



# **HOLING**

# **THROUGH**

APRIL, 1997

## **ROGER J. LUDLAM ELECTED PRESIDENT of THE MOLES**

ROGER J. LUDLAM, President and Chief Executive Officer of Park Construction Company, Minneapolis, Minnesota, has been elected to serve as President of The Moles for the 1997/1998 year. He will receive the gavel from retiring President, Charles F. Vachris, at the Annual Business Meeting and Dinner to be held on Wednesday, May 7, 1997, at The New York Hilton Hotel.

Other officers elected are: First Vice President, JOHN F. DONOHOE, Moretrench American Corporation; Second Vice President, RAYMOND R. ONEGLIA O&G Industries, Inc.; Treasurer, PETER S. SCHNEIDKRAUT, Grow Construction Company; Secretary, EDWARD CRUZ, E.E. Cruz and Company; Sergeant-at-Arms, REMY P. PAPP, Construction Consultant.



ROGER J. LUDLAM

Trustees elected for three (3) year terms are: JOHN L. KOLAYA, Yonkers Contracting Company, Inc.; LAWRENCE H. LEHMAN, Berger, Lehman Associates, Inc., and SALVATORE MANCINI, Slattery Associates, Inc. . Elected for a two (2) year term: G.W. GILFILLAN, the Dutra Group.

Roger Ludlam earned a Bachelors Degree in Civil Engineering from Rensselaer Polytechnic Institute in 1964 and a Masters Degree in Civil Engineering from Massachusetts Institute of Technology in 1965. He then joined Tippetts-Abbett-McCarthy and Stratton where he spent three years working as a geotechnical engineer.

In 1968, Roger joined S.J. Groves & Sons Company, where he was to remain over twenty five years. After starting as an engineer-estimator, he became Chief Estimator of the New Jersey area office. From that position he became Assistant Area Manager and in 1979, Vice President and Area Manager. Roger subsequently was named Senior Vice President with responsibility for the Heavy/Highway Division of S.J. Groves. In 1989 he was named President and Chief Executive Officer of the Company. In this position, Roger managed the re-structuring and downsizing of the company to include the completion of \$200 million of construction projects, settlement of major and complex project disputes totalling over \$50 million, disposition of company assets and related business transactions, all of which resulted in maximizing value

## Roger J. Ludlam

(continued from Page 1)

to shareholders

Among the projects Roger was responsible for while with Groves are the following: major site preparation for the new Pittsburgh International Airport; Shafts and Tunnels in Rochester, New York for the Monroe County Pure Waters Program; East approach and Toll Plaza at Ft. McHenry Tunnel in Baltimore and numerous Interstate Highway Projects throughout the northeast.

Roger joined Park Construction Company in January 1994 as President and Chief Executive Officer. Park is headquartered in Minneapolis with branch offices in Denver and Rice Lake, Wisconsin. Founded in 1915, Park does excavation, highway, structures and commercial/industrial and championship golf course construction throughout the upper Midwest and Rocky Mountain regions.

Park's annual volume is in excess of \$50 million. Its primary clients are the US Army Corps of Engineers, Burlington Northern Sante Fe Railroad and various State DOT's. Roger has accomplished sustained growth of Park's core business as well as developing new markets and broader opportunities since taking over in 1994.

Roger became a member of The Moles in 1977. Before becoming Award Committee Chairman, Roger served The Moles as Chairman of the Program Committee and as a Trustee. He is a member of The Beavers and a Licensed Engineer in New York and New Jersey.

Roger resides in Long Lake, Minnesota with his wife Sheri. They have three children.

## Twenty Nine New Members Elected

At the Executive Committee Meeting on April 1, 1997, twenty nine new members were elected to membership in The Moles, with membership effective May 1, 1997. In alphabetical order, they are:

Simeon Beer  
River Pile & Foundation Co.  
Thomas M. Brown  
Atkinson Construction  
Alfonso Daloisio, Jr.  
Railroad Construction Co.  
Anthony M. DePasquale  
Vachris Engineering  
Michael J. Driscoll, Jr.  
Driscoll Construction Co.  
William J. Fetters  
Buckley & Co., Inc.  
Robert W. Foster  
Moretrench American Corp.  
David S. Gedney  
Fluor Daniel, Inc.  
Stuart E. Graham  
Slattery Associates  
Joseph B. Haines  
Kaufman Construction Co.  
William H. Hansmire  
Parsons Brinkerhoff  
Thomas Iovino  
Judlaw Construction, Inc.  
Gerard M. Kenny  
Kenny Construction Co.  
Francis J. Lombardi  
Port Authority of NY & NJ  
Peter MacKenna  
Underpinning & Found.  
Charles F. Madden  
Modern Continental Co.  
Lelio Marino  
Modern Continental Co.  
William Mascetta  
Halmar Builders of N. Y.  
William V. McGuinness III  
Slattery Associates  
Lawrence B. Nadel  
Nadel Associates, Inc.  
Dale Pyatt  
Jay Cashman, Inc.

