

# NEWS BULLETIN

AN ASSOCIATION OF INDIVIDUALS



# OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

# HOLING

# THROUGH

JULY, 2015

## THE MOLES STUDENTS DAY 1962 TO 2015

The Moles Education Committee was established in 1957 and the By Laws of The Moles were amended that year to include a fifth objective:

*That the youth of our country be encouraged to participate in heavy construction by a multipurpose program of financial aid and education.*

In 1958, the committee initiated a program *Your Career is in Construction*. Three meetings were held that year (two at the Engineering Societies Building and one at the Biltmore Hotel) each attended by approximately 200 civil engineering students.

The July 1958 issue of **Holing Through** reported: *Each meeting featured a motion picture of some outstanding "Mole-made construction project, talks of both inspirational and instructive nature to show how young men of various degrees of education and ability can fit themselves into the many phases of construction and question-and-answer sessions.*

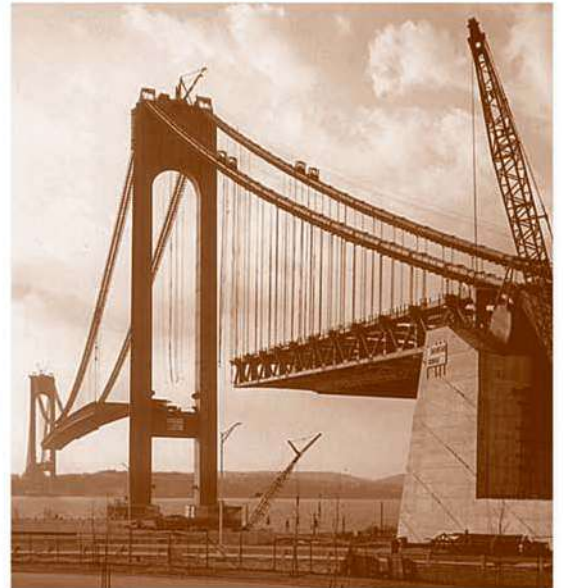
Another program was introduced by the Education Committee in 1962, The Moles Students Day. The construction project visited on this first Students Day was the construction work underway on the Verrazano Narrows Bridge.

In 1963, the same project was visited and the students from the following college and universities were in attendance:

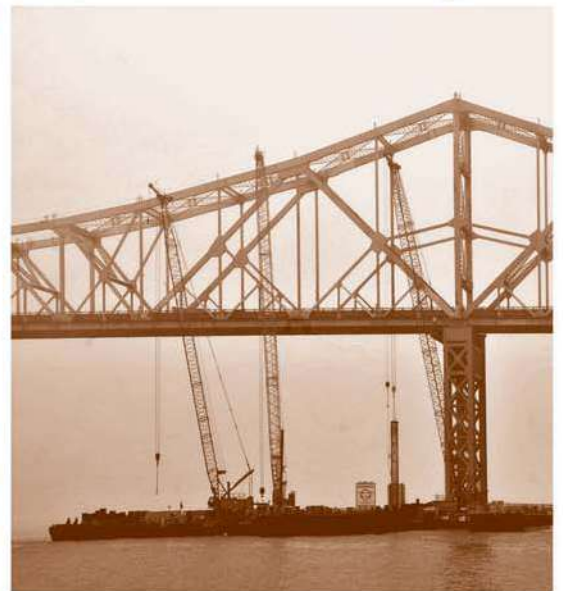
City College of N.Y.	Manhattan College	Rutgers
Columbia	Newark College of Eng.	SUNY Delhi
Cooper Union	NYU	SUNY, L.I
Cornell	Brooklyn Poly	Stevens Institute
Fairleigh Dickinson	Princeton	Union College
Lafayette	RPI	UCONN
Lehigh		Yale

It is interesting to note that all of these schools continue to participate in Students Day, here 53 years later, except the following; Fairleigh Dickinson, Union and Yale, which discontinued their civil engineering programs and New York University and Brooklyn Poly which have evolved over the years into what is now NYU Polytechnic School of

*(Continued on page 2)*



1962—Verrazano Narrows Bridge



2015—Tappan Zee Bridge



## **COMMITTEE MEMBERS FOR 2015**

**AWARD COMMITTEE:** Chairman, Kirk D. Junco; Christine Keville, Vice Chairman; David M. Cacoilo and Joseph M. McCann, Members-at-Large.

