



# BOH PICTURE

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## In my last column in the Summer edition of the Boh Picture,

I referenced the 20th anniversary of the work our company did after Hurricane Katrina and how that effort was the very embodiment of our people living the company's Core Purpose which is to honorably serve our communities. This Core Purpose is the reason why our company exists and never changes.

Boh people strive to live this Core Purpose every day through the professional way they conduct themselves and by doing quality construction work safely and on schedule. The feedback we regularly receive is that when people in the community learn that Boh Bros. is building a project, they are glad because they know it will be done right.

This issue of the Boh Picture describes several projects where our teams had honorable service to the community at the center of the planning and execution of difficult, high impact work. The repair of the I10/ Airline Highway ramp was a relatively small job, but it was important to our people that DOTD turned to us for help with the emergency response. By getting our experienced people quickly involved in the planning and then mobilizing the right supervision and craft resources from other projects to do the work, the impact of the ramp closure to the public was minimized. The Metairie Road asphalt overlay was relatively straightforward construction work made very challenging due to high traffic and the proximity to homes, schools and businesses. Early planning and then the inevitable adjustments to the plan were made with our community stakeholders in mind. Finally, the College Drive design build project may have been the most complicated job done by Boh Bros. during my career. With the jobsite located at the merger of the I-10 and I-12 highways in Baton Rouge, the team overcame numerous challenges while carefully working around the traveling public in one of the highest traffic areas in the state.

As our company continues to evolve by embracing new technologies, entering new markets, and responding to the changing needs of our clients, one thing remains constant: our Core Purpose. Honorable service to our communities is a daily responsibility that guides our decisions, our planning, and the way our people approach every job. The projects highlighted in this issue are reminders that what truly defines Boh Bros. is not just what we build, but how we build it and whom we serve along the way. The commitment to our Core Purpose has guided us for generations, and it will continue to guide us into the future.



Robert S. Boh, Chairman & CEO



# I-10/I-12 COLLEGE DRIVE FLYOVER

Boh re-works phasing of I-10/I-12 project to overcome girder delays and logistical hurdles

**The reconfiguration of Baton Rouge's** traffic-plagued I-10/I-12 interchange became a job of logistics and traffic control as much as a bridge and paving project. In order to overcome several project issues that delayed the project schedule, the Boh Bros. Design-Build Team responded by re-phasing the work, ramping up manpower and working around the clock to complete the project.

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**N**o one would dispute that the project was needed. For years, the convergence of the two interstates had forced drivers on I-10 WB to navigate through multiple lanes of traffic just to reach College Drive, resulting in daily backups, high crash rates and one of the region’s most notorious trouble spots.

The best approach for re-configuring the highway, however, was a subject of debate in the early going. The LADOTD’s concept was to construct a new dedicated two-lane exit ramp from both I-10 and I-12 directly onto College Drive. It would have required a new flyover ramp carrying I-10 WB traffic that is needed to get to College Drive over I-12 WB to merge with the new two-lane exit ramp.

The design-build team proposed an entirely different concept – the realignment of the I-12 WB mainlines to pass beneath the existing I-10 WB bridge over I-12 EB, eliminating the hazardous weaving movement without requiring an additional I-10 WB flyover ramp.

The approach not only proved more cost-effective but allowed continuous traffic flow throughout construction and avoided the relocation of neighborhood sound barriers. It also prevented additional noise and light impacts by foregoing a new elevated structure adjacent to residential areas. By shifting I-12 WB lanes to parallel I-12 EB and reconstructing the I-10 WB overpass within the same footprint, the team streamlined construction, reduced expenses and enhanced safety for both motorists and nearby communities.

### Initial Project-Altering Challenges

When the contract was awarded in August 2020, amidst COVID-19 Pandemic, Boh began working closely with GEC Inc., the Engineer of Record, and the LADOTD during a highly iterative design-build process. To be successful with a job of this size, complexity, and scope, Boh took an “all hands on deck” approach, pulling in all levels of management, technical expertise and resources across all areas of the company.

“In the initial design phase, the Design-Build Team held regular design review meetings with the LADOTD, addressing their review comments on each design unit package,” says David Boh, Project Manager. “That was a significant upfront effort with the design team and LADOTD before we set foot on the job with our crews.”

Once the project broke ground in Fall 2021 the roadway designs weren’t yet complete, but the Boh team could not afford to wait. This quickly became the project’s theme. First and foremost, the Design-Build Team needed the results from a 120-foot-long test drilled shaft before the engineers could finalize production shaft lengths and begin construction of the I-10 WB bridge. The test – which assessed the shaft’s load capacity and integrity – was executed successfully just prior to Thanksgiving 2021. “It all went well,” Boh adds. “It was a team effort, with Boh engineers (under the guidance of Neil Hickok) helping with the complex rigging design required to successfully lift and place the approximately 120’ long rebar cage, with a load cell, into the drilled shaft. Our Heavy Construction, Piling, and Engineering groups worked together to make sure the lift was safe and executed successfully.

The project team then completed existing Phase 1 I-10WB bridge demolition by removing 1 girder line from the existing bridge and began constructing the first half of



the new I-10WB bridge over I-12 as part of MOT Phase 1. I-10WB traffic remained on the existing overpass. Project Superintendent Jude Sanchez led the Phase 1 efforts which consisted of constructing pile-supported abutments and drilled shaft-supported columns and bent caps adjacent to the existing bridge in preparation for steel plate girder erection.

That's when the team encountered its most significant, obstacle – a lengthy delay in receiving the structural steel bridge girders. “We had issues getting the shop drawings approved which contributed to the procurement delays,” says Ledet, Boh's Group Manager for Heavy Construction and Senior Project Manager on the project.

Mike Ricca, the Owner Verification Manager with Volkert, says the complex bridge design – which he lauds as “unique, innovative and farsighted” – created significant challenges for the fabricator. “I've been involved with Mississippi River bridges that weren't as complex as this one,” Ricca says. “It has a vertical curve, a horizontal curve and a high degree of skew.”

“When you put all three of those together on one bridge, with beams at different lengths, it creates its own unique set of problems.”

The substructure for the bridge was being built, but there was little else the crews could do since the entirety of the project's phasing depended upon the bridge's Phase 1 completion. In the meantime, the Boh team worked in other areas, primarily constructing new roadway embankments for the re-aligned mainline sections of I-10WB on the north side of the current interstate. “We shifted our focus to noncritical activities and the substantial amount of paving work that needed to be done,” Boh says. “We couldn't progress to Phase 2 until we finished the Phase 1 bridge.”

Upon finally receiving the Phase 1 girders, accelerating the schedule was top of mind. The Boh Bros. team opted to utilize Accelerated Bridge Construction (ABC) techniques

to save time by pre-assembling the bridge's longest span in a laydown yard adjacent to the bridge and erecting the main span using Self Propelled Modular Transporters (SPMTs) in a single weekend interstate closure. Group Manager Patrick Ledet, in close coordination with Boh Engineering, led the efforts to finalize the complicated work plan. The team assembled the new Phase 1 Span 3 steel girder frame immediately adjacent to the interstate in the laydown yard. The Phase 1 Span 3 girders were then transported from the temporary bents and set using the SPMTs. The SPMTs transported the girder frame and formwork in its entirety – weighing approximately 450 thousand pounds – during a single night closure of I-12EB.

