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

BOH PICTURE

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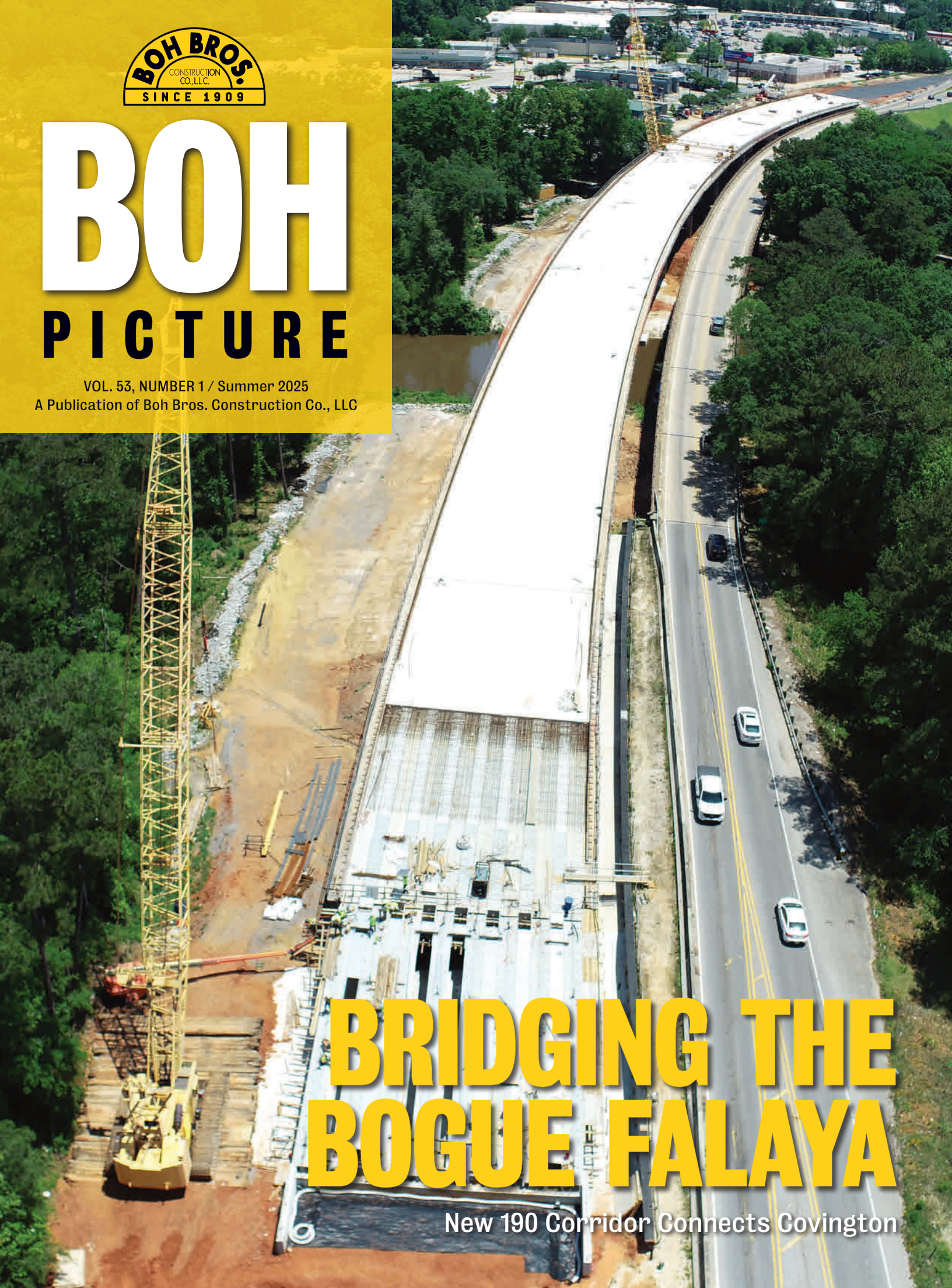

BRIDGING THE BOGUE FALAYA

New 190 Corridor Connects Covington

BOH PICTURE

Summer 2025

Chairman & CEO
Robert S. Boh

President & CAO
Stephen H. Boh

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

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If we wanted to write a history of our now 116-year-old business, there would be chapters devoted to the people and major events that shaped Boh Bros. into what it is today. One chapter might be about how the young company survived the Great Depression in the 1930s and another could be about the shortage of construction opportunities in the early 1940s when our country's sole focus was on winning World War II. There would surely be a description of the impact on the growth of the company from the boom in the post-World War II construction industry and major projects such as the interstate highway system, power plants and other key infrastructure.

As we approach the 20th anniversary of the landfall of Hurricane Katrina in South Louisiana in 2005, we are reminded that a key part of the Boh Bros. story would be how our people overcame great personal adversity to rebuild our community. It was as if everything our company had done for the previous 96 years of its existence had prepared us to respond to the challenges before us. We were among the first companies to send people and equipment back into the flooded city, and under difficult conditions and unusual adversity, we performed tasks of levee breach repairs, pump station rehabilitation, removal of barges blocking navigation, repair of movable bridges, and repair of damaged water lines in Jefferson and Orleans Parishes. Our work to first reopen the Twin Spans and then build the new bridges brought back a sense of normalcy to the region after the hurricane, and our pumping station and flood protection projects gave confidence that it was safe to live in this area under threat from future storms.

We are often reminded that the Core Purpose of Boh Bros., the very reason the company exists and which never changes, is to honorably serve our communities. While we try to quietly live that purpose every day by the way we work and conduct ourselves, it was in the post Katrina period that the value of our people and their work truly stood out.

Throughout all these decades of change and up and down cycles, the one constant has been the legacy created by Boh people over the years. We all today benefit from the success and reputation created by those who went before us. There are 187 Boh people who are on our team today and who were part of our Katrina chapter of overcoming adversity and capitalizing on great opportunity. We take this anniversary moment to remember them and thank them for their efforts.

Robert S. Boh, Chairman & CEO

US-190 BRIDGE COVINGTON

Boh Bros. Adapts Swiftly to Keep Covington Bridge Project Moving Amid Utility Delays

The Boh Bros. team responsible for constructing the new bridge and approaches on US 190 Business in Covington was very aware of the importance of the river they were crossing. Many team members are natives of the Covington area, so they already knew that the Bogue Falaya River is the lifeblood and soul of the community, as well as a popular destination for kayakers, hikers and various other outdoor lovers. As utility relocations slowed progress, Boh Bros. demonstrated agility and commitment, quickly pivoting to alternative strategies to ensure the project remained on schedule—all while respecting the river's significance to residents and visitors alike.