**MEMBERSHIP COMMITTEE:** Donald P. Dobbs, Chairman; Richard Raab, Vice Chairman; Members: Gary A. Almeraris, Gregory A. Kelly, Michael M. McHugh, Robert F. McTavish, Charles J. Montalbano, John R. Roma, Paul C. Schmall and Thomas W. Taylor, Jr.

**PROGRAM COMMITTEE:** David M. Plotkin, Chairman; Gerard P. Brady, Vice Chairman; Members: David F. Benton, Wesley Bermel, Henry N. Christensen, Jr., Jeffrey R. Cruz, Ben D'Alessandro, Domenic D'Argenzio, Christopher S. Hynes, Richard B. Manning, and James Starace.

**FINANCE COMMITTEE:** Ali M. Catik, Chairman; Members: James M. Ferrell, Jesse C. Jameson, Anthony E. Mann, Denise Richardson, and G. Geoffrey Searle.

**EDUCATION COMMITTEE:** Jack Tobin, Chairman; John O'Keefe, Vice Chairman; Members: Terrence M. Flynn, Thomas Groark, Michael F. McKenna, Jesse Ottesen, Robert J. Palermo, Vincent A. Sambrato, and Robert Taikina.

**PUBLICITY COMMITTEE:** Francis Arland, Chairman; Gaby M. Antoun, Vice Chairman; Members: Paul A. Beljan, Henry K. Cheung, Gregory A. Hill, James H. Hughes III, Alan J. Paskoff and David E. Puza.

## **THE MOLES WEBSITE**

*[www.themoles.net](http://www.themoles.net)*

The Moles website is very convenient to check on event and meeting dates and to look up information on fellow Moles members. If you have not already done so, please update your members page.

## **STUDENTS DAY** *(Continued from page 1)*

Engineering. To maintain the custom of having 20 schools in the program, the following institutions have been added: Bucknell, Hofstra, U.S. Coast Guard Academy and the U.S. Military Academy.

There has been a Students Day every year since 1963. A key logistical consideration in selecting the construction project to be the site of Students Day is the proximity of a meeting facility capable of accommodating as many as 500 persons. Some of the more recent Student Days and assembly locations follow.

PROJECT	YEAR(S)
Navy Homeport Staten Island U. S. Navy Base	1988
Reconstruction of Manhattan Bridge Brooklyn Poly Institute	1993
63rd Street Subway Extension 30-30 Night Club	1995 to 1998
Newtown Creek Sewage Treatment Plant Polonaise Terrace Catering	2003 to 2005
World Trade Center Foundation Restoration 7 World Trade Center - 40th Floor	2006 to 2010
Eastside Access Project, Sunnyside Queens School Construction Authority Headquarters	2011, 2012
East Side Access Project; Grand Central Station Vanderbilt Hall, Grand Central Station	2013
2nd Avenue Subway—86th St. and 96th St. Stations Underground—86th St. Station	2014
Tappan Zee Bridge Reconstruction Project Circle Line Sightseeing Boat	2015

As the students arrive at Students Day they are given protective equipment (hard hat, vest, glasses, etc.). A continental breakfast is provided which is followed by a slide presentation and explanation of what the student will subsequently see. The students are then broken up into groups of approximately 25 to 30, led by a guide (who is familiar with the site) and two assistants. The tour of the construction site typically includes 8 to 10 stations, where each group stops for about 10 minutes. A person very familiar with the work being conducted at that particular station provides a detailed, technical explanation.

The students then return to the meeting facility for a box lunch with the day's events concluding about 2 P.M. The students take their hard hats and vests with them as a remembrance of this very special day. And it is a very special day, likely their first ever visit to a construction site, and forever remembered in their future professional careers. They now truly know who THE MOLES are.

More recently, the Education Committee instituted The Moles Student Award, which is comprised of a cash award and certificate to the student exhibiting the most aptitude in construction at each participating school, and the Moles Education Committee Reception, held annually at the time of November Members Dinner honoring those recipients. Typically, 50 students and 15 faculty members attend the reception and the subsequent lecture, reception and dinner.



## NEWS of MEMBERS

In June, former Moles President, **ALFRED H. BRAND**, was honored with the ASCE Metropolitan Section's *2015 Civil Engineer of the Year Award*. Although he has stepped back a bit at Mueser Rutledge Consulting Engineers, having been a Partner there for many years, Al is still keeping an active consulting schedule and yet able to find time for world travel.

