



# Construction NEWS



Vol. 37 No. 6 JUNE 2021 \$1.50



**Focused on Dam Repairs**  
As negotiations for infrastructure rebuilding advance, upgrading aging facilities is gaining momentum. From left, New Rochelle Mayor Noam Bramson, State Sen. Shelley Mayer, Westchester County Executive George Latimer, State Rep. Amy Paulin and Eastchester Supervisor Anthony Colavita gathered last month at the reservoir spillway at the Lake Isle dam in Eastchester, NY, where they pledged support to address long-needed improvements to the 126-year-old masonry dam. See story, photos, page 19. Photo Credit/GEORGE DRAPEAU III

## Rte. 17 Expansion Cost Ranges From \$245M to \$1B: DOT

By JOHN JORDAN  
POUGHKEEPSIE—An ongoing study on the cost of improvements to Route 17, including the possible construction of a third lane in both the eastbound and westbound directions could cost anywhere from as little as \$245 million to as much as \$1 billion, depending upon the scope of the project.  
Members of the New York State Department of Transportation’s Route 17 Planning and Environmental Linkage (PEL) Study group hosted a virtual workshop on June 3 to provide the public an update on the study’s progress and improvements being considered for the vital section of roadway in Orange and Sullivan counties. The program was hosted by Mark Tiano, PE, NYSDOT Project Manager for the Route 17 PEL study, and also featured officials with consulting firm WSP USA that covered a host of topics including estimated cost of various third lane build scenarios under consideration; possible transit enhancements, including the construction of new park and ride facilities, and a host of interchange improvements in Sullivan and Orange counties that could be undertaken if and when funding is available.



A NYSDOT study on the possible expansion of Route 17 in Orange and Sullivan counties should be completed by the end of October of this year.  
Rebecca Novak, civil department manager at WSP USA’s office in Valhalla, NY, detailed the two major third lane build options. If the study recommends the construction of a third lane, the least expensive option would add a third lane in the existing roadway footprint for a stretch of 20 miles from the I-87 connector in Harriman to the Route 211 exit (Exit 120) that would cost an estimated \$245 million to \$315 million. To broaden the scope of the project to run a stretch of 45 miles extending the third lane to Route 17B (Exit 104) in Monticello would raise the cost of  
**Please turn to page 7**

## Contractors Look Back at Troubling Year; See Hopeful Signs of Rebound in 2021

By GEORGE DRAPEAU III  
TARRYTOWN, NY—“This is not the end. This is not beginning of the end. But it is, perhaps, the end of the beginning.”  
These words, spoken by Winston Churchill in November 1942 to describe his country’s struggles through the World War II, have framed our actions as a nation since mid-March 2020 when state-mandated COVID restrictions were imposed. Fifteen months later, on June 15, most restrictions were lifted on Day 472 of the pandemic emergency that has killed more than 600,000 people in the U.S. In making the announcement, Gov. Andrew Cuomo said that New York State went from the highest positivity rate on the planet at 48.16% at the height of the pandemic in April last year to the lowest in the nation at 0.40% as of June 18. Gov. Cuomo lifted the COVID state of emergency he imposed in

March 2020 on June 24. Because the state has reached the 70% threshold, “We can return to life as we know it,” Gov. Cuomo said, adding “What New York has done is extraordinary. We have literally gone from worst to first.”  
The state’s health guidance and “New York Forward” industry-specific guidelines—including social gathering limits, capacity restrictions, social distancing, cleaning and disin-

fection, health screening and contact information for tracing—are now optional for retail, food services, offices, gyms and fitness centers, amusement and family entertainment, hair salons, barber shops and personal care services, among other commercial settings.  
Gov. Cuomo said he was able  
**Please turn to page 9**



Multiple pyrotechnical celebrations statewide on June 15 marked the reopening of businesses and gatherings after 15 months of coronavirus pandemic restrictions. Composite imagery over the Gov. Mario M. Cuomo Bridge, with a display launched from Nyack in Rockland, signals the promise of the region’s return to safer and healthier activities.  
Photos Credits/State of New York

### Inside

Obituary.....	7
Washington Update.....	9 & 10
Economic Outlook .....	10
Photo Gallery.....	19
Safety Watch .....	23
Financial Management.....	24
What’s New & Who’s News..	25
Low Bids .....	30

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The TRIP Report

NYS Interstate Deterioration Among Highest in U.S.

To Fix and Modernize Highways And Bridges, Congress Must Double Current Funding

WASHINGTON—As the U.S. Interstate Highway System turns 65, it is congested, carries significant levels of travel—particularly by large trucks—and lacks adequate funding to make needed repairs and improvements. America’s most critical transportation link will need to be rebuilt and expanded to meet the nation’s growing transportation needs, according to a report released June 23 by TRIP, a national transportation research nonprofit.

The report, America’s Interstate Highway System at 65: “Meeting America’s Trans-

portation Needs with a Reliable, Safe & Well-Maintained National Highway Network,” looks at the Interstate system’s use, condition and benefits, and at the findings of a 2019 report prepared by the Transportation Research Board (TRB), at the request of Congress as part of the Fixing America’s Surface Transportation (FAST) Act, on the condition and use of the Interstate system and on actions required to restore and upgrade the Interstate system.

The chart (at right) ranks states whose Interstate systems are the most congested, have ex-

RANK	Congested Urban Interstates		2000-19 Interstate VMT Increase		Daily Interstate Travel per Lane Mile		Interstate Pavement in Poor Condition		Interstate Bridges Poor/Structurally Deficient	
1	California	87%	Nevada	69%	California	20,957	Hawaii	23%	West Virginia	13%
2	Maryland	83%	Louisiana	61%	Maryland	20,214	Delaware	9%	Rhode Island	12%
3	New Jersey	81%	North Carolina	57%	Hawaii	17,864	New Jersey	9%	Illinois	8%
4	Delaware	71%	Utah	57%	Colorado	17,702	Louisiana	7%	Massachusetts	7%
5	Florida	70%	Colorado	53%	Florida	17,145	New York	6%	New York	6%
6	Massachusetts	68%	Texas	49%	Texas	17,123	Colorado	6%	Michigan	6%
7	Rhode Island	65%	Mississippi	45%	Rhode Island	16,644	Michigan	6%	Colorado	5%
8	Connecticut	63%	Idaho	44%	Massachusetts	16,326	California	6%	Maine	5%
9	Hawaii	60%	Wisconsin	42%	Washington	16,251	Maryland	5%	Washington	5%
10	Washington	58%	Florida	41%	New Jersey	16,053	Indiana	5%	Missouri	5%
	U.S Average	47%	U.S Average	26%	U.S Average	14,742	U.S Average	3%	U.S Average	3%

perienced the greatest increase in vehicle miles of travel (VMT) since 2000, are busiest (based on daily travel per lane mile), have the largest share of pavement in poor condition, and have the greatest share of bridges in poor/structurally deficient condition.

According to the TRB report, the U.S. Interstate system has a persistent and growing backlog of physical and operational deficiencies as a result of age, heavy use and deferred reinvestment, and is in need of major reconstruction and modernization. The TRB report concludes that annual investment in the Interstate Highway System should be increased by approximately two-and-a-half times, from \$23

billion in 2018 to \$57 billion annually over the next 20 years.

“A safe and well-maintained Interstate Highway System can strengthen the state’s economy, enhance personal mobility and facilitate more efficient movement of goods, but the future of this network could be in jeopardy without increased federal investment,” said John A. Corlett, AAA New York State’s Legislative Committee Chairman. “Everyone benefits from a modern, accessible Interstate Highway System. We urge members of Congress and the current administration to prioritize transportation investments to ensure safe, efficient and reliable mobility across the New York State and indeed the

entire United States.”

According to the TRIP report, pavements on six percent of New York’s Interstate highways are in poor condition, the fifth highest share in the nation. Six percent of New York’s Interstate bridges are rated in poor/structurally deficient condition, the fifth highest share in the U.S. As the aging system’s foundations continue to deteriorate, most Interstate highways, bridges and interchanges will need to be rebuilt or replaced. TRIP’s report finds that while pavement smoothness on most segments of the U.S. Interstate system is acceptable, the crumbling foundations of most highway segments need

Please turn to page 24



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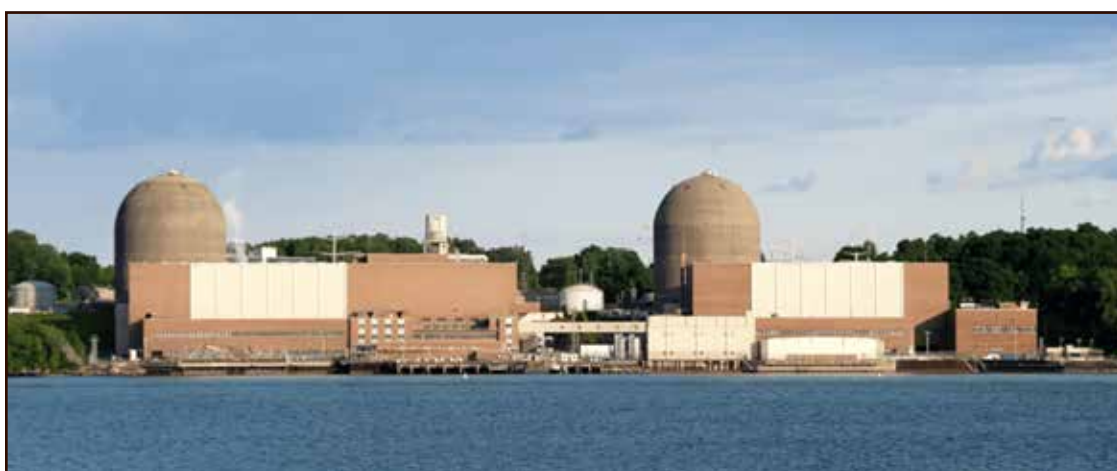


# Indian Point Energy Center's Sale To Decommissioning Firm Finalized

By JOHN JORDAN

BUCHANAN, NY—The nuclear age in Westchester County and the Hudson Valley officially ended with the sale of the Indian Point Energy Center in Buchanan by Entergy Corp. to decommissioning firm Holtec International.

On May 28, Entergy announced it had completed the sale of the Indian Point complex to subsidiaries of Camden, NJ-based Holtec International. The final operating unit at the site, Unit 3, was shut down by Entergy on April 30, 2021, after generating electricity for 45 years. Indian Point Unit 2 was shut down in April 2020, while Indian Point Unit 1 was shut down in 1974. Under this asset transfer deal, the site's ownership and operating licenses have now transferred to Holtec subsidiaries, with Holtec Indian Point,



Indian Point Energy Center is located on 240 acres on the Hudson River shoreline in Buchanan, NY and is now owned by decommissioning firm Holtec International.

LLC serving as the owner and Holtec Decommissioning International, LLC serving as the license holder and decommissioning operator. Entergy has no residual interest in the IPEC site.

The New York State Public Service Commission approved the Indian Point sale to Holtec

on May 19, 2021 after the U.S. Nuclear Regulatory Commission approved the transfer of Indian Point's licenses to Holtec in November 2020. Entergy and Holtec announced the Indian Point sale in April 2019. After facing staunch opposition from New York State and environmentalists and

mounting legal costs in its attempt to relicense Indian Point 2 and 3, Entergy announced plans to shutter the nuclear power plants in January 2017 that blindsided many state and municipal officials, regulators and Westchester County business leaders.

"We thank all our employ-

ees at Indian Point for operating a safe, secure and reliable plant for more than 20 years under Entergy's ownership, and we look forward to many of them continuing on with Entergy at new locations," said Entergy chairman and CEO Leo Denault. "With our previously announced agreement for the post-shutdown sale of Palisades nuclear power plant in 2022, we remain on track to complete our exit from nuclear power operations in merchant markets."

In December 2020, Entergy and Holtec International, through their affiliates, jointly submitted a License Transfer Application with the U.S. Nuclear Regulatory Commission requesting approval to transfer the NRC licenses for the Palisades Nuclear Plant in Covert, MI to Holtec following its shutdown and permanent defueling in the spring of 2022.

"Protecting public health and safety and the environment is the foundation upon which the Indian Point decommissioning program will be carried out," said Holtec's president and CEO Dr. Kris Singh. "The cutting-edge technologies that we have employed at Pilgrim and Oyster Creek to ensure maximum worker and environmental safety and wellbeing of the local communities will be employed at Indian Point to secure the same excellent outcomes that we continue to achieve at other plants in our fleet. We are committed to a continuous engagement with the stakeholders at the local and state levels to ensure a smooth dissemination of information at all times."

