

Aldridge Promotions

Brian Mazzei joined Aldridge's Drilling Division nine years ago as a Project Manager and has recently been promoted to **Division Manager**. This division is one of Aldridge's most dynamic growth divisions. Brian's leadership and business development skills have earned him this much deserved promotion.

The following employees exemplify some of the best traits in Aldridge Project Management. Their continuous commitment, professionalism and hard work have earned them a promotion to **Senior Project Manager**:

- Andrew Carnegie,** 7 years with Aldridge in our Highway division.
- Eric Baumbach,** 7 years with Aldridge in our Telecom and Transit divisions.
- Kevin Bradley,** 10 years with Aldridge in our Telecom and Transit divisions.
- Jim Splendoria,** 9 years with Aldridge in our Telecom and Transit divisions.
- Jeff Knippel,** 7 years with Aldridge in our Airport, Industrial, and Drilling divisions.
- Doug Sandner,** 15 years with Aldridge as an electrician, and as a Project Manager for our Highway, Airport and Industrial divisions

An Aldridge Project Manager continually demonstrates an eagerness to learn, a commitment to teamwork, and a desire always be part of the solution. It is with great pride that we announce the promotion of **Jeff Calihan** and **Nick Cullen** from Assistant Project Managers to **Project Managers**.

The continual growth that Aldridge has experienced requires sharp, focused individuals in our accounting department. Two such employees are **Liz Leahy** and **Dan Kirk**. They have both been promoted from Project Accountants to **Divisional Accounting Managers**

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844 E Rockland Road
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*A National Leader in
Electrical Construction
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ALDRIDGE

Aldridge Executive Management Team

Chief Executive Officer - Ken Aldridge
Chief Financial Officer - Alan Handley
President - Steve Rivi
Executive Vice President - Warren Aldridge
Executive Vice President - Ed Kutschke
Vice President Business Development - Tom McLinden
Vice President - Keith George
Vice President - Wayne Gearig

Divisional Management Team

Airport - Frank Manna
Drilling - Brian Mazzei
Highway - Ed Kutschke
**Wind Generation &
Lake County Industrial** - Wayne Gearig
**Utility &
Cook County Industrial** - Guy Niedorkorn
Transit, Chicago - Tim Bradley
Transit, National - Keith George
Fleet - Patrick Pineau
**Occupational Health &
Safety** - O'Brien Mills

Pipeline



Summer 2008

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Amtrak's Catenary Train System
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Aldridge Electric

From the Desk of Ken Aldridge

This issue of the Pipeline illuminates the diversity of the opportunities in our industry, particularly power and transit. Greater opportunities has helped Aldridge to grow not only geographically, but to also expanded our services.

Our wind generation group this year is building wind projects in Utah, Kansas, Illinois and New York. With the increasing demand for alternative energy this market will expand even further.

Our industrial group, through an alliance with ComEd, is designing and installing 12,000 volt vaults and riser systems in over 20 major high rise buildings in Chicago. Our crews assure that ComEd customers get seamless communications and on time power delivery every time.

Our transit group has expanded beyond our traditional work of third rail power, signaling and communications. In the CTA Red line subway we are replacing 32,000 wood ties and rehabilitating 8 miles of track as part of their initiative to eliminate slow zones and improve service.

Our drilling group has completed the foundation work for an overhead catenary system on 20 miles of the Amtrak system from Queens to Rochelle, New York.

Our transportation divisions- highway, airport, and transit have each successfully expanded into the roll of general contractor, completing some highly visible, fast-track projects, including the “on time and under budget” completion of the O’Hare Airport runway, 14 L threshold relocation.

We are proud to be living our mission and bringing value to our customers.

-Ken Aldridge



Aldridge Mission Statement:

“Exceed our customers’ expectations, become our customers’ first choice for challenging projects and successfully provide the highest value for our services, while working together as a team and continuously growing, personally and professionally.”

Electricity Goes Where People Need It, Even Under a River

Everybody knows that the Chicago River flows through the heart of the Windy City. But what flows *under* the river? Beneath the current of water, a current of electricity flows, courtesy of Aldridge Electric.

Five years ago, Aldridge installed two electrical cables 50 feet below the river bed. The new tunnel ran 450 feet along Cortland Avenue, between Southport Avenue to the east and Elston Avenue to the west, where nearby ComEd needed to supply electricity from a substation on the East side of the River to customers in the booming local developments on the West side of the River. To meet that need, Aldridge ran two cables through the tunnel. One was for immediate use, the other was a spare. At the rate that buildings were going up, it was likely the spare would soon be needed as well.

