

## Braddock Dam Uses In-The-Wet Technique

The production on the Braddock Dam Project has come a long way in the past year. This project consists of replacing a fixed crest dam that is nearly 100 years old with a new gated dam 100 yards upstream. The construction challenge of this "In the wet technique" has been taken on by the joint venture effort of Traylor Bros., Inc. and J.A. Jones Construction. This project is just part of an effort by the Army Corps of Engineers

to modernize the navigation system of the lower Monongahela River.

The two segments were constructed using precast panels interconnected in a grid pattern. These vertically placed panels were assembled for each segment and tied together with a monolithic concrete base slab, creating multiple watertight compartments. The combination of the interconnected panels and the post-tensioned base slabs created two

colossal concrete floating segments.

The dam segments are supported on 77 foundation shafts and 12 set-down shafts. Each segment contains six hydraulic jacks that are used to balance the segment's load onto its six set-down shafts. The construction of the dam's foundation in Braddock and the segments in Leetsdale, Pennsylvania, were

*Continued on Page 2*



*Segment One's maiden voyage.*

## Braddock Dam (continued)

concurrent operations. In September 2001, we completed the arduous task of constructing 89 – 72” dia. drilled shafts under 40’ of water to the tight tolerances required by the Corps of Engineers. The shafts were required to be finished to an elevation of plus or minus ½”.

Flooding of the casting basin for the first segment began on July 9, 2001. The 333’ x 106’, 23.5 million pound segment was floating just 30 hours later. The structure was then floated over to the parallel launch basin where it was prepared for its deployment into the Ohio River.

On July 26, 2001 a 15-hour journey brought the first floating dam segment 29 miles from the Leetsdale launch basin to the outfitting pier in Duquesne. Segment One traveled 18 miles up the Ohio River from Leetsdale to the center of Pittsburgh where it entered the Monongahela River and continued traveling upriver another 11 miles to the Duquesne outfitting pier. During this entire trip, the segment passed through



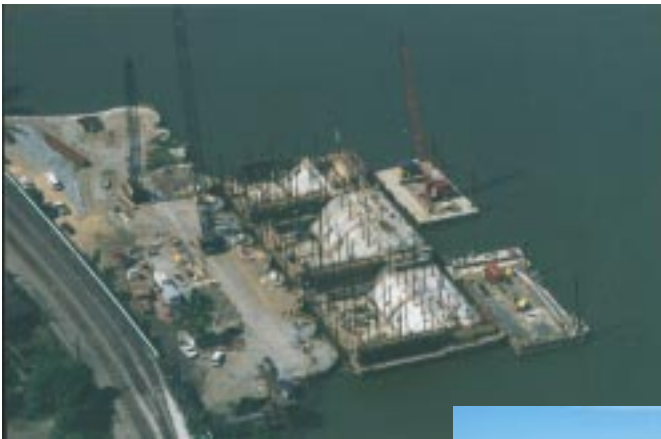
*Segment One approaching Braddock.*

three locks where it had less than 12” clearance on the bottom and sides of the chambers. The second segment followed seven months later and arrived at the outfitting pier this past February. The second segment is currently being outfitted for setdown on June 12, 2002.

During the segments time at the outfitting pier, an additional 24 vertical feet were added to the piers. This additional construction at the outfitting pier was necessary to increase the height of the segments for setdown. A

seven-winch system was installed on the three piers of the first segment to position it for setdown. A water-ballast system was installed to simultaneously pump water into the cells created by the precast panels. Water was pumped into the cells of Segment One until the segment reached its final destination on the drilled shaft foundation system at the bottom of the Monongahela River on December 6, 2001.

We continue to make progress on many areas of the project this Spring despite the excessive amounts of rain and flood conditions on the river. The tailrace operation consists of 70 Ton precast panels that we match cast and steam cure. Segment One’s trunnion girders and anchorage systems are being assembled. When Segment Two is placed, the work above water will be completed using conventional construction techniques.