While no financial terms of the transaction were disclosed, Entergy in an SEC filing on May 6, 2021, reported, "The Indian Point transaction is expected to result in a \$285-million net loss based on the difference between Entergy's adjusted net investment in the subsidiaries at closing and the sale price net of agreed adjustments. The primary variables in the ultimate loss that Entergy will incur are the values of the nuclear decommissioning trusts and the asset retirement obligations at closing, the financial results from plant operations until the closing, and the level of any unrealized deferred tax balances at closing."

Some of the terms agreed to by Entergy and Holtec with the New York State Public Service Commission include:

- Holtec is required to maintain a minimum balance of no less than \$400 million in the decommissioning trust fund for 10 years;

- Maintain a minimum balance of no less than \$360 million in the decommission-

Please turn to page 25



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OBITUARY

Joseph Piazza  
Construction Executive

Longtime construction executive Joseph Piazza of Valhalla, NY, passed away on May 27, 2021. He was born on Jan. 2, 1937 in Catolica Eraclea, Sicily to Nicolo and Giovanna (nee Terrasi) Piazza. He was 84.

Mr. Piazza was a general contractor and founder of Piazza Brothers Inc. The company was a part of renovating most of the schools in Westchester and Rockland counties. He was the father of John Piazza, a board member of the Building Contractors Association of Westchester & the Mid-Hudson Region.

A loving husband, father and grandfather, he is survived by his wife, Antonina Sciortino Piazza; two sons, Nicolo Piazza of Thornwood, NY, and John Piazza of Valhalla, NY; three brothers, Giovanni, Domenico and Vito Piazza; three sisters, Santina Buffone, Lucrezia Sciascia and Angela Fucile; 10 grandchildren and four great grandchildren. He was predeceased by his son, Anthony Piazza.

A funeral service was held on June 3 at the Holy Rosary Church in Hawthorne, NY and was followed by internment at the Ferncliff Cemetery in Hartsdale, NY.



ALBANY UPDATE

NYS Legislature Passes  
Wage Theft Prevention Bill

ALBANY—The New York State Legislature passed wage theft prevention legislation that was hailed by the building trades.

The legislation (A3350, S.2766C) passed both the Assembly and Senate earlier this month and now awaits the governor’s signature. The legislation will hold contractors accountable and increase the likelihood that exploited workers in the construction industry will secure payment and collect unpaid wages and benefits for work that has already been performed, according to supporters of the bill.

The legislation will amend the existing wage theft law and require general contractors to assume joint and several liability for any debt resulting from making a wage claim, owed to a wage claimant or third party on the wage claimant’s behalf. General contractors will also gain new authority to oversee the books of subcontractors in order to better ensure that workers are being paid all owed wages. The general contractor would be liable for up to three years after a project is completed.

“Wage theft is a serious issue in which workers are cheated out of benefits they are rightfully owed,” State Senate Majority Leader Andrea Stewart-Cousins said. “The Senate Democratic Majority will not let this be tolerated in New York. Every worker has the right to fair compensation and to seek the recovery of earned wages without fear of retaliation.

I thank Sen. Ramos for her leadership on this issue, and the Senate Democratic Majority will continue to provide the necessary protections and support New Yorkers need to ensure that their paychecks reflect their hard work.”

Bill sponsor, and chair of the Senate Committee on Labor, Sen. Jessica Ramos, said, “An honest day’s pay for an honest day’s work. Under the incredible leadership of our Senate Majority Leader, the New York State Senate is taking action to protect construction workers from the hundreds of millions of dollars that are stolen from them every year by unscrupulous contractors and subcontractors—reaffirming the Senate Democratic Majority’s commitment to prioritizing the rights of workers across our state.”

Gary LaBarbera, president of The New York State Building & Construction Trades Council, which represents more than 200,000 unionized employees, called the bill’s passage a “monumental victory for working people.”

“From day one, this legislation was all about putting the interests of working people ahead of those of unscrupulous contractors in the construction industry,” Mr. LaBarbera said in a statement published on Construction Dive.com.

If signed into law by Gov. Andrew Cuomo, New York would join five other states—California, Nevada, Maryland, New Jersey and Virginia—that have wage theft laws in place.

Rte. 17 Expansion Cost Ranges From \$245M to \$1B: DOT Continued from page 1

that option to between \$550 million to \$710 million. This option would have low to moderate impacts on existing bridges, minor environmental impacts and moderate pavement needs, but would also have non-standard left shoulders for the full length of the respective third lane expansions.

Novak explained that a second option would involve widening the existing roadway to accommodate the third lane expansions in both directions. The estimated cost of this option for a third lane covering 20 miles from Southern Orange County to Middletown would run between \$350 million to \$450 million. The project cost for the 45-mile stretch from Southern Orange County to Monticello would run between \$790 million to \$1 billion.


Under this option, it is believed the impact to existing bridges would be moderate, would involve minor pavement maintenance needs and would only have left shoulders at existing bridge piers termed as non-standard. She noted that the environmental impacts of this more expansive third lane scenario would be moderate.

The study group has not made any decisions on third lane build option preference. The group has also considered no-build as well as the construction of a High Occupancy Vehicle Lane and Infrastructure Upgrades as options. The study group has ruled out the No Build option, while it believes that the HOV would accomplish some of the project goals and that upgrades to interchanges would fall in line with the project’s goals and objectives.

It should be noted that supporters for the addition of a third lane on Route 17, including the 17-Forward 86 coalition, have estimated the Route 17 expansion cost at approximately \$500 million. Project advocates have expressed hope that the project could be funded under the massive infrastructure bill being discussed in Washington, DC

# Evaluation | Costs and Impacts

Description	Estimated Costs			Impact to Existing Bridges	Pavement Maintenance Needs	Non-Standard Features	Environ. Impacts
	Per Mile	Total including I-87 to Rt. 211 (20 miles)	Total including I-87 to Rt 178 (45 miles)				
1. Build within existing footprint	\$12M to \$16M	\$245M to \$315M	\$550M to \$710M	Low to Moderate	Moderate	Yes (full length of left shoulders)	Minor
2. Widen roadway	\$18M to \$23M	\$350M to \$450M	\$790M to \$1B	Moderate	Minor	Yes (left shoulders, only at existing bridge piers)	Moderate

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The NYSDOT study also includes a host of interchange upgrades that to date are not included in the project cost estimates.

between the Biden administration and Democratic and Republican members of Congress.

The presentation also included traffic data from 2018 which showed significant traffic issues mainly by the Harriman, Central Valley and Monroe exits as well as in Goshen and Middletown. Several participants noted that the traffic data for an average Friday evening needs to be updated due to a host of issues, including the impending opening of LEGOLAND New York as well as the influx of new residents to Sullivan County by New York City residents fleeing the city during the coronavirus pandemic.

Katie Craig, PE, PTOE, traffic engineering & ITS Manager at WSP USA, in projecting the roadway’s needs by 2055, said, “So, overall the picture we are trying to paint here for you is that what we see during this Friday evening time period in 2055 is that most of Orange County is really going to be operating under Level of Service F and stop-and-go conditions, with small pockets of stable (traffic flow), but mainly stop-and-go conditions.”

Marc Baez, director of economic development for Sullivan County, noted that the DOT figures were compiled from May and noted that every June and for

the rest of the summer the population of the county increases sharply from approximately 78,000 to well in excess of 300,000.

Bill Gorton, senior manager for transportation services for WSP USA, said that the traffic data will be updated prior to the release of the draft study in September. Gorton is a former Director of Region 8 (Hudson Valley) for the New York State Department of Transportation.

Mr. Baez, who is co-chair of the 17-Forward-86 Coalition, said of the workshop, “It is encouraging that efforts to widen the Route 17 corridor are moving forward and the PEL study is a critical step in this process. The message from Washington is that infrastructure investment is a priority, with a focus on transformative projects that have significant local support. The Route 17 improvements are consistent with those objectives. This is an opportunity for us all to focus on safety and sustainability, as we strive to continue to ensure economic prosperity for our region.”

17-Forward-86 was established in August 2018 by a dedicated group of advocates who support the widening of Route 17. The coalition comprises more than 200 members of economic develop-

ment groups, construction trades, tourism groups and energy companies who share a common vision for expanding the capacity of Route 17 to strengthen the economic well-being of the Hudson Valley and Sullivan Catskills.

The June 3 workshop was the second of a planned three public workshops. The Route 17 Planning and Environmental Linkage (PEL) Study group will be working on a draft scoping report that will be released at its next public workshop scheduled for September 14. The group hopes to close out the study by the end of October 2021.

A total of 132 community and business leaders from the Hudson Valley zoomed in March 18 for a presentation by the New York State Department of Transportation on the status of the PEL study of the Route 17 corridor in Orange and Sullivan counties.

The PEL process is being initiated by the NYSDOT in cooperation with the Federal Highway Administration. The DOT last year began a scoping and preliminary review process as part of the \$5 million PEL study, whose funding was secured through the 2018-2019 state budget.

The PEL study is a follow-up to a NYSDOT study released in May 2013 that examined the corridor between Monticello, Exit 103 (Rapp Road) and Harriman, Exit 131 (New York State Thruway) to help accommodate transportation demands brought about by economic growth in the region and to help accommodate future growth.

The final report recommended: adding a general use third lane, in each direction, from Interstate 87 in Harriman to just west of Middletown, Orange County; improve key interchanges in Orange and Sullivan counties; provide new and expanded park and ride lots at strategic locations in Orange and Sullivan counties and recommend some provisions for future transit.



## Attorney's Column

# Evidence Outside Contract Helps Determine Parties' Intent on Pricing

By THOMAS H. WELBY, P.E., ESQ. And GREGORY J. SPAUN, ESQ.

A consistent theme of this column has been that at the end of the day, what is expressed in the parties' contract will control their relationship—and ultimately control what a court does when something goes awry with that relationship.

However, what happens when the parties' intent, as expressed in their contract, is not clear? The recent case of *Top Grade Excavating New York, Inc. v HDMI Holdings LLC* shows us that under such circumstances, a court can rely on outside evidence to determine what the parties intended back when they entered into the contract.

### Background

In October of 2014, Top Grade Excavating New York entered into a subcontract with Airitan Management Corp. by which Top Grade was subcontracted to perform certain excavation, foundation and concrete slab work at the construction site owned by HDMI Holdings. The form of contract was Top Grade's (bare bones) proposal form, which stated that it was based on certain specified drawings and a geotechnical investigation report. The scope of work (which was scattered between various sections of the proposal) described various charges for excavation, and included two lines labeled "Total Rock Breaking Price" and "Total Price for Excavation." However, below the line labeled "Total Price for Excavation" was a disclaimer stating, "no rock breaking, no contaminated dirt, no dewatering, no existing



concrete footing and wall demolition, no metal tank or other things." Later, on the proposal form, there were prices (on a per cubic yard basis) for "Rock 1a breaking," "Rock breaking for elevator pit" and "Hauling." Unfortunately, there was nothing in the proposal form defining how the removed rock was to be quantified, or how Top Grade would be paid if it had to break and haul both 1a rock and rock for the elevator pit (which Top Grade ultimately did).

A dispute arose as to how Top Grade was to be paid for the work it performed on the job, and Top Grade eventually filed (and sued to foreclose) a mechanic's lien it filed against HDMI's property. The case ultimately went to a non-jury trial. At trial, Airitan's principal testified that the contract was a fixed price contract, as was evidenced by the lines "Total Rock Breaking Price" and "Total Price for Excavation." However, when confronted with change orders that Airitan had previously approved for additional rock breaking, Airitan's witness then testified that the quantity of rock should be measured by the drawings which showed the rock in place, and not by truckload quantity (which is certainly greater).

Top Grade's principal testified that Airitan's approval of the earlier change orders stood as an acknowledgement that Top Grade was entitled to compensation for the extra rock removal. As to the calculation of the quantity, Top Grade's witness testified that measurement by the truckload was the industry standard, even if such number deviated from the Department of Building's measurements—as was evidenced by Airitan passing along these charges upstream, unmodified, to HDMI for payment.

### Decision

The trial court credited the testimony of Top Grade's witness that the contract was not a lump sum contract and that truckload measurement was the correct measurement for the quantity of removed rock—even if it was a larger measurement than what the drawings showed. Airitan appealed (and abandoned its lump-sum argument), focusing on the argument that the trial court erred in accepting outside testimony that the truckload measure was the proper measure for billing for rock removal. The appellate court rejected that argument, finding that the contract was silent as to how the quantity of broken rock was to be measured. In light of this silence, and guided by long standing case law, the appellate court held that the trial court "properly considered extrinsic evidence in determining whether the quantity of excavated broken rock was to be based on the dimensions of the excavation,

*The appellate court held that the trial court "properly considered extrinsic evidence in determining whether the quantity of excavated broken rock was to be based on the dimensions of the excavation, i.e., the volume of the rock in its compacted, unbroken, undisturbed state or the size of the containers it filled after being excavated and broken."*

i.e., the volume of the rock in its compacted, unbroken, undisturbed state or the size of the containers it filled after being excavated and broken."