Sure enough, it didn’t take long for ComEd to put that second cable to work. But not even that was sufficient. Earlier this year ComEd asked Aldridge to run more cable through the tunnel. They said two extra cables would be great, but three would be outstanding.

And so, three is what they got. On a cool, wet, early spring weekend in early April, an Aldridge team embarked on a project to pull three new cables through the tunnel under the river. On paper, the procedure sounds relatively simple. Basically, it involves

pushing a fiberglass rod through the entire length of the tunnel. The rod is fastened to rope, which, in turn, is tied to cable. In effect, the rod serves as a leader for pulling the cable through the tunnel. The setup took about six hours. Pulling each cable through the tunnel took all of 20 minutes.



It only sounds easy. In fact, it was a difficult, dangerous, tricky task. It demanded three critical qualities that Aldridge is known for: meticulous planning, rigorous safety preparation, and flawless coordination of field personnel.

Oh, and there was all that water to deal with, too. Before Aldridge could pull the cable through, an advance team had to push out tens of thousands of gallons of water that filled the tunnel. At a rate of 1,000 gallons per hour, the advance team was able to drain the tunnel in about two days. Given the massive precipitation of the past winter, the possibility of sewers overflowing was a nagging concern. Fortunately, that did not come to pass.

For all that pumping, the cable crew was never 100 percent free of water. Water seeped continuously into the tunnel throughout the weekend, at a rate of about eight inches each night. Needless to say, the pump was always on hand.

And so was a good-sized crew. The field team consisted of nine IBEW Local 9 electricians, a Local 9 superintendent, a safety engineer, a safety contractor, a mechanic, two water pumping contractors, a traffic control sub-contractor, and someone to shuttle equipment and resources between both sides of the cable pull.

A worker descended into a manhole at the Southport end to feed the cable into the tunnel as it was being passed to him by two workers at the top of the shaft. At the other end of the tunnel, another worker waited for the cable. Things were awkward for the two workers in the manholes to say the least. They had to operate within 3-foot-wide spaces for several hours at a time. It’s not a place for someone who is claustrophobic.

Although the air temperature up top was 45 degrees, the bottom of the shaft was twice as warm. The live cable that had been installed five years before gave off a lot of heat.

Surroundings were uncomfortable and potentially dangerous. But as with every project, Aldridge took every precaution to ensure maximum safety. The manhole ladders were rusted and unreliable, so the men were lowered into the shafts by retrieval lines to which they were secured. The workers wore breathing masks fed by oxygen tubes. These were supplemented by five-minute rescue bottles—basically mini oxygen tanks. Additionally, the workers had gas monitors strapped to their chests.

The slightest hint of dangerous atmosphere would set off the monitor alarms, causing the workers at the top of the shaft to pull up the workers from below. Also, the team worked out a rescue plan with the Chicago Fire Department (CFD). Any 911 calls from the site would be routed directly to the phone of Mike Fox, chief of special operations for the CFD. Nothing was left to chance.

With all the planning and preparation involved, not to mention getting rid of all that water, pulling cable under the Chicago River is not a casual undertaking. Hopefully the three new strands of cable will be enough to satisfy growing demands for electricity in the area for a long time to come. If not, the tunnel can accommodate up to 30 strands of cable. That’s planning ahead!



Summer Highway Safety

In the past 10 years, deadly highway accidents in construction zones have increased 45 percent. In addition, more than 40,000 people are injured each year as a result of these types of crashes. During peak summer months, there are nearly three work zone fatalities a day in the United States, plus an injury every 9 minutes.

While summer's good weather makes it the optimal time for highway construction projects, it's also everyone's favorite time for a road trip, meaning more traffic.

To provide their construction crews the utmost protection, Aldridge Electric recently doubled the number of attenuator trucks in their fleet. An attenuator truck is placed at the leading edge of the work zone to act as a buffer between workers and oncoming traffic. In the event of an accident, the attenuator absorbs the impact, leaving those in the work zone unscathed. Aldridge is very strict with regard to the proper use of this crash equipment. Once the truck is in position, it can serve no function other than as a buffer. No tools or equipment can be stored on the truck, and there can be no reason for any employee to go into the truck while working at the site.



An increase in summertime highway projects also means an increase in employees. These new crew members are at a higher risk for safety infractions due to the learning curve that comes with a new job and the time it takes to develop good habits. Keeping these "green" employees safe helps to keep the whole crew safe. That is why at Aldridge, every new employee is given an onsite mentor to help him or her get acclimated. New crew members also wear green hardhats, rather than Aldridge's signature yellow hardhats, making them easier to identify.

