TRAYLOR

TRAYLOR BROS., INC.

A Traylor Construction Group Company

Underground Experience

TABLE OF CONTENTS

COMPANY OVERVIEW

Over the last 76 years, Traylor Bros., Inc. has developed into a highly adaptable construction organization with a proven capability to tackle the most difficult bridge, underground, and marine projects. Engineer-managers and craftsman alike follow the lead of our founder, William F. Traylor, Civil Engineer, inspector for the city of Evansville on a compressed air tunnel, officer in the Navy's Pacific Theater Construction Battalion, and finally, in 1946, the co-owner of fledgling Traylor Bros., Inc.

By 1956 William had bridged the Ohio River and driven his first mile of tunnel. He flourished by succeeding on projects that frightened away other construction firms. Careful attention to methods, equipment, and design of special equipment and excavation support schemes were his personal focus. Ever down to earth and approachable, Bill's understanding of fundamental ethics and his generosity made him an example that goes beyond engineering excellence.

Maintaining the high standards of ethics and technical expertise set by his father, Thomas W. Traylor helped to catapult Traylor Bros., Inc. into one of North America's leaders in underground, marine, and bridge construction. Tom was honored by The Beavers in 2008 with the prestigious Beavers Management Award and in 2010 by The Moles for his outstanding achievement in construction, both the result of nominations by his colleagues.

Traylor Bros., Inc. was organized in 1946 in the State of Indiana and is thriving under the leadership of the third generation of Traylors: Co-Presidents Christopher and Michael Traylor. Each are committed to passing on William's and Thomas' values and traditions to the next generation of leaders. The firm's home office is located in Evansville, Indiana, with our east coast office in Alexandria, Virginia, and our west coast office in Long Beach, California. Each of these offices, along with staff on-site at our ongoing projects, supports our work building landmark bridges, tunnels, and marine structures across the nation.

Traylor Bros., Inc. Key Facts

- Founded in 1946
- Third generation family owned and operated
- Headquartered in Evansville, IN
- Four regional offices nationwide
- Ranked in the top 50 of domestic heavy contractors and 158th of the top 400 contractors for 2022

From left to right: Daniel Traylor, Vice President; Michael Traylor, Co-President; Thomas Traylor; Christopher Traylor, Co-President; and Thomas Traylor, Jr., Vice President

Strategic Plan

Traylor Bros., Inc. is a busy place, both on our job sites and in our offices. As we go about our daily work, Traylor management is focused on four key strategic areas to strengthen our business: safety, people, growth, and continuous improvement.

Over the last decade our health and safety program has adopted industry-leading concepts—with incredible results. As we move forward, we will build a safety culture in which every team member "actively cares" for themselves and their co-workers each minute of each shift they work.

Further, Traylor knows that our people are our most important asset. To support our current and future team members, we plan to implement several measures to improve recruiting, increase employee retention, and further reward our talented staff.

Sustainable, profitable growth is crucial to the continued success of Traylor. Our plan to do so involves identifying—and winning—key projects in current and new markets that best suit our unique talents.

And finally, we never plan to rest on our laurels. Our commitment to continuous improvement means that we will regularly take a step back to assess our current processes to determine how we can improve the quality and productivity of our work.

Our core values are:

Safety. We are committed to providing a safe work environment. This is always our first priority.
People. Our talented team is our greatest asset. We provide opportunity, reward performance, and support a positive and balanced work environment.
Innovation. We have the ability to engineer creative solutions to overcome any obstacle.
Ethics. We are honest and ethical in all of our business dealings.
Communication. We encourage open and honest communication throughout our organization.
Community. We add value to our industry and the communities in which we work.

Our Vision is to be the most respected, preferred and consistently performing heavy civil contractor in the North America.

Our Mission is to excel at constructing complex infrastructure safer, better, and faster by engaging the entrepreneurial and innovative spirit of our team members and providing limitless opportunity for personal and professional growth in a close knit and collaborative organization.

Summit, Mount Whitney, 2022
Sequoia National Park, California

Corporate Structure

Traylor Bros., Inc. is a third-generation family-owned and -operated contractor. Corporate leadership stems from each of our operating divisions, which are managed by highly experienced, well respected industry professionals. Most of Traylor's leadership staff has been with the firm for upwards of 15 years.