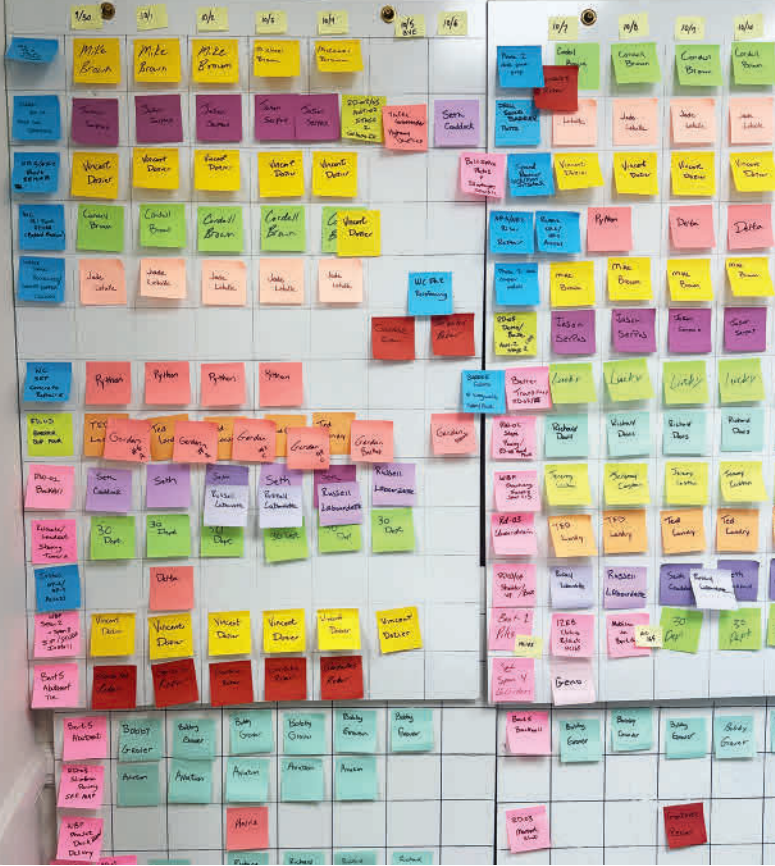
The delay in the girder deliveries was significant, nonetheless, as it pushed the completion of Phase 1 to April 2024 and forced the Boh team to re-imagine its remaining phases. The entire project team committed to condensing Phases 2 & 3 into a significantly shorter timeframe. The Boh team worked around the clock and weekends, with Superintendents Sanchez and Langlois splitting their responsibilities as they managed up to 10 crews at any given time, along with dozens of subcontractors. “What our teams did to catch us up was amazing,” Boh says. “As soon as the ball was back in our court and we had control of our destiny, we really shined. *Nearly 60 percent of the project was completed in just 13 months from April 2024 to May 2025.*”

In Phase 2, alone, the volume of work was staggering – from April 2024 to February 2025 the Boh team demolished the remainder of the existing bridge, completed the second and final phase of the new I-10WB bridge, widened the Ward Creek bridge on I-10WB, widened the College Drive exit including the intersection near Corporate Blvd, constructed new sound barriers, paved new mainline lanes for I-10WB and I-12WB, paved the new College Drive offramps, and rehabilitated the Essen Lane Overpass over I-12, I-12WB to I-10EB flyover ramp and the existing

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**In the end,** Volkert’s Ricca says, the Boh team’s innovative approach to designing the flyover saved significant time and cost, while also minimizing inconvenience to travelers. “They had what I consider to be the best approach to this project...



Ward Creek bridge on I-10WB. Boh’s Aviation paving group, led by Construction Manager Carey Capdeville, self-performed the I-10WB and I-12WB interstate mainline slipform paving in addition to the College Dr. exit ramps. Prior to paving, Boh crews led by Superintendent Jude Sanchez constructed the Mechanically Stabilized Earth (MSE) Wall which needed to be completed prior to paving. Jude Sanchez, Project Superintendent, explained the complexities with MSE Wall construction were new to Boh Bros. “Everyone had to learn something new with the MSE Wall construction,” Sanchez says. “The challenge was to tackle something no one in our team was familiar with. Once we developed a rhythm, the wall construction really accelerated.”

Often, multiple crews would have to share the same space, so the logistics of coordinating it all was an ever-present concern. Case in point – before the Boh team could construct the I-12WB lanes, they had to first build a large retaining wall along the new I-12WB. However, before that could happen, they had to first complete the I-10WB Phase 2 bridge drilled shaft construction. “Everything was happening in the same spot, and it required a lot of coordination and planning by our Superintendents,” Boh adds. Jorick Langlois, Project Superintendent, led the Boh Team through one of the most challenging periods of the project—what he described as a “logistical bottleneck.” This bottleneck occurred in the area directly beneath and surrounding the Phase 2 Span 2 girders and the adjacent retaining wall.

During Phase 2, Langlois directed the construction of the most complex work on the project. “Everything bottlenecked under the bridge,” Langlois says. “On a given day, we had up to 16 dump trucks hauling excavated embankment while simultaneously receiving Phase 2 girders ahead of erection, constructing a massive retaining wall using an EFCO form system, backfilling the same wall with sand, and preparing the I-12WB roadway base for paving. The area beneath the bridge also served as our primary construction access, which further compounded the logistical challenges our team successfully overcame. The team knew there was no time to wait. We had to figure it out.”

Over the final three months of the project – February to May 2025 – the team executed Phase 3 construction by removing the existing I-12WB pavement, completing I-12WB paving, constructing a new I-12WB College Drive exit ramp and completing the College Drive ramp separation barrier.

### A Scheduling Quagmire

Coordination and communication were central to the project’s success. Deliveries were challenging – the Boh team operated a large laydown yard, but due to its central location on the site deliveries were constantly having to merge on and off the interstate. That was particularly true for the girder deliveries, which required significant upfront planning with both the trucking company and fabricator.

“Just coordinating the logistics of deliveries and getting everything to where you needed it was a big part of this job,” Ledet says. “Every day was a battle to make sure we had a good access plan. We would distribute access maps to suppliers and subcontractors to make sure everybody knew





how to get in and out the construction zone safely.”

Work was nearly around the clock, seven days a week, so to keep everyone on the same page the Boh-led project team held “sticky note” scheduling meetings (a version of “pull planning”) every Monday morning over several hours, during which the project team would perform a nine-week lookahead and assign a different colored “sticky note” to each foreman. “At the end of each meeting, I would take photos, convert them into PDFs and send an email out with the schedule to the entire project team across all our Boh internal groups,” Boh says. “The sticky note process played a huge role in our ability to accelerate construction in Phases 2 and 3. The key to its success was buy-in from the whole team, including all of our foreman and key subcontractors.”

The proactive planning approach also allowed for the early identification of potential conflicts, including those related to traffic control, utility coordination and the sequencing of work. Boh Bros. also worked closely with DOTD to distribute construction updates, lane closure schedules and detour information via press releases, social media and traffic advisory networks.

An example of the proactive sticky note schedule planning was the night Boh opened traffic on the new I-12WB, which was the onset of Phase 3 in February 2025. “The morning after we opened traffic to the new I-12WB, we had 2 crews come in Saturday morning, minutes after we opened traffic, to start demolishing the existing I-12WB pavement and remove temporary barriers,” Boh says. “The night crew would do its job and hand the ball to the day crew to do its job. Everyone was pulling in the same direction.”

### **Surgical Planning**

The Boh Bros. team faced the complexity of executing major bridge and roadway work immediately adjacent to — and sometimes directly over — active interstate lanes, so they developed and implemented an integrative traffic management strategy in partnership with LADOTD and local law enforcement.

Each phase had its own traffic control plan, a necessary

provision given that more than 100,000 vehicles passed through the jobsite each day. A key component of the plan was scheduling nightly lane closures during off-peak hours for all four critical segments of interstate traffic— I-10 EB, I-10 WB, I-12 EB and I-12 WB. Each closure required precise timing and sequencing to avoid unplanned impacts. Crews had to mobilize quickly, complete work safely within the short closure windows and restore full traffic flow before the morning rush. “To ensure good communication, we’d have our nighttime supervisors stay late and have them meet with the day shift supervisors before their day started,” Boh says. “The project team also held late evening meetings between day shift and night shift for our crews to coordinate ahead of major traffic changes. We included our key subcontractors involved in these operations in the meetings. We reviewed the MOT work plans in this manner for every major traffic shift change. Our traffic control subcontractor, Traffic Commander, was a key component to the Project’s success.

Boh Bros, with the support of the design team led by GEC, also developed multiple access plans for the project, one for each phase and stage of the work. Areas of the project were identified with a unique numbering system and communicated to all project participants at the onset of each access modification. In most cases, Boh was able to facilitate dedicated entry points and exit points to eliminate conflicts between those trying to enter and those trying to exit the jobsite.

Most access points were established with deceleration lanes for those entering the jobsite and acceleration lanes for those exiting the jobsite to safely maintain interstate traffic flow throughout the project. “At one point, we had over 1,000 temporary barriers on the job,” Boh says. “There was also a lot of temporary striping, a lot of MOT signs, and we had to do daily traffic control inspections of those devices every morning and evening.”