Heat exhaustion is always another summertime threat to highway crews. So in addition to full first aid and CPR training, each Aldridge field employee is taught how to prevent, identify, and treat heat stress.

On the back of several attenuator trucks hangs a poster that feature the children and grandchildren of Aldridge employees. "Slow down!" the signs urge drivers. "Our daddy is cooking dinner tonight."

Bucks for Burn Camp - 2008

Thanks to everyone who participated, volunteered and donated to the Annual Bucks for Burn Camp Softball Fundraiser! As a company, we raised over \$11,000 for Camp I Am Me, an Illinois Fire Safety Alliance summer program that provides camp for young burn survivors, ages 8-16. The camp helps children to cope with the physical and psychological trauma that ensues after often horrific burning. Some of the children are harmed accidentally but others are victims of abuse and neglect.

A Special Thanks to the following Participating Vendors

- | | |
|---------------------------|--------------------------------|
| Traffic Control Corp | ELFCO |
| Bensdorf & Johnson | Joel O'Brien - Neenah |
| O'Leary Contractors | Brook Electric |
| Sadnick Welding Service | Sunrise Electrical |
| Utility Concrete Products | Pilipuf and Grist & Associates |
| JH Botts | Lighting Solutions |



In true Chicago fashion Aldridge had their own 'Cross Town Classic' with the First Annual Transit vs. Airport Softball game. A good time for a great cause.

Exciting Opportunities Ride on the wind

Wind power, simply defined, is the conversion of wind to electricity. Wind has a lot of appeal as a raw material. Not only is it clean and renewable, but its cost will never go up. Boone Pickens is investing \$10 billion of his massive petroleum fortune in what he calls "the biggest wind farm in the world." When asked in the press what attracts him to the wind business, he points out that wind is an energy source with no "production decline curve," unlike oil.

Expanding into the wind industry has been a natural and obvious growth path for Aldridge. The company has over 50 years of experience installing most of the components that make up a wind farm.

Aldridge's growing interest in wind power reflects a national trend, or rather, an international one. Since 1990, wind has been the fastest-growing source of electrical power in the world, percentage-wise.

The United States generates close to 17,000 megawatts (MW) of wind-source electricity across 34 states annually. According to an estimate by the American Wind Energy Association (AWEA), wind farms will generate 48 billion kilowatt hours (kWh) of electricity by the end of this year. This equals a little over one percent of the U.S. electricity supply, powering the equivalent of over 4.5 million homes.

Location is critical to planning wind farms. Developers generally favor open spaces with high-ground topography as prospective wind farm locations. Wind patterns are so precise that placing a turbine in one location versus another spot 30 meters away can double the energy output. Altitude makes a big difference, too, which is why turbines are so tall, averaging 442 feet from the tower base to the tip of one of the rotors in a 90-degree position. Wind blows harder at higher altitudes. Doubling the altitude of a turbine, increases wind speeds by 10 percent. The spike in power output is a more dramatic 34 percent.

Wind turbines currently have power ratings ranging from 250 watts to 5 MW. A single 5-MW turbine can produce more than 15 million kWh in a year—enough to power more than 1,400 homes. The average U.S. household consumes about 10,000 kWh of electricity each year.

How does that translate into dollars? According to the AWEA, wind power production stimulated the U.S. economy to the tune of \$9 billion in 2007. A total of 60 wind farm projects were completed nationwide last year, including more than 3100 turbines with the collective power-generating capacity of better than 5200 MW. The AWEA estimates that every time a large, utility-scale wind turbine goes online, it kindles \$1.5 million in economic activity.