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For Anthony Saladino, Senior Project Manager, the top priority throughout construction of the new three-lane bridge was clear: protect the river and its users at all costs. This bridge is the first of two projects that will relieve a chronic bottleneck on the popular thoroughfare, where three lanes previously had to merge into one to cross the river.

Much of the bottleneck can be attributed to a surge in population following Hurricane Katrina, after which a lengthy stretch of US 190 Business leading up to the bridge was widened to three lanes in each direction, with no left turns and several U-turns, to accommodate subsequent increases in traffic. "It worked very well--until you got to the bridge," Saladino says. "It was a very narrow bridge with a single lane in each direction, so three lanes were bottlenecking into one, creating the major choke point."

For now, the existing 1955 two-lane bridge is being left in place to serve as the southbound lanes, while the new bridge will support the northbound lanes. Later, the old bridge will be demolished to make way for a second three-lane bridge span as part of a future project, yet to be advertised.

The new bridge structure measures some 1,485 feet from end to end and is accompanied by nearly 4,000 feet of three-lane asphalt approaches, 40 feet of concrete approaches near the bridge and associated drainage installations. The team made the last bridge deck pour in early June.

A Matter of Time

Typically, utility relocations are the responsibility of the project owner and are finished before a project even breaks ground. That wasn't the case at this Covington site, as it took well over a year after the award of the construction contract to relocate numerous utilities that fell directly down the centerline of the new bridge's location.

It became the biggest threat to the project's timeline. Recognizing the need to proactively ensure that deadlines were met, the Boh team accelerated the construction start date and re-sequenced the plan to work in areas not impacted by the relocations. "We chose to pick the spots where we could work and had some six months of work completed by the time AT&T (which had the abundance of the relocation work) was finished," Saladino says.

Through it all, the team collaborated closely with Kevin Adams, DOTD's project engineer, and the Covington office of designer T. Baker Smith. "They were good partners throughout the project … they did a great job of managing the utility companies," he adds.

Communication was central to the project's success. In the beginning, it was all-hands-on-deck. "We would organize a meeting with DOTD and all the respective utility companies," Saladino says. "It started with seven or eight of them, then got whittled down to just AT&T and the state."

Once bridge construction began, the team initially worked on the northern end of the site near the river, constructing sheet pile cofferdams at each bridge footing, followed by excavation, pile driving and footing construction for the bridge's foundation.

Saladino credits Neil Hickok, Boh's chief engineer, for circumventing a potential water problem by specifying longer-than-required sheet piles. "It was extremely sandy soil, and the groundwater would have been a challenge without a great plan," he says. "But we knew what to expect, and we had a cofferdam system designed to take care of that issue."

Brice Brylski, piling and marine Project Manager, says driving the 24- and 30-inch square, 100-foot-long piles was a slow and arduous process. "The piles did not go down easy," Brylski adds. "There were dense soils with some sand layers mixed in, and it was all pretty dense."

To make it happen, the Boh team used either a diesel or hydraulic hammer, depending upon the size of the piles and soil conditions. "It came down to choosing the right hammer for the job, in regard to the stresses on the pile," Brylski says. "Then we essentially just had to wait and let the hammer do its job."

Given the limited space, the piles were driven according to careful planning and sequencing so scheduling delivery of the appropriate number of piles for the day was a significant coordination effort. Driving piles adjacent to vehicular traffic was another challenge, particularly near the heavily traveled Boston Street where it intersects Hwy. 90. "We had police details set up to enable us to get the piles in … it was a slow process," Brylski says. "It was always busy."

Through much of the project, innovation was the name of the game. Boh designed three sets of EFCO form systems to eliminate the need for disassembly during construction of the footings. Then, during construction of the pier caps, the site became the testing grounds for a new streamlined PERI form system that was easier – and faster – to disassemble and reassemble. "We were only the third contractor in the country to use the system," Saladino says. "You just take a few pins apart and place it on the ground in two very large pieces. Then, you just pin it back together and it's ready to go on the next cap.

To accommodate the site's small footprint, Boh created and executed a simplified lift plan during the girder erection. Apart from the 115-foot-long girders placed across the river and over Boston St.– which were placed with two cranes, one on either side of the river – the girders over land were placed with only one crane. "We'd pull the crane up to the span, back the truck down the access road and set them with single picks," Saladino says.

Most of the work progressed sequentially – as soon as the team was finished with the substructure on the north side, they began erecting the superstructure followed by the deck.

In a departure from previous projects, DOTD required that the Boh team adjust the risers to compensate for any inconsistencies in the girders' camber after placement (a common challenge during bridge construction). "Normally, we'd build the risers, set the girders and then adjust the elevation of the deck at the haunch above the girder, if needed," Saladino says.

The new process, however, proved to be a challenge. "When we were setting the bottom form for the deck, we realized that revised riser heights did not provide sufficient clearance to achieve the proper deck thickness," Saladino says.

Boh Bros., Dunham Price Group (girder supplier), DOTD's Bridge Design Section, and T. Baker Smith worked collaboratively to devise a solution, eventually opting to adjust the grade of the deck rather than pulling off all the girders and adjusting the risers. In each instance, the Boh team would provide the girder data to DOTD, which would in turn provide the new elevations.

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Critical thinking and the

development of innovative solutions throughout the entire project team was the recipe for success for this challenging, and very visible project.

Protecting the River

Throughout the project, Boh Bros. was careful to avoid interfering with the river. Spotters with air horns ensured that no boat traffic came down the river during critical phases, and warning signs were placed along the river during pile driving operations. Crews also avoided doing any work over the weekend to reduce the potential impact on high boat traffic.

The Boh team was also mindful of river conditions, since the Bogue Falaya is prone to rapid water level increase and can easily flood after heavy rainfall. The team monitored the weather closely and had a plan for swiftly moving equipment and materials out of the flood zone when the river began to rise, Saladino says. "Superintendent Jimmy Seguin and Field Project Manager Brad Reidenauer monitored the weather and knew how to track and predict rapid river rises," he adds. "They just gathered all of the equipment and any material and put it in one place."

Construction site runoff was also a concern, so the project team placed riprap along the edge of the river to create a breakwater. "It worked very well," Saladino says. "The water would go 3 feet above our access road and come down and there would be a little bit of silt that we would need to clean up."