Every Friday, field Project Managers, including assistant Project Manager Mason Robertson, submitted three-week closure notices to inform DOTD and the

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**David Boh credits** the expert Foremen and craftsmen in the field, and the Superintendents that managed them, for the project's success. "What our Superintendents and crews did to help push this extremely challenging schedule – and still do it safely – was extraordinary."

traveling public of the upcoming lane closures. These notices were constantly updated and submitted to DOTD whenever there were changes. "We'd get into a new MOT phase and then we would need to change the plan to move some temporary barriers to create access to construct an area," Boh says. "Each time, we'd work directly with GEC (the project engineer), who would review and approve the plan, then generate a new plan sheet."

### **An Extraordinary End**

Despite supply chain pressures and the complexity of building in Louisiana's busiest interchange, the project was successfully delivered by May 2025. The new two-lane exit ramp has subsequently eliminated the hazardous weave, smoothed traffic through the I-10/I-12 merger and greatly improved safety.

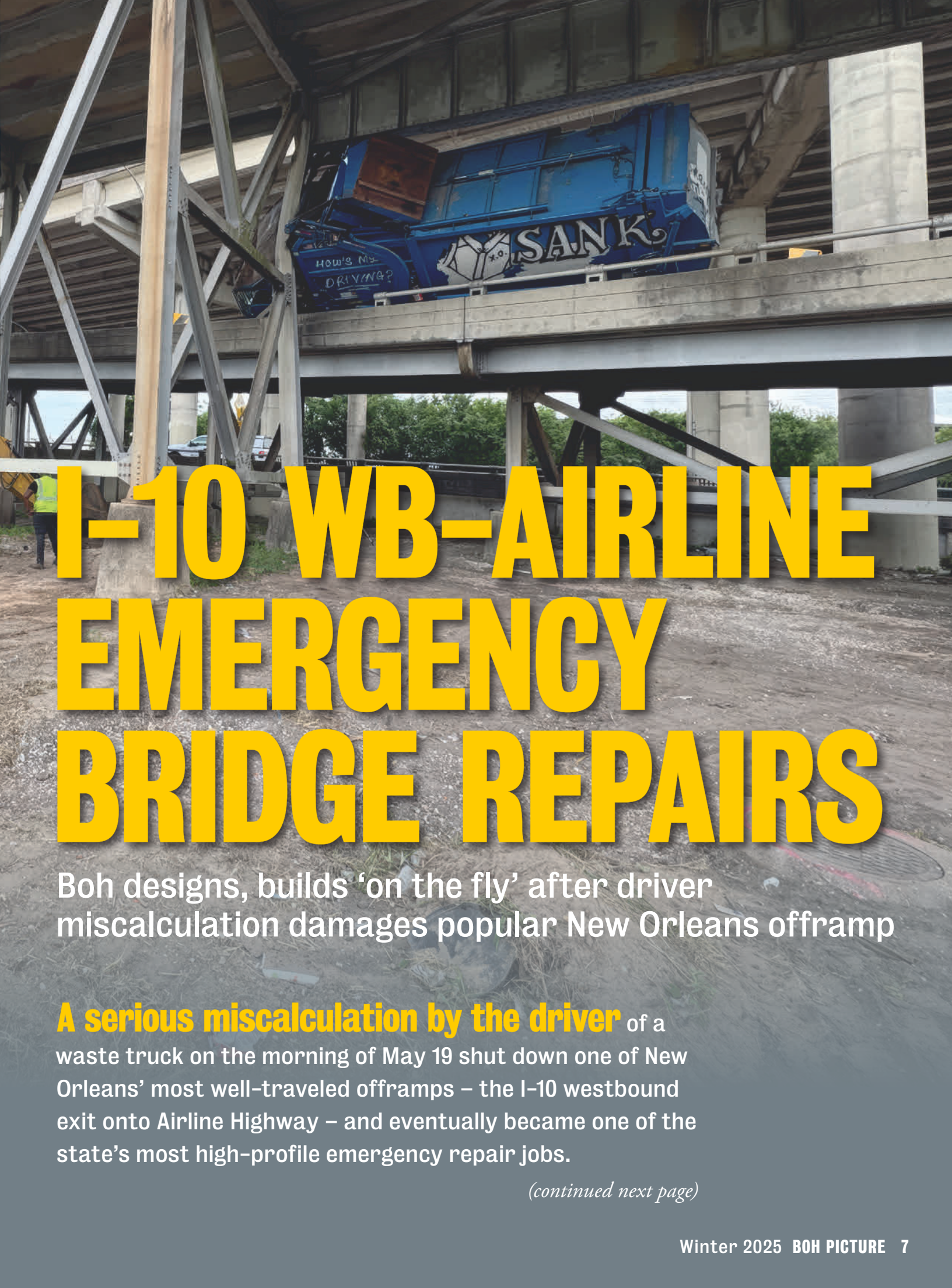
Catherine Mastin, the Project Manager for LADOTD, says Boh's ability to pivot was crucial to keep the project moving forward. "One of the most challenging parts of the job was managing the traffic," Mastin says. "This was at a crucial place in Baton Rouge so one of the objectives of the project was not to interrupt traffic."

"They closed I-12 EB several times to work over the interstate and it went off without a hitch," she adds. "To close down a major interchange for the night and have everything go smoothly is a testament to their ability to plan and execute."

In the end, Volker's Ricca says, the Boh team's innovative approach to designing the flyover saved significant time and cost, while also minimizing inconvenience to travelers. "They had what I consider to be the best approach to this project... much better than the original plan design," Ricca says. "They really deserve a pat on the back for coming up with it, because it saved a lot of money for DOTD in the long run."

David Boh credits the expert Foremen and craftsmen in the field, and the Superintendents that managed them, for the project's success. "What our Superintendents and crews did to help push this extremely challenging schedule – and still do it safely – was extraordinary." 🌞





# I-10 WB-AIRLINE EMERGENCY BRIDGE REPAIRS

Boh designs, builds 'on the fly' after driver miscalculation damages popular New Orleans offramp

**A serious miscalculation by the driver** of a waste truck on the morning of May 19 shut down one of New Orleans' most well-traveled offramps – the I-10 westbound exit onto Airline Highway – and eventually became one of the state's most high-profile emergency repair jobs.

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**F**ortunately, responding to unique situations with no prior precedent is firmly within Boh Bros.' wheelhouse. By that afternoon, the contractor had a team on site meeting with DOTD to work a solution – first to reinforce the structural integrity of the Airline offramp (a structural column had been damaged) so that the truck could be safely removed, then later to initiate permanent repairs.

“The driver was still carrying a dumpster he had picked up and therefore lacked the adequate clearance to drive beneath the overhead offramp as he traveled up the I-10 onramp,” says Project Manager Jared Robert. The truck turned sideways, rotating over onto its side and blocking the South Carrollton to I-10 westbound ramp, while simultaneously damaging a support column on the overhead offramp to Airline Highway.

It posed a particularly complex problem, as the truck was wedged in a tight space beneath the overpass, while at the same time potentially providing necessary structural support given the damage it had caused. That meant a tow truck couldn't simply upright the truck and back it out.

Robert, along with G.J. Schexnayder, vice president of heavy construction, and Bill Moulton, Field Operations Manager went to the site to assess the damage and immediately began mapping out a game plan. “It was very much a team effort,” Robert says. “Everyone who needed to get involved got involved.”

The initial goal was to determine the best and safest way to remove the truck, but they first needed to determine if the bridge was stable enough to support the operation. Unfortunately, there were no reliable engineering methods for determining the bridge's stability under that specific scenario.

Erring on the side of caution, LADOTD directed Boh Bros to install temporary shoring to reinforce the overpass before removing the truck as part of a Phase 1 contract. On May 20, the day after the accident, Boh's chief engineer, Neil

Hickok, began examining the structure to determine how to accomplish this rare task. Multiple ideas were discussed for supporting the bridge but many options were deemed non-viable. For example, a pile supported foundation would not have worked given the unstable nature of the soils in the area and the limited space in which to work.