National Heavy Civil Division

TBI's National Heavy Civil Division provides comprehensive, cutting-edge heavy civil construction services through traditional and non-traditional delivery methods. TBI has completed more than 137 complex bridge construction and rehabilitation projects across the nation, including world record cable-stayed structures and segmental bridges. The group also has a history of providing some of the nation's largest port authorities and the maritime industry with the construction of deep water container piers, wharf facilities, transit terminals, locks, and dams. The division pursues and builds projects across the nation: along the eastern and Gulf coasts, throughout the nation's vast array of inland waterways, and across the western U.S., Hawaii, Alaska, Mexico, and Canada.

The tremendous depth of experience of our engineering and management staff, together with our highly experienced and competent field personnel, has allowed TBI to develop some of the most innovative construction techniques,

Manager's Meeting 2022
Tour of Belle Chasse Bridge & Tunnel, Belle Chasse, LA

Gantry set-up
Airport Guideway and Stations, Honolulu, HI

Tower construction
Stan Musial Veterans Memorial Bridge, St. Louis, MO

methods, and solutions in the industry. This focus has resulted in measurable success through advanced technology, productivity, safety, value, and quality on-time construction.

Underground Division

TBI's Underground Division is focused on constructing the most challenging tunnel projects in North America and abroad. Our team of experts employs state-of-the-art technology to deliver projects in every type of ground, including soft ground, hard rock, and everything in between. TBM tunneling methods include mixed shield/slurry, earth pressure balance, and hard rock tunnel boring. Additionally, we have extensive experience in sequential excavation mining and drill and shoot excavation.

Our Underground Division has more than 116 tunneling projects on our resume, including two of the most technically demanding EPB tunnels in the United States and over 115 miles of bored tunnels. This experience, combined with the fact that we have the resources and ability to produce precast concrete tunnel liners, makes us a sought-after resource for private and public owners alike.

Hole through
Regional Connector, Los Angeles, CA

TBM being lowered into the launch shaft
Blue Plains Tunnel, Washington, DC

Financial Stability

Beyond the firm's unmatched technical and management ability, Traylor's strength and stability means that we can tackle the largest and riskiest projects in the industry. A few indicators of our firm's strength are:

- 76 years in business
- Approved bonding from St. Paul Travelers in excess of $1.5 billion
- Consistently ranked by Engineering News Record as a Top 400 Contractor and Top 100 Design-Build Firm
- Worked in 33 states, the District of Columbia, Canada, and Singapore
- Corporate office in Evansville, Indiana, supported by four regional offices (Long Beach, CA; Alexandria, VA; Texas City, TX; and Baton Rouge, LA)

Corporate office
Evansville, IN

BUILDING NORTH AMERICA SAFELY

Traylor Bros., Inc.'s number one goal is to "ensure every team member goes home safe every day." That is why we have worked so hard to create a culture of safety throughout the organization, where every team member "actively cares" for themselves and their co-workers each minute of each shift. Through our comprehensive Safety Program and our commitment to continuous improvement, we put our people first.

Traylor's number one goal is to "ensure every team member goes home safe every day."

Safety starts at the top of any organization, and there is no better commitment than that at TBI. Company leadership has implemented not just plans, but an entire corporate culture focused on achieving zero accidents. Our efforts have resulted in some of the safest projects and most consistently excellent overall statistics in the industry.

Stretch and Flex
Airport Guideway and Stations, Honolulu, HI

Project Safety & Health Plans

On a corporate level, we have established a comprehensive standard template for our Project Safety & Health Plan. The managers of every project utilize this template, further supplementing it with project- and site-specific requirements. The document is to be completely understood and committed to by the entire project team. It is our roadmap to ensure that we provide a safe work place for each employee, that we comply with all OSHA regulations, contract-required safety rules, and project specifications. This consistency in our safety approach will continue to build our best-in-class safety culture.

Driving pile
LA1 Relocated Phase 1B & Phase 1C, Leeville, LA

Safety Process Review Program

For all projects, TBI has employed a safety process/culture review process. The goal of this program is to promote craft involvement, continuously improve safety culture, monitor job site policy/procedure conformance, and promote proactive behavior. The review is performed by a three-person team (one corporate manager, one senior supervisor/manager, and one engineer) not connected to the project.