*Above, Segment One at the outfitting pier.*



*At right, upstream of Segment One setdown.*

# Rockwall Bridge Project Is Award Nominee

October 6, 2001, marked the culmination of 17 months of outstanding performance by Traylor Bros. and the Texas Department of Transportation and the opening of the 2-mile long westbound bridge to traffic.

This first bridge consisted of 328-drilled shafts, 111 columns, 102 caps and 10,280 lf of bridge. The deck construction was completed in just 32 weeks. An excellent job, Rockwall Team!

The team worked hard after completion of the westbound to get demolition of the existing 4,300 lf eastbound bridge started immediately. The deck was saw-cut into 11,000 pound pieces and removed with an excavator for placement onto flat bed trucks for offsite disposal.

The columns and tie beams were cut for removal with a specially designed hydraulic shear capable of working underwater. This shear is capable of cutting 36" heavily reinforced drilled shafts and columns.

The first two cuts removed the cap, while the third cut severed the tie beam underwater, and the last cuts below mud line cut the drilled shafts off.



*Looking west between old and new bridge.*

The pieces, weighing up to 25 tons, were placed onto a barge for disposal. This was the first time Traylor Bros. used a shear to cut columns, shafts, and tie beams and the demolition went extremely well.

The drill shaft program was up and running following the demolition, and the first shafts went down on October 23. There were 141 shafts left to complete, and our team worked well together to have them done by April 9th.

The substructure and deck also started right away with the first deck pour before Christmas break. The crew did an outstanding job completing the decks on May 7.

The eastbound bridge was constructed in a familiar way to old time TBI hands. The system involved a leap-frogged, pipe pile-supported, temporary trestle between the westbound bridge just completed and the eastbound bridge under construction. After a test pile program, installation of the pipe piles began right away, and had 600 lf of trestle installed at any one time. The constant hum of the D46 hammer running full stroke, wide open every day kept the hammer crew happy.

Another concept borrowed from our successful Pierce Elevated project in Houston was our proposal to use pre-cast caps. TXDOT was extremely helpful in developing a superior economical

connection with the columns and drilled shafts. Prior to starting the eastbound bridge, the Rockwall team took delivery of its first Manitowoc 999 direct from the factory. This new crane was instrumental in the

trestle operation. Many thanks to the Equipment Division for making available the best technology on the market to build these jobs safely and productively.

Roadwork is underway on both ends of the bridges and going well. A wet fall and a wetter spring hasn't helped much, but we expect our roadway sub, Site Concrete Inc. to be completed by early spring 2003.

The Rockwall team is grateful for a safe and productive second phase. With

an outstanding commitment to an excellent work force and supervision, and a true partnering spirit with the Texas Department of Transportation, Traylor Bros., Inc. will continue as an industry leader to Build America Safely. To support its efforts in achieving its goals, Traylor Bros. is proud to announce that the Rockwall Bridge project is a 2002 State of Texas Nominee for this year's AASHTO Presidents Award!



*Completed westbound lane just prior to traffic switch.*



*New 999 and 888 Manitowoc cranes ready to start eastbound lane.*

# Miller Road Project Credit to TBI's Flexibility

Late last summer, Traylor Bros., Inc. was successful in negotiating a \$464,000 Dallas County contract to install 800 wall feet of Arbed AZ-18 sheet pile. The timing of the bid could not have been better for the Rockwall crew was already in the area working on the Rockwall Bridge over Lake Ray Hubbard, in Dallas County. This allowed all the necessary barges and equipment to be floated over to the site, which was 6 miles from the SH66 project. The Manitowac 3900, however, had to go by land due to the low bridge clearances. Also, the jobsite personnel were able to take advantage of down time between phases at the SH66 project so that key people could safely install the wall system.

Low bridge clearance made the recent revisions to the superstructure of the Bridgeman tugboat essential to bring the materials over to the site from our loading facility.

Pile driving was completed last fall and mobilization to the site in May allowed for the removal of all sheeting.