Ultimately, they chose to erect temporary shoring towers typically used to support heavy loads on bridge jobs. The Boh team then fast-tracked the design and received DOTD approval. “We stepped in and got it most of the way there, then had DOTD evaluate the solution,” Robert adds.

By May 28, the Boh team had mobilized to the site. To get the manpower they needed, Boh explored its available resources from other sites, while prioritizing those jobs that couldn't afford to share workers. Communication was central to the effort, with Moulton playing an instrumental role in selecting the expert personnel they needed.

Once at the site, the Boh team initially spent its time leveling the ground and installing a limestone base and wooden crane mats as a stable foundation, then began erecting two separate towers on either side of the damaged column. “Our Almonaster Yard fabricated six cross beams to distribute the weight to each leg of the shoring towers, as well as a two main support beams to support the overpass girder,” Robert says.

Throughout the process, site access was extremely limited. “Our Ironworker Superintendent, Wesley Drumwright was key to the success of this task. He had the experience required to look at this challenge and quickly develop a plan to accomplish it safely. We used a crane to lift the beam and set one end onto the first shoring tower. We then supported the free end of the beam with a secondary piece of equipment while we adjusted the crane rigging to the outside of the beam. With the beam supported, we then had to pull it into position using an additional piece of equipment staged on top of the onramp.” Robert says. “It was challenging as it didn't slide in there easily. There were some adjustments that had to be made, but we were able to complete the task safely.”

As the next step, the Boh team tackled the challenge of raising the shoring to make contact with the underside of the





**“I don’t think there are many companies**

**that could handle all of those different aspects of the work and mobilize just a week later and do a quality job,” Project Manager, Jared Robert says.**

spans. They used hydraulic jacks to raise the structure and hold it in place.

Once the bridge was supported, a towing company removed the truck and the lower ramp – which had not been significantly damaged – reopened to traffic in June. The Boh team could then begin the process of evaluating the damage to the column.

## **Phase 2 – The Final Solution**

With the truck out of the way, the Boh team was awarded a Phase 2 contract on July 2 to perform the permanent structural repairs to the upper ramp. Much like Phase 1, it was an atypical problem requiring a specialized solution. “During bridge work, the foundations are constructed first, then the columns and superstructure above that,” Robert says. “But here we had an existing damaged column with a fully completed bridge deck above, so we had to develop a method to extract the damaged column and install the new column in its place.”

To complicate matters, the existing column had multiple connection points with other structural members as well as a drainpipe. “It couldn’t have happened to a worse column – it had so many structural components connected to it that once we pulled the old one out a lot of other things began to shift ... so obviously we had to keep the shoring up the whole time.”

Unfortunately, the existence of the shoring, while necessary for both phases, severely reduced the available space from which to work and made it virtually impossible to thread the new column into position, given the column’s length. The Boh team determined that the best option would be to splice it into two sections.

After receiving quick approval from DOTD for the splice, they then began designing the process. The first challenge to address – the overpass bridge would need to be raised by 3-4 inches for the column extraction and replacement. This required fabrication of additional jacking beams in order to position hydraulic jacks underneath each of the girders to raise the bridge.

The Boh team documented the entire raising process to

ensure that no additional damage was caused to the existing structure. And to avoid putting pressure on any undamaged columns, the Boh team removed the anchor bolt nuts securing the base of each column.

With the bridge raised, the Boh team began removing the old column by cutting it several feet beneath the overpass. By separating it into two pieces, they avoided any catastrophic movement of the column. Then, after removing the damaged column’s bottom section, they disconnected and extracted the top column section as well.

The Boh team then used the pieces of the old column as a template to mark bolt locations on the new column (fortunately, the old column had not been damaged at the upper connection points). “We couldn’t necessarily put it right on top and trace it ... there were some field measurements and then transferring of those measurements.”

Once the top section was in place, they positioned the bottom section for splicing. “It went well from there,” Robert says. “There were a few field adjustments we needed to make to some of the connection plates, particularly where cross members were bent, but that was it.”

## **A Testament to Tenacity**


The ultimate success of the project – it was completed on time and significantly under the original cost estimates – was a testament to the experience and tenacity of the Boh team. The emergency work was performed without available blueprints, so quality and safety were paramount throughout the project. “I don’t think there are many companies that could handle all of those different aspects of the work and mobilize just a week later and do a quality job,” Robert says.

He gives credit to the workers, such as Wesley Drumright, Ironworker Superintendent, and Vincent Dozier, Ironworker Foreman, for the successful execution of the project, and to Boh’s office staff for pulling together all of the necessary resources. “Our ability to maneuver things and free up those resources, as well as having a design team who could take this very unique situation and say, ‘OK, we can do this,’ and then prove it in the field ... that was something to be proud of.” 🌟



# LA 1 BRIDGE PHASE 2A





## Shifting tides, stiff winds and a hurricane challenge water-bound LA 1 Bridge job

**W**orking entirely from the water in south Louisiana can be a challenging experience. Shifting tides, strong winds and frequent rain often wreak havoc on a contractor's schedule, particularly when working from a barge.

A Boh Bros. project team recently found itself having to plan and react to water depths that would change frequently and without warning as they drove piles on LA 1 as a subcontractor to Primoris Services Corp. of Baton Rouge. The project aims to extend the LA 1 bridge – a vital hurricane evacuation route – by some 17 miles from Leesville to Golden Meadow.

Brice Brylski, Project Manager and estimator, took over the job last February from Anthony Jacob, Manager of the Piling and Marine Department. “The project bypasses the existing LA 1 surface road, which floods every time it even thinks about raining,” Brylski says. “It will give residents and workers in the area access to the bridge during a high-tide event.”

During the operation, two Boh crews worked in tandem, utilizing ringer cranes to drive 24-inch by 160-foot-long concrete piles, installed in 1-piece, to the water line for bridge footings and a separate group of 30-inch spliced piles measuring up to 194 feet long for trestle bents above the water line. Boh's portion of the work will wrap up by the end of February 2026, with the bridge to be completed in 2027.

The project has been fast paced, with the Boh team working 7-12s to drive the piles while maneuvering multiple barges in support of a Manitowoc 4100 ringer crane, materials and other equipment.

Initially, the Boh team began driving the waterline piles, then, in June, added a second crew to begin driving the 30-inch trestle bent piles. To prepare for the operation, they used a floating template to drive false work piles, then set pie beams and a driving template. Roughly half of the piles were driven plum, while the rest were at a batter. “We're sticking between six and eight at a time, then picking up our hammer and leads and driving them down,” Brylski says.

Two of the trestle bents had mechanically spliced piles, with the longest single piece reaching 180 feet. “We'd drive the bottom section of the spliced piles halfway down, then stand up the top section and thread it into the template, and they'd meet in the middle,” Brylski says. “Essentially, there's a male and female component and you hold the pile in place while they insert pins at the connection.”

It can be a risky maneuver, as workers are working in close proximity to the splicing operation. “Our foreman, Joe Hebert, performed quality control during the process, making sure that the pins were driven correctly and safely,” he adds.

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## Shifting Tides

The team battled a persistent south and east wind throughout the job that constantly threatened the schedule. “Wind gusts up to 35 mph would frequently shut us down, and headwinds were driving the water levels up to the point where we couldn’t access the piles to drive them,” Brylski says. “We couldn’t access the template.”

It would rain frequently, and as an additional and far more disruptive challenge, Hurricane Francine blew through the area as a Category 2 storm in Fall 2024, forcing the team to completely demobilize and leave the site. The team would lose up to three weeks even when there was only a slight risk of a storm. “That was a very extensive process,” Brylski says. “We had to secure a location to bring all of our barges to, get tugboats down there to push all the barges up, get them on mooring piles, tie them up and make sure they were secure for the storm.”

And when the water wasn’t too high, the team battled extremely low water. “The equipment was sitting on the bottom at times, and we were basically trudging through the mud to access each pile location,” he adds. In fact, for a

single footing they’d have to move as many as eight times to reposition the barge.

Pile driving foremen Corey Price and Hebert closely monitored water levels and tides to proactively stay ahead of the problem. “We tried to time it so that the duration of the construction activity would match the duration of low tides, then when we were ready to move the tide would be up.”