**PRAKASH DONDE** of Jenny Engineering was honored on May 15, 2015, at the Pierre Hotel (NYC) with the *2015 Leader of Industry Award* at the 54<sup>th</sup> American Concrete Institute (ACI) New York Chapter, by President Ball of the Concrete Industry Board. Donde has worked at Jenny Engineering since 1980 in civil, geotechnical and structural engineering in the design and construction of tunnels and underground structures.

**BRIAN C. STIERITZ**, formerly V.P. of Major Projects at PCL Civil Contractors, Inc., has joined Skanska as Vice President, West Region. He will provide executive oversight of Skanska, Northern California, Northwest and Rocky Mountain Districts and its offices in Oakland, Seattle and Cortez, Colorado.

## UPCOMING EVENTS

**ANNUAL FALL DINNER  
WEDNESDAY,  
NOVEMBER 4, 2015**

**AWARD DINNER  
WEDNESDAY  
JANUARY 27, 2016**

**ANNUAL BUSINESS  
MEETING  
AND DINNER  
WEDNESDAY  
MAY 4, 2016**

All of the above events will be at the New York Hilton Hotel. The November and May Dinners will also include a Lecture on a current heavy construction project which will be eligible for PDH credit.

## MOLES TO RETURN TO GRAND CAYMAN ISLAND FOR 2016 WINTER MEETING



**WESTIN HOTEL**

The year 2016 will mark the 20th anniversary of The Moles Winter Meeting. The first meeting was at the Indian River Plantation on Hutchinson Island on the East Coast of Florida. In 1998, the meeting was moved to the Registry Hotel in Naples, Florida. The following year, the meeting continued in Naples, moving to the La Playa Beach Resort, where it continued to be held until 2010, when it returned to the East Coast and the Four Season Palm Beach Hotel, where it remained through 2012.

In 2013, the Winter Meeting returned to Naples and was held at the elegant Ritz Carlton Hotel, to which it returned in 2014. Last year, the meeting was held at the Westin Hotel, Grand Cayman Island and will return there in 2016 - February 25 to February 28.

## 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 the 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 07677. Telephone: 201-930-1923 Fax: 201-930-8501. Website: [www.themoles.net](http://www.themoles.net); Executive Director and Editor of Holing Through: Gerard J. Carty, P.E. Email: [gcarty@themoles.net](mailto:gcarty@themoles.net)



# NEW MEMBERS



**Front (Left to Right):** Frank Pepe Jr., Rolando E. Acosta, Vincent A. Siefert, Robert G. Harms, Amitabha Mukherjee, Nasri A. Munfah  
**Rear (Left to Right):** Michael D. Flowers, Ned C. Seelhorst, Colin A. Lawrence, Patrick J. Whelan, Donald Fusco, John F. Sullivan, Edward A. Bond

**ROLANDO E. ACOSTA** earned a Bachelor Degree from Princeton University and a J.D. Degree from Rutgers University. After commencing employment with Northeast Remsco in 2001, and serving in various field assignments, Rolando now serves as CEO of the company.

**EDWARD A. BOND** is a fourth-generation family member to lead Bond Brothers, Inc., Everett, MA, where he serves as Chairman and CEO. The firm provides construction services in many sectors of the construction industry. Among other academic honors, Ed has been honored with an Honorary Doctorate Degree from Wentworth Institute of Technology.

Now in his 25th year with the Walsh Group, **DAVID B. CASEY** currently serves as Chief Operating Officer of the Archer Western Construction Division. David earned a Bachelor of Construction Management Degree from Southern Polytechnic Institute.

Starting with the company in 1970, **THOMAS S. DIPONIO** has spent his entire career with J.D. Contractors Inc., a heavy civil underground contractor, with headquarters in

Livonia, MI. He earned his Civil Engineering Degree from the University of Detroit in 1978, and has served as company President for many years.

Starting with the Deep Foundation Institute (DFI) in 1996 as office manager, **THERESA RAPPAPORT ENGLER** progressed through various positions and in 2006, was named Executive Director. Under her leadership, DFI has grown dramatically not only in the USA, but also worldwide.

Upon graduating from West Virginia University in 1974 with a Civil Engineering Degree, **MICHAEL D. FLOWERS** joined the American Bridge Division of the U.S. Steel Corporation. In 1986, he joined Mellon Stewart Construction, Inc., rising to VP of the Heavy Heavy/Highway Division. In April 1994, he returned to American Bridge, now a privately owned company, where he currently serves as President and CEO. In a JV with Fluor, the company recently completed the superstructure for the new San Francisco/Oakland Bay Bridge and is currently a member of the JV for the new Tappan Zee Bridge in New York State.