### Comment

While the law is well settled that a court cannot accept outside evidence where a contract is clear on a subject, Top Grade stands for the principle that where a contract is either silent or ambiguous on such a subject, then a court can rely on outside evidence (either documents or testimony, or both) to fill in the blank. Clearly, in such a situation, someone's understanding of what the contract provided for is not going to prevail. That understanding may affect either a minor, or major, term of the contract—and, as we saw in Top Grade, it can even affect a monetary term of the contract, turning what a contractor believed was a profitable contract into an unprofitable one.

In order to prevent a court from telling a contractor what they meant at the time they signed the contract, such contractor should make sure

that all reasonably foreseeable eventualities (such as what, and how, an excavator would be entitled to compensation in the likely event that they hit extra rock) are addressed in the contract to each party's satisfaction. Consulting with experienced construction counsel to be sure that there is clarity and specificity in a contract would limit a court's role to enforcing what is already written, while depriving it of any blanks to fill in.

*About the author: Thomas H. Welby, an attorney and licensed professional engineer, is General Counsel to the Construction Industry Council of Westchester & Hudson Valley, and is the Founder of, and Senior Counsel to the law firm of Welby, Brady & Greenblatt, LLP, with offices located throughout the Tri-State/Greater Metropolitan Region. Gregory J. Spaun, General Counsel to the Queens and Bronx Building Association, and an attorney and a partner with the firm, co-authors this series with Mr. Welby.*

*"Friendship First,  
Competition to Follow."*

**SAVE  
THE DATE**

# Batter Up!

**Friday, September 10, 2021  
2:00 PM**

## First Annual CIC/BCA Softball Game

Played on the

**John Cooney, Jr. Field – Tarrytown, NY  
Peter Fiore, Commissioner  
Jeff Loughlin, Union Captain  
Matt Fante, Contractor Captain**

## NYC Construction Sector Hit Hard

Continued from page 3

The American Rescue Plan from the Biden Administration includes state and local aid, with New York State receiving \$12.7 billion and New York City receiving \$5.9 billion.

Government spending on construction was the only category of construction spending that grew in 2020, increasing by 6.7%, or \$21 billion. In its capital plan, the city expects to spend \$10.2 billion in FY 2021 and increase to \$15 billion by FY 2025, according to the report.

The MTA's \$54.8 billion capital plan for 2020-2024 was put on hold in response to the pandemic. This limited the MTA's spending in 2020 to \$6.9 billion, \$1.9 billion lower than NYBC estimates. The MTA plans to resume the capital plan in 2021 as it will receive \$10.5 billion in federal aid for its operating budget, which includes \$6.5 billion from the latest federal relief bill.

President Biden has proposed a \$1.7-trillion Ameri-

can Jobs Plan that provides substantial funding for roads and bridges, rail, ports and airports, water infrastructure, broadband and other projects. A recent counterproposal would reduce the proposal to \$928 billion, focusing on transportation infrastructure. The President's proposal could encourage more expansive private investment across a greater breadth of projects, though any funding for key projects in the region would be welcome.

Still, Mr. DiNapoli's report found that it will likely take years before construction reaches previous heights, and the composition of future construction demand—residential, nonresidential, government—remains uncertain as private spending will have to return before the industry can fully recover.

The State Comptroller's report also found:

- Construction was the fourth highest-paying employment sector in New York City in

2020, with an average salary of \$87,200. The sector was responsible for \$11.8 billion in wages.

- More than a quarter (27%) of the workers in the industry earned more than \$80,000 in the city.

- Immigrants held 53% of the construction jobs in New York City, much higher than in the rest of the state (18%) and the nation (24%).

- Most construction companies (91%) employed fewer than 20 people and were responsible for one-third of the jobs in the sector in New York City.

- From 2010 to 2019, the average salary in the construction industry increased by 20.5%, faster than the overall private sector (19.5%). In 2020, while total wages in construction declined for the first time since 2010, the average salary increased by 4.0%.

- The city had a higher share of minority-owned construction firms (25%) than in the rest of the state (21%) and the nation (19%).



## WASHINGTON UPDATE

## Rep. Maloney Gets \$21M in Projects Included in House Infrastructure Bill

WASHINGTON—On June 10, Rep. Sean Patrick Maloney voted to pass the INVEST in America Act out of the House Transportation and Infrastructure Committee. Upon passage, Rep. Maloney announced the inclusion of all 10 of his community-based projects proposals for the Hudson Valley.

The projects then moved to the House floor. Rep. Maloney submitted NY-18's proposed projects in early May.

"This is going to be a big win for the Hudson Valley. From a new landing pier in Newburgh to developing a better, safer street network in Poughkeepsie these projects will improve the daily lives of my constituents here in the Hudson Valley," said Rep. Maloney. "I am excited to be moving forward an infrastructure bill that includes essential, hyper-local project funding. This is a new and improved way to pass impactful legislation here in Washington."

"We need all hands-on deck to jumpstart our economy in the wake of COVID 19. These community development projects directly address some of the most urgent needs in Dutchess County and will help set us up for future success," said Dutchess County Executive Marcus Molinaro. "These investments will enable us to improve Dutchess County for generations to come, and we thank Congressman Maloney for his continued advocacy and support."

"This is a massive investment, and we're thankful for Congressman Maloney's advocacy on behalf of us here in Orange County," said Orange County Executive Steven Neuhaus. "Each project is critical to our ability to progress into the future. They will enable us to revitalize and modernize our communities, while ensuring the improved safety of our residents."

"These projects will enable Putnam County meet the growing transportation needs of residents in our community as our economy bounces back in the wake of COVID-19," said Putnam County Executive MaryEllen Odell. "Hyper-local investments in our infrastructure are key to long-term economic success throughout this reopening."

Rep. Maloney's 10 funding proposals are earmarked for inclusion as part of the larger Infrastructure proposal being considered in the House. He said the 10 projects chosen will not only restore infrastructure but also help to build and foster community.

The projects include:

- **\$2,400,000** for the City of Poughkeepsie for the City of Poughkeepsie Market Street Connectivity Project to implement a local street network that will foster economic development, encourage walking and biking and relieve traffic.
- **\$500,000** for Orange County for Heritage Trail Extension: Hartley Road to Downtown Middletown to create a safe, shared-used trail for bicyclists and pedestrians.
- **\$1,250,000** for Orange County for Highland Avenue over Wallace Street to replace a bridge that is experiencing severe deterioration.
- **\$4,350,000** for Dutchess County for Hudson Highlands Fjord Trail to transform a section of the Hudson waterfront to allow for safer traffic patterns, a scenic overlook, and central community access to food and shopping to support local businesses.
- **\$400,000** for Dutchess County for I-84/Route 9D Connectivity Study, a study that would look at safety, reliability, and accessibility barriers across all forms of travel to work to improve access and reduce congestion.
- **\$1,750,000** for the City of Newburgh for Lake Street Bridge Project to complete a multi-year commitment of city and state funding for the Lake St. Bridge project.
- **\$4,000,000** for Orange County for Newburgh Landing Pier to fund a floating dock and larger fixed pier to improve mobility for commuters, enhance tourism and provide opportunities for local communities.
- **\$400,000** for Orange County for Orange-Dutchess Transportation Access and Mobility Study to examine transportation access and mobility between Orange and Dutchess counties.
- **\$1,380,000** for the Village of Kiryas Joel for Pedestrian and Highway Safety Infrastructure Improvements to widen and improve sidewalks to make safer, pedestrian-friendly roadways.
- **\$1,500,000** for Putnam County's Donald B. Smith Transit Hub to design and construct a transfer point with passenger amenities when transferring between Putnam Area Rapid Transit buses.

More WASHINGTON UPDATE on page 10

LOW BIDS Every Month in the  
**Construction NEWS**

## Facility Completed on Time Despite COVID

# White Plains Hospital Opens \$272M Outpatient Facility

WHITE PLAINS—A host of political dignitaries, hospital executives and hundreds of staff celebrated earlier this month the completion of a \$272-million project that serves as a concrete testament to the courage and dedication of White Plains Hospital workers and the construction workers that built the new Center for Advanced Medicine & Surgery despite the dangers of COVID-19.

The new nine-story 252,000-square-foot Center for Advanced Medicine & Surgery (CAMS) is located at 122 Maple Ave. here. The hospital broke ground on the project in April 2019 and contemplated completion this year. Susan Fox, president and CEO of White Plains Hospital, praised hospital staff, architect Perkins-Eastman and construction manager Turner Construction for completing the project on-time, despite the dangers and safety protocols put in place during the height of the pandemic.

While highlighting the latest hospital expansion project and the many benefits it will bring to patients, Ms. Fox and others did look back at what was a very tumultuous and troubling year.

"To say that this has been an incredible year is an understatement," Ms. Fox said. "We have all been through so much and I am incredibly proud of our staff and for everything they have done to keep our community safe. While we will never forget the events of the past year, the situation is definitely looking brighter."

Dr. Philip Ozuah, president & CEO Montefiore Medicine, added, "One year ago we were fighting during the darkest days of a once in a lifetime pandemic. This amazing staff worked through the



**White Plains Hospital's new 252,000-square-foot Center for Advanced Medicine & Surgery is located at 122 Maple Ave. in White Plains**

days and through the nights to care for the gravely ill and for the greatly suffering. Overwhelmed and under siege these remarkable people in this hospital set aside their own personal safety and displayed extraordinary courage to save thousands of lives."

Ms. Fox related just how much has changed in just a year. She noted that a year ago, 80% of the patients at White Plains Hospital were being treated for COVID-19. A year later, only 1% (three patients) suffer from the coronavirus.

Among the dignitaries on hand for the ribbon cutting event included former U.S. Congresswoman Nita Lowey, U.S. Rep. Mondaire Jones and White Plains Mayor Tom Roach.

The new facility saw its first patient on June 7, will open in phases, features state-of-the-art operating rooms, endoscopy, ambulatory and procedure

Please turn to page 14

## Contractors Look Back at Troubling Year; See Hopeful Signs of Rebound in 2021

Continued from page 1

to lift the state COVID restrictions because the state had reached the 70% threshold of adults over the age of 18 having at least one COVID vaccination, adding the state reached the 70% mark ahead of schedule.

What's next for the economy and construction is the latest boardroom game. We asked leading members of the construction contracting community and the real estate sector for thoughts and outlook through the rest of 2021 and beyond.

"If the past years' experience has taught us anything, we should not over anticipate outcomes," commented CIC board member William Mascetta of Transit Construction Corp. of Yonkers. "Setting expectations through the prism of what is perceived as 'the new normal' may feel good but not necessarily prove good," he said. "We should remain more vigilant tracking accurate data in developing relevant information in support of our prospective plans, with a reliance on reliable resources in aiding this effort."

Real estate veteran Ken Harbour, president of Harbour Commercial Real Estate Inc., of Armonk, NY is taking an equally measured wait-and-see position in the hope of a comeback.

"Time will tell regarding opening of business and return to some semblance of normalcy," he said. "Many companies are looking to get employees back into their offices for greater productivity and responsibility. I believe we

may see significantly increased workplace populations as of Labor Day."

He added, "In the suburbs currently, the strongest market is for residential, which should also fuel construction for new buildings and potential office-building conversion into multi-family uses."

So what's the key to a sustained comeback? "Only by filling up New York City office space again with the workers who were there pre-pandemic will the retail and restaurant sectors return to respectable profitability," he commented, following the June 15 pronouncements by the governor and statewide pyrotechnical celebrations. "The fireworks were fun; but the region's return to strong economic viability, particularly in the commercial real estate sector, will continue to be a big challenge and very complicated for a long time to come."

The immediate needs of the industry going forward are many, according to others. As a volunteer public official in the town where he resides, BCA Chairman Fred Sciliano of LeChase Construction Services said, "Today's business environment is still extremely problematic. The supply chain blockages and shortages the construction and building sectors are now experiencing can be blamed on a number of factors, including factory shutdowns and delivery constrictions. Limited supply is causing sky-high prices for materials. We're not out of the woods yet, by any means."

Carlo A. Scissura, president

and CEO of the New York Building Congress, praised the heroism of first responders and the millions of New Yorkers who have been vaccinated. Among the next steps to build our way out of the economic crisis brought on by COVID-19 is to turn New York's ambitious infrastructure agenda into a reality and to get people back to work.

One construction industry consultant commented that there have been a few good things that came out of a bad year.