That also made getting the piles to the site difficult. The average barge of 24-inch piles had 20 piles on board and drafted anywhere from 5 to 8 feet in water depths varying between 3 and 6 feet.

There were other challenges – some of the piles being 180 feet long, requiring that Boh’s engineering department design a precise lift plan that accounted for the capacity of the crane at the necessary angle and distance they would need to “pick and stick” the piles. It’s one of the longest precast piles supplied by Gulf Coast Prestress that doesn’t require splicing. “That was a challenge from the beginning – making sure we had our barges set up correctly so that the crane could safely and adequately handle a pile of such magnitude,” Brylski says. “As a result, we weren’t only dealing with unpredictable water depths, we had to position the barge in the correct location to get the angle we needed.”



## The safety of the crew

was always top priority. The Boh team worked with the gas company to positively identify the location of the lines and shifted barges and templates accordingly.



To assist in the driving process, the Boh team “jetted” the piles by using a high-pressure stream of water directed at the pile’s tip, which liquefied the soil and reduced friction. That was followed by traditional pile driving the full length of the pile down to the water’s surface.

### Addressing Safety Risks

The safety of the crew was always top priority. Case in point – to address the existence of active gas lines that ran perpendicular to two of the bridge’s footings, the Boh team worked with the gas company to positively identify the location of the lines and shifted barges and templates accordingly.

The gas company also maintained representatives at the site throughout the operation. “They staked it out above the water and monitored for vibrations from an airboat as we drove piles ... ensuring that we weren’t exceeding allowable vibrations.” It went off without a hitch, with Brylski giving much of the credit to Boh’s crane operators and foremen – Corey Price, Joe Hebert, Victor Hurst and George Vernor – as they were responsible for most of the coordination

During much of the project, Boh’s two crews worked in close proximity to each other, so they had to be familiar with their swing radiuses. All members of the crew also had

“stop work” authority, and life jackets were worn from the time the team boarded the boat at the launch to the end of their shift.

They also participated in JSA discussions each morning before work. “That was before they even left the dock,” he adds. “They’d meet, discuss the work they had while on the boats, then they’d ride about seven to 10 minutes, board the barge and start their day.”

Despite the weather and water level delays, the 13-person Boh crew expects to complete the project on time and on budget in February. “Hats off to them,” he adds. “That’s an incredible group of guys out there.” 🌞



# GENERATIONS OF ASPHALT EXCELLENCE

Boh team navigates Metairie Road—a relentlessly busy fast-tracked milling and asphalt paving job





**T**here's never any downtime on Metairie Road, at least not during daylight hours. While most city streets have predictable rush hours, that's not the case for the popular suburban thoroughfare due to an abundance of businesses, schools and residential areas flanking both sides of the road.

As such, Boh Bros. was up for the challenge to navigate the non-stop traffic and mill and overlay a 3-mile stretch of the road from Severn Avenue eastward to the 17th Street Canal. Additional work called for the replacement of concrete approaches and tie-ins at the westernmost leg of the job, as well as the repair and raising of some 38 manholes and 15 catch basins. "Coordinating the work under heavy traffic loads, while also accommodating the dozens of area businesses and schools along the road, was an ever-present reality on this job," says Kevin Bourgeois, Boh Project Manager.

It was particularly challenging as they worked around St. Catherine of Siena Catholic School, by far the largest of the five schools along the route. St. Catherine's lengthy carpool line would often extend into Metairie Road and weather issues, and other delays had pushed the start of the paving and milling operation to the beginning of the school year.

It wasn't ideal, but the Boh team made adjusted plans accordingly to minimize inconvenience. "School leaders were having to work through their own stuff for opening day ... then they also had to deal with us," Bourgeois says. "It was the same with the other schools."

Communication was vital to the project's success. The Boh team would send weekly notifications to LA DOTD to inform them of the schedule – location of the work, nature of the work etc. – then DOTD would issue media notifications on their website. "We were also proactively knocking on doors," Bourgeois says. "I met with the schools and businesses in the area, and explained our process to them, how long we were going to be there, and even provided them with my cell phone number."

To avoid heavier traffic times, the Boh team performed the entirety of their paving and milling during a finite time window – no lane closures could occur before 9 a.m. or after 3:30 p.m. And during lane closures, Boh used multiple flaggers to manage traffic, with the number depending upon the length of the closure and the amount of side streets and driveways.

Fortunately, the fast-setting nature of asphalt allowed the team to quickly re-open the lanes once the pavement had been rolled and cooled. "By 3:30, we were usually working elsewhere or picking up," he adds.

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## A Sequential Process

Boh Bros. is no stranger to Metairie Road. In fact, two members of the project crew, Archie Watson (traffic control foreman) and Anthony Harrison (asphalt superintendent), had helped with a similar milling and overlay project there some 20 years earlier. “Boh has worked the road multiple times over several decades ... so to say we’re familiar with the area would not be an exaggeration,” Bourgeois says.

Before any milling and overlay could occur, the Boh team first repaired the concrete sections, repaired and raised numerous manholes and catch basins, and patched pavement in spot locations. The bulk of the early work occurred over five weekends, during which a subcontractor demolished and replaced several concrete panel sections where Metairie Road connected with Johnson Street and Severn Avenue. “On Friday nights, a crew would demolish and excavate the concrete panels, drill in dowel bars and set dowel baskets, then another crew would come back the following Saturday morning to place high-early strength concrete,” he says.

They installed “maturity sensors” in the ready-mix to provide a live readout of concrete strengths, thereby enabling the Boh team to quickly determine if the lanes were ready for traffic. The readings were transmitted to the

Cloud, giving them “real time” access to strength readings on their phones. It was a significant timesaver, as it avoided the need for a laboratory to analyze core samples off-site.

Most of the manhole and catch basin work required the replacement of castings and lids, whereby the Boh team would cut and remove old frames and install new ones, then “shimmy them up with high-early strength mortar,” Bourgeois says. “The manholes and catch basins were about 50 years old and had exceeded their expected lifespan. At times, they had merely settled and the castings were in good shape, so we just raised those to the new grade.”

Once the preliminary repairs were made, the Boh team began the next and most substantial phase of work – milling 2 inches of asphalt from the roadway in four 8-foot 3-inch-wide passes, followed by 2 inches of new pavement in two wider passes with a Caterpillar paver. Working sequentially down the road, they performed the work in 2,500-foot-long sections.

DOTD specified stringent IRI (International Roughness Index) requirements for the new road surface, so Boh’s QC team continuously monitored the work for any potential deviations throughout both the milling and paving phases. The IRI quantifies how road irregularities affect the suspension of a vehicle – a lower IRI value indicates a smoother road, while a higher value indicates a rougher road.

As a critical part of the process, Boh QC technician Travis Wilhite utilized a truck with bumper-mounted lasers



“During the paving operation, we ran about **24 trucks per shift.**” Bourgeois credits his foremen for their dedication to details...



to take smoothness readings. “During every phase, Travis would drive over the surface to determine the conditions of the roadway,” Bourgeois adds. “Both the milling machine and paver also have electronics to correct any deviations in the roadway as they go along.”

DOTD inspectors would often ride with Wilhite during an IRI run. Using the data, the Boh team would adjust where necessary.

### Logistical Hurdles

Throughout the project, traffic presented an ever-present threat to the schedule. “It just seemed like it was super steady all day,” Bourgeois says. As such, the logistics of getting trucks to the site required a heightened level of planning. At the peak of construction, the Boh team was coordinating dozens of trucks through dense traffic from their France Road asphalt plant.

“During the paving operation, we ran about 24 trucks per shift,” he adds. Bourgeois credits his foremen for their dedication to details, as they had to closely coordinate with the asphalt plant and monitor the weather to ensure that the trucks could get asphalt to the site and that there wouldn’t be any delays.

There were other challenges – at one point, the milled surface began to deteriorate due to two days of heavy rainfall, forcing the Boh team to re-sequence the schedule by temporarily mobilizing a paver to the site. “You’ve got to address issues like that, because if you don’t it will develop

into a pothole and ultimately affect our IRI,” he adds.

“So, we regrouped and changed our schedule. We stopped milling and started paving to get it covered up ... then we re-started the milling process.”