**DONALD FUSCO** earned his Civil Engineering Degree from NJIT and then went on to a 13 year career with Dick Corporation, Pittsburgh, PA, working on construction projects in the east, mid-west and far west. In 1989, he joined Slattery Skanska; he currently serves as Chief Operating Officer – West, Skanska USA.

**ROBERT G. HARMS** has had the good fortune of being mentored by his father, **GEORGE**, and **TOM HARDELL** (both members of The Moles) in his career with George Harms Construction Co., a very prominent New Jersey Heavy Construction firm, where he currently serves as Chief Executive Officer.

**MICHAEL HORODNICEANU** has served as President of MTA Capital Construction since 2008, providing the leadership of the nation's largest transportation program, encompassing the East Side Access project; the Second Avenue Subway; No. 7 Line Extension; and the Fulton Transportation Center. He earned a Bachelor's Degree in C.E. from the Israel Institute of Technology; a Master's Degree in Engineering Management from Columbia University Institute; and a Doctorate in Transportation Planning and Engineering from Polytechnic University of New York.

Along with his brother, **MIKE, KEVIN B. HUIE** is a third generation Huie to be a member of The Moles. His grandfather, Col. **IRVING V.A. HUIE** presented the first Non Member Award to Robert Moses in 1941. His father, **IRVING R. HUIE**, served as President of the Moles in 1987 and received the Moles Member Award in 1990. Kevin, after earning his Bachelor Degree in Construction Management from Roger Williams University in 1993, spent his early career with Morganti and J.F. White, joining Barletta Heavy Division, Inc. in 1999, where he currently serves as Area Project Manager.



# NEW MEMBERS

**CLIFFORD J. KASSOUF** earned both Bachelor and Master Degrees in Civil Engineering from Purdue University. He is President and CEO of The Triad Engineering & Contracting Company, a firm headquartered in Brooklyn, Ohio, which specializes in tunneling and utility contracting.

After earning his Civil Engineering Degree from Sunderland University in the UK, and spending his early career there specializing in tunnel engineering, **COLIN A. LAWRENCE**, decided to take up a new challenge and moved to the U.S. in 1998. Shortly thereafter, he joined Hatch Mott MacDonald, where he currently serves as Senior Vice President, leading the firm's tunneling practice in the U.S.

**PATRICK L. MALONE** has been employed by PCL Civil Contractors, Inc. for over 27 years, and until recently, in the heavy civil group. During that time, he worked on the widening of the Chesapeake Bridge and Tunnel, Virginia Beach, VA; the FDOT Ringling Bridge in Sarasota and Ernest F. Lyons Bridge in Stuart, FL, before assuming the position of Pacific NW Operations Manager, Seattle, WA. In 2011, he was named Corporate Business Development Manager. He earned his Bachelor Degree in Construction Management from Oklahoma State.

After a 25 year career with Modern Continental Construction Co., Inc., **MASSIMO A. MARINO**, founded L.M. Heavy Civil Construction, LLC, in 2006, where he serves as Chief Executive Officer. The company performs heavy construction projects in the Boston area.

After earning his Civil Engineering Degree from the University of California at Davis and working for the Perini Corporation for two years, **W. ALLEN MARR** turned to geotechnical engineering, earning Master and Ph.D. Degrees from MIT, and working at MIT from 1972 to 1982, at which time he established



**Front (Left to Right): Kevin B. Huie, Massimo A. Marino, Malcolm G. McLaren, Michael Horodniceanu, Michael T. Williams, W. Allen Marr, Paul Pomponio**

**Rear (Left to Right): David B. Casey, Thomas S. DiPonio, Patrick L. Malone, Clifford J. Kassouf, Joseph A. Pastore, Patrick J. Rooney, Gary Yerganian, Arthur J. McGinn, Bradford W. Roberts**

GEOCOMP Corporation, which has grown to a firm of 120 persons.

**ARTHUR J. MCGINN** earned Bachelor and Master Degrees from Purdue University and a Ph.D. from Cornell University, all in Civil Engineering. He has been with Brierley Associates Corporation for the past 15 years and now serves as President and CEO. The motto of this privately owned company, with offices around the country, is we *Create Space Underground*.