There were other challenges – the project team determined that a section of Tammany Trace, a popular trail for hikers and bikers that runs atop an old railroad bridge, was dangerously close to the jobsite. It also blocked critical access to the site. "There was a lot of work to be done next to the Trace," Saladino says. "Standing up 100-foot-long piles near people riding bikes or walking was just not an option."

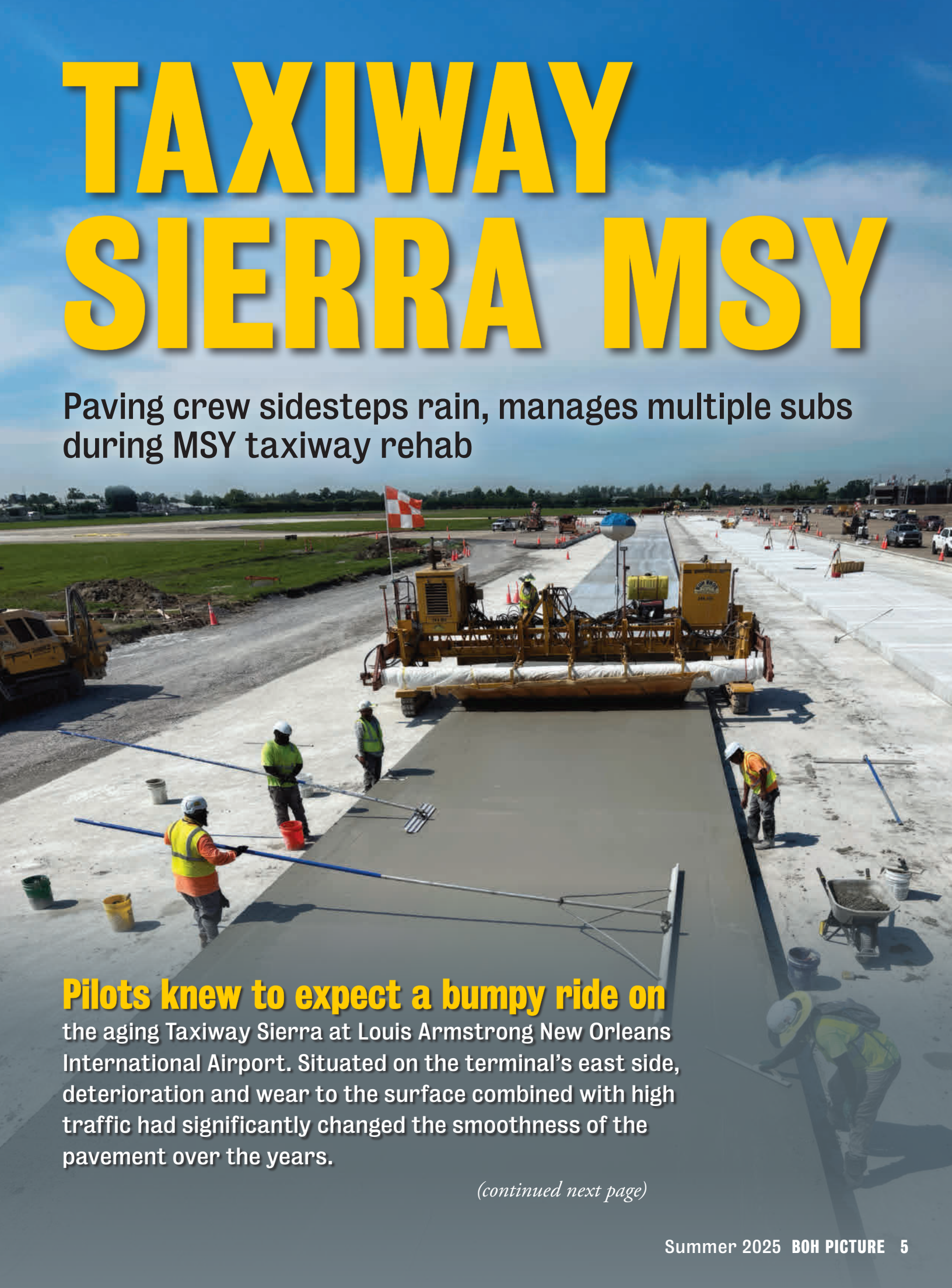
After talking with DOTD and St. Tammany Parish – the owner of the Trace bridge – Boh proposed that the team remove a 30-foot section of the bridge, then replace it with a prefabricated aluminum bridge section once the work was complete. "It was in poor shape … it's a very old railroad bridge that they paved over to make a pedestrian walkway," he says. "Our proposal was to hire an outside engineer, design a bent for it and put in a new bridge to replace it."

This solution provided a new section of the Trace for St. Tammany Parish while allowing Boh Bros. the required access to construct the project. "No matter what, we were going to have to shut it down," he adds. "There were some six bridge piers that were in this close proximity to the Trace, so we thought it was the least impactful to the public and provided us with the most ideal access."

Critical thinking and the development of innovative solutions throughout the entire project team (Boh Bros, LADOTD, etc.) was the recipe for success for this challenging, and very visible project.

TAXIWAY SIERRA MSY

Paving crew sidesteps rain, manages multiple subs during MSY taxiway rehab



Pilots knew to expect a bumpy ride on the aging Taxiway Sierra at Louis Armstrong New Orleans International Airport. Situated on the terminal's east side, deterioration and wear to the surface combined with high traffic had significantly changed the smoothness of the pavement over the years.

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The solution was a Boh Bros. specialized aviation paving crew. Boh Bros. rebuilt the taxiway during a phased, $13.3 million project over a 120-day window last summer, during which they removed the concrete pavement and subbase, then placed a new limestone aggregate subbase, 6 inches of lean concrete and 16 inches of surface concrete. Associated electrical and drainage work was also part of the project's scope, in addition to re-contouring the airport "infields" to improve drainage.

The project had its share of challenges, many of them during transition periods at the beginning and end of the job. "Nevertheless, we held tight to that schedule," says Keith Gonzales, Field Project Manager. "We had a couple of major weather events, but we still finished the project in the original schedule window."

Meeting the city's 35.1 percent DBE (Disadvantage Business Enterprise) contractor requirement was perhaps the biggest initial hurdle – and success story – for the team. Carey Capdeville, Aviation Paving Construction Manager, and Andrew Hendrickson, Project Manager, developed a meticulous game plan for executing the work schedule and managing the relatively large, specialized group of subcontractors. "Coordinating everyone required a lot of planning up front," Capdeville says. "With such a tight schedule, we had to ensure everyone knew the minimum quantities that had to be removed and replaced per day to keep on schedule. It also required a lot of weekly and daily meetings with the subs and Boh personnel."