Traylor Bros. received this subcontract work from prime contractor Site Concrete, Inc., a major contractor in the



*Installation of sheet pile wall.*

Dallas Fort Worth Metroplex. The sheet wall was installed as a two-sided cofferdam to allow a causeway to be widened, and to allow installation of a drainage outfall system in the dry.

This type of a small job shows the strength, flexibility, and success of Traylor Bros. on projects most contrac-

tors would not even consider bidding. TBI was able to use sheet piling from the Cape Girardeau project, and equipment and people from a nearby project; all factors that make us even more competitive on a variety of work, wherever we go.



Old  
 Glory  
 Waves  
 Proudly

What a view! Our beautiful American flag rests on top of Pier 2's south tower leg while the Derrick assists in the setting of Pier 2's tower crane base, Cape Girardeau, Missouri.

# Cape Girardeau Bridge Claims Largest Concrete Pour Record for Missouri DOT

**T**BI's Cape Girardeau Bridge crew has been busy since the last update in the newsletter. The first major milestone for the project, the completion of the dredged caisson for the Illinois pylon, has been reached and work has really taken off at that location ever since.

The caisson work went well throughout, despite some very tough winter weather in the 2000 / 2001 season and river flooding last summer. The only significant difficulties came in sinking the caisson the last ten feet. In order to get the caisson to go that last distance, a blasting subcontractor had to be brought in to set off explosive charges that shook the caisson down. A total of fifty-eight rounds of charges were needed to complete the job.

After the caisson was landed and the bottom cleaning was finished, it was a mad rush, against a rapidly rising river, to get the tremie seal concrete poured. The caisson cleaning passed final inspection on Friday, June 1, 2001. On that same day, the crew received an updated forecast that predicted the river to rise over flood stage by early the next week. The decision was made to begin the tremie pour the next morning and pour through the weekend in an effort to beat the flood. This required much of the crew to work late into the evening on Friday to complete the setup. The 4,700 cubic yard pour went well and was finished early Monday morning. Two crews traded twelve hour shifts to get the job done. MoDOT reported it to be the largest concrete pour on record for them. As it turned out, the river did go into flood stage and if the pour had not been finished that weekend, it would have been delayed by about eight weeks.

Work at that pier has progressed well since. A 1,900 cubic yard distribution block concrete pour along with six stem

pours that ranged from 750 cubic yards to 1,200 cubic yard have been completed. Eleven of the thirty tower leg pours are finished. These pours average about 80 cubic yards apiece. The follower and sand island cofferdams have also been removed.

Work on the Illinois back pier has also progressed. The sand island is finished. The cutting shoe has been assembled, installed, and filled with concrete. The four caisson concrete pours, about 850 cubic yards apiece, are also done. The follower cofferdam has been installed and the caisson has been dredged to within seven feet of its final location. A sand blow-in back in March caused some damage to the follower cofferdam and that has delayed progress to this point. We hope to be dredging again shortly but, as I write this update, the Mississippi River is twelve feet above flood stage and approaching a near record level. The current forecast is for the river to stop about one foot short of the mark reached in the catastrophic 1993 event, which is

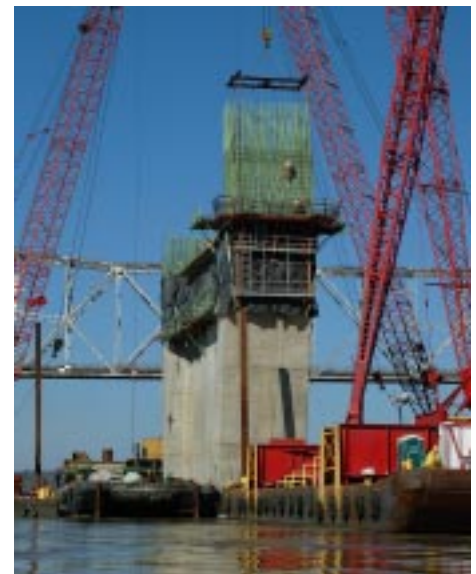
the highest flood on record.