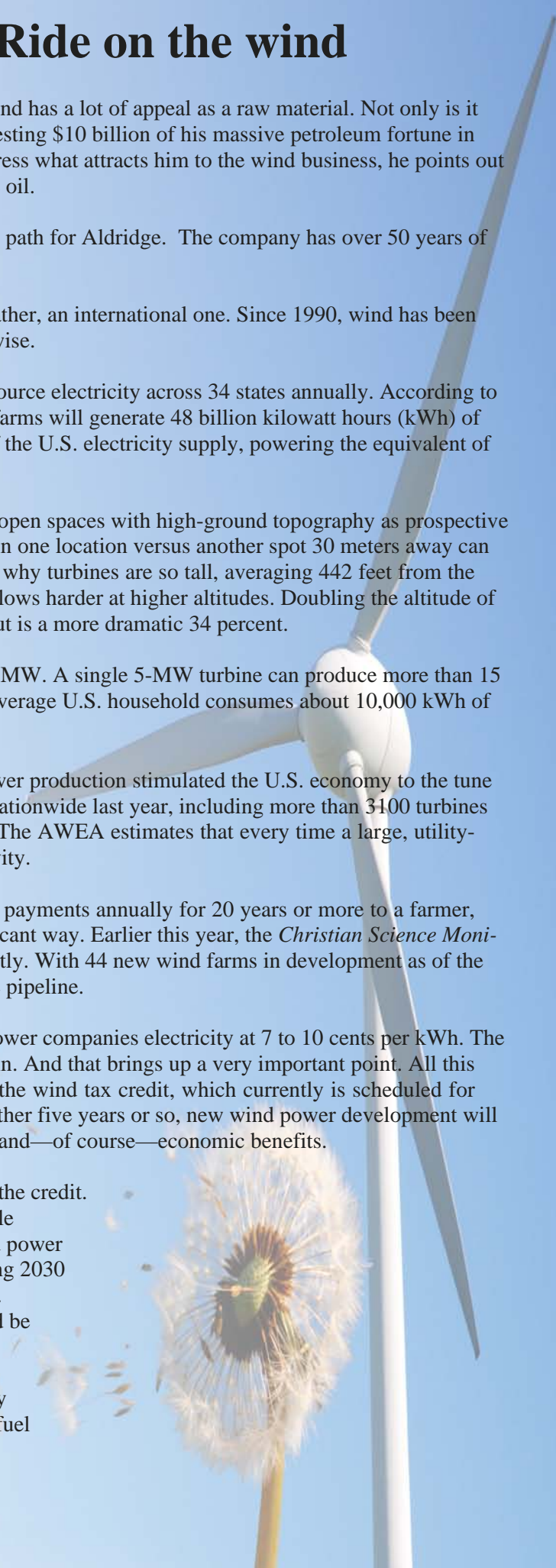
Additionally, the installation of one turbine means about \$5,000 in lease payments annually for 20 years or more to a farmer, rancher or other landowner. Financial gains are realized in another significant way. Earlier this year, the *Christian Science Monitor* reported that the wind industry currently employs 20,000 people directly. With 44 new wind farms in development as of the first of the year, according to AWEA statistics, many more jobs are in the pipeline.

Electricity generated from wind power is cheap. New wind farms offer power companies electricity at 7 to 10 cents per kWh. The rate dips to 4 to 8 cents per kWh with the federal wind tax credit figured in. And that brings up a very important point. All this vigorous economic growth depends very heavily on Congress renewing the wind tax credit, which currently is scheduled for phase-out at the end of 2008. If Congress fails to renew the credit for another five years or so, new wind power development will fall off dramatically, taking with it all the environmental, energy-related, and—of course—economic benefits.

Needless to say, wind power developers are pushing for continuation of the credit. So are various groups that represent environmental, green, and renewable energy interests. If the tax credit continues past 2008, the future of wind power could be as limitless as wind itself. The Department of Energy is targeting 2030 for the nation to derive up to 20 percent of its total electricity from wind. That amounts to 304 gigawatts (GW). Among the biggest benefits would be reduction in CO2 emissions by 7.2 cumulative gigatons.

There is also serious long-term talk about an electric grid built exclusively around renewable energy sources, with no greenhouse gas emissions, no fuel cost or price volatility, and no radioactive waste.

But of course, all this depends on which way political winds blows.



Aldridge Drilling Team Helps Keep Historic New York Train System Running

Ever heard of cantenary trains? There's a fair chance that you haven't. There's even a better chance that you haven't seen any. Aldridge Electric, on the other hand, never a company to shy away from unusual projects, has seen quite a few recently.

A team out of Aldridge's Akron/New York office was called upon to drill holes for new poles to support Amtrak's cantenary train system that runs through the Bronx. Cantenary trains draw power from elevated electrical cables suspended above the train. These trains are quite unique in appearance, distinguished by v-shaped devices called pantographs that extend from the train roofs and connect to the power lines overhead.

What also makes cantenary trains a unique site is that they have been gradually disappearing over the past 30 years. While public and private sector initiatives push for faster, sleeker trains and futuristic rail networks, the cantenary rail lines linger as examples of transit innovation from a previous century.



How old are cantenary train systems? One way to answer that is to say that they helped make coal-burning steam locomotives obsolete. As early as 1903, residents of major metropolitan centers could look up and marvel at the spider webs of suspended cables that stretched out over their main streets. The New York cantenary infrastructure is at least three quarters of a century old.

