working for maybe a year. Fifteen years later here I am," he says with a smile. He started out as a carpenter helper with the heavy civil group which is where he spent his first ten years with the company. During those years he enjoyed working on several jobs including the Macy's parking garage at the Lakeside Mall and the soundwalls along I-10 in Metairie. "Ensuring the forms are built properly is very important," he says. "When we go to place the concrete, we don't want to have any issues." Jerry now works with the asphalt department as an operator and enjoys the long stretches of roadway he helps construct. "Sometimes we work on several different smaller jobs during the week," he says. "My favorite projects are the larger ones where we get to spend more time in one area." Jerry enjoys working for Boh Bros. saying, "this is my happy place. I just love Boh Bros." When he's not on a jobsite, Jerry can be found cutting hair at his barber shop.



### Tim Dupre Superintendent

Tim was born and raised on a farm and loved it; however, he knew he wanted to find opportunities elsewhere. On September 2, 1978, he began a career with Boh Bros. that has spanned the last forty-five years. "I started right out of high school as a laborer in Baton Rouge," he says. "I then became an operator, and then foreman in 1984 and started working out of the Mobile, Alabama office from 1988 until 2005." Tim credits everyone he has ever worked with for helping him along the way. "I was only as good as the people around me, and I was constantly learning from them," he says. "Boh Bros. is a great company, and its greatest resource is the employees." In his forty-five-year career, Tim has done everything. Well, almost everything. "I've done everything you can at this company except drive a pile," Tim says with a laugh. He's spent the last fifteen years with the asphalt group and appreciates the skill it takes to do that type of work. "Asphalt is much more difficult than people realize, and this group is exceptional," he says. Tim still lives in Fairhope, Alabama and commutes each week to New Orleans for work. He credits his wife for accommodating such a strenuous schedule. "I've been loyal to Boh Bros., and Boh Bros. has been loyal to me," he says. "But I'm looking forward to spending time with my wife when I eventually retire – she deserves it."



### Vicki Harris Asphalt Sales Coordinator

Vicki Harris is celebrating five years of service at Boh Bros. and works at the Asphalt Plant on France Road. "When I came in to interview for the opportunity here, everything felt good and felt right," she says. Vicki is the asphalt sales coordinator and focuses on fostering and maintaining client relationships and providing the highest quality product. "We pride ourselves on our customer service and product quality," she says. "Everything we do here is calculated and measured to provide the most precise asphalt mixture possible." When you think about asphalt it may not seem too complicated, but it is quite technical. "All of our mixes are tracked electronically through Weighmaster, which measures the weights of the aggregates used in the mixes," she says. Vicki has enjoyed the past five years working with the asphalt team and speaks highly of her group. "Everyone here operates like a well-oiled machine and steps up when help is needed." Outside of work, Vicki can be found spending time with her family and attending classic rock concerts.







P.O. Drawer 53266  
New Orleans, LA 70153

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[www.bohbros.com](http://www.bohbros.com)



## Summer Anniversaries

### 45 YEARS

Tim D Dupre  
Earl K Hano Jr.  
Gary D Pustanio

### 40 YEARS

Ricky A Alonzo  
Bernard F Audibert Jr.  
Patrick J Cambre  
Michael E Gondrella  
John M Maxwell  
Terry J Remonet  
Bryan E Schouest  
Robert E Shahine  
Archie L Watson

### 35 YEARS

Henry L Armour Jr.  
Michael J Brown  
Roy O Kramer  
Timothy Marks  
Daniel W Pattison

### 30 YEARS

Wilson Alexander  
Rene D Alvarez  
Carey T Capdeville  
Henry J Chaisson  
Paul A Rouyea

Daniel L Strahm

### 25 YEARS

Carlos D Aguillard  
Rene L Aubert Jr.  
Terry G Brown Sr.  
Jeremy P Coston  
Brad H Landry  
Mario H Matute  
Christopher F Rideau  
James A Russell  
James W Seguin Jr  
Glen A Stillwell, Sr.  
Frank J Strain  
Michael D Watts  
Tommie L Wimberly Jr  
Christopher C Wollfarth

### 20 YEARS

Gary P Allday  
Lewis A Broussard  
Brad A Daigle  
Nicholas J Fleming  
Kyle G Flettrich  
Michelle C Giovengo  
Robert E Grover  
Michael G Keller  
Ron A Leblanc  
Vernon J Lewis Jr.  
Brian J Mathe  
John S Perez

Dustin J Rein  
King D Robie  
Jacob M Saladino  
Robert N Senior  
Jason T Serpas

### 15 YEARS

Stephen P Alexander  
Jason R Barras Jr  
Dijon N Bluain  
Jeffrey A Carter  
Mario F Fernandez  
Joseph D Hebert  
Victor J Hurst  
Anthony G Jacob  
Aaron A Jefferson  
Tri M Le  
William P Ledet  
Claude T Michel IV  
Lorenzo Miranda  
Bradley D Moore  
Robert L Mutschler Jr.  
Willie E Parker Jr.  
Cory M Patterson  
David J Poole Jr.  
Jerry C Reed  
Steven J Scott Jr.  
Thomas F Steele  
Miguel Stemley  
Christopher J Wallen  
Tory Young

### 10 YEARS

Terrell P Barrios Jr  
Franken Van Lam  
Byron Matthews  
Leonce Mitchell  
Steve Son A Nguyen  
Jerriell North  
Richard R Pomrenke  
Kenneth J Roies  
David P Sampey  
Brian M Seward  
Donald N Steele Jr  
Tyler J Sykes  
Lawrence W Thonn Jr.  
Wade D Willis

### 5 YEARS

Justin Allan Arceneaux  
Alvie Dillon  
Charles L Hayes  
Elaine W Mitchell  
Scott J Morales  
Robert J Navarre  
Joe Nguyen  
Leonard J Nicholas  
Renaldo A Pitts  
Vicki Lynn Price  
John G Schlumbrecht Jr  
Anthony J Sepulvado Jr  
George D Vernor Jr  
Cornelius Wells

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Boh Bros. is an equal employment opportunity/affirmative action employer. The objective of this Company is to recruit, hire, train and promote into all job levels the most qualified applicants without regard to race, color, religion, sex, national origin, age, disability or protected veterans status. All such decisions are made by utilizing objective standards based on the individual's qualifications as they relate to the particular job vacancy and to the furtherance of equal employment opportunity. All other personnel decisions such as compensation, benefits, transfers, layoffs, return from layoff, company sponsored training, education, tuition assistance, social and recreational programs will be administered without regard to race, religion, color, sex, national origin, age, disability or protected veterans status. Boh Bros. employees should refer to [www.hrconnection.com](http://www.hrconnection.com) for further information on this and other employment-related policies including Anti-Harassment, Discrimination and Retaliation Policy and Reporting Procedure.