Much has happened at the Missouri pylon also. That pier is now complete and about 350 feet tall. The 200-ton derrick has been brought in from the Owensboro project and is being used in the superstructure work. The first unit of steel has been erected and the first four stay cables will go in as soon as the floodwaters recede enough to allow work to resume.

The rest of the year shapes up to be very busy for the project. The schedule remains tough and crews are prepared to do whatever it takes to keep on pace.



*Above, the Potomac pulls away from the trestle after filling 2 laydown buckets with concrete during a Pier 3 tower leg pour.*



*Above, the 200 Ton Derrick sets a rebar cage for the first tower leg lifts at Pier 3 in January.*



*At right are Piers 2, 3, 4, 5, 6 from the Illinois bank. Construction in March shows Pier 2 in the distance.*

# Greenville Bridge

Notice to Proceed was given on August 9, 2001, to the Massman/TBI Joint Venture for the U.S. 82 Bridge project near Greenville, Mississippi. This is the first of four phases of construction for a bridge that will span the Mississippi River from Greenville, Mississippi, to Lake Village, Arkansas.

The new four-lane concrete and steel bridge will replace the current two-lane bridge that opened in 1940, which was built by Massman. The new bridge will be constructed south of the present bridge.

The project consists of 4 piers, 2 each with 15 each 78" diameter drilled shafts/pier and 2 each main piers with 79'x121' rectangular caissons with 24 each dredge wells. The H-tower cable stay bridge is formed by 5,410 tons of structural steel and 1,800,000 lbs of stay cable material. The main caisson piers will be constructed using floating caissons. This is due to the fact that the water can reach depths of 100 ft during high water stages.



*Aerial rendition of James River Bridge in Greenville, Mississippi.*

HNTB was selected as the design team by the Mississippi Department of Transportation. They are responsible for project coordination and design of the

navigation span.

Project completion is scheduled for September 30, 2005.

## Pier 400



*Wharf construction at Pier 400 is nearing completion in early March 2002.*



*What an entrance! The arrival of seven container cranes was anything but subtle as the ships made their way to Pier 400 in early April.*

# Thornton Reservoir

The Thornton Transitional Reservoir is the first stage of a two stage project to prevent flooding within the Little Calumet River watershed and capture combined sewer overflows in the Calumet TARP service area. The lower west lobe of the Thornton Limestone Quarry, in Thornton, Illinois will become the transitional reservoir. It will provide 3.1 billion gallons of floodwater storage which will reduce the 100yr flood stage on Thorn Creek by ~7 ft. Ten communities within the watershed will benefit from the project. The second stage, or "Composite Reservoir", will provide storage for floodwater from Thorn Creek as well as overflow from the Calumet TARP system. It will be constructed in the north lobe of the quarry and will have a total storage of 7.9 billion gallons. Construction of Phase 2 will take place in 10 to 15 years and will be managed by the US Army Corps of Engineers.

The structural elements of the project



*Intake Structure at Thorn Creek houses three 12x12 foot sluice gates and the associated control equipment.*

consist of 7,900 lf of 22 ft dia. tunnel for diverting Thorn creek, an intake structure with three 12'x12' sluice gates a 12'x48'x90' connecting tunnel and spillway, a 300 ft deep 24 ft dia. drop shaft and 200 ft long x 32 ft wide x 60 ft high deaeration chamber at the bottom of the

shaft. There is also 3,000 lf of 8 ft dia. drain tunnel and a valve chamber for regulating flow out of the reservoir. Access to the valve chamber is through a 24 ft dia. 300 ft deep shaft. A permanent elevator and stair tower will be installed in the shaft and a pair of 42" dia. hydraulic cone valves will be placed in the chamber along with a 20 ton overhead crane for servicing the valves.