Requesting that his name be withheld, he noted the U.S. now has a new president who actually appreciates fact, science and infrastructure. Coupled with that is the new administration priority to tackle the coronavirus pandemic head on with a national plan.

In taking a broader view, many who CONSTRUCTION NEWS spoke to agreed there is a renewed sense of what "essential business" is and who delivers these services, namely construction crews. "Long before there was a vaccine, the chief weapon was to wash your hands, with clean water provided by the construction industry," said one midsize contractor serving the utility industry. "Construction management and organized labor played a pivotal role in cities and communities throughout New York State to help get us through the worst of the pandemic. I'm hopeful this partnership will take us into better times."

But first we must work our way past the end of the beginning.



## Economic Outlook

# Cyber Security Attacks Pose New Threats to Construction Industry

By MICHAEL J. PATON

The recent attack on the Colonial Pipeline by an overseas cyber-criminal gang is a vivid demonstration of the vulnerability of the nation's energy infrastructure. The pipeline, which carries 45% of the refined gasoline and jet fuel from Texas to the East Coast, was forced to shut down for several days, causing gasoline shortages in several East Coast states. More importantly, the attack demonstrates that much of the nation's civilian infrastructure, including hospitals, schools, bridges and tunnels, factories and private buildings may be equally at risk.

In recent years, however, the cyber-security threat landscape has become increasingly complex. Businesses of all kinds, including the construction industry, face ever-growing risks to their reputation, their finances, their continuity of operations and even to the safety of their jobsites and equipment. The Department of Homeland Security has deemed a number of construction-related sectors at risk for cyber-attacks, including highway infrastructure, mass transit and passenger rail and pipeline systems.

In addition to the cyber threats that arise in transportation construction, there are a number of threats that arise across all kinds of construction activities and sites. Construction is increasingly digital.



Designs and plans are created using digital tools. They are stored on digital media (such as Clouds and Common Data Environments) and exchanged over the Internet. The products of the information-intensive phases of construction are increasingly valuable. They contain intellectual property much more valuable outside of the project context in which they were created and contain information that can be reused, not to mention commercial and trade secrets.

In the construction industry, contractors rely on large amounts of data to facilitate complex construction projects. Because of that, they can often be targets of cyber criminals. Multiple projects, using many different applications and hundreds, if not thousands of workers entering data, can provide potential opportunities for cyber criminals. In addition, shared resources like integrat-

ed project delivery and building information modeling increase the risk that an authorized user will unintentionally introduce malware into shared systems. The widespread use of vendors and subcontractors who have connectivity to shared information technology networks increases the risk that a cyber incident involving one company will become a vulnerability for many construction companies, as well as businesses in general.

Perhaps the most famous example of the ways in which these threats can intersect with and magnify each other is the Target department store data breach, in which millions of Target customers' credit card information were exposed, and Target suffered millions of dollars in breach response costs, litigation fees, lost revenue and incalculable reputational harm. The breach originated with an HVAC vendor who was responsible for managing "smart" thermostats at Target facilities. Once inside the network, the hackers were able to traverse the connected computer architecture and penetrate Target's payment card information databases.

Companies of all sizes are at risk. According to a report by

Symantec, a software security firm, more than 40% of all cyberattacks were against small

business within a six-month period. Cybercriminals may specifically target mid-sized and smaller construction companies, which may not have prioritized cybersecurity like their larger counterparts.

A 2020 study by McAfee, a data security company, conducted in partnership with the Center for Strategic and International Studies, concludes that cybercrime costs the world economy more than \$1 trillion, or just more than 1% of global GDP. This figure is up more than 50% from a 2018 study that put global losses at close to \$600 billion. Beyond the global figure, the report also explored the damage reported beyond financial losses, finding 92% of companies felt effects beyond monetary losses. The report also found that 56% of surveyed organizations said they do not have a plan to both prevent and respond to a cyber incident. It is clearly something to think about.

**A Cyber Security Alliance study found that 60% of small businesses that experience a substantial cyberattack are permanently put out of business within a six-month period. Cybercriminals may specifically target mid-sized and smaller construction companies, which may not have prioritized cybersecurity like their larger counterparts.**

businesses with less than 250 employees. The reputational and fiscal damage resulting from a cyberattack is far more impactful for small businesses. In fact, a Cyber Security Alliance study found that 60% of small businesses that experience a substantial cyberattack are permanently put out of

*About the author: Michael J. Paton is a portfolio manager at Tocqueville Asset Management L.P. He joined Tocqueville in 2004. He manages balanced portfolios and is a member of the fixed-income team. He can be reached at 212-698-0800 or by email at MPaton@tocqueville.com.*

## WASHINGTON UPDATE

### U.S. DOT Sets Spring Regulatory Agenda

WASHINGTON—The U.S. Department of Transportation announced on July 11 the department's portions of the Unified Agenda (also known as the Spring Regulatory Agenda) identifying the actions the department plans to take over the next year and beyond to protect and serve the American people.

USDOT's Spring Regulatory Agenda demonstrates the department's commitment to safety for transportation workers and the traveling public, fighting climate change, advancing equity, and building back the economy. Highlights include proposals that would address the following, after opportunities for public review and comment:

**Safer and More Equitable Roadways & Vehicles:** The USDOT stated that safety is the Department's "North Star" and making roads safer for all Americans is critical. The regulatory agenda reflects this—by proposing to make safety technologies like automatic emergency braking standard, to ensure better data collection for autonomous vehicle technology deployments to enable safe innovation, and

to update roadway design and operational practices for the first time in a decade. Examples include:

- Require heavy and light vehicles to include Automatic Emergency Braking (National Highway Traffic Safety Administration – NHTSA)
- Revise the Manual on Uniform Traffic Control Devices for Streets and Highways (Federal Highway Administration - FHWA)
- Establish and require rigorous testing standards for autonomous vehicles and establish a national incident database for crashes involving automated vehicles (NHTSA)
- Create a safe, predictable environment for autonomous vehicle evolution (NHTSA)

**Safer Workers and Workplaces:** Keeping workers safe is also essential to building back better. USDOT's spring regulatory agenda includes actions that can protect rest breaks for flight attendants, ensure backup for train operating crews, and keep airline pilots safe from intrusions.

**Climate and Environmental Justice:** The Biden-Harris

Administration is committed to reducing emissions by at least 50% by 2030, leading a clean energy revolution and creating good-paying, American jobs. To help achieve this vision, the Regulatory Agenda includes proposals to revise fuel economy standards that will help make the air cleaner and save driv-

ers money at the pump, as well as reinstating greenhouse gas performance measures that will help track the climate impacts of our transportation plans. Examples include:

- Set fuel economy standards for light-duty vehicles (NHTSA)
- Re-establish a Greenhouse Gas (GHG) Emissions Perfor-

mance Measure for state and metropolitan planning (FHWA)

- Enhance pipeline safety, and reduce environmental impact including through new requirements to detect and repair leaks. (Pipeline and Hazardous Materials Safety Administration - PHMSA)

Please turn to page 14

### OSHA COVID Safety Rules Give Workplace Flexibility to Business

WASHINGTON—New guidelines from the Occupational Safety and Health Administration grant transportation construction contractors and other businesses the flexibility to adopt COVID safety protocols that fit their specific workplaces, the American Road & Transportation Builders Association reported on June 10.

"Today's OSHA announcement is a well-reasoned approach that will let the transportation construction industry continue to provide safety protections tailored to its workers as they build our roads and keep our country moving during the COVID pandemic," said ARTBA President and CEO David Bauer.

OSHA announced on June 10 a new Emergency Temporary Standard aimed at protecting workers from COVID-19 that applies only to the health care industry. For other sectors, such

as road and bridge construction, the agency updated existing guidance, enabling those sectors to continue best practices designed specifically for transportation workers.

Transportation construction workers primarily work outdoors in all kinds of weather. The new rules allow for relaxed requirements related to face coverings and other health protocols for workers who are fully vaccinated.

OSHA's decision not to create a nationwide ETS applying to all industries acknowledges the drawbacks of a "one size fits all" approach to new COVID regulations. In a series of meetings and letters since December, ARTBA has urged incoming Biden Administration officials to "consider the specific attributes and existing safety protocols of particular industries, with the objective of not undermining those protections to the detriment of their workers."



# SAVE THE DATE



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Dear Westchester Business Community:

Thalle Industries and the Pacchiana Family have been committed to integrity, community service and our employees’ welfare since our family founded Thalle Construction in 1947.

Our commitment to integrity began with founder Guido Pacchiana’s insistence that his business would be grounded in honesty and good faith. Succeeded by his son George, and today, 74 years later, led by grandson Glenn Pacchiana, Thalle continues to be guided by those founding principles.

Our employees are Thalle’s most important asset. They are “Rock Stars” providing rocks, asphalt, and recycled products to the community. We make any product for any customer and treat our clients as we would like to be treated. The result has been seven-plus decades of success.

Our dedication to community service was tested over the past year and a half by the Covid-19 pandemic when our industry was deemed an essential service. As the largest recycler of aggregate and asphalt products in Westchester County, Thalle Industries kept its doors open while protecting our workers. We met with employees weekly to assure they had protective gear and to discuss strategies for staying safe. And thankfully, in 2020, the height of the pandemic, none of our 50 employees contracted Covid-19.

Concern for our community extends beyond our workforce. Our family and our companies have a proud tradition of providing both time and financial support to community not-for-profits and service organizations as well as local, state, business and industry organizations. We are pleased to play an active role in the Business Council of Westchester, the Construction Industry Council, Westchester Parks Foundation and the New York League of Conservation Voters and support many not-for-profits including Scenic Hudson, the Hudson Highlands Land Trust, the Fresh Air Fund and Groundwork Hudson Valley.

We take particular pride in our commitment to sound environmental practices. These ongoing efforts have been recognized with a Community Hero Award from Groundwork Hudson Valley; an Environmental Beautification Award from the New York State Nursery and Landscape Association; and a Best Green Friend Award from the Westchester Parks Foundation.

Our quarry in Fishkill is the only one in New York State where land is reclaimed as the mining advances, thanks to our innovative, environmentally friendly reclamation program. In fact, Thalle Industries and the quarry were nominated by the State Department of Environmental Conservation and received the prestigious Outreach Award from the National Association of State Land Reclamationists in recognition of our extensive reclamation and innovative quarrying practices.

Our public projects have included the Hudson River Shoreline Stabilization for Metro-North Railroad, Irvington Waterfront Park, The Yonkers Downtown Waterfront Redevelopment and Scenic Hudson’s Long Dock Park in Beacon, New York. Safeguarding the health of our children and our neighbors who commute is not a business strategy – it’s the right thing to do.

At Thalle Industries, our commitment to our business, our employees and our community are an integral part of our DNA. As a family owned and operated business, we know that keeping each of these elements front and center have and continue to equal service and success.

Sincerely,

The Pacchiana Family,

Three handwritten signatures in black ink, representing George, Gloria, and Glenn Pacchiana, are written in a cursive style.

George, Gloria and Glenn





Pictured at Thalle's quarry in Fishkill, Front row (L to R): Founder George Pacchiana, President & CEO Glenn Pacchiana; Back row (L to R): Michael Keahon, Ryan Hazekamp, Christina Martins, Joseph Burdick, John Amato, Jackie Johnson, Rogelio Villamares, David Williams, Keith Hills, Mario Villamares, Dean Herrick, Taylor Brown, Anthony Baglivi, Jennavieve Lazzari, Jeff Manganello, Edwin Garcia, William Hockler, Marcel Minckler

# A VIEW TO A BRIGHT FUTURE

Thalle Industries, Inc. view toward community involvement represents the continuation of a philosophy that has three generations of history. Beginning with Thalle Construction, which started in 1947, the Pacchiana family and their companies have generously given their time and financial support to many local, state and national industry organizations and worthy community charities and service organizations. Thalle Industries, Inc. continues that tradition today.