Jason Aubin, Aviation Paving Group Manager, says his primary concern was finding the necessary contractors and suppliers who were also familiar with FAA specifications. "That was our biggest challenge in the beginning … trying to plug these guys into this tight schedule and finding people who would perform the work, per the strict specifications, and meet our requirements as the general contractor," Aubin says.

Ultimately, all contractors apart from Boh Bros. and the electrical subcontractor were DBEs, including the concrete supplier, demolition contractor, saw cutter, striper and joint sealer. Fortunately, Boh Bros. had developed working relationships with most of them during the construction of the new MSY terminal five years earlier. "Nevertheless, it's still challenging when you have that many subcontractors to manage," Aubin adds. "They're in control of your destiny so you have to make sure they're staying on plan and on schedule. There were many meetings and regular daily planning and scheduling sessions."

To allow for seamless access to the site for the various subcontractor groups, the Boh team set up its own security guard shack to maintain a constant presence and facilitate entry.

It was imperative that all the pieces were in place from the beginning. The project required an ultra-fast-tracked Phase 1a, during which the Boh team established the footprint of the jobsite by temporarily shutting down the airport's north-south runway, removing existing striping, placing new striping and performing associated electrical work to create a new configuration that would funnel aircraft away from the taxiway – all over a 24-hour period!

A 12-man Boh crew and a four-person electrical crew performed the initial work. "These guys had a great plan in place, and it really went off without a hitch," Gonzales says. "It was a 'whole team' effort, whereby we put our heads together, came up with a plan and made sure we had the right amount of people to get the work done safely. Ultimately, we finished it all within daylight hours. We didn't even need the entire 24 hours."

The bulk of the rehabilitation work occurred during Phase 1b, during which the crew followed a sequential process – first saw cutting, demolishing and removing the existing concrete pavement and base, then placing geotextile fabric, an FAA-specified limestone aggregate base, lean concrete and final pavement. "Multiple operations were going on at the same time to maintain a continuous flow," he adds.

The layer of lean concrete – a low compressive strength concrete with a minimal amount of cement – essentially seals the base course and is intended to provide a working platform as well as improve the structural performance and durability for the final surface pavement. Placing the mix, however, wasn't easy. "The lean reacts a lot differently than typical concrete mixes," Capdeville says, "so getting a smooth finish takes a little bit of work, through machine adjustments and vibrator placements. You want to get it down as quickly as you can to protect the stone base."

The lean mix was placed, then topped with FAA-specified, 16-inch-thick P-501 concrete in 18 ft. 9 in. wide

It was a 'whole team' effort, whereby we put our heads together, came up with a plan and made sure we had the right amount of people to get the work done safely.

lanes using a GOMACO GP4 paver, GOMACO texture machine (which sprays the curing compound and applies the texture to the final surface) and triple tube roller screeds.

For quality control, a third-party testing lab monitored the mix consistency, and the Boh team performed daily checks with a 12-foot straight edge to ensure there was no more than a quarter-inch variance in both the lean and final pavements. While the taxiway dimensions remained the same, the final pavement slope increased slightly to improve the drainage.

A Common Foe

Rain in New Orleans is certainly not uncommon in the summertime, so the Boh team was prepared and had pumps on standby. It proved to be a wise move, as there were multiple days when the area was completely underwater. Through it all, the Boh team never lost sight of the project's critical path. "To this day, the owner's resident project representative talks about how smoothly the project went even with all the weather," Gonzales says.

To make up for any lost time, the Boh team worked Sundays to keep the project on track. "We had to have the right number and type of pumps to get the water down as quickly as possible and to minimize the impact and keep us moving," Capdeville says. "Our objective was to get the lean concrete down quickly to protect the base. Once at that point, the weather didn't affect us as much because the base course was sealed up."

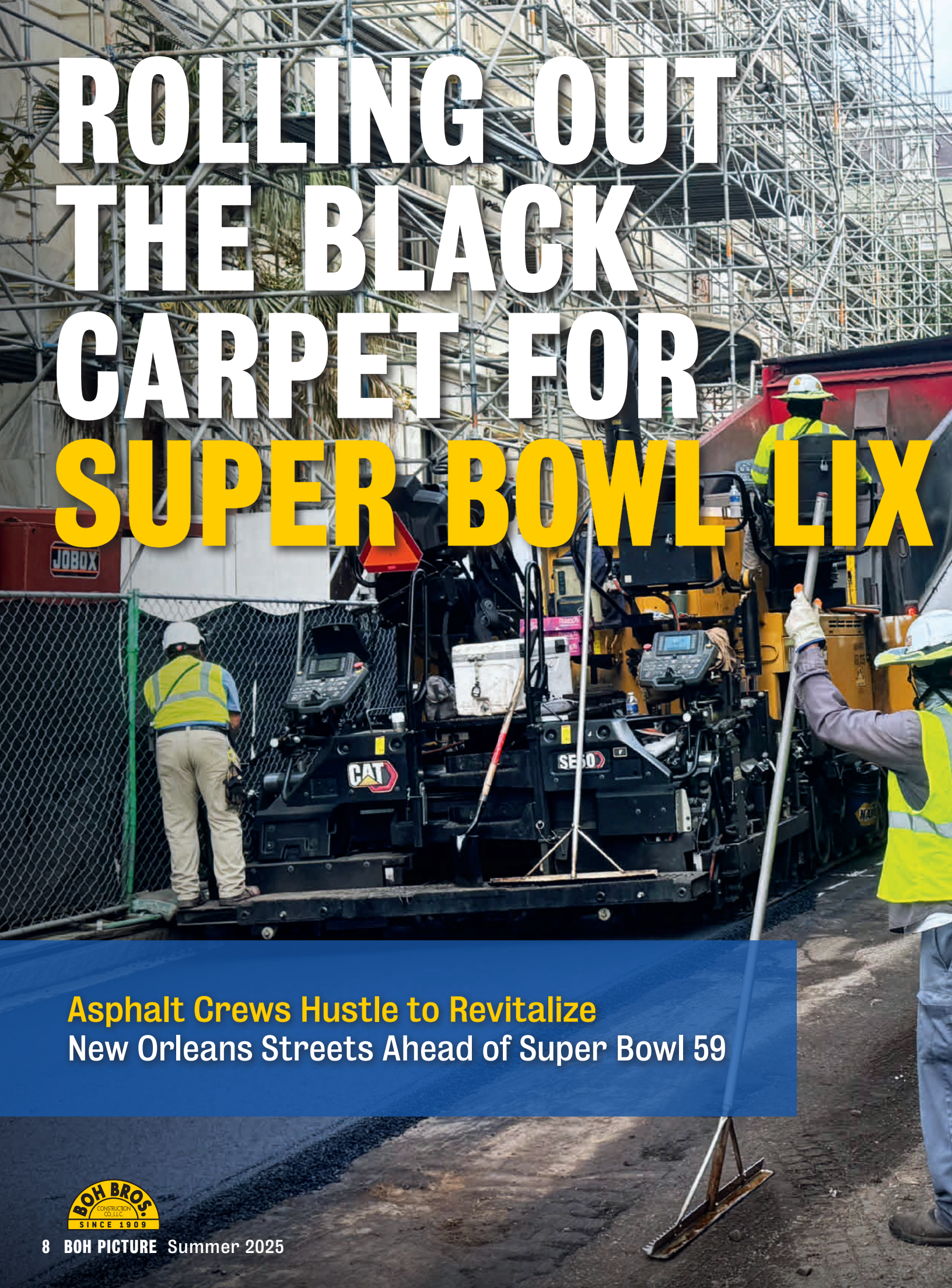
Unfortunately, the rain remained a problem during the project's final phase, when the Boh team initiated a planned seven-day turnaround that, once again, required the closure of the north-south runway. "Due to the sequence of work, it made the most sense to do that part at the end," Hendrickson says, "but as soon as we began the closure, we started getting hit with rain several days in a row."