That's old enough to require some updating. A team of 10 field personnel drilled 130 holes for new cantenary poles, which would provide better stability for the cables. At the end of the 12-month project, the new holes dotted 20 miles of track, running from Queens through the Bronx in New York City and swinging upstate to the town of Rochelle.

If New York's cantenary train system is old, it's also temperamental. The crew had to handle this job with remarkable finesse. They often found themselves drilling a mere 7 feet away from the rails—not the most comfortable distance when it comes to live electric rails. Sometimes the drillers found it necessary to work with their equipment sitting *on* the track.

Anticipating that these tight margins would occasionally make it necessary to shut down a track. The drill team coordinated with Amtrak well in advance so trains could be rerouted. The line has two tracks running parallel for eastbound and westbound traffic. When one track needed to remain clear for the drill team, Amtrak would use interlocks to switch tracks, so that all trains ran on the same track until the drillers were finished.

With advance notice from Aldridge, Amtrak was able to work out single-track timetables for optimal rider service. The Aldridge crew wasted no time getting holes drilled during these periods, ensuring minimal service interruptions.



Another challenge unique to this project was vertical in nature, rather than horizontal. Strange as it may sound, the drilling crew was often preoccupied with height. The holes that they drilled were 4 feet in diameter and ranged in depth from 16 to 19 feet. The tools required to make such holes are known as low-headroom drill rigs. The boom component of these rigs contains elongated drill shafts that extend out from each other like drapery rods. When fully assembled, these rigs stand as tall as 22 feet.

Typically, the height of the rig isn't an issue—that is, unless it's operating beneath live cantenary cables that are only 19 feet above ground. Needless to say, the crew exercised extreme caution when the cables dipped that low.

Preparation and anticipation were part of the daily routine. While a hole was being drilled in one location, scouts would hike ahead, scanning the project itinerary to call out future, potential problem areas or conditions that required special attention, or simply to make adjustments to the field drawings.

Additionally, the crew underwent rigorous safety training. Amtrak's classes covered all the aspects of working on a live train line and interacting with flaggers.

If cantenary train systems are becoming increasingly rare, so are the companies qualified to work on them. Aldridge showed itself to be foremost among these, and the drill crew took on this project with confidence. Meticulous planning and teamwork kept the crew moving forward—and out of the way of the overhead cables!

Cantenary train lines are remarkable in that they've been around for over a century. The Aldridge Electric Drilling Division helped to ensure that one of these transit systems is around for years to come.

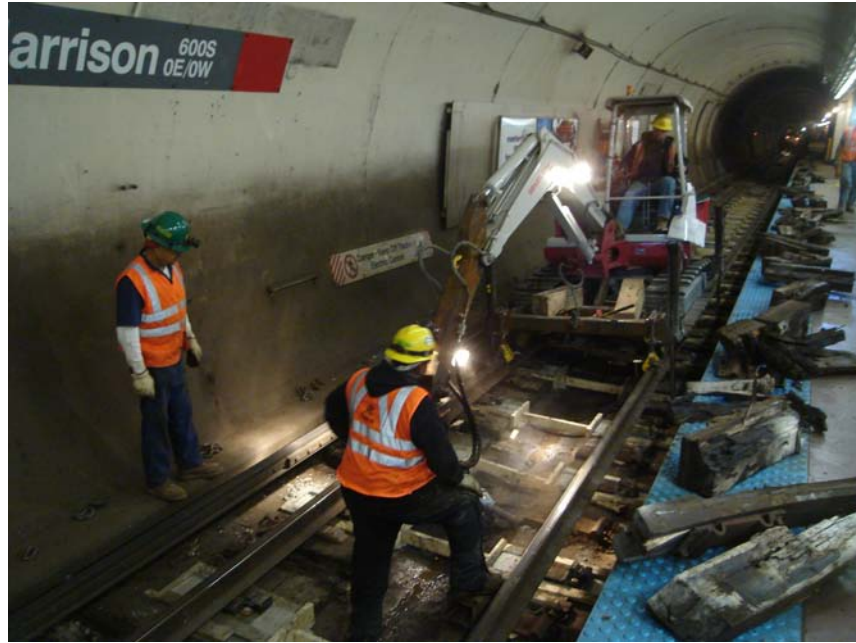
Aldridge Innovations Roll Underground to Rebuild Red Line Rail Ties

What's the most important part of the body to use for moving 200,000 pounds of railroad ties?

The brain.