Two-day reviews are completed on each project, one every four months, and result in a written evaluation and debrief meeting. Our project teams receive consistent, constructive feedback that results in a safer work place for every team member.

Field Supervisor Training Modules

In addition to the standard 30-hour OSHA class, TBI has developed five training modules to assist field supervisors in improving the quality and consistency of safety practices. The modules include: Giving Orientations; Effective Communication; Hazard Recognition; Unsafe Behaviors; and Accident Management. They are led by senior project managers who provide real time examples, and are given to all supervisors on every project. The modules are structured so that they may be taken over a period of time and include leader guides, quizzes, and power point presentations. The combination of specific task enhancements, as well as improving soft skills, encourages a superior safety culture on all of our projects.

Morning safety meeting
University Link Light Rail U220 Tunnels, Seattle, WA

New Employee Safety Orientation Program

TBI provides every new employee with a comprehensive classroom orientation program that reviews and explains all aspects of our safety program. In addition, we provide a field orientation and red hat buddy system. The training begins with the general superintendent, who provides an overview of the field orientation. Once complete, the employee is provided with more specific indoctrination and training by his specific craft supervisor or foreman. Follow-up interviews are performed by the general superintendent within the first week of employment to ensure the employee understands his or her role, is committed to work accident free, and will never walk past unsafe conditions or acts. Finally, new employees are part of the red hat program, where they are issued red hard hats to indicate they are new to the project. These employees graduate from the red hat program when their supervisors feel they have proven to be part of the safety team. Also as part of the red hat program, each new employee is teamed with a senior buddy for the first 30 days of employment, who works closely

Safety training
Los Angeles, CA

with and watches over the new employee during this time. Although the orientation process ends for each individual, our employee safety training never stops. We are committed to continually training our people and building a best-in-class safety culture.

Safety Professional Recruitment and Development Program

TBI is committed to employing the best safety professionals in the industry. We have established a new hire and intern program specifically for safety professionals to strengthen our pool of talent and to ensure we always have safety professionals growing in our organization. We will develop these professionals throughout their career, providing advancement along the way. The role of safety professional is very important within Traylor Bros., Inc., and our senior management empowers them to "ensure every team member goes home safe every day."

Craft Driven Safety Initiative

The program places craft workers in a position of leadership within our on-site safety programs, giving craft a direct voice in the management of their own safety.

Safety and Health Program Statistics

The commitment, quality, and effectiveness of our safety program is evidenced by our outstanding safety statistics shown below.

CONSTRUCTION SAFETY WEEK

Traylor is a founding member of Construction Safety Week. Activities include site visits and site-specific safety talks Equipment Yard, Littlerock, CA

CDSI Craft Driven Safety Initiative

Safety Records	Traylor Bros., Inc.				
	2021	2020	2019	2018	2017
Experience Modification Rate *	**0.68**	**0.70**	**0.72**	**0.73**	**0.84**
TRC Incidence Rate	0.65	0.67	0.44	0.94	0.00
LWD Incidence Rate	0.00	0.00	0.44	0.00	0.00

*Policy Year

Underground Construction

UNDERGROUND CONSTRUCTION

Traylor Bros., Inc. is one of the most respected and sought-after tunneling contractors in a very specialized industry. We are one of the few companies that possess the ability to complete the most technically demanding underground projects, whether soft ground or hard rock. Our track record of more than 115 projects and well over 115 miles of bored tunnels speaks for itself.

The chart below demonstrates our expertise building all types of underground structures.