Structure work includes over 16,000 cy of concrete and 1,500 tons of reinforcing steel. The intake structure and deaeration chamber are the largest structures



*Main drop shaft where the floodwater will drop into the deaeration chamber on the way to the reservoir. One of many concrete pours is underway.*

of their kind on the TARP system. Currently, both the 22 ft dia. and 8 ft dia. tunnels are complete. The intake structure is complete and construction of the connecting tunnel and spillway are underway. The valve chamber is complete and work

on the shaft has begun. The floor and walls of the deaeration chamber are complete and work on the arch will take place over the next couple of months. Installation of major mechanical equipment will begin later this summer. Of note, the 24' dia. shaft form and the 32'

dia. arch form were fabricated in the TBI shop. Notice to proceed was 11/01/00. Project completion is scheduled for December of 2002.



*This photo shows ground support for connecting tunnel/spillway excavation. The south side of the rib and lag shaft have been exposed and the rock removed. The excavation bracing is holding the shaft in place.*

# Shop Fabrication

Although the workload for the Shop varies from time to time, a variety of work has come their way recently. The Thornton Reservoir project in Chicago provided the Shop work by having them fabricate shaft forms, stainless steel drain assemblies, grating frames, and gate actuator support frames.

In addition, the Shop built two 10' x 20' x 4' muck boxes for the Rockwall Bridge project in Texas, and a canopy cover for the concrete batch plant in Littlerock, California.

More recently, the Shop fabricated two 24" x 90' spuds for the new crane barge headed for the Greenville Bridge project in Mississippi.

Another crane, the Liebherr 450C tower crane, arrived for refurbishing before being shipped out to the Cape

Girardeau Bridge in Missouri.

Upcoming work involves repowering and installing a vacuum priming system in a 6" jet pump similar to the one just completed for the Pier 400 project in Los Angeles. The tier II engine is necessary to meet California Air Quality Control.

Last but not least, the Shop has finished repairs on an HP-32 underbridge hydraulic platform.



*Repairs to a hydro platform.*



*Stainless steel drain assembly.*



*Fabrication of 32' diameter tunnel forms.*



*Repairs to the Liebherr 450 C.*



*Fabricating grating frames.*



*Fabricating 24" x 90' spuds.*



*Repowering with John Deere engine to meet California EPA specs and installing a vacuum priming system on a 6" jet pump.*

## Traylor Bros. Represented in Industry Leadership

### Jim Dastur Joins Construction Institute Board

**T**raylor Pacific's Division Manager and Vice President, J. H. Dastur, has joined the Construction Institute (CI) as Director, Construction Directorate. In this capacity, he



*Jim Dastur*

will oversee three technical committees and their activities on construction and provides guidance on fiduciary, fiscal, and strategic planning matters.

The Construction Institute (CI) was created through a merger of the Construction Division, Materials Division, and Construction Standards Council of ASCE on October 1, 2000. CI is the first national organization designed to meet the needs of all individuals working within the construction industry.

The mission of CI is to: Serve mem-

bers of CI and participants in the construction process; Improve the state of construction practice through both the development of knowledge and technology transfer; and Advance the knowledge and practice of construction.

Jim received his MS Degree in Engineering from the Imperial College at University of London and his engineering degree and MBA from Stanford University.

Congratulations, Jim, on your appointment.

### George Williamson Chairs 2003 RETC

**R**apid Excavation and Tunneling Conference (RETC) is the international forum for the exchange and dissemination of developments and advances in underground construction.

The RETC, formed in 1971, exists to advance the engineering and scientific knowledge of rapid underground excavation and tunneling through interdisciplinary meetings, publications, technical-educational exhibitions and encouragement of research.

The conference provides innovative solutions to the unique challenges associated with the tunneling industry.

Since the first conference in 1972, RETC has been recognized as the premier international tunneling conference for contractors and engineers. There will be more than 700 professionals from more than 30 countries attending the RETC to be held in New Orleans this June. More recently, the Conference has included a distinguished International Committee with members from 16 countries around the world. Traylor Bros. is proud to be represented by Underground Vice President George Williamson, this year's RETC Executive Committee Chair.