Adding insult to injury, Hurricane Francine slammed into south Louisiana during the same period. "The contract required us to basically close the runway and complete electrical work, seeding and sodding within the RSA (Runway Safety Area) … then we just got battered by rain and Francine." In preparation for the hurricane, the team stored and/or tied down all its equipment and materials on site.

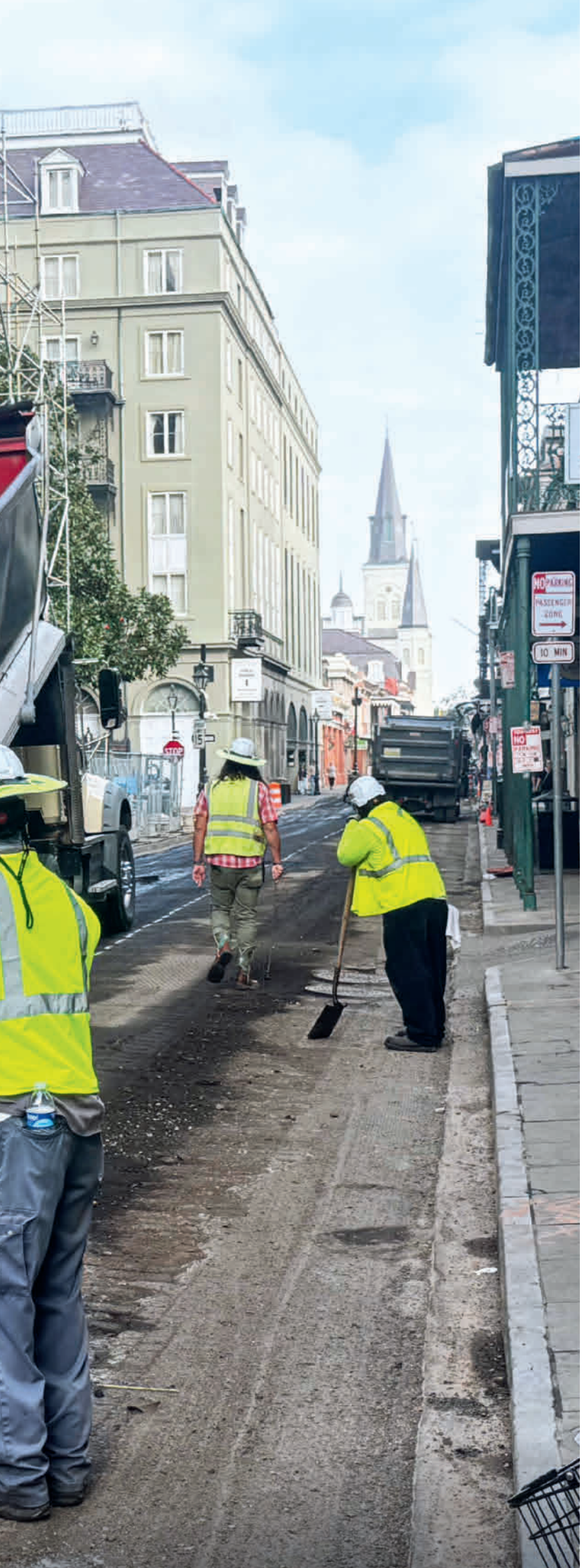
The closure ultimately took 18 days, during which the runway remained closed the entirety of the time. "So much of our work was on the grass in the soft infield area – which was significantly impacted by the weather – and our striping operations required that the pavement be dry," he says.

There were other challenges. For example, while excavating the existing subbase, the team discovered and had to remove about 200 feet of an abandoned underground drainage pipe that wasn't indicated in plans. Ultimately, the project was marked by several successes – there were zero safety incidents, and all spot elevations surveyed in the full-strength pavement areas met the acceptable elevation and tolerances per the specifications. Despite the obstacles and delays that the project team was presented with, the project was completed on time, on budget, and submitted and received the 2024 Infrastructure Project Award of Excellence by the American Concrete Institute LA Chapter.

ROLLING OUT THE BLACK CARPET FOR SUPER BOWL LIX



Asphalt Crews Hustle to Revitalize New Orleans Streets Ahead of Super Bowl 59



In the final months of 2024 and early 2025, Boh's Asphalt Department shifted its full attention to two major paving contracts in New Orleans, working against the clock to mill and resurface critical streets in the French Quarter and near Lakefront Airport. The mission was clear: to improve the motoring public's experience while ensuring the city's infrastructure was ready to welcome the influx of visitors arriving for Super Bowl LIV.

Boh's work was part of an overarching effort by city and state officials to prepare for the big day. The Superdome itself underwent a $560 million transformation, while improvements to Louis Armstrong International Airport and extensive road repairs brought the total investment in Super Bowl preparations to an impressive $1.2 billion.