## TWENTY NINE NEW EMBNERS ELECTED (Continued from left)

Jack J. Raimondi  
New York Trap Rock  
Larry Rayburn  
Richard Goettle, Inc.  
Stephen J. Suhowatsky  
Syracuse Supply Co.  
Vincent Tirolo  
Slattery Associates  
Anthony P. Tirro  
Warren George, Inc.  
Peter G. Vigue  
Cianbro Corporation  
Christopher P. White  
Grow Tunneling Corp.  
Ronald A. Wiss  
Edwards & Kelcey, Inc.

## Florida Meeting

The 1997 Florida Winter Meeting at the Indian River Plantation in Stuart, Florida was deemed a great success. Over fifty people attended the pool party on Thursday evening and the dinner dance on Saturday evening. The big hit was Friday evening when well over sixty people enjoyed an evening on the "Foot Loose", the yacht owned by Bill Dutra and Bill Gilfillan.

The Executive Committee voted at its meeting on April 1st to have a 1998 Winter Meeting. An Ad Hoc Committee, consisting of Art Aubin, Al Brand, Ed Cruz, Tom Treacy and Charlie Vachris, was appointed to investigate and make a recommendation for the location of next years meeting

The thought being, that although everyone has been very well satisfied with the Indian River location, it might be time to try a new place. The Ad Hoc Committee will make a recommendation to the Executive Committee no later than October 1, 1997. Please contact a committee member if you have any ideas as to a good meeting location.

## Five Moles Celebrate Forty Years

The following Moles' elected to membership in 1957 will receive life membership effective May 1, 1997.

CLARK H. BATCHELDER spent most of his career with Walsh Construction Company, retiring in 1973. That did not mean "Batch" retired from working as the last time we heard from him he was still active within the industry.

ROBERT S. GATES, along with his brother, founded what was to become Gates Construction Company, in 1948. The company became a major marine contractor and was sold in recent years to Great Lakes Dredge and Dock Company. Bob served as President of The Moles in 1985 and is now living and enjoying himself in Ft. Lauderdale.

GILBERT A. GRIFFIN goes back a long way in construction - to the days of horse drawn scrapers and steam shovels. He spent most of his career (38 years) with Morrison Knudsen on dams, tunnels and underground powerhouses in the west.

JOHN H. WEIDMAN, JR. joined Walsh Construction Company, in 1941, not long after his graduation from Cornell University. Except for service with the Navy in World War II, John spent his career with Walsh, retiring as President in 1978. In 1983, he moved to Ft. Worth, Texas, where he continues to live.

DAVID A. WERBLIN graduated from MIT and spent most of his career with Griffin Wellpoint Corporation, retiring as Senior Vice President in 1983. He continued to be active in the dewatering business for a number of years and now lives in Riverdale, New York.

## NEWS OF MEMBERS

HUGH P. CASPE has joined Woodward-Clyde Consultants as Vice-President and Manager of Infrastructure Services for the Northeast Area.....JAMES C. CODELL III was appointed Secretary of the Kentucky Transportation Cabinet by Governor of Kentucky, Paul E. Patton.....HENRY FUSILLO has joined Halmar Builders of New York, Inc.....PAUL H. GILBERT, Senior Vice President and Chairman of Parsons Brinkerhoff Quade & Douglas, Seattle, Washington was elected to membership in the National Academy of Engineering for his execution of complex engineering projects and for contributions to professional development.....Similarly, CHARLES H. THORNTON, Chairman of Thornton Tomasetti Engineers, was elected to the Academy for his design of major structures worldwide. Congratulations Paul and Charlie on your accomplishments and recognition by this august body.....KENNETH A. ISAACS has been appointed President and Chief Operating Officer of Graycor, a diversified construction services group located in Homewood, Illinois. Ken had spent a large part of his career with Perini Corporation, more recently as President of Newburg/Perini.....JAMES E. KELLEY, JR. is a Senior Manager in the Construction Industry Services Group of the E&Y Kenneth Leventhal Real Estate Group of Ernst & Young, Denver Colorado.....LAWRENCE H. LEHMAN, of Berger, Lehman Associates has been appointed to the New York State Board for Engineering and Land Surveying.....RICHARD J. REDMOND, JR. has joined Schiavone Construction Company on their New York City Water Tunnel Project. He had been with Grow Construction Company.....JEROME B. WHITE has retired from Nab Construction Corp. but is available for consulting work.