Underground Division by the Numbers

- 27 hard rock tunnels
- 36 soft ground tunnels
- 6 drill and shoot tunnels
- 8 NATM tunnels
- 10 EPB tunnels
- 3 slurry shield tunnel

Traylor Underground Experience Highlight													
	Project Attributes												
Project Name, Location	Alternative Procurement	Hard Rock	Soft Ground	Drill and Shoot	NATM	EPB	Slurry	> 10,000 feet	> 20-foot diameter	Underground Structures	Transportation	Water/Sewer	Rail Installation
Silicon Valley Phase II Extension, CA	■		■			■		■	■	■	■		■
IPL Section 19 Long Tunnel Crossings, TX	■		■			■		■				■	
Annacis Water Supply Tunnel, Canada			■			■				■		■	
RiverRenew Tunnel System, VA	■		■			■		■		■		■	
Second Narrows Tunnel, Canada	■		■				■			■		■	
Purple Line, Baltimore, MD	■	■	■		■	■		■	■	■	■		■
Westside Subway Extension, Sect. 1, CA	■		■		■	■		■	■	■	■		■
Regional Connector Transit Project, CA	■		■		■	■			■	■	■		■
Blue Plains Tunnel, DC	■		■			■		■	■	■		■	
Queens Bored Tunnels, NY			■				■	■		■	■		■
University Link Light Rail U220, WA			■		■	■		■		■	■		■
Upper Northwest Interceptor 1 & 2, CA			■			■		■		■		■	
Brightwater Conveyance System, WA			■			■		■		■		■	
San Vicente Pipeline, CA		■		■	■			■		■		■	
Eastside Light Rail Tunnel, CA			■		■	■		■	■	■	■		■
Big Walnut Interceptor, OH			■			■		■		■		■	
Northeast Interceptor Sewer, CA			■			■		■		■		■	
North Outfall Sewer, CA			■			■		■		■		■	
Thornton Transitional Reservoir, IL		■		■					■	■		■	
Mill Bull Tunnel, CA	■	■		■				■				■	
Detroit River Outfall No. 2, MI		■		■					■	■		■	
South Bay Ocean Outfall, CA			■			■		■		■		■	
Metro Red Line North, CA		■		■				■		■	■		■
St. Clair River Tunnel, Canada			■			■			■		■		■

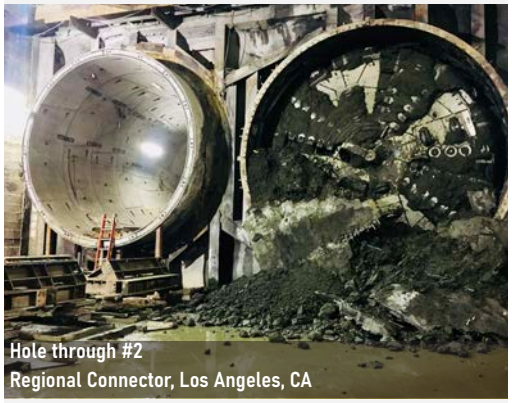
Water/Sewer Tunnels

Traylor's extensive history with water and sewer tunnels includes the successful completion of 37 projects, which include water conveyance, reserviors, sewers, and outfalls. Because these tunnels must withstand aggressive environments, Traylor has developed specific design elements and construction methods, such as the use of steel fiber-reinforced precast concrete segments, that prolong the life span of our final products. The Underground Division has undertaken multiple large-scale water and wastewater tunnel contracts such as the Second Narrows and Annacis Water Supply tunnels, two water main replacements crossing under the Burrare inlet in Vancouver, Canada.

Lowering pipe segment into shaft
Second Narrows Tunnel, Vancouver, Canada

Transportation Tunnels

Traylor has driven tunnels for 16 transportation projects during our firm's history. The projects include highway, subway, and rail tunnels in all types of ground, and many occurred in densely populated urban areas with complex stakeholder coordination. The Queens Bored Tunnels in New York were constructed beneath Amtrak's Sunnyside Yard and the Long Island Railroad's Harold Interlocking, some of the busiest rail yards in the U.S. Use of the slurry TBM system resulted in no settlement and therefore no impact to the rail yards. The University Link U220 Tunnel in Washington State included constructing tunnels that connect the University of Washington with downtown Seattle; extensive stakeholder coordination was key to maintaining the activities of local businesses and services. And both projects Traylor performed for the Los Angeles County Metropolitan Transportation Authority, the Regional Connector and Westside Subway Extension, occured in extremely congested areas of Los Angeles. Comprehensive traffic management plans and an electronically monitored TBM keep traffic moving and the ground from settling. In each instance, Traylor developed technical innovations that minimized or eliminated impacts to the surrounding communities.