For Boh's crews, the most challenging work was in the heart of the French Quarter and Bywater neighborhoods. There, workers resurfaced approximately 75 blocks—primarily the north-south corridors, as the east-west streets had already been addressed prior to the previous Super Bowl in the city. The challenge was heightened by narrow streets bordered by historic buildings and infrastructure, all while navigating constant pedestrian and vehicle traffic.

Despite the obstacles, the teams completed the milling and overlaying work in a short six weeks, starting in mid-December. "The overlay was long overdue," says Project Manager Matthew Hudnall. "The roads were definitely in rough shape."

At the height of the project, the Boh team fully mobilized all available resources from its asphalt division, to mill 91,000 square yards of existing pavement and place 11,000 tons of new asphalt. This massive effort required a fleet of 12 to 15 trucks per day. "Everyone on our team was involved…from the milling crew, paving crew, all traffic control guys etc. It was 'all hands-on deck' for about six weeks," recalls Stephen Alexander, Group Manager of the Asphalt Department.

Minimizing Impacts: Strategic Planning and Seamless Adaptation

It was a complex logistical hurdle, as Boh worked to coordinate a project of this magnitude to prioritize and minimize disruptions across every neighborhood, keeping local businesses and city agencies fully aware of daily work schedules and locations. To ensure clear communication, they distributed detailed maps highlighting active work zones and posted road signs 72 hours prior to milling and paving operations— to ensure that no one parked cars along the roadway.

"Before we started, we would notify the city where we would be, as well as the New Orleans Police Department, Fire Department, Department of Sanitation and Sewerage

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& Water Board," Hudnall says. "We were essentially shutting down up to six blocks at a time, including all the cross streets, so that affected a lot of things."

The Boh team staggered their operations to avoid impacting large areas for an extended period. That required an extensive level of planning. "It took weeks of sitting down, planning and going through it and talking," Hudnall says. "We didn't want to pave a block near Canal on Day 1, then on Day 2 be in the Bywater neighborhood. It would have been too much back and forth. We just managed it in the most efficient manner, moving from west to east."

Getting the asphalt to each location and communicating the best routes to truck drivers was particularly difficult, given the number of one-way streets in the area. "Before we even went out there, we put together the map and the sequence that we wanted to follow," Hudnall says. "We staggered it so that we had our milling crew out there three to four days before the paving crew. That way we weren't working on top of each other."

"For each block, we'd mill it in a day and pave it in a day, so there was very little inconvenience," he adds.

Navigating Unforeseen Obstacles

As might be expected, the Boh team also had to contend with significant pedestrian traffic, especially during the holidays. And nearly every day, they would discover an existing water leak or void in the road pavement.

Still, there were other challenges that no one could have predicted. The Boh team was midway through the project when a terrorist committed a horrific act of violence on New Year's Day on Bourbon Street, then later, an unprecedented snowstorm dumped a foot of snow on the city. "The snow shut us down for about a week … just two weeks from the Super Bowl," Hudnall says. "The plan had a little float on the back end, so it just sucked out all the float."

Protecting Historic Infrastructure

Another challenge to overcome was working around aging infrastructure and buildings. In expectation of potential issues, the Boh crew switched from a vibratory roller to a Hamm oscillating roller that would "massage" the asphalt in place and thereby eliminate the risk of damaging utilities or buildings.

The roller is popular in Europe, where contractors must deal with similar conditions. "We used a vibration monitor to gauge the effects of the equipment, but there was nothing that was a concern," Hudnall says. "Most of the leaks that we found were during the milling operation – not during the paving and rolling work."

Due to the compressed project schedule, solutions to unplanned conditions were quickly made on the spot. When the team encountered a void in the pavement – which happened often – they would dig it out and patch it as they went along, while taking proper precautions to avoid water and gas lines. "During a milling operation, and with having a paving crew right behind you … you just stop what you're doing, patch it and keep moving on," Hudnall says. "Tom Coco, the HNTB inspector on site, was an excellent resource and helped us with these challenges."

Few projects reach completion without scope changes, and this one was no different. When the city needed a staging area for the Super Bowl on Basin Street across from the Saenger Theater, the Boh team quickly mobilized to demolish an existing concrete structure and 1950s-era water feature, then placed a layer of limestone for a staging pad.

Mid-Stream Change at Downman Street

David Quebedeaux, who managed the Downman Street project near Lakefront Airport, says his team milled and overlaid a 1.5-mile-long four-lane stretch of roadway to Chef Menteur Highway, while also reconstructing concrete sidewalks, bus stops and pedestrian pads, and making utility adjustments. "We were basically smoothing it out and making a nice ride on the surface," Quebedeaux says.

In order to reduce schedule, the Boh team operated two

"There were no set plans to work from. We'd essentially just point the finger at the issue, discuss the solutions, **then get it done**," says Jansen Billiott, project inspector for HNTB, the site engineer."

7-foot-wide milling machines in tandem, effectively halving the project timeline from ten days to five. "It benefited both the public and project to finish faster," Alexander notes. "The job lent itself to that. It was a long straight run that enabled us to get out there and improve efficiency."

Voids in the road were a constant challenge which kept the team focused to tackle each one to quickly find the best solution. "There were no set plans to work from. We'd essentially just point the finger at the issue, discuss the solutions, then get it done," says Jansen Billiott, project inspector for HNTB, the site engineer." Whatever needed to be done to keep the project moving, we'd do it. I'd spend time with the contractor, identify the problems and work it out between the different parties."

The biggest challenge came late in the project, when a last-minute change in the route threatened to throw the project off track. "The NFL changed the route from Downman to Leon C. Simon Drive as the project was nearing completion," Billiot says.

He was impressed by Boh's response. "They were able to work at a steady pace and overcome the challenge, re-directing the crews and getting it done," Billiott says. "They were very organized. They knew what needed to be done and were very good at coordinating and communicating that. From quantities to plan changes, it was all laid out. I didn't have to ask the questions. They just knew what I needed and provided it to me."

Ultimately, the Boh team performed some 1,050 square yards of full depth asphalt patching, milled 61,000 square yards of pavement and placed 7,200 tons of asphalt at Downman and Leon C. Simon Drive.

The crew was motivated to finish on time, as they anticipated the start of another project for all Asphalt resources in the French Quarter in December. "We completed all patching in early October, then were able to mill it and pave it before Thanksgiving," Quebedeaux says. "By December, they were ready to start work in the French Quarter on schedule."