FROM THE EDITOR; There is lots of news about members out there that we do not hear about. To make this publication more interesting to our members, please send to The Moles' office anything that you know of that might be newsworthy.

### THE MOLES

Holing Through is published by The Moles three times a year: April, July and November. The Moles is an organization of people engaged in heavy construction. Its purpose is to promote better acquaintance among individuals engaged in heavy construction to the end:

- That past and future friendships and a spirit of fraternization among the members be fostered.
- That meetings and other gatherings be held to exchange construction information and promote good fellowship among members.
- That advancement of the Construction art be achieved and outstanding performance be recognized through awards and otherwise.
- That the youth of our country be encouraged to participate in heavy construction by a multi purpose program of education in cooperation with engineering colleges and other associations.
- That, in the public interest, standards of construction shall be raised both as to engineering and business ethics.

The Moles' office is located at 577 Chestnut Ridge Road, Woodcliff Lake, New Jersey 07675. Telephone: 201-930-1923 Fax: 201-930-8501 Executive Director: Gerard J. Carty, P.E.

## UPDATE ON SCHOLARSHIP FUND DRIVE

Members of the Scholarship Committee have had several meetings with Fund Raising Committee Chairman Steve Greenfield and plans are now in place for the fund raising drive to move ahead. It's the goal of those who will be working on the drive to make a personal contact with each and every Moles' member between now and October 15th. A listing of contributors, (with Levels of Giving - Platinum, Gold, etc.), will be included in the November issue of *Holing Through*. Lets all get behind this most worthy endeavor.

## BID RESULTS

The April and July 1996 issues of *Holing Through* reported on the first large tunnel job let by the Massachusetts Water Resource Authority (MWRA). Bids were recently received on the second large tunnel project with the following results:

1. Obayashi & Modern Continental  
\$144,537,000
2. Frontier & Cashman  
\$156,970,00
3. Shea, Traylor & Healy  
\$169,913,600
4. Kenny, Kiewit & Atkinson  
182,497,140.

The reconstruction of the I-15 Corridor in Salt Lake City was bid on January 15, 1997, but bid results were only recently released. Wasatch Constructors, a Joint Venture of Kiewit, Granite and Washington Construction/MK was low bidder at \$1,325,000,000. Salt Lake Constructors, led by Brown & Root and including Zachry, Sundt and Obayashi was second bidder at \$1,340,000,000 and Lake Bonneville Constructors, led by Flatiron Structures and including Fluor Daniel and Layne was third bidder at \$1,402,000,000.

## A MOMENT OF SILENCE

OLE HANS BENTZEN died on February 6, 1996 in Vancouver, British Columbia at the age of 85. Mr. Bentzen was educated in Denmark and in 1938 joined Christiani & Nielsen, where he continued to be employed for over 45 years. He worked on major heavy construction projects in Kenya, Uganda and Sudan before moving on to the United States and Canada where he served as President of Christiani & Nielsen of New York.

LOUIS F. BOOTH died on June 27, 1996. He was a 1923 civil engineering graduate of Purdue University and after working for George A. Fuller Company and Ayers-Hagan -Booth, Inc., he joined the Port of New York Authority (as it was then called) in 1956 and retired in 1971 as Manager of the Construction Division. He enjoyed a lengthy and healthy retirement in Florida.

ROBERT B. ELLINGSEN died on July 21, 1996 at the age of 70. He was the son of long time Moles member Russ Ellingsen, who died in May 1994. Robert Ellingsen was a graduate of the New Mexico School of Mines and had spent his career in the mining industry, working more recently for U.S. Borax Company.

THOMAS G. GUERIN, who had become a Life Member in November 1996, died shortly thereafter, on November 19th, at the age of 91. He once described his career as follows: "Its been a long trek. From the U.S. Engineers on survey to the Port Authority on the Goethals and Kill Kull Bridge to the Arthur McMullen Company on the anchorages for the George Washington Bridge....to Tully & DiNapoli on the Triborough Bridge and seems like hundreds of miles of parkways, highways, grade crossings, power plants....."