Hole through #2
Regional Connector, Los Angeles, CA

Underground Structures

Shafts, connecting tunnels/adits, diversion structures, and near surface structures are crucial to any underground project. Each structure type presents its own unique challenges, for which Traylor is well-versed in developing innovative technical solutions.

- **Blue Plains Tunnel, Washington, DC.** Traylor designed two shafts (one 132 feet in diameter and the other 76 feet in diameter) to be back-to-back with a common section of wall between them (in the shape of a figure eight), the team eliminated the need for a separate interconnector tunnel between the shafts. This configuration allowed the TBM to be assembled and launched within the one large space rather than requiring mining and assembly to occur simultaneously, resulting in significant time savings and the award for Technical Innovation of the Year at the International Tunneling Awards.
- **Second Narrows Water Supply Tunnel, Vancouver, Canada.** Two large tunnel shafts 200 and 360 feet deep were constructed, one involving complex tremie concrete placement.
- **Upper Northwest Interceptor Section 1 & 2, Sacramento, CA.** Traylor self-performed all connecting structures plus two large connecting structures. The project included 23 drilled access shafts in soft soils (clay, sand, and silt).
- **Detroit River Outfall #2, Detroit, MI.** The 300-foot main entrance shaft was constructed with a concrete sinking caisson that excavated to 80 feet, socketed to the rock, and the remaining 220 feet excavated by drill and blast. Six shafts were drille--d in the Detroit River using a full face down the hole drill from floating equipment.
- **University Link U220 Light Rail, Seattle, WA.** 16 cross passages between 20 and 25 feet in length are being excavated in clays and sands using sequential excavation method (SEM). All crosspassages are below the water table, some up to 210 feet.

World Class Shafts
Blue Plains Tunnel, Washington, DC

Soft ground cross passage
Westside Subway Extension, Los Angeles, CA

Soft Ground Tunneling

Traylor is among the most experienced soft ground tunnelers in the industry. With 33 such projects under our belt, we have successfully tunneled in all types of soft ground—sand, silt, clay, and mixed face geologies—with both EPB and slurry TBMs.

Construction complete
St. Clair River Railway Tunnel, Sarnia, Ontario, Canada

Two of Traylor's projects, the St. Clair River Railway Tunnel in Canada and South Bay Ocean Outfall in California, are widely considered to be among the most technically demanding EPB tunnels in North America. The St. Clair River Railway Tunnel is a 6,600-foot-long tunnel in marine clay with glacial till. Approximately 2,000 feet was mined beneath the river with low ground cover–at times as little as 15 feet. The South Bay Ocean Outfall was a 19,000-foot sewer tunnel that extended from a near-shore drop shaft to a riser shaft drilled into the Pacific Ocean floor. One hundred percent of the tunnel was mined in the closed EPB mode with plenum pressures varying from 4.2 bar to 6.7 bar, requiring extensive and complex soil conditioning. Both projects were highly acclaimed for their successes and for the innovations they brought to the North American tunneling industry.

Slurry TBM re-assembly
Queens Bored Tunnels, New York, NY

The first of Traylor's slurry TBM projects, the Queens Bored Tunnels in New York, involved highly variable ground conditions of the project (mixed face, soft ground, random cobbles and boulders, hard rock, and dense glacial till) presented significant risks. After extensive analysis of the conditions and a comprehensive TBM design and manufacture process, our experienced engineers and supervisors controlled settlement, water inflow, and exposure to contaminants through careful operation of two 22-foot-6-inch Herrenknecht slurry TBMs.

Hard Rock Tunneling

Traylor is equally proficient in tunneling through rock, which presents its own unique set of challenges. The Cowles Mountain Water Conveyance Tunnel in San Diego and the Metro Red Line in Los Angeles were particularly difficult. The Cowles Mountain tunnel entailed construction of a 6,800 linear foot water tunnel through extremely hard granite; compressive

strengths were up to 69,000 psi. The tunnel was excavated by a 'shuffle-shoe' continuous advance hard rock TBM outfitted with specially- designed and -manufactured cutterheads.