It wasn’t an easy proposition, as Boh had to temporarily move a paver and crew from another project to get it done. “That’s the benefit of having all the paving managers in the same office – we all know each other well and meet regularly, so we always know what other jobs are doing and can make changes quickly, which allows us to provide excellent customer service to our clients.”

A heavily used railroad crossing traversing the site was another potential delay. The Boh team wasn’t allowed within 50 feet of the tracks without a “right of entry” permit from the railroad owner, “and that process to get the permit takes extra time,” Bourgeois says. “We had to skip that section because the permit took so long. Then, they’d tell us we couldn’t start for six months. We had no choice but to skip that section and double back later to mill and pave that section.”

Despite the delays, the Boh 12-man crew ultimately met DOTD’s 130-day project deadline. The contractor began work in April and finished the project on time and on budget in fall 2025, completing a busy section along Metairie Road and restoring smooth rides to the community. 🌞



# PORT NOLA— JOURDAN ROAD TERMINAL WHARF REHAB

CMAR process worth its weight in ‘piles’ at the Port of New Orleans Jourdan Road Terminal

**A**n initial CMAR award for a pile repair project at PortNOLA’s Jourdan Road Terminal was one of many pile repair jobs Boh has seen over its many years doing work on Port facilities. The Port’s objective was to repair numerous corroded pipe piles beneath a 1,300-foot-long wharf along the Intracoastal Waterway.

However, the unexpected collapse of a section of the wharf would eventually cause the project to grow by project’s end in late 2025.

### Perfect Timing

It was fortunate that the Port had already awarded Boh Bros. with a Construction Manager at Risk (CMAR) contract for the repairs. At the time of the collapse, Boh Bros.’ Cameron Johnson, estimator, G.J. Schexnayder, Vice President of Heavy Construction, Bill Moulton, Field Operations Manager, and Grant Closson, piling Senior Project Manager [SB1.1] were already engaged in weekly

meetings with the CMAR team, going over various ideas and cost scenarios for the initial repairs.

Their focus changed abruptly when a section of the wharf dropped about 20 to 24 inches. As part of the CMAR process, Boh’s support provided to the Port’s engineer, Infinity Engineering Consultants LLC and Port NOLA would involve quick planning for emergency repairs during what would become the first of a three-phase project. “Fortunately, it wasn’t a catastrophic collapse,” says Stephen Bernard, Project Manager for Phase 1 and Group Manager of Heavy Construction for Boh. “It could have been much worse.” Leveraging past experience with marine demolition, the Boh team quickly mobilized to the site with marine equipment and excavators. All demolition activities were performed from barges, eliminating the need to work from the existing dock. For safety reasons, the Port permitted the demolished deck sections to fall in place rather than be removed from the site. “There was already an abundance of riprap underneath the deck, so it ended up providing additional shoreline protection,” he adds.

The Boh team then used underwater shears to cut the piles at the mud line to make way for a new dock to be



built during a later phase.

## Phase 2: The Repairs

Under the direction of Project Manager Jared Robert, the Boh team refocused on the project's original objective for Phase 2: repairing wharf piles that had corroded beyond their useful life beneath the structure. Years of exposure to a harsh saltwater environment, combined with debris in the water, had compromised the piles' protective coatings and led to extensive corrosion. As a result, the Port had already reduced the allowable load capacity for the wharf's tenant, a cold storage warehouse. Restoring the wharf to full operation was therefore critical. During the CMAR process, the Boh team proposed a pile repair approach that had been successfully implemented at another Port of New Orleans dock. For piles not located directly beneath the warehouse, repairs were performed from the top of the deck, eliminating the need for crews to work beneath the dock. At each pile location, the team cored a 6-inch-diameter hole—up to 4 feet deep—through the deck and pile cap, inserted a 30- to 40-foot reinforcing rod into the pile, and then filled the pile void with concrete to restore structural capacity. Boh and the engineer used a proprietary concrete mix modified for the project. "We worked out the kinks by getting some of our concrete guys and drillers out there to actually drill through the deck and walk through the process and also determine how long it would take."

Mapping out the locations of the piles was challenging. The Boh team would determine the pile locations from beneath the wharf, then transfer the survey information to the top of the dock. They then used a small Bobcat loader with a specialized attachment to transport and place the concrete at each pile repair location to avoid putting excess weight on the wharf deck. For the severely corroded piles where sections of steel were missing, they applied a fiberglass wrap while working from a floating platform to prevent the concrete from escaping the piles.

In addition to the pile repairs, the Boh team isolated and abandoned an 850-foot-long section of the wharf to prevent the failed portion from imposing additional stresses on the rehabilitated areas of the dock as part of Phase 2. The exposed reinforcing steel was then treated with a rust

The entirety of the work was performed **beneath the dock.** "Some of the piles were in the water, so the crew had to get below the water line by using a shoring system made of corrugated pipe," Williams says.

inhibitor to protect it from further corrosion.

## Phase 3: The Balance of the Repairs & Reconstruction

The remaining pile repairs – those piles located directly underneath the warehouse – were performed during Phase 3. Given that the piles were directly beneath the cold storage warehouse, coring through the slab was simply not an option. "We examined a couple of different concepts for repairing the piles," says Alysse Williams, Boh's Project Manager for Phase 3. "We tested a few things out in our yard, and onsite, then eventually finalized the repair type – to apply a carbon fiber epoxy wrap system, supplied by a local subcontractor, to the deteriorated piles."

The entirety of the work was performed beneath the dock. "Some of the piles were in the water, so the crew had to get below the water line by using a shoring system made of corrugated pipe," Williams says. "They dropped it in, dewatered it and then applied the carbon fiber wraps to the required elevation."

For those piles on land, the Boh team excavated the area, and the subcontractor performed the repairs below the mudline and backfilled. Quality control was paramount throughout the process. The Boh team provided samples to the owner, who in turn sent them to a private lab for testing to ensure that the carbon fiber process adequately met their needs.

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While other work was under way, the CMAR team also got to work developing a cost-efficient solution for rebuilding the 550-foot-long by 41-foot-wide collapsed wharf section. The Engineer of Record, Infinity, developed a design consisting of steel pipe piles, cast in place caps, precast panels and a topping slab. To prevent future corrosion, the piles were to have a fusion bonded epoxy coating.

As Phase 3 piling work began, Boh's Grant Closson, piling Senior Project Manager, again began to assist the CMAR team. Closson ultimately oversaw the driving of 136 new pipe piles, all of which had already been purchased prior to the design being finalized – another important benefit of CMAR. The early procurement shaved some four months off the project time.

The Boh pile crew drove the new steel pipe piles over a two-month period, first using a steel punch at each pile location. Pile lengths varied, with the longest measuring 130 feet long, with alternating plumb and batter piles. "We had a 60-foot punch (the water depth was 20 to 30 feet in many locations)," Closson says. "It's like a sacrificial steel pile, with a point that you drive into the ground to make sure you're not hitting a piece of concrete or other debris.

"You punch through whatever might be down there, remove the punch, pick up the pile, stick it in the template and drive." Along the way, they would make slight adjustments to pile locations due to obstructions.

Innovation was often the name of the game. Case in point – the Boh team used a self-designed sliding template

system for the pile driving. Named the "Batmobile" after a former Boh piling general Superintendent, the system consisted of a rail system that enabled the pile template to slide along the barge. It saved several hours in breakdown and setup time. "Two beams were welded to the barge, then this trolley system would slide the template up and down a rail," Closson says. "Instead of moving the barge each time, we could drive one pile, slide down, drive another pile, slide down, etc. It minimized the number of times we had to move the barge."

With the piles in place, the Boh team then secured steel braces to the top of them. "Our craftsmen followed behind to cut the piles to elevation," Closson says.

There was some concern that the piles would shift once released from the template, so the Boh team preemptively welded 75 feet of C-channel beam onto the tops of the piles for stability. "Those piles could only move two or three inches to accommodate the forms and the pile cap work," he adds. "The tolerances were pretty tight."

The Boh team then formed and poured the pile caps. They then placed precast panels, installed them from cap to cap, and finished with 8 inches of ready mix for a topping slab.