The Moles' office was only recently informed of the death of EDWARD H. HONNEN on January 3, 1996 at the age of 97. After being active in the construction business with his own company, he changed direction somewhat by purchasing the Caterpillar Tractor equipment franchise for the State of Colorado operating under the name of McCoy Company. He enjoyed an active retirement and upon the occasion of his 25 years in the Moles wrote "My summers are spent in cool Colorado and my winters in sunny Arizona. There is justice for deserving construction people". Ed, say a prayer up there for us other deserving construction people that we may live as long and enjoy life as you did.

GUS F. RATHERT died on February 2, 1997 in Modesto, California at the age of 85. He started as an equipment operator, worked up to foreman, superintendent and then became project manager working on dams, airports, highways and airports. His principal employers were Morrison Knudsen and Foley brothers. He became a members of The Moles in 1962 and enjoyed a long retirement in Modesto.

PAUL E. TSONGAS, who was the Principal Speaker at the 1993 Moles' Awards Dinner, died on January 19, 1997 at the age of 55. He was a United States Senator from Massachusetts from 1979 to 1985 and gained notoriety when he became the Democratic front runner for President for a short time in 1992. Senator Warren Rudman, who was the Principal Speaker at our most recent Award Dinner, was closely associated with Senator Tsongas in the Concord Alliance, a non-profit organization set up to awaken the American people to the gravity of the nation's fiscal crisis. Senator Rudman presented the eulogy at Senator Tsongas funeral.

# **NOVEMBER DINNER: LEMLEY LECTURE: STUDENTS and FACULTY PRESENT: 25 YEAR MEMBERS HONORED**

The Program Committee introduced a new feature at the November Members' Dinner - a lecture series. JACK LEMLEY talked about his experiences as CEO of Trans Manche Link, the consortium of British and French Contractors who constructed the Channel Tunnel. Approximately 125 members were present for this most interesting talk.

A similar program will be presented at the May 7th Annual Business Meeting and Dinner. AL MATHEWS, who played a major role in establishing the Dispute Review Board (DRB) process and has served on many DRBs, will share his thoughts on the effectiveness of DRBs in preventing contract disputes. The Lecture will start at 5:00 P.M., followed by the reception at 6:00 P.M. and dinner at 7:00 P.M.

As has been the practice, Student Award Recipients and Faculty members were invited to a special reception hosted by the Education Committee in the Inner Circle Restaurant prior to the November Dinner. They then attended the reception and dinner and were introduced to the members present.

Similarly, all 25 Year members present at the dinner were brought to the lectern and presented with their certificates.



An attentive audience for Jack Lemley.