## AN AWARD-WINNING TRADITION

- **Family-Owned Business Award** presented by Fairfield County Business Journal, Westchester County Business Journal, WAG Magazine
- **Small Business General Excellence Award** presented by 914 INC Magazine
- **Changing Places, Changing Lives, Community Hero Award** presented by Groundwork Hudson Valley

- **Environmental Beautification Award** presented by the New York State Nursery and Landscape Association Inc.
- **Certificate of Recognition for Thalle Industries Commitment to Green Business Leadership in the County of Westchester** presented for participation in the Westchester Green Business Challenge and Westchester Green Business-Certified programs

- **Best Green Friend Award** presented by the Westchester Parks Foundation (formerly Friends of Westchester County Parks)
- **Hall of Fame Award, Family Business Success** presented by The Business Council of Westchester
- **Leadership and Vision Award** presented by the New York League of Conservation Voters Award





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# White Plains Hospital Opens \$272M Outpatient Facility

**Continued from page 9**  
suites, wound care delivered through hyperbaric chambers, advanced imaging, non-invasive diagnostic testing and specialty physician offices. When fully operational, the new CAMS facility will employ more than 300 workers.  
“As the past year confirmed, having access to advanced care right here in our community is critical,” Ms. Fox said. “This new facility represents an important step forward in expanding access to comprehensive care delivered by top healthcare professionals in diverse specialties. It also furthers our commitment to enhancing the patient experience, providing the latest advancements in treatment and technology to better serve the needs of our community.”  
CAMS is the largest dedicated outpatient facility for White Plains Hospital and one of the largest in Westchester County. Connecting to both the main hospital and the Center for Cancer Care, CAMS is the hospital's 27<sup>th</sup> outpatient facility. Since 2015, the hospital has renovated or added approximately 622,000 square feet of space at the hospital and its offsite locations. The hospital's new lobby and inpatient tower, completed in 2015, was a \$100-million venture, while the Center for Cancer Care, which opened in 2016, totaled \$50 million. Therefore, the three major capital projects since 2015 have totaled more than \$430 million. White Plains Hospital joined the Montefiore Health System in 2015.

# U.S. DOT Sets Spring Regulatory Agenda

**Continued from page 10**  
**Economy, Workforce and Transformation:** USDOT will work to ensure policies and regulations address the inequities in the economy, help build the economy back better and create millions of jobs by strengthening small businesses and investing in the jobs of the future. This includes looking to increase the amount of American-made products bought by the department and its grantees, updating regulations around unmanned aerial vehicles and commercial space operations as well as ensuring that women- and minority-owned businesses can compete for federal contracts. Examples include:  
• Support and expand the use of Buy America(n) provisions (DOT-wide)  
• Improve Disadvantaged Business Enterprise (DBE) programs (DOT-wide)  
• Modernize certification of unmanned aerial vehicles (FAA)  
• Address orbital debris from commercial space operations (FAA).



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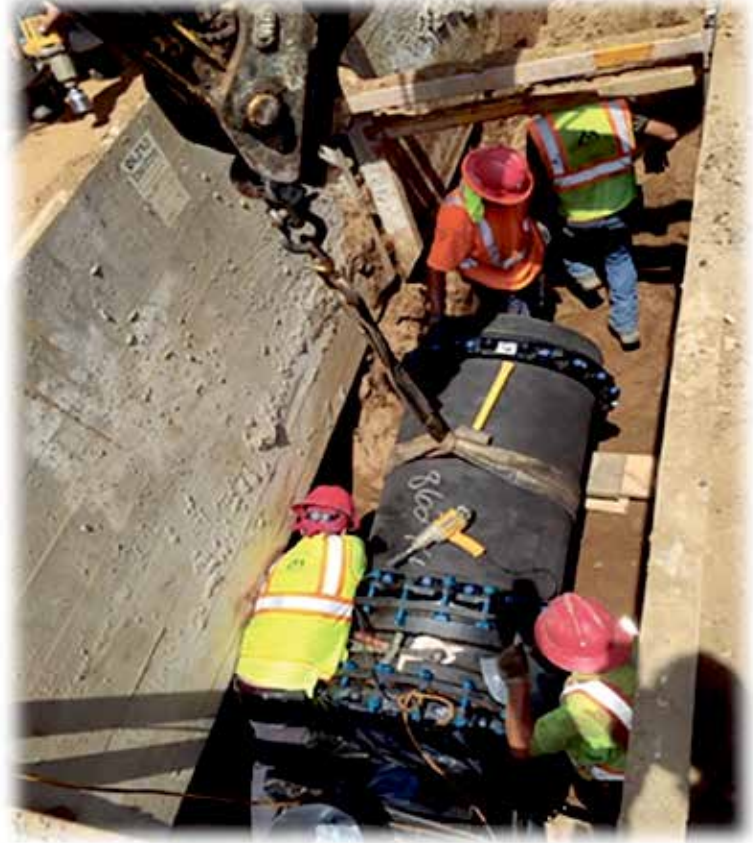
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From left, BCA board members Jon Wohl of Wohl Diversified Services, Mark Fante of Darante Construction Ltd. and Jay Martino of Martino Contractors, Inc.



# BCA Golf Outing

Knollwood Country Club, Elmsford, NY

June 1, 2021

## 87 Golfers, 114 Dinner Guests Enjoy 64<sup>th</sup> Annual Golf Outing

### And the winners are...

Justin Stagg of the Stagg Group scored the Low Gross of 74, followed by Rick Ward of Welby, Brady & Greenblatt, LLP who shot a 79.

Frank Inello of RCA Asphalt, Dominick Finiello, Rick Ward of WB&G and Ryan Stagg of the Stagg Group all carded Closest to the Pin on various par 3 competition holes.

Jeff Wheeler of the New York State Laborers won the Longest Drive contest on Hole No. 5, and Anthony Foto of Laborers Local 60 was the Nearest to the Line with a drive that strayed just 6 inches.

Putting Showdown: Kenny Vairo of Bricklayers Local 1 won the Putting Contest, besting the field of 87 golfers and four finalists.



From left, Putting Contest winner Kenny Vairo of Bricklayers Local 1, with other finalists Hudson Valley Construction Contractors Association's Alan Seidman, host Matt Pepe of the BCA, with Frank Caporaso and John Delvechio of Halycon Construction Corp.

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Carlos Ascencao of Laborers L.U. 60 and BCA's Jeannemarie Mazzari.



BCA Chairman Fred Sciliano of LeChase Construction Services

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# Construction NEWS

# PHOTO GALLERY



A major cause of dam failure is a blocked spillway. Bringing the century-old Lake Isle dam to current standards is estimated to cost at least \$10 million.

### Taking on Dam Repairs

## Vintage Masonry Dams Old-Age Charm, Modern-Day Concerns

By GEORGE DRAPEAU III

EASTCHESTER, NY—For more than a century, beautiful specimen of masonry dam craftsmanship, built by hand no doubt, have been on display in the region, adding a stunning touch of gilded-age heritage to Westchester and Rockland counties. Now at least two of these structures have caught the eye and attention of public officials who also want them fixed ASAP.

The Lake Isle dam/Reservoir No. 1 in New Rochelle/Eastchester and the Damarest Kill County Park Dam in New City are high on the list in their respective counties for multi-million-dollar improvements. All agree: these water-holding facilities can't be repaired soon enough.

"The physical, economic and community impact of a break in the Lake Isle dam would be massive," said New York State Assemblymember Amy Paulin (D-Scarsdale). "It would gravely affect Pelham, Mount Vernon, New Rochelle and Eastchester. It would also flood the Hutchinson River Parkway—with "flood" being an understatement."

Rep. Paulin was recently joined by State Sen. Shelley Mayer, Westchester County Executive George Latimer, New Rochelle Mayor Noam Bramson and Eastchester Supervisor Anthony Colavita who are united in their commitment to making the Lake Isle dam safer, which is one of the 400-plus in the state designated as high-hazard.

"Although a break isn't imminent, we can't wait until another once-every-100-years weather event happens to take action—especially since, given climate change, these types of events are happening with much more frequency than once every 100 years," Assembly member Paulin added. "This dam repair needs to get done and our local municipalities need support to fund this type of infrastructure repair. They can't do it alone. I've worked hard with my colleagues in government to come up with a plan that all of the parties feel comfortable with so that we can move forward with the repairs."

"I'm really pleased to have a commitment from the New York State Assembly and want to thank Sen. Mayer for working so diligently to secure funding from the State Senate. Together we have secured a little more than \$4 million in funding from the state," she continued. "On top of that the county agreed to step in to pick up any outstanding balance, which is just terrific, and I commend County Executive Latimer for his leadership and willingness to help bring this initiative across the finish line."

The estimated \$10 million in construction repairs is also expected to include federal monies, County Executive Latimer hoped.

In Rockland County, no homes or buildings would be inundated in the case of a failure at the Damerst dam, according to a county official. However New Hempstead Road—a county highway—would be flooded and cars on the road and adjacent parking lots could be impacted. An adjacent county building—the Allison-Parris County Office Building—could have a couple of inches of water in the basement.

Please turn to page 28



Restoration projects are needed on Eastchester's Lake Isle dam, which holds back 190 million gallons of water that fill Lake Isle's 62 acres. That much water would fill Olympic swimming pools, end to end, from the Gov. Mario Cuomo Bridge to the Kingston-Rhinecliff Bridge.



On any given dry day, with its normal pool of water, the Damarest Kill dam in Rockland holds back approximately 1.9 million gallons. If pressed into full service, the dam can hold back five million gallons of water if the water reaches the top of the dam.



The current owner of the property is Rockland County, which purchased the 30 acres from Knutsen & Company in 1968 for \$740,000. The estimate to rebuild the dam—there is no part of this medium-hazard dam that meets modern standards—is approximately \$3 million.





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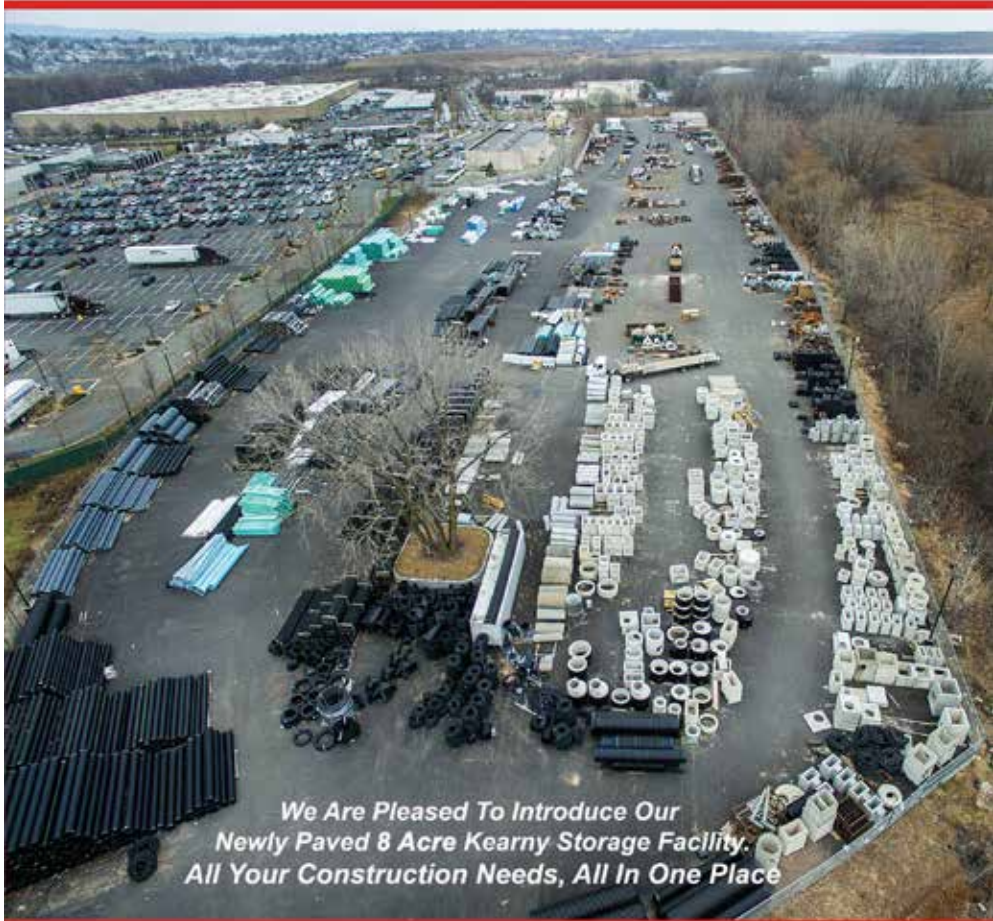
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From left, Office for Women Director Robi Schlaff; New Rochelle Council Member Martha Lopez-Hanratty; County Legislator MaryJane Shimsky; Legislator Terry Clements; New Rochelle Mayor Noam Bramson; 9<sup>th</sup> Judicial District Administrative Judge Kathie Davidson; Deputy County Executive Ken Jenkins; County Executive George Latimer; Simone Development Companies' President Joseph Simone; The Stagg Group President Mark Stagg; County Legislator Damon Maher and County Legislator Chris Johnson.

## New Rochelle Family Court Facility Opens

NEW ROCHELLE, NY—A host of Westchester County and City of New Rochelle officials were on hand on June 10 for the official ribbon cutting of the long-awaited New Rochelle Family Court facility incorporated into the 26 Garden St. development here.