Shortly after completing his Civil Engineering education in 1975 (B.S. Degree from Cornell and M.S. Degree from Rutgers), **MALCOLM G. MCLAREN** founded McLaren Engineering Group with an office in his home. The company now employs over 150 persons, with headquarters in West Nyack, New York and offices in Connecticut, Maryland, Florida and California, providing Structural, Marine and Bridge, Highway and Rail design.

After earning his Bachelor Degree in Mining Engineering from the Indian Institute of Technology in 1978, **AMITABHA MUKHERJEE** came to the United States and received a M.S. Degree in Mining Engineering from

Virginia Tech. Subsequently, he was employed by Engineers International Inc., Westmont, IL as a mining and geotechnical engineer before earning his Eng., Sc.D. from the Henry Krumb School of Mines, and Columbia University in 1989. After employment by the NYCDEP, he joined Parsons Brinckerhoff in 1999, where he currently is Senior Engineering Manager, Geotechnical and Tunneling Division.

Before joining HNTB Corporation in 2011 as Chairman of Tunneling Services and Senior Vice President, **NASRI A. MUNFAH** had been employed by Parsons Brinckerhoff. He earned his Bachelor Degree in Civil Engineering from the University of Aleppo, Syria and his Master Degree in Structural Engineering from Michigan State University.

As a career employee and currently Vice President of Hayward Baker, Inc., **JOSEPH A. PASTORE** is responsible for the company's operations in New York State, including all of the NYC Metropolitan area. He earned both Bachelor and Master Degrees from John Hopkins University.



# NEW MEMBERS

After earning a B.S. in Electrical Engineering and an M.S. in Civil Engineering, both from Syracuse University, **FRANK PEPE, JR.**, went on to a career with Parsons Brinckerhoff. He currently serves as Vice President/Geotechnical and Tunnel, where he has been involved and responsible for projects including the Boston Central Artery Project; the NYC MTA Eastside Access and Second Avenue Subway Projects; and the Bayonne Bridge Roadway Raising Project.

**PAUL POMPONIO's** company, El Sol Contracting, Maspeth, Queens, is a family owned company specializing in bridge rehabilitation and highway construction, performing work in the NYC Metropolitan Area, Long Island and New Jersey. Paul earned a B.A. Degree from Brooklyn College in 1991.

**MATTHEW F. POPE** is Vice President of Mining Equipment Ltd., Durango, Colorado. The company is a distributor of mining equipment both in this country and in Europe, Southeast Asia and Australia, and more recently began providing its own line of tunnel locomotives.

A 1981 Civil Engineering graduate of Villanova University, and after an earlier career with Exxon Company, USA, **JOSEPH K. POSILICO** joined Posillico Civil, Inc., in 1987. He currently serves as President and CEO of Posillico, Inc., the parent company of the various Posillico companies which perform bridge and highway work in the Metropolitan NYC area.

**BRADFORD W. ROBERTS** earned his Civil Engineering Degree from the University of New Hampshire in 1989, and thereupon joined GZA GeoEnvironmental. He earned his Master Degree in Civil Engineering from Northeastern University in 1996 and currently serves as Principal, District Office Manager – Contractor Services Division, GZA GeoEnvironmental, Inc., providing consulting services to heavy construction contractors.

After earning his Civil Engineering Degree from CCNY in 1988, **PATRICK J. ROONEY** joined Schiavone Construction Co., rising to the position of Vice President of Field Operations. In October 2013, he joined Railroad Construction Company, where he is a Vice President and a Member of the Board of Directors.

**NED C. SEELHORST** has spent his career in the mining industry, more recently specializing in drilling and blasting. He currently serves as Vice President of Explo Powder, Inc., managing the distribution of commercial explosives in the five boroughs of New York City. Ned earned a Bachelor of Science Degree from Indiana University of Pennsylvania and went on to study Mining Engineering at Pennsylvania State University.

After earning a his Bachelor's Degree in Civil Engineering from Villanova University, **VINCENT A. SIEFERT**

worked on the construction side of the heavy construction industry with Moretrench American Corporation, Walsh Construction Company (div. of Guy F. Atkinson Company), Kiewit Eastern and George A. Tomasso Construction Company. In 2000, he formed Seifert Associates, a consulting firm providing construction engineering services for major heavy and highway projects. More recent projects include the World Trade Center Transportation Hub; the MTA East Side Access, 2nd Avenue Subway and No. 7 Line projects; and Tappan Zee Bridge Reconstruction project.