Represented industry sectors include; construction, mining, geotechnical engineering, exploration, environmental, economics, manufacturing, government, and mineral processing.



*George E. Williamson*

### Traylor Bros. Is Active Beavers Member

**T**he Beavers, founded in 1955, is a social, honorary organization formed, organized and managed by the construction companies and individuals who are or have engaged in heavy engineering construction.

The purpose of the Beavers is to promote goodwill, friendliness and consideration within the heavy engineering construction industry; to give recognition to those men and women who have demonstrated particular skill, responsibility and integrity; and to encourage and support entry of promising young indi-



*Bill O'Reilly, Awards Dinner 2002 Guest Speaker, and Tom Traylor, outgoing Beavers President*

viduals into heavy engineering construction.

Goodwill and friendliness is plentiful each year as our Traylor personnel partake in the festivities of the Beavers Awards Dinner and the Beaverdilly, held in January and August, respectively.

Traylor Bros. has been a member of the Beavers since 1983. TBI President and CEO, Tom Traylor, was the Beavers' President in 2001 and now serves as ex-officio and Director on the Board.

# Project Update

## HEAVY CIVIL DIVISION

17th Street Causeway  
Ft. Lauderdale, FL 97-04

Project completed.

William Natcher Bridge  
Macedo, KY 97-06

Construction of a 4,510' long bridge over the Ohio River near Owensboro, KY. Bridge deck has 3 cables stay spans (500' x 1,200' x 500') with 96 cables. Two approach spans (1345' x 906') placed on top of 12' plate girders. Materials incl. 29,211 CY concrete, 10,976,000 lbs structural steel, 7,659,000 lbs. reinforcing steel, 1,278,374 lf extruded strand, and 33,216 lf HDPE stay pipe. Since closure of the Main Span bridge deck on 02/05/02, crews working on finishing touches towards final completion. Governor of KY to be onsite in late August to formally dedicate bridge. Work proceeding at brisk pace. Preliminary adjustments made on 38 sets of cables. Erection consultant expects minimal cable adjustments after latex overlay. Finishing crews to complete patchwork and coating of Tower B first week of June 2002. B&B Electric has completed erection of roadway light poles on both IN/KY Approaches. Pulling feeder wire scheduled early June 2002. Harper Construction completed slip form placement of 13,530 lf of barrier rail. Scott Derr Painting applying concrete stain to pier caps, fascia girders and deck overhangs. Staining of median and fascia barriers scheduled in early July. Britz Painting to paint structural steel in mid-June 2002.

Braddock Dam  
Braddock, PA 99-02

On July 26, 2001 the first segment made its journey from Leetsdale to Duquesne' outfitting pier. On December 6, 2001 the first segment was transported and setdown in Braddock. The drilled shaft operation was completed in mid September 2001. We are preparing to setdown the second segment in June and setting the trunnion anchorage system for the first segment. In order to upgrade the electrical system to current standards, the motor control system is being replaced and the new system will operate the locks and the new gated dam.

Rockwall Bridge  
Dallas, TX 99-03

Widening a four-mile stretch of State Highway 66, between the cities of Rockwall and Rowlett, from two lanes to four lanes. Includes replacing an existing bridge, which crosses Lake Ray Hubbard, with twin bridges. The Westbound bridge, completed in October 2001, is 10,280 lf, has 103 spans, and is 48 feet wide. Eastbound bridge is 4,360 lf, has 44 spans, and is 40 ft wide. Typical spans are 100 ft long and consist of Type IV concrete girders with an 8" cast-in-place concrete deck. Total deck area for these bridges is 667,840 sf. Bridge is supported on 451 ea drilled shaft foundations (262 ea @ 36" & 189 ea @ 48"). Both bridges complete. Other major items of work remaining include 71,000 cy of excavation, 13,000 cy of embankment, 4,899 sf of retaining walls (70% complete), and 100,224 sy of concrete paving. Roadwork is 35% complete. Project completion is presently scheduled for the spring of 2003.