In the end, Boh's advance work for the Super Bowl was completed on time and within budget, demonstrating exceptional adaptability, teamwork, and commitment to quality. As a result, New Orleans was ready to roll out the red carpet for Super Bowl LIV visitors, offering smoother streets and a more welcoming experience throughout the city.

"MR. TIMPHONY" RINGER

BECOMES THE NEWEST HYDRAULIC CRANE IN THE BOH BROS. FLEET

Retired Boh Bros. employee Joe Timphony passed away in January at the age of 98.

Joe grew up in New Orleans and enlisted in the U.S. Navy in April 1944, serving two years in the Philippines before returning home. Joe started with Boh Bros. in 1955 as a surveyor while studying civil engineering at Tulane and UNO. During his almost 60-year career with Boh Bros., Joe estimated and managed many of the company's important marine projects including the Jourdan Road Wharf for the Port of New Orleans, the fabrication in New Orleans and installation in Puerto Rico of a marine facility for a petrochemical company, and repairs to numerous navigation lock gates.

How appropriate, then, that at a recent gathering of company employees at the Almonaster Yard, Boh Bros. officially christened its newest marine lift crane, a Lampson Millenium 4100 Ringer, as the "Mr. Timphony." Deacon Louie Bauer, a long-time and recently retired Boh employee, presided over the christening and provided a blessing for the barge and its crew. Members of the Timphony family were in attendance; and Gina Timphony Doerner, Joe's daughter, had the honor of breaking the champagne bottle on the barge.

The Lampson Millenium crane combines the structural integrity and versatility of the Manitowoc 4100 with the safety and ease of operation of the new generation of hydraulic operating system cranes. Literally dozens of Boh employees were involved in the extensive upgrades to the barge and crane, positioning the company for continued success in marine construction and building on Joe Timphony's legacy.

BOH EMPLOYEE SPOTLIGHT

Charlie Painter
Crane Operator

Charlie has been a vital part of our company for 30 years. Over the decades, he's become known not just for his expertise, but also for his unwavering commitment and positive attitude.

Charlie's current role is that of a Crane Operator—a position he's truly passionate about. He describes the thrill of running the crane and making big lifts as one of the best parts of his job. "I've always had an interest in the equipment part of it," Charlie shares. "We had a farm when I was younger and my Dad always had equipment there." It's clear that a lifelong fascination with machinery has shaped his career.

Throughout his tenure, Charlie has worked on some of the company's most significant projects, including the Sanibel Island Bridge, Twin Span Bridge, Marathon, Shintech, and the U.S. Army Corps of Engineers 404C floodwall. Each project has left its mark, but it's the "challenge and excitement of the work that keeps me motivated", Charlie says.

Charlie and his wife, Becky, have been together for 20 years and recently celebrated their first wedding anniversary. Family is at the center of Charlie's world—he's the proud father of four children and grandfather to seven grandchildren.

When he's not at work, Charlie enjoys dirt track racing and spending time at the family camp on the Bogue Chitta River. Kayaking, relaxing on the sandbar, and watching the kids play are some of his favorite ways to unwind.

When asked about his proudest accomplishment, Charlie doesn't hesitate: "My children. They have done well for themselves, have accomplished a lot, and they are great parents."

Rene Aubert Jr.
Finisher Foreman

For nearly three decades, Rene Aubert Jr. has been a cornerstone of our team, bringing 27 years of dedication, expertise, and heart to his role as Finisher Foreman. Rene's journey with the company is marked by a commitment to quality and a genuine love for the people he works with, a sentiment he shares often and with pride.

Throughout his tenure, Rene has played a key role in some of our most memorable projects. From the Twin Spans and MacDill Air Force Base Center to the I-10 corridor between Causeway and Bonnabel, and the bustling Napoleon Avenue, Rene's skilled hands and sharp eye for detail have helped shape the infrastructure that keeps our communities moving. Yet, when asked what he likes best about his job, Rene doesn't hesitate: "The people. I love being around the people and doing quality work for the company." He's quick to express gratitude for those who mentored him along the way, crediting them for helping him become the finisher foreman he is today.

Outside of work, Rene's world revolves around family. He has been happily married to his wife, Renee (yes, their names are nearly identical!), for 31 years. Together, they've raised three children: daughters Ariel and Krystal, and son Rene III. Rene treasures time spent with his family, whether it's enjoying seafood, fishing with his son, or firing up the BBQ in the backyard.

Rene's sense of accomplishment is evident both on and off the job. Professionally, he beams with pride at his flawless record: "I've never had a concrete slab poured broken out." Personally, nothing compares to the joy of raising his family and the unforgettable thrill of watching the New Orleans Saints win the Super Bowl.

(continued next page)

Lewis Broussard
Concrete Finisher

Lewis is a dedicated Concrete Finisher who has been with the company for an impressive 22 years. Over the course of his career, Lewis has played a vital role in many significant projects, with some of his most memorable experiences coming from his work on the Twin Spans and Wisner Bridge projects. He fondly recalls the pride of riding across those bridges with his family, pointing out the results of his hard work. The Wisner Bridge holds a special place for Lewis, as he was able to see the project through from start to finish. In addition to these landmark bridges, Lewis has contributed his expertise to numerous airport projects, including those in Texarkana, Belle Chasse, Lafayette, Tampa, Mobile, and most recently the Tyndall Air Force Base.

When asked what he enjoys most about his job, Lewis is quick to mention the satisfaction he gets from "the art of finishing the concrete". He also values the camaraderie among his coworkers, especially since working out of town means "the team becomes like a second family." Lewis considers it "both an honor and a privilege" to work with the aviation paving group.

Outside of work, Lewis enjoys cooking, dining out, and spending quality time with his significant other and family.

Lewis's proudest accomplishments include "mastering his craft—growing and learning from his mistakes—and forming lifelong friendships with his coworkers." His dedication, skill, and positive attitude make him a valued member of our team, and we are grateful for his many years of service and commitment.

Mike Abadie
Asphalt Plant Foreman

Over his tenure, Mike has been part of many memorable projects, but the Bunge North America job stands out as a highlight. "It was a combination of New Orleans crews, Baton Rouge crews, pile drivers, carpenters, pipefitters, and a major Subcontractor erecting steel with support from us," he recalls. The project's proximity to the river added complexity, requiring careful coordination to work around fluctuating water levels. "We had to plan carefully while the river was low in order to complete the job," Mike explains, reflecting the teamwork and adaptability needed to get the job done.