**JOHN F. SULLIVAN** is in his 27th year with Skanska. More recent projects which he has overseen as Vice President of Operations include Newton Creek as a Project Executive; Moynihan Station Phase 1; NYC Rapid Recovery Repairs, Hurricane Sandy Recovery; and the LIRR Double Track Project. John earned an Associate of Science in Construction Engineering from SUNY Farmingdale.

**SALVATORE F. TADDEO** earned a Bachelor Degree in Electrical Engineering from CCNY and has been with Skanska 18 years. He presently is Executive Vice President of Skanska Southeast (the former Tidewater Construction Group) located in Virginia Beach, VA and has played a very key role in the \$1.45 Bil. Midtown Tunnel Project, a JV of Skanska, Kiewit and Weeks.

After earning his Civil Engineering Degree from Manhattan College, **PATRICK WHELAN** worked nine years with Kiewit, as an engineer/superintendent. During his later years at Kiewit, he attended Rutgers University School of Law and earned his J.D Degree in 2005. After serving as an Associate with Peckar & Abramson and as General Counsel for The Judlau Corporation, he joined Weeks Marine, where he is Senior Vice President, General Counsel and Secretary.

After working for Perini Corporation for four years, **MICHAEL T. WILLIAMS** joined Judlau Contracting Inc., in 1994, and worked his way through engineering and supervisory field positions; project manager; Project Executive; and in 2011, was appointed to his present position, Vice President of Operations. He earned his Bachelor Degree in Civil Engineering from Manhattan College and his Master's Degree in Construction Engineering from Columbia University.

**GARY YERGANIAN** earned his Bachelor Degree in Civil Engineering from Polytechnic Institute of New York in 1983, and thereupon joined Carlin Construction Corporation, New Rochelle, NY. In 1994, he joined Citnalta Construction Corp, Bohemia, New York, where he presently serves as Executive Vice President and Chief Operating Officer.



# J.F. SHEA COMPANY

J.F. Shea Construction is an excellent example of the evolving nature of the construction industry in the United States. The company, founded by John Francis Shea, son of Austin Shea (who immigrated to this country from Ireland in 1846), started as a plumbing contractor in Portland, Oregon in 1881. During World War I, Shea installed plumbing and heating facilities in ships and in the 1920s became a sewer contractor. After their father died in 1926, his sons, Charlie, Gil and Ed Shea went on to build major tunnels in Oregon. During the Great Depression, Shea helped build some of the country's most challenging construction projects.

**HOOVER DAM:** In 1931, bids were invited for the mighty Hoover Dam. The size of this project was well beyond the capabilities of any one contractor. Thus a Joint Venture was formed called Six Companies. The JV consisted of a JV of Bechtel/Kaiser/Warren Brothers, joined by Morris-Knudsen, MacDonald and Kahn, Utah Construction Company, Pacific Bridge Company and J.F. Shea.

Hoover Dam bids were submitted in March 1931, and the Six Companies, Inc., was the low bidder at \$48,890,955.00. Work promptly began. Frank Crowe, regarded as the country's leading builder of dams, and who had worked with Morrison and Watts and had participated in the bidding, was appointed Project Manager. To support the gigantic work force, the Six Companies built Boulder City, an entire new town seven miles from the construction site. Charlie Shea had a very active role during construction as Managing Director. The project was successfully completed in 1935.

**GOLDEN GATE BRIDGE:** Shortly after the start of work on Boulder Dam, a call for bids was issued on June 17, 1931, and American Bridge was the successful bidder on the superstructure portion of the project. A Joint Venture of Shea and Pacific Bridge was awarded the contract in the amount of \$3.6 million to build the bridge's piers and abutments.

**SAN FRANCISCO-OAKLAND BAY BRIDGE:** In 1933, Transbay Construction Company, a joint venture of Shea and Pacific Bridge, was awarded a \$7 Mil. contract to build the west substructure of the San Francisco-Oakland Bay Bridge. The scope of work included the foundations for four main tower anchor blocks and the center anchor block, the deepest foundation. One of the piers was 246 feet deep.

In 1933, Shea moved its headquarters from Portland, Oregon to Los Angeles.