At the end of the day, PortNOLA was extremely satisfied with the outcome. Bernard credits the CMAR process for keeping costs under control, despite the evolving nature of the work and its expanding scope. "We were devising solutions for them from day one to get the most 'bang for their buck,'" he says. "That's the essence of the CMAR process." ▲



# ROBERT S. BOH

Named "Jesuit Alumnus of the Year"

**C**ompany Chairman and Chief Executive Officer Robert S. Boh was recently honored as the 2025 Jesuit High School (New Orleans) Alumnus of the Year. The Award was instituted in 1958 and is given annually to the individual selected for his cumulative contributions to the community. Mr. Boh is a 1976 graduate of the school.

Upon hearing the news of his selection as Alumnus of the Year, Boh stated, "I was surprised and very grateful to receive the news from Fr. Brown of my selection as the 2025 Alumnus of the Year. To join the distinguished list of past recipients, which includes my late father in 1998, is one of the great honors of my life. There have been so many worthy and outstanding graduates of Jesuit High School; I am humbled to be chosen." ▲



# BOH EMPLOYEE SPOTLIGHT



## Jeff Quebedeaux Senior Vice President – Safety

**F**or nearly four decades, Jeff Quebedeaux has been an integral part of Boh Bros., shaping both the company’s legacy and the next generation of its workforce. Joining

the team on March 31, 1986, Jeff’s 39-year journey is a testament to dedication, curiosity, and a deep-rooted passion for the company’s mission. Today, he serves as Senior Vice President of Risk, overseeing safety and quality control company-wide—a role he’s held since 2019.

“I was honored when Mr. Boh wanted someone from operations to lead risk control,” Jeff says. “Having spent my career in the field, I understand how safety and quality are lived out every day on site.”

Jeff’s first job still holds a special place in his memory—the west bank approaches to what’s now known as the Crescent City Connection Bridge. “You always remember your first,” he recalls, smiling. That early assignment in 1986 set the stage for a career filled with challenging and meaningful work across the Gulf South.

The Singing River Causeway in Pascagoula stands out as another defining project. It marked Jeff’s first experience as a surveyor, where he performed all the control layout for a 3.1-mile bridge.

Over the years, Jeff’s responsibilities grew alongside the company’s reach. From the landmark Caernarvon Freshwater Diversion project to critical post-Hurricane Katrina recovery work—Jeff’s career is a reflection of Boh Bros.’ enduring role in rebuilding and strengthening Louisiana’s infrastructure. He capped his project contributions with involvement in the New Orleans North Terminal, a complex effort he recalls with humility.

Ask Jeff what he enjoys most about his current role, and his answer comes without hesitation: working with people. “I get to collaborate across all departments—construction, utilities, pile driving, equipment, asphalt—and share stories and lessons with our younger team members. Those conversations mean a lot to me.”

Outside of work, Jeff’s life is anchored by his family. He and his wife, Gail, have been married for 39 years and share four children—Daniel, Julia, Patrick, and Mitchell. Their growing family now includes five grandchildren: Benjamin, Henry, and Hannah from Daniel; and Lillian (Lilly) and Alexandra (Alex) from Julia. 🌞



## Roy Kramer Laborer

**R**oy has been a dedicated member of the Boh Bros. team for nearly 38 years, bringing decades of experience and commitment to every project. Roy serves as a Lead Laborer, a

position that requires skill, leadership, and adaptability on challenging job sites.

When asked about standout projects, Roy recalls the Entergy Maintenance Contract as one of the most interesting—and demanding—jobs he’s worked on. “It was aggravating at times,” he says, describing the constant need to cover cuts with plates so vehicles could pass. “You’d start working, then have to stop and plate it, let cars through, and then get back in the hole. It was a lot of up and down, but it kept things interesting.”

Another unforgettable experience was a repair on the duct bank at Poydras and Loyola. “That was the coldest I’ve ever felt in my life,” Roy remembers. “The wind was like a tunnel—20 to 30 miles an hour—and temperatures in the 30s. I was lucky to be in the trench breaking out the duct bank. The guys on top had it rough.”

When asked what he loves about his job, Roy says without hesitation, “The crew, everybody gets along. There’s good camaraderie, and we all know each other’s strengths and weaknesses. The foremen and superintendents are great. That’s the number one thing I like.”

Roy is the proud father to two adult children, Roy and Angela. His family includes six grandchildren—Samantha, Colby, Bailey, Emily, Mikey, and Madison—and even one great-grandchild. Family time is important to Roy, and he enjoys being involved in their lives.

Outside of work, Roy spends most of his time with family. He also enjoys working on vehicles, doing maintenance and repairs on his children’s and grandchildren’s trucks and cars.

Roy’s greatest pride comes from his family and the strong relationships he’s built over the years—both at home and on the job. 🌞

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## Charles Keyes Certified Payroll Coordinator and HR Coordinator

**W**ith 32 years of service at Boh Bros. Construction, Charles currently serves in a dual role as Certified Payroll Coordinator and

HR Coordinator, working closely with subcontractors to ensure compliance with Davis-Bacon wage requirements and assisting with a wide range of HR responsibilities.

One of Charles's proudest professional achievements was his work on the Louis Armstrong New Orleans International Airport (MSY) project. "I worked on that job for five years, from the ground up," he recalls. "To see it go from acres of dirt to a state-of-the-art facility—probably the nicest airport in the country—is something I'll always be proud of. It's going to last for 100 years, and I can say I was part of that."

Outside of work, Charles is a devoted family man. He's been married to his wife Angela for 36 years, and together they've raised two sons, Charles II and Gerald, now 34 and 29. His heart belongs to his grandson Kai, who turns two in November, and he's eagerly awaiting the arrival of a granddaughter in March. "Being a grandfather—known as 'Pops'—is one of the greatest joys of my life," he says. "When Kai runs up to me and says, 'Hey Pops!'—that's everything."

Charles's hobbies reflect his love for both people and the outdoors. He's a passionate sports fan, cheering on the Saints, Pelicans, and especially his high school alma mater, St. Augustine. Weekends are often spent tailgating with friends, enjoying good company and good food. At home, Charles finds peace in his garden, where he tends to gardenias, roses, azaleas, and a magnolia tree he's been grooming with care.

When asked about his proudest accomplishments, Charles doesn't hesitate: "Being a husband for 36 years and raising two good young men. It's not easy in today's world, but I'm proud of the family we've built." His dedication to both his personal and professional life is a testament to the values Boh Bros. holds dear.

Charles Keyes embodies the spirit of Boh Bros.—loyal and deeply connected to his community. We thank him for his decades of service and celebrate the legacy he continues to build. 🌟



## Mary Hebert Accounts Receivable

**N**ext month marks an incredible milestone for Mary: 21 years with Boh Bros. Construction. As a key member of the Accounts Receivable team, Mary has been the backbone of

billing and collections, ensuring contracts are reviewed, special billing forms are handled efficiently, and payments are processed smoothly. She's also played a vital role in training the next generation.

Mary's journey with Boh Bros. has been filled with memorable moments, but one stands out above the rest: Hurricane Katrina. "When Katrina hit, I saw how Boh Bros. stepped up to serve the community," she recalls. "I knew I was part of an organization that meant a lot. Boh Bros. went all out, piecing together the North Shore and South Shore. I was proud to be part of that team."

When asked what she loves most about her job, Mary doesn't hesitate: "The people." She describes Boh Bros. as a family, where leadership knows her by name and friendships have blossomed over the years. "I've made some really good friends here, and that's going to continue even into my retirement."

Outside of work, Mary enjoys a rich personal life with her husband Paul, to whom she's been married for 42 years. "It's give and take," she says with a smile. "A lot of patience, love, and forgiveness. Never go to bed mad." Together, they've tackled home improvement projects, from painting the house to redesigning their fireplace after Hurricane Ida. "Paul did it all himself—it's a masterpiece now."

Mary is also a proud mom to Shannon and KJ, and though she doesn't have two-legged grandchildren yet, she adores her three grandpups: Domino, Benji, and Molly. Shannon is a powerhouse in sales at Sinas, while KJ is a retired Marine now working at Laitram Machinery. "I'm very proud of both of them," she says.

In her free time, Mary enjoys gardening, arts and crafts, and the occasional trip to Mississippi or Las Vegas to play the slots. "We always make a donation," she jokes. She's also looking forward to spending more time crafting, especially making personalized signs for her garden.