The Metro Red Line project entailed construction of the lines section in mixed face and rock, and included boring and finishing twin tunnel line structures with a nominal finished diameter of 17 feet,10 inches, driven approximately 12,300 feet from north to south by separate TBMs. The team faced multiple challenges while boring this tunnel, including squeezing ground and fault zones. The twin special seismic sections, approximately 28 feet in diameter, in the shape of a modified horseshoe, and approximately 300 feet long each, were excavated through the fault zones of extremely fractured rock and clay gouge. Mining was accomplished utilizing multiple drifts utilizing lattice girders, fiber-reinforced shotcrete, cement grouted dowels, and cement grouted spilling for initial support.

Metro Red Line, Los Angeles, CA

Project engineers on site at Herrenknecht Blue Plains Tunnel, Washington, DC

Tunnel Boring Machines

Because the TBM is the most critical and costly piece of equipment to be purchased for the majority of underground projects, its acquisition receives significant attention from Traylor TBM experts. Through our years of experience, we have developed strong relationships with the major TBM manufacturers around the world. We have also developed best practices in regard to TBM selection, procurement, and conditioning. To obtain the best results on a project, our experts carefully match the capability of a prospective TBM to the specific ground conditions. During procurement, we provide manufacturers with detailed specifications to be used to develop their proposals. Once a manufacturer is selected, we expand the specifications and assign our team's mechanical engineers and supervisors to work closely with the manufacturer to confirm the quality of the TBM, as well as to fully benefit from advances in technology and lessons learned on other projects. As a matter of practice, we integrate the manufacturer's schedule into our

Traylor's TBM Purchases

- 14 Herrenknecht TBMs in Los Angeles, Baltimore, Washington, DC, Seattle, New York, Dallas, and Vancouver, Canada
- 2 Robbins TBMs in San Diego and Sacramento
- 3 Lovat TBMs in Los Angeles

own to track progress on a project-wide perspective. The result of these efforts is the highest and best use of the most cutting-edge TBM technology in the industry today.

SEM Tunneling

Traylor has significant experience with the specialty Sequential Excavation Method, or SEM, also known as NATM. In this type of tunneling, our team follows a set of prescribed pretreatment, support, and excavation activities. On the Regional Connector project in Los Angeles, the cross passages and train crossover caverns were constructed using this method. The track crossover cavern presented a significant challenge due to its size (58 feet wide, 36 feet high, and 300 feet long) and proximity to existing historic structures. The excavation was completed two months ahead of schedule and within the acceptable building settlements of 0.65 inches. The project was awarded the 2019 International Tunnel Association 's Project of the Year (between €50M and €500M) , 2020 UCA of SME Project of the Year, and 2022 ENR Project of the Year.

Award-winning SEM train crossover cavern
Regional Connector, Los Angeles, CA

Precast

Early in Traylor Bros., Inc.'s 75-plus year history, we realized the value of utilizing precast elements. On tunneling jobs, segmental lining systems are continually being improved to help make the safe construction of tunnels beneath the water table both technically and economically feasible. In underground construction, the trend for improvements in segment quality and tunneling productivity continues. Traylor owns and operates multiple dedicated manufacturing plants that continually push the envelope, innovating more efficient, higher quality segments for our projects.

Precast segmental lining
Traylor Precast Facility, Tacoma, WA

Precast

PRECAST

Early in Traylor Bros., Inc.'s 76 year history, we realized the value of utilizing precast elements for both bridges and structures. On bridges, use of precast elements can increase construction zone safety, minimize traffic impacts, minimize disruption to the community and the environment, and improve constructability and safety. On tunneling jobs, segmental lining systems are continually being improved to help make the safe construction of tunnels in soft ground beneath the water table both technically and economically feasible.

Therefore, Traylor has embraced the use of precast segmental elements. For example, the 19,265-linear-foot precast segmental concrete box girder superstructure across Choctawhatchee Bay near Destin, Florida, included 1,167 bridge segments weighing up to 93 tons each and involved concrete segments (83,000 cubic yards of concrete) cast in a job-specific 36-acre construction yard located at the foot of the bridge. The project is a world record holder in segmental bridge erection: seven spans, seven days, and 952 feet of bridge. In underground construction, the trend for improvements in segment quality and tunneling productivity continues. Traylor owns and operates multiple dedicated manufacturing plants that continually push the envelope, innovating more efficient, higher quality segments for our projects.