**HOOVER DAM**



**GOLDEN GATE BRIDGE**



**BAY BRIDGE**



# *J.F. SHEA COMPANY (Continued)*

Also in 1933, bids were invited for the construction of the Lower Grand Coulee Dam on the upstream end of the Columbia River in Washington. There were only two bidders: the Six Companies Joint Venture and the MWAK Joint Venture (Silas Mason Company of New York, Walsh Construction Company of Davenport, Iowa and the Atkinson-Kier Company of San Francisco.) The MWAK JV bid was \$5 Mil. lower than the Six Companies. However, when the High dam was bid, the Six Companies JV and the MWAK JV joined together and were successful in securing the \$34.4 Mil project.

Ed Shea, with his family, moved east in 1937, and was successful in securing a number of major tunneling contracts: including the Gunpowder-Montebello Tunnel in Baltimore; the New York City Delaware Aqueduct, in partnership with Walsh Construction Company, Henry J. Kaiser and S.A Healy; and tunnels for the Chicago subway in partnership with S.A. Healy.

Shea, like many contractors did subsequently, entered the shipbuilding business in 1939, when the Six Companies joined Todd Shipbuilding and formed Seattle-Tacoma Shipbuilding Corporation, building ship yards and Liberty ships during the war years.

In 1958, a third generation of Sheas, John Shea and his cousins Peter and Edmund, assumed the leadership of the company, with John serving as President. Major projects performed included Clear Creek Tunnel, Glendora Tunnel and a number of California Aqueduct projects.

The 1970s brought dynamic changes to the tunnel industry with the introduction of the Tunnel Boring Machine (TBM).

Charles H. (Buck) Atherton came to work with Shea in 1967. In the early 1970's, Buck became the Eastern Area Manager over WMATA work in Washington, D.C., and over the next forty years, helped expand Shea's east coast operations with other tunnel projects in Chicago, Il, Rochester, NY, Milwaukee, WI, and Boston, MA.

In 1987, **JAMES M. MARQUARDT**, joined Shea on its WAMTA tunnel projects. In 2001, Jim was appointed to the position of Vice President of Shea and has been Shea's Eastern Area Manager since 2008.

Among Jim's proudest accomplishments was serving as Project Director of the Joint Venture team of Shea,

Skanska and Schiavone, which, in November 2007, was awarded the \$1.1 Billion contract for the extension of the No. 7 Line from 42<sup>nd</sup> St. and 8<sup>th</sup> Ave. to 25<sup>th</sup> St. and 11<sup>th</sup> Ave. It will provide subway access to the Javits Convention Center and to the massive Hudson Yards development, now under construction. Jim was promoted to Senior Vice President of J.F. Shea Construction, Inc. in 2011. Most recently Jim has been involved in the startup of the \$1.6 Billion Metro Westside Purple Line Project in Los Angeles, and the pursuit of the Purple Line LRT Project in the state of Maryland.

In 2005, Peter O. Shea, Jr., a member of a fourth generation of family management, assumed the position of CEO and President of the company.

In late March of this year, the Joint Venture of Kiewit/Shea submitted the successful bid (\$706,805,000) for the Delaware-Rondout Aqueduct Bypass Tunnel. This critical tunnel, which carries water from the Catskill and Delaware Watersheds under the Hudson River, is to replace the existing tunnel which has been leaking for many years.

Several members of J.F. Shea have received recognition and honors by The Moles. John F. Shea received The Moles Non Member Award in 1991. Buck Atherton was similarly honored in 1997, and Peter Shea Sr. in 2011. Jim Marquardt is the current President of The Moles.

Similarly, the following members of Shea have been honored with a Golden Beaver Award: John F. Shea - Management Award 1989; Buck Atherton - Supervision Award 1991; Peter Shea - Management Award 2004; Martin Vliegenthart - Supervision Award 2010; and, Jim Marquardt - Supervision Award 2012.

In 1968, Shea entered the homebuilding business with the formation of PBS Corporation and their first project was in Redding, California. The company's entrance into homebuilding was very successful and continues to this day, as Shea Homes. Shea has continued to diversify since then. The company remains family owned.

**SUPPORT  
THE MOLES  
SCHOLARSHIP  
FUND**

**HAVE YOU MOVED?  
CHANGED YOUR  
AFFILIATION?**

Please don't get lost in the shuffle. Notify the Moles office so we know where you are!