The New Rochelle Family Court occupies the third and fourth floors of a six-floor building and has two courtrooms, three hearing rooms, judge's chambers, offices for non-judicial staff as well as for staff from the Office for Women, Department of Probation and other county agencies. The 35,000 square foot space features the latest technology and equipment, from assisted-listening capabilities to HVAC systems that provide for a good fresh-air ratio. The New Rochelle Family Court relocated operations from 420 North Ave.

Westchester County Executive George Latimer said, "This was a public private partnership that—most of all—made sense for the litigants who deserve the right to have their cases heard in a setting that exudes dignity and respect. Family Court deals with some of the judicial system's most sensitive clients, and this new state of the art family court, for the people of this county, will stand for decades to come as a symbol of the power of what can be accomplished if we work together."

The *Westchester County Business Journal* reports that the building, developed by Simone Development Cos. and The Stagg Group, has a 30-year, \$55.5-million lease for the court facility space with Westchester County. The space devoted to family court is in the low-rise building component of a project also approved for a 24-story residential apartment building.

Ninth Judicial District Administrative Judge Kathie Davidson said, "I am thrilled to join with County Executive Latimer in cutting the ribbon on this beautiful, new Family Court. This state-of-the-art facility will better serve the modern-day justice needs of our local families, with its proximity to public transportation and major roadways making for easier access to the courthouse."

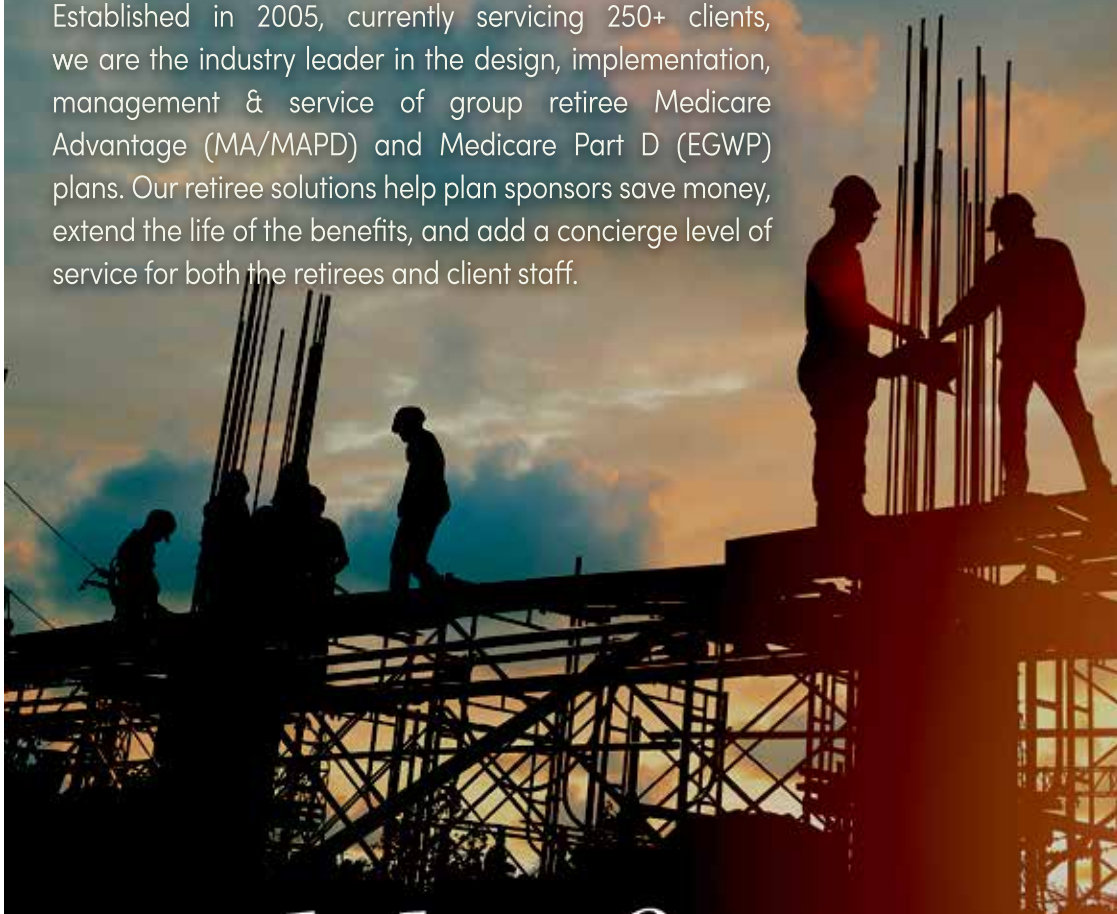
New Rochelle Mayor Noam Bramson added, "Located in the heart of New Rochelle's burgeoning downtown and in immediate proximity to the New Rochelle Transit Center, the Family Court is ideally positioned to provide essential services to our city and region in a state of the art, modern facility. I am grateful for the County Executive's strong commitment to this priority, the steadfast support of our County legislators, the impassioned advocacy of the bench, the engagement of community leaders and the skilled partnership of the development team."

Simone Development Companies President Joseph Simone said, "I must give credit and thanks to County Executive George Latimer, his administration and The Stagg Group for doing such a tremendous job. I am very proud to be able to provide for our county such a wonderful facility that is just across the street from a major transportation hub. It is a privilege for us to be able to create something that looks so beautiful in a location that has everything going for it. You could never find a better location for a courthouse than right here," he added.

New Rochelle Family Court is one of three family courts in Westchester County, along with courts in White Plains and Yonkers. These courts hear cases involving children and families, including child neglect, child custody and support, domestic violence, juvenile delinquency, adoption and guardianship, among other matters.

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## Safety Watch

# PPE's Role in the Hierarchy of Controls To Manage COVID-19 Risks

By GEOFFREYS. POPE, ESQ.

As coronavirus infections and positivity rates decay, and a semblance of normalcy has returned to some construction activities, we must be mindful that we are not yet out of the woods. Infections and deaths continue to occur, and there are new warnings of variants of the original virus now appearing. The need continues to keep vaccinating everyone or it could leave us open to successive waves of infections and deaths.

A topline defense to reduce exposure to COVID-19 is the use of PPE, which generally must be provided at an employer's expense. It must be designed and constructed per ANSI or other industry standards, be regularly inspected, cleaned and maintained, taken out of use when damaged or worn out, and fitted properly. Users must be trained to know when and what kind of PPE is necessary; how to put it on, adjust, wear and remove it; its limitations, proper care, maintenance, useful life and disposal of each item.

Items like the hard hat, safety glasses, sturdy work shoes or boots, high-visibility shirts with sleeves, long work pants must be worn on the jobsite. Other items, such as high-visibility safety vests with reflective striping, must be worn in proximity to vehicular traffic. Protective gloves are usual, but the material will vary, according to what is being handled by the wearer. Full-face shields are necessary when cutting, grinding or chipping; splash goggles are needed to protect against harmful chemicals. Respiratory protection is needed to work to



avoid the inhalation of harmful substances. Welders must wear welding leathers, and electricians must wear rubber gloves, with leather protectors, shock and slip-resistant boots, flame-resistant clothing and face shields and insulated sleeves, in addition to the hard hat. Anyone working on a surface elevated by six feet or more must (in the absence of other fall-protection measures) wear fall protection, which is often a harness to be fastened to a safety line. The foregoing are common examples, not a comprehensive list.

NIOSH prescribes what it calls its "hierarchy of controls," whereby it ranks the effectiveness of five means of controlling hazards. The best way of reducing a hazard (if available) is to eliminate the hazard, by physical removal. Next-best is substitution, or replacing the hazard. Number three is engineering controls, to isolate people, to the extent it is possible to do so, from the hazardous condition. Number four is administrative controls, or changing the way people work. Fifth (and last) is sole reliance on PPE. While face coverings

and gloves are high on the list of anti-COVID precautions, you want to steer away from over-reliance on these items.

Of course, in fighting COVID contagion, as in many other contexts, approaches in combination will often prove to be beneficial. One illustration is that a major risk factor for contracting COVID-19 is close exposure to infected individuals, their exhalations, and their droplets (especially in poorly-ventilated, indoor spaces). Infected surfaces are also thought to be a risk factor (although a less important one than was thought early on in the pandemic). Naturally, PPE (gloves and face coverings) have a role to play, but the masks in particular are far from sure protection. So, you will want to add administrative controls, such as limiting the sharing of items such as respirator masks and hand tools and requiring they be diligently cleaned and sanitized between uses. "Social distancing" and planning the scheduling of tasks to be performed in indoor spaces so as to permit distancing and, more generally, reducing the number of people present in indoor work areas simultaneously, are further administrative controls that should be helpful in curbing transmission.

Another measure you might consider is to postpone that particular work and redeploy those forces elsewhere when you learn that symptomatic individuals have recently been present in an area where work is needed, especially in a closed,

indoor space.

You'll want to reduce potential worker exposure to

***Another measure you might consider is to postpone that particular work and redeploy those forces elsewhere when you learn that symptomatic individuals have recently been present in an area where work is needed, especially in a closed, indoor space.***

occupants of building areas not under construction. These would be customers, inspectors, visitors, or other outside individuals who may enter or be present in the work area. As you probably can't prevent entirely the entry onto your site, or even into an enclosed area, of all who might possibly be infected (e.g., by testing all comers for the virus) this may call for another administrative measure to implement. Specifics to consider are placing plexiglass or other barriers to ensure that outside individuals cannot come closer than six feet to your workers; restricting access, or the numbers of individuals who can be present in proximity to your employees at any given time, or requiring that entrants be masked.

So, while basic PPE is a rou-

tine daily requirement—and special-purpose PPE is useful or indispensable for certain tasks—masks and gloves coupled with general exhortations to socially distance and wash one's hands a lot, which may be difficult to carry out, are by no means a sufficient ongoing response to COVID. From today forward, a more attentive, analytical, well-organized and coordinated approach to integrating health and safety concerns is going to be required. Consulting services from an industrial hygienist are also something you might consider. Distancing, job hygiene (particularly with respect to PPE and tools that may be shared) and other COVID-specific measures now or hereafter recommended are likely to be leading priorities. Other perennial or job-specific hazards will also benefit from more attention and better planning. These are the necessities and facts of life going forward. Consideration of the "hierarchy of controls" offers construction employers an important analytical tool.

*About the author: Geoffrey S. Pope, Esq., is counsel to the construction law firm of Welby, Brady & Greenblatt, LLP, with its main office in White Plains. The articles in this series do not constitute legal advice, and are intended for general guidance only. Please contact legal counsel promptly if you receive an OSHA citation, or have questions concerning matters relating to construction safety or OSHA compliance.*

## MTA Completes 10<sup>th</sup> Avenue Bridge in Mount Vernon

MOUNT VERNON, NY—The Metropolitan Transportation Authority announced on June 2 the reopening of the 10<sup>th</sup> Avenue Bridge in Downtown Mount Vernon, NY.

The bridge is one of six bridges that span Metro-North Railroad's New Haven Line in Downtown Mount Vernon that the MTA is replacing. The reopening of the 10<sup>th</sup> Avenue Bridge further knits the Mount Vernon downtown area together and marks the public completion of a project that began in March 2019.

The replacement of the bridge was part of a combined \$23-million project to replace the 6<sup>th</sup> Avenue Bridge and 10<sup>th</sup> Avenue Bridge in the City of Mount Vernon. Funding for the project came from the MTA's 2015-2019 Capital Program and cost approximately \$11.5 million to complete. The contract to replace the bridge was awarded to E.E. Cruz and

Company, a civil construction contractor based in Whitestone, NY.

"The completion of this project shows our commitment to being strong partners with Mount Vernon, and improves connectivity to the downtown area," said Metro-North Railroad President Catherine Rinaldi. "MTA will continue to advance bridge replacement projects in the City of Mount Vernon and to provide reliable train service in support of the region's recovery."

"The MTA is transforming the way we deliver construction projects so we get work done on time and on budget," said Janno Lieber, president of MTA Construction & Development. "We are using a broad range of tools including financial incentives to hold contractors accountable, and finding efficiencies by bundling projects that are geographically close. Here at Mount

Vernon these new approaches are helping us ensure we can reopen these bridges on the timeframe we promised the community."

Construction work included demolishing the old bridge and its road decks and rehabilitating its masonry abutments followed by installing replacement girders and the concrete decks of the bridge. Signal cables were also relocated. Additionally, as contractors worked to replace the bridge and install new metal fencing, street lighting and traffic signals, crews also conducted lead abatement and asbestos removal.

Mount Vernon Mayor Shawyn Patterson-Howard said, "We are excited to see the reopening of the 10<sup>th</sup> Avenue Bridge this month. For years it has been closed, depriving residents and our public safety vehicles a key access point to cross our city. I look forward to



**The completed 10th Avenue Bridge in Mount Vernon, NY. E.E. Cruz and Company of Whitestone, NY was the contractor on the \$11.5-million contract.**

the reopening of the 3<sup>rd</sup> Avenue bridge in the very near future."