Precast Facility, Littlerock, CA

TBI's precast facility, which includes more than 30 acres of storage and production area, boasts the first double carrousel segment plant in the U.S. and an on-site twin mixer batch plant. In support of projects such as the NOS-ECIS and NEIS Tunnels in Los Angeles, CA; the Arrowhead Tunnel in San Bernardino, CA; the Metro Red Line Tunnel in Los Angeles, CA; the San Vicente Pipeline Tunnel in San Diego, CA; and the Avenue 45 Tunnels, the Littlerock facility has produced more than 350,000 tunnel segments to date.

Precast concrete segment placement
Choctawatchee Bay Bridge, Destin, FL

Precast segmental tunnel liners
University Link Light Rail U220 Tunnels, Seattle, WA

Quality check
Littlerock, CA

Precast Facility, Stockton, CA

TBI's Stockton facility has produced more than 60,000 tunnel segments to date (more than eight miles of tunnel liner) and supports projects such as the Upper Northwest Interceptor Tunnel in Sacramento, CA and the Bay Tunnel in San Francisco, CA. The facility has more than eight total acres of storage and production area, and includes an automated carrousel segment plant with an on-site batch plant.

T-lock line
Stockton, CA

Equipment Management

EQUIPMENT MANAGEMENT

The ability to furnish reliable heavy-duty, cutting-edge equipment for projects has been one of the keys to TBI's success. Through the strategic acquisition of this equipment and strong product support, our Equipment division provides a competitive advantage for the company. TBI is recognized for its vast inventory of equipment to support major tunnel, bridge and marine projects. Our world-class fleet is operated and maintained by highly trained equipment mechanics, operators and welders who work on our projects and in our fabrication facilities and equipment yards nationwide.

Equipment

Since 1946, TBI has recognized the value in owning and maintaining the often specialized equipment to support our projects and most importantly, our customers. We are currently approaching 3,000 pieces of equipment, consisting mostly of cranes up to 750 tons, tugboats up to 1,000 H.P., more than 400 barges/pontoons, general construction equipment, tunnel boring machines, tunnel locomotives/cars, batch plants, concrete equipment, pile driving equipment, crane trestle, heavy bent falsework, and support equipment.

Equipment Team

The highly trained equipment team consists of a management/office team located in Evansville, Indiana; corporate equipment superintendents; field equipment superintendents; engineers; welders; shop/field mechanics; machinists; fabricators; and strong vendor relationships. We believe these relationships are very important assets and consider our vendors to be members of the team when it comes to resolving specialized equipment needs.

Members of our equipment team have an average tenure of 10-and-a-half years, with eight personnel having more than 25 years of experience with TBI. The majority of our key positions are held by personnel that have made a career in the equipment field. We also have relationships with local community colleges, sponsoring active internships for future mechanics and welders.

Traylor Owned Equipment by the Numbers

- 80 cranes
- 52 100-ton-plus cranes
- 6 floating cranes
- 402 barges
- 2,500 linear feet of trestle

The Thomas W driving pile
SFOBB Self Anchored Suspension, San Francisco, CA

Rebuild of the Favco tower crane
Evansville Shop, Evansville, IN

Quality and Safety Culture

At TBI, our quality and safety programs are much more than processes—they are our culture. The equipment team is proud of this culture and understands that it takes dedication and follow-through to maintain this level of commitment. Examples of how the equipment team works to maintain our culture of quality and safety are listed below.

- Tracking equipment deficiencies
- Active member within industry organizations
- Work closely with manufacturers (ie., OSHA, MSHA, and Coast Guard) on safety issues
- Weekly safety calls with equipment personnel
- Annual quality meetings
- Annual safety initiatives
- Internal quality audits every five years
- Activity Hazard Analysis (AHAs)
- New hire buddy system
- Continuous training
- Factory trained personnel
- Forklift preparation
- Man lift inspection
- Crane inspection
- Equipment electrical
- Mobile hydraulics
- Signalman certification
- Rigging certification
- Assembly/disassembly person
- NCCO crane operator training