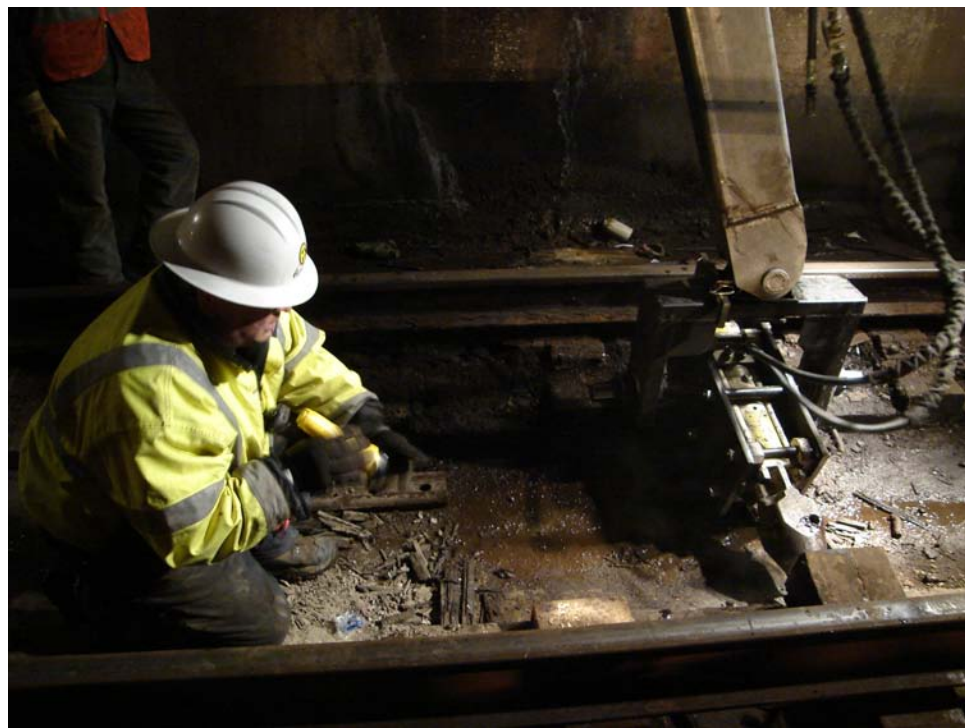
Before Aldridge Electric personnel hit the field to start projects, the company brain trust is hard at work, dreaming up ways to make the work go more efficiently and safely. Difficult and dangerous projects often inspire unprecedented innovation. This is most apparent with the custom-created tools and devices that roll out of the shop on a regular basis.

The brain trust was especially prolific in building machinery for the CTA Red Line railroad tie project, currently in progress. Nothing about this venture looks particularly easy or safe. It involves ripping out 32,000 old half-ties, the wooden planks to which the rails are fastened. These half-ties, which were embedded in concrete in the mid-1940s when the subway was built, run through the length of a 22,000-foot Red Line tunnel.



Dislodging them is only the first phase of the operation. Each of the 32,000 half-ties must be removed from the tunnel and replaced with a more durable Pandrol plate tie, embedded in high-strength concrete. All this has to happen in the span of about 25 weeks. The project began in April and is targeted for completion prior to Thanksgiving.

To make it more interesting, Aldridge crews have to do the work in 50-hour weekend windows, when the CTA shuts down one or two tracks. To get the job done, they have to remove 2,500 half-ties each weekend. At 100 pounds per half-tie, that totals 200,000 pounds every weekend. That's a lot of wood and rebar which then needs to be transported out of the subway.



And then there are the risks, which are exacerbated by this aggressive schedule and limited tunnel access. Running rails must be hoisted to accommodate the removal of the half-ties, and the third rail must be mounted on temporary blocks every 80 feet. Any of these rails can fall off their supports and land on a worker's foot.

But that won't happen if John Gustafson and Bob Malek of the Aldridge transit team have anything to say about it. And they've had a lot to say. With the guidance and encouragement of Warren Aldridge, they have designed several highly effective tools specifically for the various phases of the Red Line project. These designs are hybrids, adapting high-end excavation and concrete pouring equipment for optimal movement in the Red Line tunnel.

For the first phase, removal of the old half-ties, Bob and John converted mini-excavators so that they could run on rails. The excavators are



fitted with a clamping system that keeps them connected to the rails thus stabilizing them, while specially built hydraulic jackhammers pound away at the half-ties. Another slick innovation is a modified boom section, which makes it possible for the jackhammer to move horizontally. This enables the jackhammer to run along the bottom of the half-tie assembly and knock it out more cleanly.