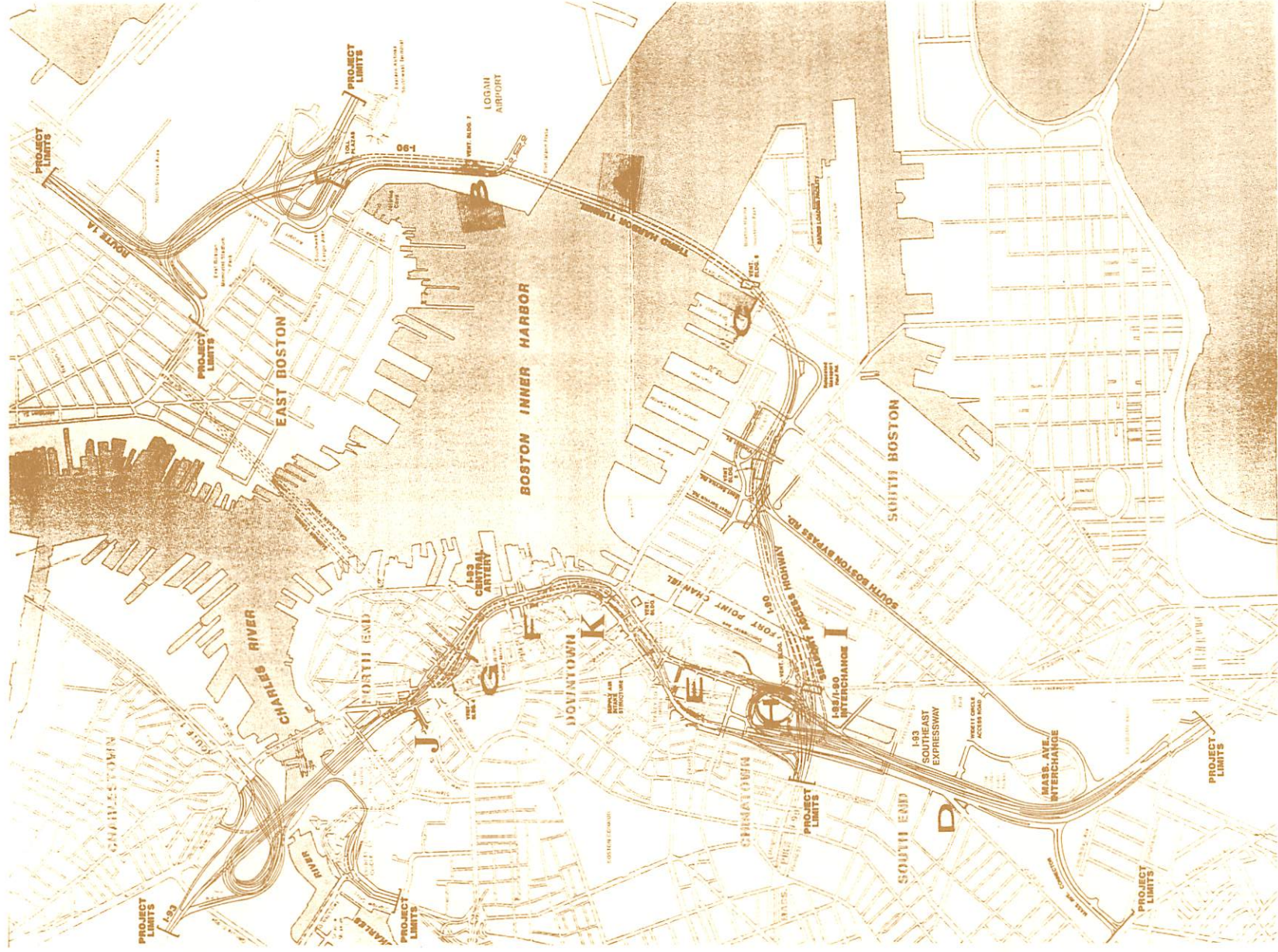
Student Awardees: Front row: David Sposito (Manhattan College), James Guinther (Bucknell), Corinne Seksinsky (Stevens), Jose Molina (Columbia) and David LaTour (SUNY Delhi). Back row: John Finkeldie (NJIT), Jerome Lynch (Cooper Union), Philip Sacks (Hofstra), and Cadet Nicholas Haugen.(US Military Academy).



25 Year Recipients: Front row: Art Fox, Eric O'Neill, Eugene Murphy and Tony DeBiase; Back row: Rudi van Leeuwen, Peter Winkleman, Don Unbekant, Al Maiorano and Gerry Carty.

**MAY MEETING AND DINNER  
WEDNESDAY, MAY 7, 1997  
NEW YORK HILTON HOTEL**

# THE BOSTON CENTRAL ARTERY PROJECT



The plan above defines the limits of work to be performed under the Central Artery project. The letters identify the various projects which have already been let. See article which follows on opposite page as to which contractors are doing the work on the various projects.

## CENTRAL ARTERY PROJECT (CONTINUED)

There are two major highways in downtown Boston: I-93 which runs in a north-south direction and is elevated; and I-90, the Massachusetts Turnpike, which runs in an east-west direction and merges into I-93 in the area of the Ft. Point Channel. Opened in the late 1950s, the Central Artery was designed to move 75,000 vehicles a day. Today, the artery is jammed with 190,000 vehicles a day, which is more trucks and cars per lane than any interstate in America.

The scope of the Central Artery project is to replace the existing elevated section of I-93 with a new 8-10 lane road, mostly underground and to extend I-90 to Logan Airport via a new road in South Boston and a new 4-lane harbor tunnel. When completed, these two roads will double the existing traffic capacity both North-South and East West.

The Central Artery project was slow in getting underway. It was delayed for several years due to environmental permitting and local opposition. Now work is moving along full steam and Moles' members firms are actively involved in all parts of the project. The purpose of this article is to briefly describe the work to be done; identify the major construction contracts that have been let and the contractors who successfully bid the work and the amounts of their contracts.