Cape Girardeau Bridge  
Cape Girardeau, MO 00-01

Cablestayed bridge over Mississippi River connecting Girardeau, MO and East Cape Girardeau, IL. The 86'-4" wide bridge has main span of 1150' and two side spans 468' each. Bridge substructure work incl. 2 dredged caissons and 2 356' tall main pylons. First caisson for IL pylon complete along with tremie seal, distribution cap, 6 stems and 11 of 30 tower leg pours. Follower and sand island cofferdams removed. Sand island for the second caisson, for the IL back pier complete. Steel cutting shoe installed and filled with concrete. All 4 caisson concrete pours complete and caisson sunk to within 7' of final location. TBI also completed Missouri pylon that was partially constructed under a previous contract. Superstructure work, which includes 128 stay cables, 8 million pounds of structural steel and precast concrete deck, has begun. NTP was June 1, 2000. Project completion is scheduled for late 2003.

James River Bridge  
Richmond, VA 01-01

Construction of twin bridges each 42'-9" wide by 3,662 lf over the James River and CSX Railroad. Incl. 46 landside piers consisting of steel pile foundations and cast in place footings, bull nose columns and hammerhead caps; 10 drill shaft piers; superstructure beams consist of BT-72 concrete girders with steel girders over CSX Railroad. NTP 04/12/01. Project completion is scheduled for summer 2002.

Miller Road  
Dallas, TX 01-03

800 LF of AZ 18 Sheet Piling installed. Removal scheduled for June 2002.

## UNDERGROUND DIVISION

MA Water Resources Auth.  
Framingham, MA CP-2  
96-02 (Shea/TBI/S.A.Healy)

Concrete lining of the west tunnel (27,000') is complete. Forms are being moved into the east tunnel to prepare for the start of lining (35,000'). The 15'-9" diameter raise bore excavation of Shaft NW was completed followed by installation of shotcrete and rock bolts for ground support. Work on N1 Valve Chamber continues. Contact grouting of the west tunnel is beginning.

MA Water Resources Auth.  
Framingham, MA CP-3A  
98-04 (Shea/TBI/S.A.Healy)

Finished cast-in-place lining from Shaft W to the Wye intersection. Installing 12' diameter, 30' long steel liner sections. They are being welded together and backfill concrete is pumped around the outside of the steel liner. Subcontractor O'Connell-Barletta will mobilize and begin work in May for the valve chamber and surface work.