Bob and John adapted trenchers to perform the second task, removing the dislodged half-ties. Originally built for cutting vertical trenches, these converted trenchers can run on rails and perform the critical cleanup efficiently. For the third phase, the designers customized hoppers to pour the concrete for the new half-ties. These hoppers are fed their payload from the vent shafts that run along each side of the tunnel. Each hopper carries enough concrete to pour 105 half-ties. Hopper operators can pour 3,500 new half-ties in 24 hours.

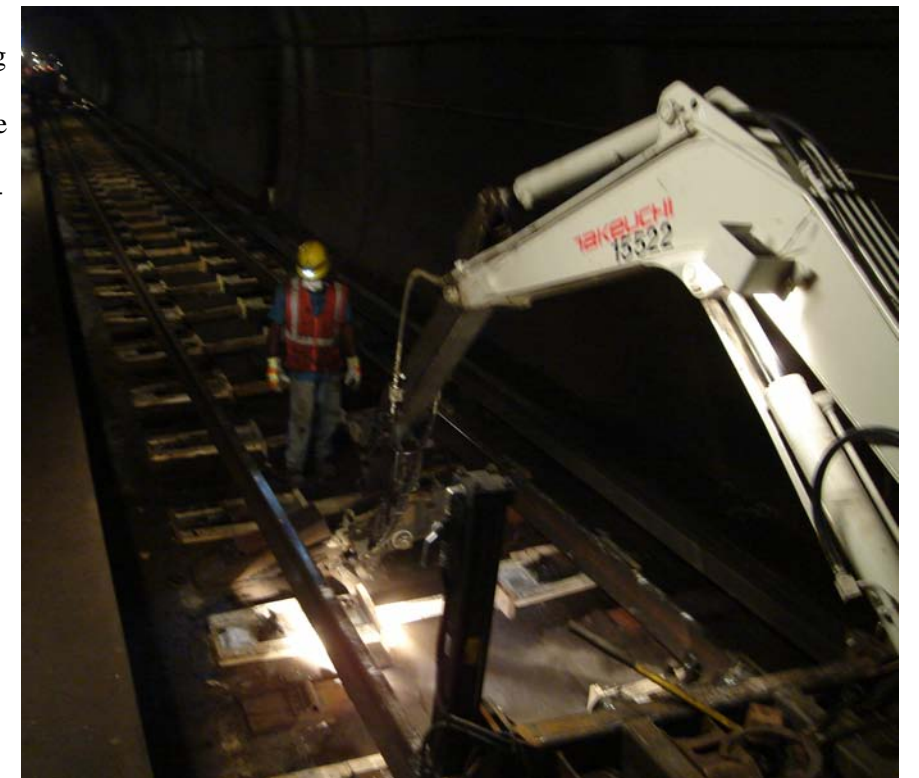
The Aldridge shop turned out 25 rail cars specifically for the Red Line operation. It also built the siding, or the rails that run off the main line, where the equipment is stored while the CTA trains are in operation. In order to get Aldridge cars and machinery on and off the main rail lines quickly, John designed a custom rail that functions beautifully in lieu of an actual rail switch.

Company veteran Warren Aldridge describes his role in this enterprise as "encouraging the innovation" of John and Bob. He brings to the table more than 15 years of experience working on rail projects. He also has long histories with these innovators, having worked with John since the mid-80s and Bob since 1968.

These cutting-edge, custom tools are critical to the success of the Red Line project. But equally important is the massive coordination effort between the teams performing the different phases. Everything moves from the north end of the tunnel to the south. Up ahead is the crew is tearing out the old half-ties. Behind them, to the north, is the removal and clean up crew. Bringing up the rear is the pouring crew. This coordination stays tight through four shifts every weekend. Another team works eight-hour shifts through four nights between the weekends to strip and form the concrete half-ties. This graveyard crew accounts for 2000 formed half-ties every week.

The smooth workflow under imposing deadlines is a tribute to the project management and problem solving skills of Kevin Bradley and his crew. Kevin works closely with John, who is responsible for coordinating the movement of Aldridge trains in the tunnels and field supervisors John Ficetti and Chick Stolarik, who keeps the troops on schedule. The CTA is duly impressed with what they're seeing.

"You've got to give the CTA confidence that you can deliver a safe project within an agreed-to timeframe," says Warren. "So far, we've been able to do that."



Aldridge is uniquely qualified to power up Chicago's one-of-a kind high-rise vaults

Chicago is world-renowned for its architecture. From the John Hancock building to the up-and-coming Chicago Spire, every soaring structure is utterly distinctive in its own right, making the city's skyline its trademark.