The construction is complex. Existing traffic must be maintained on the predominantly elevated roadway while the new construction is undertaken below. The design concept is to install slurry walls (about 100 feet deep) to form the walls for the new underground roadway; support the existing elevated structure on beams and

(continued at right)

### CENTRAL ARTERY CONTRACTS LET TO DATE

	CONTRACT NUMBER	VALUE	DESCRIPTION	CONTRACTOR
A.	CO5A1	\$226,896,000	I-90 Immersed Tube Tunnel	Morrison-Knudsen/ Interbeton/J.F. White
B.	C07A1	\$245,964,000	I-90 B.I.F. Tunnel and Vent Bldg. #7	Modern Continental/ Obayashi
C.	CO4A2	\$179,149,000	I-90 BMIP Tunnel and Vent Bldg. #6	Kiewit/Perini/ Atkinson/Cashman
D.	C12A3	\$159,979,000	I-93 NB/SB Mass. Avenue Interchange	J.F. White/Slattery/ Interbeton
E.	C11A1	\$377,933,000	I-93 NB Tunnel Atlantic Avenue	Perini/Kiewit/ Cashman
F.	C17A9	\$339,487,000	I-93 Central High St. to State St.	Modern Continental/ Obayashi
G.	C17A2	\$147,200,000	I-93 Central Artery State St. to North St.	Modern Continental/ Obayashi
H.	C09A4	\$397,459,000	I-93/I-90 Interchange I-93 N.B.	J.F. White/Slattery/ Interbeton/ Perini
I.	CO9B1	\$301,377,284	I-90 Channel Crossing Immersed Tube	Modern Continental
J.	C15A1	\$377,340,990	I-93 North St. to Charleston St.	J.F. White/Slattery/ Perini
K.	C17A1	\$241,457,711	I-93 Congress St to High St.	Modern Continental

(CENTRAL ARTYERY PROJECT (continued))

columns tied into the slurry walls; place temporary decking to support street level traffic; excavate and build the the new roadway structure within the slurry walls and under the temporary decking.

The current estimated cost for construction is \$7.8 billion dollars. As of today, \$4.4 billion of construction has been left, leaving \$3.4 billion to be let.

The Central Artery/Tunnel is a joint effort of the Commonwealth of Massachusetts and the Federal Highway Administration. Design and construction management is overseen by Bechtel/Parsons Brinkerhoff.

The editor is thankful to Phil Bonnano of J. F. White Contracting Company for his assistance in assembling the material for this article.

## *ANOTHER SUCCESSFUL AWARD DINNER*



Senator Rudman addressing gathering.

Moles' members and their guests gathered in New York City on Wednesday evening, January 29, 1997, to again honor two outstanding construction men: Charles H. (Buck) Atherton receiving the Non-Member Award and our own Mel Febesh receiving the Member Award. John Kenny, in presenting the award to Buck Atherton, reviewed his career and accomplishments in the field of tunnel work. and it quickly became apparent to those in attendance that Buck Atherton is truly one of the outstanding men in this field and most deserving of the Moles Award.



Norm Nadel, Senator Rudman and Mel Febesh.

A large number of those in attendance were familiar with the career and accomplishments of Mel Febesh. For those who did not know Mel, former Moles President and Award Recipient, Norm Nadel, did a fine job in reviewing Mel's career with Spencer White and Prentis and with Urban Substructures. As the Non Member Recipient was an expert in tunnel work, Mel Febesh is recognized as one of the foremost authorities in underpinning, the support of excavations and the moving of structures. Mel has been extremely generous in sharing his knowledge with colleagues and with students and young engineers.

The printed program indicated that George Pataki, Governor of New York State, would be the principal speaker. On the Monday afternoon prior to the dinner, The Moles' office was informed that the Governor would not be able to speak because of an automobile accident the week before. Although not seriously injured, the Governor was advised by his doctors to cut back on his activities.



John Kenny, Senator Rudman and Buck Atherton.

Without missing a beat, President Vachris and The Moles' staff went to work and arranged for former U.S. Senator Warren Rudman to fill in for Governor Pataki. Senator Rudman performed admirably bringing to the assemblages attention the serious fiscal problem facing the nation today.

As in previous years, spouses of those attending the dinner gathered in the Inner Circle Restaurant of the New York Hilton and enjoyed a wonderful dinner before being transported to the Marquis Theater where they saw Liza Minelli in "Victor/Victoria". Nothing but praise was heard about the evening.

There was the usual open afternoon reception in the New York Hilton Hotel prior to the dinner.