What keeps Mike energized after 15 years? "It's different every day. No two days are the same here operating the plant," he says. Whether he's making, receiving, or shipping asphalt, each day brings new challenges—especially with the unpredictable Louisiana weather. "You can run the same mix two days in a row, and it's going to operate and run completely differently. Even though it's the same mix, there is always going to be a different challenge. Weather and water play a huge factor in the manufacturing of the asphalt."

Outside of work, Mike has been with his significant other for 13 years, and together they're raising three wonderful children: Piper, age 9, Conner, age 5, and Skyler, age 3. Family is at the heart of Mike's life, and he says "becoming a father" is his proudest accomplishment.

When he's not at the plant, you'll find Mike enjoying the great outdoors—hunting (mainly deer), fishing, golfing, and bowling. Recently, he's found a new passion in coaching his kids' sports teams, which he finds especially rewarding.

Ervin Harris
Piling Foreman

Ervin joined our company in September 2010 and has been an integral part of our operations ever since. As a Pile Driver Foreman (Yard Foreman), he's known for his hands-on leadership and his knack for keeping things organized and running smoothly. Early in his career, under the guidance of Pile Superintendent Henry Landry, Ervin was empowered to take charge of organizing the yard—a challenge he embraced with enthusiasm. "Just going around, having an idea, putting it together and people liking it. It makes it to where every day I'm excited to come to work," Ervin shares.

When asked about his favorite part of the job, Ervin doesn't hesitate: "I love what I do but I love my coworkers too. We are around each other so much, every day, and working for Boh Bros. where there is not a lot of turnover, we are family. I know their children and their wives." For Ervin, every project is memorable because he finds excitement in every aspect of the work and values the camaraderie he shares with his team.

Ervin has been happily married to his wife, Kennedra, for 20 years. Together, they have a wonderful family: three daughters—Ihane, Kandi, and Ekeriyah—and a son, Irvin Jr. He's also a proud grandfather to two granddaughters, Noel and Jaslin. One of Ervin's proudest moments was watching his oldest daughter graduate from LSU—a milestone that stands out as a highlight in both his personal and family life.

In his spare time, Ervin enjoys staying active by playing basketball. "I still like to hoop and still get out on the court and put it on those youngsters," he laughs. He's also an avid gardener, cultivating everything from bell peppers and zucchini to jalapeños, cayenne peppers, yellow squash, coyote squash, mirliton, brussel sprouts, and lettuce. His passion for gardening is just another example of his dedication and care—qualities that shine through in everything he does.

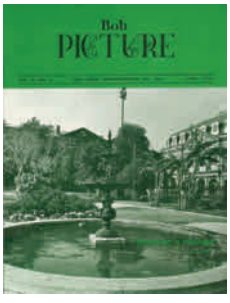
Kevin Bourgeois
Project Manager

Kevin recently celebrated his 10-year anniversary with the company this past March as Project Manager in our Asphalt Division. Kevin's journey with Boh Bros. has been marked by some truly memorable projects, but one stands out above the rest: the rehabilitation of Saint Charles Avenue. "I was really proud to be selected as part of that management team," Kevin recalls. "I had the pleasure to work with some great superintendents, and I was pretty young at the time. I was able to gain a lot of knowledge from them." His pride in this project is evident, and it's clear that experiences like these have shaped his career.

What Kevin enjoys most about his job is the tangible impact he makes in the community every day. "You're making a difference, especially in our area where we have some pretty severe road conditions," he explains. "Taking a project from poor conditions to a brand new roadway, with fresh handicapped ramps and striping—it's very satisfying. You feel like you're contributing to your community."

Outside of work, Kevin is a devoted family man. He's been married to his wife, Sarah, for eight years. Sarah is a nurse practitioner at St. Tammany Hospital, and together they are raising two young children: Eli, age 5, and Marie, age 3. With both parents working hard in demanding careers, family time is a treasured priority. "We like spending time together as a family," Kevin says. "We take our boat out on Lake Pontchartrain, ride bikes on the Tammany Trace, visit parks, and just enjoy traveling together."

When asked about his proudest accomplishment, Kevin doesn't hesitate: "Just being a dad and a husband, working hard, and being an example for my kids—showing them how hard work pays off if you dedicate yourself and are loyal".



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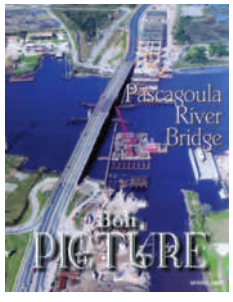

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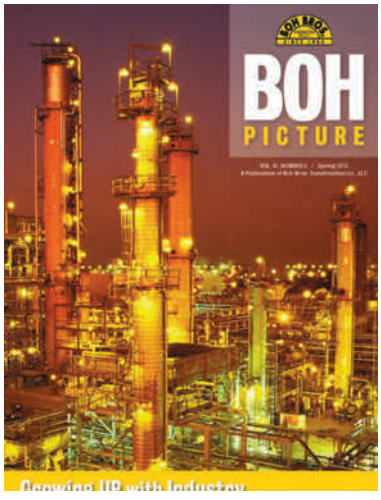

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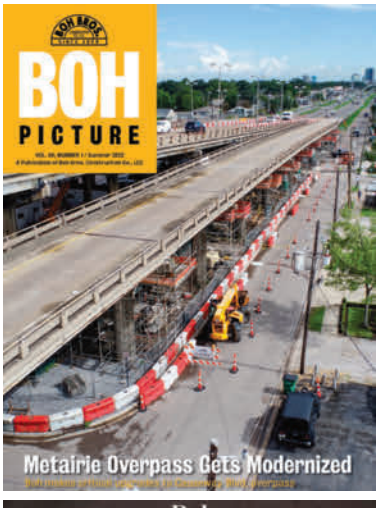

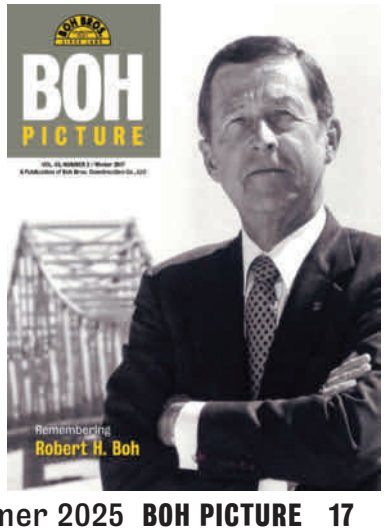

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