# MAY THEY REST IN PEACE



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2003 Moles President and 2006 Moles Member Award Recipient, **EDWARD CRUZ** died on July 14, 2015, at the age of 74. He was born in Portugal to humble beginnings. His father emigrated to this country in 1946, and after earning sufficient funds, returned to Portugal and brought his family to the U.S. in 1950. He subsequently founded Cruz Construction Company. Ed grew up working for the company and went on to earn his Civil Engineering Degree from Newark College of Engineering (now NJIT). As Ed and his cousin **EVERETT CRUZ**, gained experience, they grew the company very substantially. In 1984, Ed and Everett left Cruz Construction Company and formed E.E. Cruz & Co, Inc., and developed that company into a major construction company. Among the company's noteworthy projects are the following: Kennedy Airport Cut and Cover Tunnel - \$75 Mil; NYC DEP Flushing CSO Retention Facilities \$150 Mil.; Eight World Trade Center Project - \$325 Mil.; and the Second Avenue Subway- Contract 2A - \$360 Mil.

Ed was a generous mentor. Andre Ameer, Juan Gutierrez, Joe Malandro, Charlie Montalbano, Gus Lijo and Jeffrey R. Cruz are Moles members who benefited from his guidance. Certainly, there were many others as well.

He was honored by his Alma Mater, NJIT, in May 2013, with an Honorary Degree of Doctorate of Humane Letters. A Memorial Service with over 400 persons in attendance was held on July 22, 2015, at the New Jersey Performing Art Center, Newark, NJ.

With plans to attend the upcoming Moles Clambake, **JACK BURKE** died suddenly on July 5, 2015, at the age of 90. There is no person who knew the history of the Tunnel Industry in the United States, nor was better liked and respected, than Jack Burke. After a long career with Gardner Denver, he retired in 1988 from that company but not from the tunnel business. He went on to write articles on a regular basis for *World Tunneling*, *Tunnels and Tunneling* and *TBM* magazines. He rarely, if ever, missed a Moles Clambake or Award Dinner nor a Beaver Dilly or Beaver Award Dinner. In 1992, he was honored by The Beavers with a Golden Beaver Award. He continued to regularly keep in touch with his numerous friends within the industry (from the CEOs, Tunnel Superintendents and Miners, etc.). A 40 year colleague wrote: *A great friend and such an icon to our industry.* Jack, there will never be person to match you. We will all miss you greatly.

**CHAUNCEY E. BURTCH**, honored in 2011 as a 40 Year Member of The Moles, died on July 10, 2015, at the age of 89. A Civil Engineering graduate of Cornell University, he spent his entire career with Dravo Corporation (Pittsburgh, PA), where he served as President and CEO.

At the time of his admission to membership in The Moles in 1991, **PETER F. MCNULTY** was Director of Construction of the Massachusetts Bay Transportation Authority (MBTA). A Civil Engineering graduate of Northeastern University, he died on May 11, 2015 at the age of 67.

## 25 Years Ago

**CHARLES H. CAMPBELL**, Executive Vice President of Peter Kiewit Sons' Inc., was elected President of The Moles. Charlie subsequently became Vice Chairman of the Board of Directors of Kiewit, but unfortunately died of a heart attack on March 19, 1994, while changing planes at Newark Airport.

**IRVING HUIE** was Recipient of The Moles Member Award and **THOMAS J. WHITE** was the Recipient of the Non Member Award. **DAVID B. PERINI** presented the Award to Irv Huie and **CHARLIE MERGENTIME** presented the Award to Thomas White. The Principal Speaker at the Award Dinner was **THOMAS D. LARSON**, Administrator of the Federal Highway Administration.



# Annual Business Meeting - May 6, 2015

## ELEVEN MOLES BECOME 40 YEAR MEMBERS



**BOB BRUNGRABER**

**JOHN CHOW**

**JOE D'ANNUNZIO**

**BILL KRUSE**

**ED PLOTKIN**

In addition to the five 40 Year members present at the meeting to receive their 40 Year Certificates personally from Moles President **HENRY E. ADAMS** (pictured above), the following six members were not able to be present: **GLEN H. BARLOWE, EDMUND M. BURKE, RALPH E. CHILTON, ROBERT B. HOWARD, JOHN E. HUGHES, JR. AND JAMES L. MANN.**

### CHANGING GUARD



Outgoing President Hank Adams presenting the gavel to incoming President Jim Marquardt



Education Committee Chairman Paul Schmall presenting final Education Committee report



Publicity Committee Chairman John McNamara presenting final Publicity Committee report



### RECEPTION