The 10<sup>th</sup> Avenue Bridge is one of six bridges the MTA is replacing across the New Haven Line in downtown Mount Vernon. Construction began on the 3<sup>rd</sup> Avenue Bridge in

April 2020 and is expected to take 18 months to complete. Metro-North reopened the 6<sup>th</sup> Avenue Bridge ahead of schedule in Sept. 2020. The 14<sup>th</sup> Street Bridge opened on July 3, 2019, and the Park Avenue/1<sup>st</sup> Avenue Bridge was replaced in 2011.



## Financial Management

# Is Your Construction Company Ready for Transition?

By PHILLIP ROSS, CPA, CGMA, PARTNER

Successfully transitioning a closely-held construction business to the next generation, while providing an exit strategy to the current owners, is one of the most important and challenging tasks faced by ownership.

According to a recent survey of construction company owners conducted by the Construction Financial Management Association and FMI Corporation, more than 90% of respondents intend to transition the majority of their equity internally. However, only 50% of these respondents have a formal plan. Moreover, for many baby-boomer owners the time has arrived to implement their transition, but the survey indicates that more than two-thirds of them do not believe their identified successors will be ready to assume expanded leadership roles for another three to five years. Let's address a few important questions:

**Q. For an industry whose essence is planning and getting things done, why do construction companies struggle so with transition?**

One reason for this is that a successful transition involves many factors including: future-proofing the firm's financial, business and management sys-



tems and making sure its next-generation leadership team consists of the right people, with the right abilities, in the right roles, with the right set of incentives and expectations. It also requires that firm leaders navigate interpersonal dynamics and associated emotions, especially in family-owned companies. Firm leaders need to contemplate the long-term future of the firm and attempt to balance multiple, interconnected objectives. Firm owners often don't know where to start or find that after beginning the process, it stalls, or what was developed previously needs to be reconsidered and revised in response to changing circumstances.

**Q. How has COVID-19 impacted transition planning?**

Not surprisingly, COVID-19 has forced many companies to put transition planning on the back burner. This is understandable considering that companies are concentrating on current management challenges and are more focused on the short-term. However, the survey indicates that this delay is expected to only be temporary and has by no means reduced the importance of transition planning in owners' minds.

While the financial aspects of transition are of obvious importance to transitioning owners, the importance of the other factors are frequently underestimated, and if left unaddressed, can become the "Achilles Heel" in an otherwise sound transition plan. Such factors include:

Optimizing operational and financial efficiencies to enhance earnings and improve cash flow—which is the "life blood"—that makes the transition possible. These are also the primary sources of transition funding and therefore are the main determinants of how much the company can afford to pay out to exiting owners as

they transition.

If done right, this will enable the company to afford to

the next generation of firm leaders to think and behave in ways that will continue the company's success.

**Q. If done correctly, will this enable the firm to replace the talents and skills of the retiring owners, such as rain-making, firm-level management and strategic thinking, and position the company for healthy profitability and sustainable growth?**

Talent Retention and Incentive Compensation Plans create financial and other incentives that help the company to hold on to its key talent and to motivate these

employees to preserve the company's success.

For more information on how to best implement a successful transition, please contact your CPA.

*About the author: Phillip Ross, CPA, CGMA is an Accounting and Audit Partner and Chair of the Construction Industry Group at Anchin, Block & Anchin, LLP. For more construction industry thought leadership and content, log on to [www.anchin.com](http://www.anchin.com).*

## NYS Interstate Deterioration Among Highest in U.S. Continued from page 4

to be reconstructed, and that continued resurfacing rather than addressing underlying foundational issues provides diminishing returns and results in shorter periods of pavement smoothness.

"With the continued deterioration of so many roads and bridges causing business and industry billions of dollars in increased costs per year, we hope the continued focus on this issue will bring much needed change," said Heather C. Briccetti, president and CEO of The Business Council of New York State, Inc. "It is through careful studies like these that New York State and the nation find a roadmap to address this problem. We are cautiously optimistic to see what a federal infrastructure plan may bring to finally address this ongoing business concern."

In New York, 34% of urban Interstate highways are considered congested during peak hours. Vehicle travel on New York's Interstates increased 11% from 2000 to 2019. The TRIP report found that since 2000, travel on the U.S. Interstate system, the importance of which has been heightened during the COVID-19 pandemic, has increased at a rate nearly triple that at which new lane capacity is being added. Due to the COVID-19 pandemic, vehicle

travel on U.S. highways dropped by as much as 45% in April 2020 (compared to April 2019) but rebounded to six percent below April 2019 levels by April 2021.

"Our rapidly deteriorating infrastructure is a clear and

The design of the Interstate—which includes a separation from other roads and rail lines, a minimum of four lanes, paved shoulders and median barriers—makes New York's Interstates four and

the nation's premier transportation network. The current federal surface transportation program, Fixing America's Surface Transportation (FAST Act), the primary source of Interstate highway funding,

and the administration to come together to get this important work done."

Based on the findings of the TRB Interstate report, TRIP has provided a set of recommendations for the restoration of the Interstate Highway System, which includes: the foundational reconstruction of Interstate highways, bridges and interchanges; improvement to roadway safety features; system right-sizing, including upgrading of some roadway corridors to Interstate standards; adding needed additional highway capacity on existing routes; adding additional corridors; and, modifying some urban segments to maintain connectivity while remediating economic and social disruption.

"The long-term vision that helped establish the current Interstate Highway System 65 years ago is needed again today," said Dave Kearby, TRIP's executive director. "A modernized Interstate system will be critical to the nation's ability to fully recover from the COVID-19 pandemic and will require adequate investment in a federal surface transportation program that provides states and local government the funding and flexibility they will need to restore the nation's most critical transportation link."

***Pavements on six percent of New York's Interstate highways are in poor condition, the fifth highest share in the nation. Six percent of New York's Interstate bridges are rated in poor/structurally deficient condition, the fifth highest share in the U.S.***

present danger to our nation's supply chain. Breakdowns in the Interstate Highway System add an annual \$75 billion to the cost of freight transportation, and 67 million tons of excess carbon dioxide emissions are released into the atmosphere every year from trucks stuck in traffic congestion," said Chris Spear, president and CEO of the American Trucking Associations. "This report quantifies how severe this crisis has become, and it underscores the urgent need for Congress to make real infrastructure investments that are backed by a fair and equitable user-based revenue source."

a half times as safe to travel on as all other roadways. The fatality rate per 100 million vehicle miles of travel on New York's Interstates in 2019 was 0.20, compared to 0.91 on the state's non-Interstate routes. TRIP estimates that additional safety features on New York's Interstate Highway System saved 202 lives in 2019.

Restoring and upgrading the Interstate Highway System to meet the nation's 21st Century transportation needs will require a significant boost in funding, strong federal leadership and a robust federal-state partnership to reestablish the Interstate Highway System as

expired on Sept. 30, 2020 and was extended by one year by Congress to Sept. 30, 2021. Reauthorization of a new long-term, adequately and reliably funded long-term federal program will be needed to ensure that a strong federal program supports the restoration of the Interstate system.

"AAA supports increased federal investment for the Interstate Highway System. Significant funding is needed to ensure safe, efficient and reliable mobility across the United States," said Jill Ingrasia, AAA executive director of advocacy and communications. "AAA urges Congress



## WHAT'S NEW &amp; WHO'S NEWS

# Feinberg On Track to Become MTA Board Chair

ALBANY—In a shakeup of the leadership of the Metropolitan Transportation Authority, New York Gov. Andrew M. Cuomo announced on June 8 the nomination of Sarah Feinberg as Board Chair and the appointment of Janno Lieber as the CEO of the New York MTA. Pat Foye, who has led the agency as president as well as Chairman and CEO for the past four years, will leave the agency July 30 and step into a new role as Interim President and CEO of Empire State Development Corp.

Ms. Feinberg would be the first woman to serve as MTA Board Chair and would take the post after leading New York City Transit through the worst public health crisis in over a century. Mr. Lieber will serve as CEO effective July 30 after shaping the agency's historic \$51.5-billion capital plan and driving the agency's robust construction efforts during the COVID crisis as president of MTA Construction & Development. The Chair and CEO will work in close collaboration and partnership to oversee the strategic direction of the agency.

The State Legislature did not act on Gov. Cuomo's MTA nominations prior to the legislative session's end earlier this month.

"Sarah, Janno and Pat are not only fiercely dedicated public servants, but proven leaders who kept the metropolitan region's transportation network operating efficiently through the worst public health crisis in a generation, and thanks to their tireless efforts, our essential workers were able to get to their destinations and help save lives," Gov. Cuomo said. "Moreover, they oversaw



**Sarah E. Feinberg**

and pushed through historic change and construction progress across the MTA, giving the system the upgrades that will better serve riders for generations. On behalf of all New Yorkers, I thank all three of them for their ongoing service and have full confidence they will continue to work their hearts out in their new roles."

Ms. Feinberg, said of her nomination, "I am thrilled to be stepping into a position that allows me to continue to play a significant role in how our subway and bus systems operate, but to also have even more of an impact in shaping the future of the agency, and of transportation in this city and region. There should be no higher priority than ensuring we are doing all we can to bring ridership back—and as ridership comes back so will the city's economic recovery."

Mr. Lieber added, "The COVID crisis proved—once again—that mass transit is New York's linchpin, in good times and bad. Now we need to keep building a system that connects people from all communities to jobs, education and opportunity. I look forward to taking on this important new role and to lead MTA in support of the New York City region's economic revival."

Ms. Feinberg is currently the interim president of the New York City Transit. Before that, she was a member of the MTA Board. She is the founder of Feinberg Strategies, LLC, a strategic business and communications consulting practice focused on the tech sector.

Prior to starting Feinberg Strategies, Ms. Feinberg served as the administrator of the Federal Railroad Administration.

She was nominated for this post by President Obama and later confirmed by the Republican-led U.S. Senate. As FRA administrator, Ms. Feinberg developed and enforced rail safety regulations; managed a multi-billion-dollar rail-investment portfolio and led research and technology development programs.

Ms. Feinberg was the second woman to lead the agency of nearly 1,000 employees in Washington, D.C. and eight regional offices across the country. Prior to joining FRA, she served as USDOT chief of staff, where she provided strategic advice and counsel to the secretary of transportation regarding operational and legislative initiatives across all modes of transportation, and helped lead the agency and its more than 57,000 employees.

Mr. Lieber was appointed Chief Development Officer of the MTA by Governor Andrew M. Cuomo in May 2017. Reporting to the MTA Chairman, Mr. Lieber is also president of MTA Construction & Development, the organization responsible for capital planning and for the development and delivery of capital projects across the MTA. Mr. Lieber also oversees the MTA Real Estate Department and is responsible for integrating real estate planning and economic development into MTA infrastructure projects.

From 2003 to 2017, Mr. Lieber served as President of World Trade Center Properties LLC, where he was responsible for managing all aspects of the Silverstein organization's efforts to rebuild at the World Trade Center site, including planning, design, and construction issues; business, financing, and legal matters and public affairs, government, and community relations. Earlier in his career, he held positions in the administrations of President Bill Clinton and NYC Mayor Ed Koch and worked as an attorney in private practice.

Mr. Foye became Chairman and CEO of the Metropolitan Transportation Authority in April 2019, overseeing critical agency priorities and the agency's day-to-day management.

Previously, he served as president of the MTA from August 2017 through April 2019, providing leadership on modernization initiatives and strategic opportunities, including: leading the push for Central Business District Tolling to fund investment in the transit system, attracting private capital to the MTA, and ensuring the agency remains financially viable by leading cost reduction initia-



**Janno Lieber**

tives. He also served as a member of the MTA Board from 2010 to 2012.

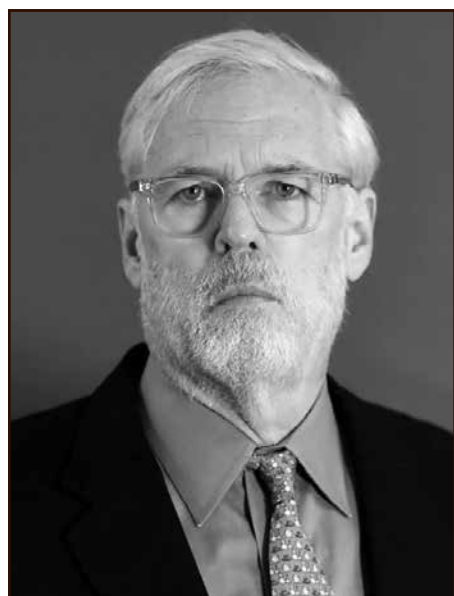
Prior to joining the MTA, Mr. Foye led the Port Authority of New York and New Jersey as Executive Director for six years, from November 2011 to August 2017. At the Port Authority, he managed day-to-day operations at the bi-state agency and guided the development of the agency's 10-year, \$32.2-billion Capital Plan, while overseeing some of the nation's most significant P3 transactions, including the redevelopment of LaGuardia Airport and the building of a new Goethals Bridge.