# Project Update (cont.)

## UNDERGROUND DIVISION (Continued)

<p>Detroit River Outfall Tunnel Detroit, MI 99-01 (TBI/Jay Dee)</p>	<p>The 30 ft ID x 300 ft deep Main Entrance Shaft has been excavated and concreted using the top down method to its final depth. The 25 ft diameter x 30 ft long horseshoe starter tunnel has been excavated using a top heading and bench approach. Shaft bottom slab and tunnel eye concrete work is underway. TBM mining is anticipated to take approximately 12 months depending on the grouting required to deal with the ground water encountered. The PC segmental liner manufacturing operation is complete. The segments are stored on site in preparation for mining.</p>
<p>El Dorado Irrigation District Pollock Pines, CA 99-05</p>	<p>Notice to Proceed issued November 14, 1999. As of May 2002, 10,600 ft tunnel was 50% complete. Hole thru is expected in mid-August with final completion by the end of October 2002. Complete at 60% as of 06/11/02.</p>
<p>Thornton Reservoir Chicago, IL 00-03</p>	<p>Project consists of 7900lf of 22ft dia. tunnel for diverting Thorn creek, an intake structure with three 12'x12' sluice gates, a 300ft deep drop shaft with spillway and 200ft long x 32ft wide x 60ft high deaeration chamber at the bottom of the shaft. There is also 3000lf of 8ft dia. drain tunnel and a valve chamber for regulating flow out of the reservoir. Structure work incl. over 16,000 cy of concrete and 1500 tons of reinforcing steel. Project completion is scheduled for December of 2002.</p>
<p>NOS-ECIS Tunnel Palmdale, CA 00-05 (Kenny/Shea/TBI/FK)</p>	<p>Job awarded on January 5, 2001; NTP on 02/14/02. Preparing a work plan to construct MH #1 on La Cienega Blvd. by hand mining methods. A site development plan prepared for the ECIS/NORS parcel including grading, retaining walls, and utilities. Installation of geotechnical instrumentation along La Cienega Blvd. in April 2002.</p>
<p>NOS-ECIS Precast Palmdale, CA 00-06</p>	<p>Traylor Shea JV subcontract to Kenny/Shea/TBI/FK to manufacture and install 60,000' of 14' ID bolted and gasketed segmental lining. As of 6/6/02, work is 40% complete.</p>
<p>Arrowhead Precast Palmdale, CA 02-01</p>	<p>Traylor Shea Ghazi JV subcontract to Shea Kenny JV to manufacture and install 43,000' of 17' ID bolted and gasketed segmental lining.</p>
<p>NEIS Tunnel Palmdale, CA 02-02 (TBI/Shea/FK/Kenny)</p>	<p>Job awarded on June 5, 2002; Construction of 27,900' sewer with finished ID RCP pipe diameter 8'-0" and an excavation diameter of approx. 12'-0"; 4 work shafts/diversion structures; 7 each maintenance shafts (drilled); 3 new shields required; 2 each EPB and 1 each open mode.</p>
<p>NEIS Precast Palmdale, CA 02-03</p>	<p>Traylor Shea Ghazi JV subcontract to TBI/Shea/FK/Kenny JV to manufacture and install 28,000' x 11' ID bolted and gasketed segmental lining.</p>

## TRAYLOR PACIFIC DIVISION

<p>Coronado Bridge San Diego, CA 99-04</p>	<p>The Coronado Bridge Project is finally coming to an end. To date, there has been 10,477 cy of concrete placed on the job: 3,630 cy of concrete at footings, 256 cy at abutment, 2,954 cy of concrete at columns and 3,637 cy of concrete at caps. There has been 2.9 million lbs of rebar placed. Currently, there are still three sets of shear keys to be poured at piers 15, 16 and 19. Dry finish is continuing to progress as well as the demobilization of the platforms. Completed erection of 1.25 million lbs of structural steel of 1.266 million lbs steel. Steel crew has also set 23 center travelers, 5 refurbished center travelers, 2 refurbished side travelers, and 8 side travelers. Anticipated completion in mid July 2002.</p>
<p>Pier 400 Wharf Los Angeles, CA 00-04</p>	<p>The 4,000 ft wharf was completed on June 6, 2002, approximately 2 months ahead of schedule.</p>
<p>Berth 100 Container Wharf Los Angeles, CA 01-04</p>	<p>Notice to Proceed for first 1,000 ft of wharf on 04/29/02 with start of pin pile installation. Production pile driving began 06/04/02; wharf construction to begin later in June 2002. Completion of work substantially accelerated at the Port's request, with half of the work now required to be completed by 09/10/02. Total completion is due in early 2003.</p>
<p>Long Beach Cruise Terminal Long Beach, CA 02-04</p>	<p>Construction of 400 ft long dock and associated dolphins and access bridge for new Carnival Cruise Lines terminal in Long Beach. Pile driving scheduled to begin in late June 2002; dock construction to begin in early July 2002. Completion is scheduled for December 2002. (Subcontract to Kajima Construction Services, Inc.)</p>
<p>Rocky Reach Juvenile Fish Bypass Installation 2003 Wenatchee, WA 02-05</p>	<p>Jobsite mobilized. Beginning onsite assembly of Pump Station casting barge and subsequent construction; anticipating early core drilling and cutting off existing pile. Water work to begin in September after fish have ceased moving down river; will entail demolition of existing fish bypass system and installation of 24" dia. drilled steel pile, a surface collector, dewatering structure, piping, and electrical and mechanical work for Chelan County PUD. Project is scheduled for April 2003 completion.</p>