Safe operator access
Evansville, IN

Traylor equipment yard
Wickliffe, KY

Equipment Yards

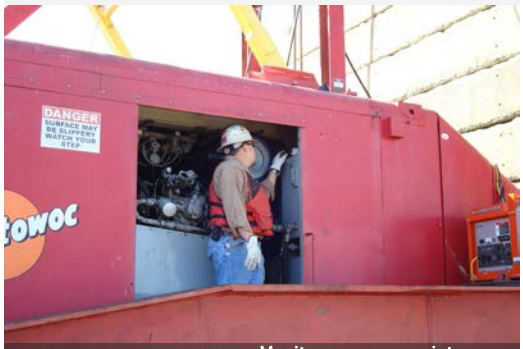
The continued growth of TBI has increased the need for equipment storage yards. Today, we own four equipment yards located in Evansville, Indiana; Wickliffe, Kentucky; Rosamond, California; and Olympia, Washington. The yards were established to provide nationwide support and include one centralized deep water port.

Traylor Equipment Yards								
Equipment Yard Location	Year Established	Region of Support	Heavy Fabrication	Equipment Maintenance	Equipment Storage	Equipment Staging	Product Support Staff	Deep Water Port
Evansville, IN	1946	Central U.S. and nationwide	■	■	■	■	■	■
Rosamond, CA	1985	West coast		■	■	■	■	
Wickliffe, KY	1997	Central U.S. and nationwide	■	■	■	■	■	■

Equipment Maintenance

Whether working on land or water, TBI remains an industry leader in equipment maintenance. Our people, practices, facilities, and history speak for themselves. Our stringent maintenance program provides maximum uptime and return on investment for our company—year in and year out.

Equipment maintenance does not end with our condition-based maintenance programs or with our facilities to remanufacture and/or rebuild. TBI is committed to installing cutting edge technology on the equipment fleet. Some of the latest systems to be utilized are biodegradable fluids, camera monitoring systems, tire pressure sensors, rear obstacle sensors, lubrication systems, Telematics systems, and improved handrails and steps.



Manitowoc crane maintenance
Evansville, IN

Most companies tout a maintenance program, but only a few can boast the capability to perform complete rebuilds. TBI maintains the staff and equipment necessary to perform complete rebuilds on nearly all equipment. The most notable rebuilds in recent years include three American 9310 crawler cranes; a Manitowoc 4100 and ring attachment; a Manitowoc 3900WVSII crawler crane; two Favco Tower cranes; and a tug boat. Our rebuild program starts with bare frames and then assembles utilizing the latest technology, incorporating operator comforts. Further, with new Tier emission standards, repowers have become a regular part of TBI's maintenance schedule.

Heavy Fabrication

TBI's shop facilities, located in Evansville, Indiana and Wickliffe, Kentucky, have the experience, knowledge, and capability to meet your heavy fabrication needs. The specialized team consists of office management, engineering, fabricators, welders, and machinists. Their primary responsibility is to support TBI's projects by providing cost-effective solutions with a quality product in a timely fashion. These projects often include trestles, cofferdams, tunnel structures, TBM launching pads, tunnel rolling stock (cars), pile templates, and barge and tug repairs and construction.

Heavy fabrication
Galveston, TX

Product Support

TBI maintains a staff of well-trained craftsman that include the management team, equipment superintendents, field mechanics, shop mechanics, machinists, fabricators, and welders, all available 24 hours a day, seven days a week within the U.S. This group is equipped to take on any task to ensure equipment uptime is maximized.

Mechanics and equipment superintendents are required to have two weeks of factory training annually, in addition to being certified in forklift operation, man lift inspection, crane inspection, welding, equipment electrical, mobile hydraulics, signalman certification, rigging certification, assembly/disassembly, and as an NCCCO crane operator.

Equipment product support
GIWW West Closure Complex, New Orleans, LA

Marine Fleet Service

TBI offers the complete spectrum of marine fleet services coast-to-coast. Regardless of the task at hand, we have the expertise and equipment you need to complete complex marine projects. When it comes to working in and around water—whether the Atlantic or Pacific coast, the Great Lakes, the Gulf Coast, or inland waterways—TBI's 70-plus years of experience is critical. TBI also specializes in barge and tug repair, tug repower, and barge fleeting.

Unload and launch of 600 hp tug
Galveston, TX

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