As she prepares to retire, Mary reflects on her proudest accomplishments: her enduring marriage and the legacy she leaves at Boh Bros. Mary's story is one of loyalty, leadership, and love—a true reflection of the values Boh Bros. holds dear. We thank her for her years of service and wish her all the best in her next adventure. 🌟





## Scott Belsom Safety

**W**e're proud to shine the spotlight on Scott Belsom, who recently celebrated an incredible 20 years with Boh Brothers. Known for his adaptability, deep field experience, and unwavering

commitment to safety, Scott plays a vital role in keeping our job sites secure and our teams informed.

Scott currently serves as a Safety Representative, a role that has him "floating" between job sites that don't have a dedicated safety person. His mission? To ensure every crew—regardless of location—receives the same level of safety oversight and coaching. "I hit jobs that don't require someone to be there every day," Scott explains. "I catch the ones that need that extra attention."

Over two decades, Scott has worked on a wide range of projects, but a few stand out:

**Napoleon Avenue Canal Job** – His first canal job, which sparked his interest in how such complex infrastructure comes together.

**Port of St. Bernard** – A highly dynamic site, where shifting ground conditions and evolving work plans kept the team on their toes. "It was a live port situation," Scott recalls, "so we were constantly adjusting safety features to keep everyone protected."

**Judge Seeber Bridge Repairs** – One of his earliest field jobs post-Katrina, involving cable and brake repairs. "Before Katrina, I was in the office. After Katrina, I started hitting the field."

Scott's favorite part of the job is working with different groups of people and seeing how diverse teams approach challenges. "They all work differently but reach the same goal," he says. He's passionate about coaching employees, especially new hires, on safety practices—not just pointing out risks but explaining the real-world consequences and guiding them through proper procedures.

When he's not on the job, Scott enjoys the outdoors. He's an avid fisherman, keeping a boat at Shell Beach, and a dedicated hunter, often joined by his daughter on deer hunting trips. "Fishing and hunting with my daughter and friends—that's my thing," he shares.

Without hesitation, Scott says his proudest achievement is raising his daughter, Mia Rose Belsom, who turns 18 this November. "Not just school success," he says, "but teaching her real-world experiences she'll need when she goes out into the world." 🌟



## Seth Craddock Foreman

**S**eth Craddock is a dedicated Labor Foreman whose passion for heavy equipment and love for the outdoors make him a standout both on and off the job site.

Seth's journey into construction began early—at just 12 years old. "My grandpa bought a machine from a local business down the road," Seth recalls. "I'd get off the school bus, stop by his house, and we'd go to work." That early exposure sparked a lifelong love for operating equipment, which he now channels into his role at Boh Brothers.

Among the many projects Seth has worked on, the I-10 College Drive Flyover stands out. "It was logistically intense," he says. "To go 50 feet across the interstate, you had to drive three miles and come back. There were a lot of moving parts—pile driving, subcontractors, paving at night, moving barriers. It was complex and challenging."

He also fondly remembers large-scale dirt jobs in St. James parish, where the team moved tens of thousands of tons of earth to build surcharges, levees, roads, and even railroad tracks. "You name it, we were doing it," he says.

When asked what he loves most about his job, Seth doesn't hesitate: "I'm a big kid in the sandbox."

Seth has been married to his wife Allie since 2017, and together they have a four-year-old son, Bodee. This year marks a special milestone: Bodee's first hunting season. "I built a box stand," Seth shares. "We're going to see if he can be quiet enough to sit there with me."

Outside of work, Seth is an avid deer hunter, taking annual trips to Elgin, Iowa, and even venturing to Colorado for elk hunting. "That's a whole other world," he says. Hunting is more than a hobby—it's a tradition he's now passing on to his son.

Without a doubt, Seth's proudest achievement is his family. "Being married, having kids—that's what I always wanted," he says. It's clear that both on the job and at home, Seth is building something lasting. 🌟

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## Eric Crowe Superintendent

**W**ith 15 years of service at Boh Bros. Construction, Eric has built a career defined by leadership, growth, and a passion for the work. As a Superintendent with the

10 Department, he plays a vital role in managing complex projects and guiding teams through daily challenges.

Among the many projects he's contributed to, two stand out as particularly memorable: the Florida Avenue Canal Project and the Causeway Safety Bays. These jobs not only showcased his technical expertise but also deepened his appreciation for the dynamic nature of construction. "I experience and learn new things every day," he shares. "Being challenged is what keeps me going."

Outside of work, Eric enjoys a full and vibrant personal life. He's happily married to Kathryn, and together they've raised seven children—with a grandchild on the way. "My proudest accomplishment outside of work is the large family we've raised," he says with pride.

When he's not on the job site, you'll likely find him hunting, fishing, or spending time on the river at the family camp. These outdoor pastimes offer a peaceful contrast to the fast-paced world of construction and allow him to recharge and reconnect with nature.

Professionally, one of his proudest achievements has been becoming a superintendent. It's a role that reflects years of hard work, dedication, and leadership. "It's an honor to guide others and help shape the success of our projects," he says.

With a strong work ethic, a love for learning, and a deep commitment to both his team and his family, Eric exemplifies the values that make Boh Bros. a great place to work. 🌞



## Jerriell North Piling Foreman

**F**or the past 13 years, Jerriell has been an integral part of our team, serving as a Pile Driver Foreman and bringing expertise and enthusiasm to every project. Over the years, he's contributed to many

unique projects.

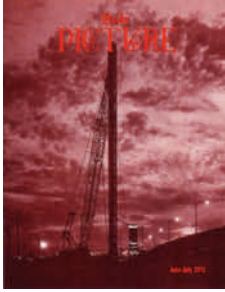
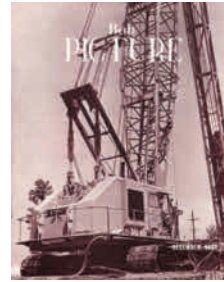
Jerriell recalls the Shintech project as one of his most memorable experiences—a challenging yet rewarding job where he enjoyed driving pipe piles. Another highlight was contributing to the Louis Armstrong International Airport expansion, where his team drove concrete piles for the new terminal. These projects showcase not only his technical skill but also his pride in building infrastructure that impacts our community.

When asked what he loves most about his job, Jerriell's answer is simple: the people. "I get to work with the best people every day," he says. "Knowing I'll be alongside coworkers I trust and respect makes all the difference."

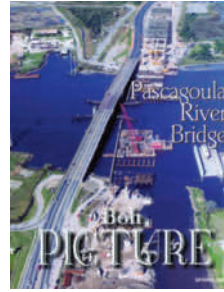
Jerriell is a proud father to Tyriell, 24, and Ty'keria, 19. When asked about his proudest accomplishment, he quickly points to his children and the experience of fatherhood, underscoring the central role his family plays both in his life and his sense of achievement.

While work and family are his primary focus, Jerriell still enjoys spending time outdoors freshwater fishing in the swamps around White Castle. He also has a passion for outdoor cooking. Whether it's Cajun classics or hearty rice and gravy, he loves preparing meals that bring people together. 🌞





# BOH PICTURE

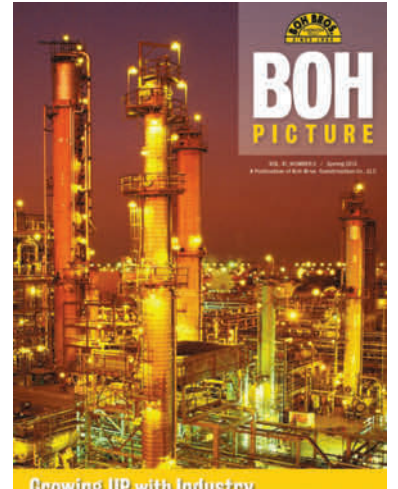


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Jacquelin R Hays  
Bryan J Ishee  
Leon J Jefferson Jr.  
David L Quebedeaux  
Lindsay L Whitley

### 15 YEARS

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Bridget M Castle  
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Seth L Craddock  
Erick T Doherty  
Chris J Hamann  
Ervin B Harris  
Joshua L Hernandez  
Michael J Lagasse  
Bryce A McGovern  
Michael G Patrick  
John P Talkington  
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