As unique as Chicago's high-rises are on the outside, they're also very unusual on the inside. Deep within the cores of these buildings—deep, as in under ground—are massive structures called vaults. They are actually rooms, measuring anywhere up to 80 feet by 40 feet and 12 feet high, and encased in concrete block walls. These vaults house all the equipment required to transform ComEd's incoming power supply from 12,000 volts to a lower service level.

High-rise vaults are also uncommon by virtue of how they came into being. They were born as part of a business strategy rather than a technical innovation. In the 1960s, ComEd was vying with People's Gas for contracts to provide the much desired commodity of heat to Chicago high-rises. To make the electrical option more attractive to developers, ComEd introduced vaults as a way to enclose the voltage conversion structures safely, so that developers wouldn't have to worry about handling the power feed. In other cities, such as New York, power companies leave it to developers to manage the 12,000-volt power feed. Not so in the Windy City.



If Chicago is the only city in the world that has high-rise vaults, Aldridge Electric is the only company in the world that ComEd trusts to power them up. "We have a large market share of high-rise vault work," said Guy Niedorkorn, manager of Aldridge's Cook County Industrial division

It's another example of Aldridge's close, almost seamless, working relationship with ComEd. When preparations begin for a high-rise, such as Trump Tower the developer informs ComEd of its anticipated power requirements. ComEd's capacity planning group then determines how it will feed the 12,000 volts of power from its substation to the high-rise.

Aldridge takes it from there, calculating the energy "demand load" based on the building's specifications for heating, lighting, computer infrastructure, and other facilities. Figuring out the demand load is the one of the most sensitive phases of the project. It determines how Aldridge will use the vault to manage ComEd's power supply to support buildings' electrical facilities. In fact, it even determines the size of the vault.

The demand load calculation also influences the design of the voltage transformation equipment to be housed in the vault. Aldridge oversees this design. When it's complete, Aldridge goes to work inside the vault, constructing and installing the electrical equipment.

You need to space the equipment exactly according to ComEd requirements. This requires a lot of coordination with the design team and the developer.

If putting vaults into operation for new high-rises is complicated, so is retrofitting vaults for existing Chicago buildings. And for this task as well, ComEd places its confidence in Aldridge Electric. Retrofitting generally occurs because buildings take on new owners or functions. Hotels or apartment buildings with single owners turn into condominiums with multiple owners. With these changes come different load demands and new metering requirements.

What makes retrofitting especially tricky is that the buildings are not under construction; they are *in use*. People are living or working inside them. And while it would make things easier to just shut off the power during the retrofitting, sometimes that's not an option. Aldridge has undertaken a number of retrofittings in "live" buildings, with no power interruptions whatsoever.

Such projects require extraordinary preparation, especially when it comes to safety. Arc flashes pose a serious risk in live buildings. Exposure can cause serious injury or even death. For these situations Aldridge has created a rigid Method of Procedure designed to best insure the safety of employees. Another complication associated with retrofitting is that the vaults are already built. Aldridge can't change their dimensions but instead must work within their parameters, however awkward that might be.

Regardless of the difficulties, Aldridge is so adept at vault work that it is teaching developers, contractors, and other companies—including ComEd—how to do it. ComEd requested that Aldridge train their project managers about the workings of high-rise vaults and the equipment contained within them. Aldridge has also enlightened contractors about the equipment design and construction.

The labor required for vault work is very unique. The Aldridge crew is trained internally, and has a lot of field experience. The students are in excellent hands. It could be said that nobody knows vaults like Aldridge's veterans. Cumulatively, this crew has well over 100 years experience in Chicago's high rise vaults .

But Aldridge isn't just successful because its employees have worked in vaults for a long time. It's because they've worked *together* for a long time. They cooperate with a level of mutual understanding, and respect seen in the best families. It's this kind of stability that makes Aldridge the vendor of choice for ComEd.

Recent Safety Awards Presented to Aldridge

O'Hare Modernization Program
Lake County Contractor's Association
National Partnership for Highway Safety
Illinois Safety Council
Illinois Safety Council
Illinois Safety Council

For Overall Lasting Contribution - Trench Rescue Training Initiative
In Recognition of an Outstanding Safety Record and Lowest Lost Workday Rate
National Achievement Award - South Tri-State Tollway Rebuild and Widen
Safety Awareness Focus on Excellence
Environmental Compliance Award
Making a Difference - Safety Outreach Award