Mr. Foye also served as deputy secretary for Economic Development for Governor Andrew M. Cuomo, the downstate chairman of ESDC, and vice chair and board member of the Long Island Power Authority.

The governor in the final days of the legislative session also nominated longtime advisor Steve Cohen to a seat on the Port Authority's Board of Commissioners and Adam Zurofsky as a director with the New York State Environmental Facilities Corporation.

Mr. Cohen has more than 25 years of experience as a lawyer in private practice and in public service. He currently serves as general counsel and chief administrative officer of MacAndrews & Forbes Inc. Previously, he served as secretary to Gov. Cuomo, in addition to serving as Mr. Cuomo's counselor and chief of staff in the Office of the New York Attorney General.

Mr. Zurofsky is senior policy advisor for Rewiring America. Until 2019, he was the Director of State Policy and Agency Management for the State of New York.



**Pat Foye**

## Indian Point Energy Center's Sale to Decommissioning Firm Finalized

Continued from page 6

ing trust fund at partial site release from the NRC for costs related to waste management and radiological cleanup of the site;

- Require Holtec to return 50% of the money it recovers from the Department of Energy for spent fuel management costs to the decommissioning trust fund;

- Conduct site restoration and remediation under an order on consent with the New York State Department of Environmental Conservation, which will oversee the hazardous materials and residual radiation cleanup at Indian Point, including through the use of an on-site monitor;

- Provide funding towards state and local emergency

management and response; and,

- Provide financial and project reporting to the state and the public through a website and other channels to ensure transparency regarding project status and costs.

Over the past year, Holtec and Indian Point Entergy Center personnel have been working on an integrated transition plan. Among the first steps in the plan is moving the plant's used nuclear fuel from its spent fuel pools to "robust transportable canisters" in a structurally impregnable dry storage system designed by Holtec, and dismantling and packaging the highly activated parts from the nuclear reactors in high capacity containers also engineered by Holtec,

thereby removing virtually all of the radiation source from the plant's containment enclosure.

Another critical early undertaking in the IPEC program is to emplace the used fuel in each pool in an optimized wet storage configuration such that the plant's fuel pools become independent of their cooling systems in the shortest possible time (after their shutdown) to maintain fuel integrity. Holtec's proprietary pool optimization technology is being employed to achieve this milestone safety metric in less than eight months after the cessation of fission in the reactor, Holtec reported. All of the used nuclear fuel would be placed in a HI-STORM dry storage system in less than

30 months after the plant's shutdown. Holtec added that it has designed and manufactured "robust, high-capacity transport packages" for shipment of radioactive material to minimize the number of off-site shipments alleviating the transport traffic around the plant.

Completion of Indian Point's decommissioning will render the 240-acre site fit for commercial/industrial use except for a small parcel of land where the dry storage casks will reside under rigorous security guarded by personnel from Holtec Security International. Holtec hopes to ship the multi-purpose canisters containing the used nuclear fuel to the company's proposed consolidated interim storage

facility called HI-STORE CIS in southeast New Mexico that is undergoing licensing review by the NRC.

Comprehensive Decommissioning International, LLC, a Holtec/SNC Lavalin subsidiary, will serve as a general contractor to perform the decommissioning, demolition, and site cleanup services.

The decommissioning project team consists of a blend of HDI and CDI's decommissioning workers with approximately 300 current Indian Point employees. Through National Labor Agreements with several unions, skilled craft labor from the local union halls near Indian Point and local subcontractors will also support the decommissioning project.



# Regional Bid Alert

## NYSDOT- Region 8

### Bid Letting Date: July 8, 2021

New York State Department of Transportation  
Contract Management  
50 Wolf Road, 1st Floor, Suite 1CM  
Albany, NY 12232

Contract# D264543  
PIN# 881401  
FA Proj.# Z24E-8814-013

Project Description: Columbia, Dutchess, Orange, Putnam, Rockland, Ulster, Westchester Cos., pavement preventative maintenance contract, No Plans.

Bid Deposit: 5% of Bid (~ \$75,000.00)

Goals: DBE: 0.00%

### Bid Letting Date: July 22, 2021

New York State Department of Transportation  
Contract Management  
50 Wolf Road, 1st Floor, Suite 1CM  
Albany, NY 12232

Contract# D264452  
PIN# 881341  
FA Proj.# Z0E1-8813-413

Project Description: Columbia, Dutchess, Putnam, Ulster Cos., bridge maintenance contract: Towns of Woodstock, Philipstown, Poughkeepsie, Taghkanic and Wappinger, Night Time Work.

Bid Deposit: 5% of Bid (~ \$750,000.00)

Goals: DBE: 6.00%

## NYSDOT- Region 10

### Bid Letting Date: July 8, 2021

New York State Department of Transportation  
Contract Management  
50 Wolf Road, 1st Floor, Suite 1CM  
Albany, NY 12232

Contract# D264531  
PIN# 052331

Project Description: Nassau Co., priority surface treatment Meadowbrook State Parkway (908E) from Ocean Pkwy to Merrick Rd, Nassau County.

Bid Deposit: 5% of Bid (~ \$375,000.00)

Goals: DBE: 10.00%

## Westchester County DPW

### Bid Due Date: June 30, 2021

Contract: 19-205

PIN 8762.10

Title: Westchester County Pedestrian Safety Improvements, Villages of Port Chester, Rye Brook, Towns of Harrison, Mamaroneck, Greenburgh, Mount Pleasant and Cities of Peekskill, Rye, White Plains and Yonkers, NY.

Description: The work under this contract consists of providing all necessary labor, material and equipment required for the replacement of pedestrian signal heads, brackets, pedestrian push buttons and high visibility crosswalks at 41 signalized intersections.

Bid Estimate Range: \$500,000 to \$600,000.

Pre-Bid Inspection: None Scheduled.

Contact: Kevin Roseman, 914-995-4084.

### Bid Due Date: July 7, 2021 (Second Date Change)

Contract: 17-519 (\$100.)

Title: Site Work Improvements, Blue Mountain Reservation, Town of Cortlandt and City of Peekskill, NY.

Description: The work under this contract consists of providing all necessary labor, material and equipment required for the site work improvements at Blue Mountain Reservation, which includes replacement of electric, communications, sanitary and water utilities throughout the park. The project also includes resurfacing of pathways and small

footbridges along with all associated site work and landscaping.

Bid Estimate Range: \$2.5 million to \$3.2 million.

Pre-Bid Inspection: Held on May 11, 2021.

Contact: Esther Rivas, 914-995-5584.

### Bid Due Date: July 7, 2021

Contract: 19-514 (\$100.)

Title: Low Rise Building Renovations and HVAC Improvements, 110 Dr. Martin Luther King, Jr. Boulevard, White Plains, NY.

Description: The work under this contract consists of providing all necessary labor, material and equipment required for renovation to all County Clerk, Department of Public Safety and District Attorney's office spaces located on the third floor of the Low Rise Building. All associated electrical, HVAC and plumbing work is included. NOTE: The Contractor is directed to the Special Notice regarding Project Labor Agreement (PLA).

Bid Estimate Range: \$13 million to \$14.5 million.

Pre-Bid Inspection: 10:00 a.m., to 1:00 p.m., Saturday, June 12, 2021; Open House Session at 110 Dr. Martin Luther King, Jr. Boulevard, White Plains, NY.

Contact: James Antonaccio, 914-995-6343

### Bid Due Date: July 14, 2021

Contact: 20-530 (\$100.)

Title: Infrastructure Rehabilitation – Phase 2, Playland Park, Rye, NY.

Description: The work under this contract consists of providing all necessary labor, material and equipment required for reconstruction of the Playland Colonnades, restoration of the Employee Facility and restoration of Restroom Facilities. Work includes all associated mechanical and electrical work. NOTE: The Contractor is directed to the Special Notice regarding Project Labor Agreement (PLA).

BID ESTIMATE RANGE: \$30 to \$33 Million. MANDATORY PRE-BID INSPECTION: 11:00A, June 17, 2021; meeting outside by the Fountain Plaza directly adjacent to the Administration Building, Playland Park, Rye, NY. MANDATORY attendance is required. Bids will be rejected from Contractors not in attendance at this meeting, or those who fail to sign the attendance sheet.

CONTACT: James Antonaccio, 914-995-6343.

## NYS Dormitory Authority

### Bid Letting Date: July 8, 2021

Title: Governor's Office of Storm Recovery, Bowman Avenue Dam, Bowman Pond Clearing

Contract: CR21 General Construction

Project# 3342709999

Sealed bids for the above Work located at Bowman Avenue Dam, 239 Bowman Avenue, Purchase, New York 10577 will be received by DASNY at its office located at 515 Broadway, Albany, NY 12207. Each bid must be identified, on the outside of the envelope, with the name and address of the bidder and designated a bid for the Project titled above. When a sealed bid is placed inside another delivery jacket, the bid delivery jacket must be clearly marked on the outside "BID ENCLOSED" and "ATTENTION: CONSTRUCTION CONTRACTS – JENNIFER BURTCH." DASNY will not be responsible for receipt of bids which do not comply with these instructions.

All individuals who plan to attend pre-bid meetings or bid openings in person will be required to complete and present a DASNY Visitor Covid-19 Screening Questionnaire, present government-issued picture identification to building security officials and obtain a visitors pass prior to attending the bid opening. The questionnaire and all instructions are located after Section 19.0 of the Information for Bidders.

Individuals and entities submitting bids in person or by private delivery services should allow sufficient time for processing through building security to assure that bids are

received prior to the deadline for submitting bids.

All bid openings will be made available for viewing live via Zoom at [www.zoom.us](http://www.zoom.us). To enter the meeting, select "Join a Meeting" then enter Meeting Id 353 471 6521, Password 351895. Individuals are strongly encouraged to utilize this public viewing option as an alternative to in person attendance at bid openings.

Only those bids in the hands of DASNY, available to be read at 2:00 PM local time on July 8, 2021 will be considered. Bids shall be publicly opened and read aloud. Bid results can be viewed at DASNY's website; <http://www.dasny.org>.

In accordance with State Finance Law § 139-j and § 139-k, this solicitation includes and imposes certain restrictions on communications between DASNY personnel and a prospective bidder during the procurement process. Designated staff for this solicitation is: Paul Goncalves, Project Manager, DASNY, SUNY Purchase, 735 Anderson Hill Road - Facilities Planning, Purchase, NY 10577 845-222-3823 [pgoncalv@dasny.org](mailto:pgoncalv@dasny.org) (the Owner's Representative) and DASNY at [ccontracts@dasny.org](mailto:ccontracts@dasny.org). Contacts made to other DASNY personnel regarding this procurement may disqualify the prospective bidder and affect future procurements with governmental entities in the State of New York. For more information pursuant to this law, refer to DASNY's website; <http://www.dasny.org> or the OGS website; <http://www.ogs.state.ny.us>.

A Pre-Bid Meeting was scheduled on Tuesday, June 8, 2021 at 10:00 AM at SUNY Purchase, 735 Anderson Hill Road - Facilities Planning, Purchase, NY 10577. Contact Paul Goncalves at 845-222-3823. All prospective bidders are strongly encouraged to attend.

Prospective bidders are advised that the Contract Documents for this Project contain new "GENERAL CONDITIONS for CONSTRUCTION" dated July 28, 2020 that contain significant revisions from those documents previously contained in DASNY's Contract Documents. Prospective bidders are further advised to review applicable sections of these General Conditions for any potential impact on their bid price prior to submittal of the bid.

A complete set of Contract Documents may be viewed and/or purchased online from Camelot Print and Copy Centers. Only those Contract Documents obtained in this manner will enable a prospective bidder to be identified as an official plan holder of record. DASNY takes no responsibility for the completeness of Contract Documents obtained from other sources. Contract Documents obtained from other sources may not be accurate or may not contain addenda that may have been issued. In addition, prospective bidders are advised that the Contract Documents for this Project contain new "GENERAL CONDITIONS for CONSTRUCTION" dated July 28, 2020 that contain significant revisions from those documents previously contained in DASNY's Contract Documents. Prospective bidders are further advised to review applicable sections of these General Conditions for any potential impact on their bid price prior to submittal of the bid. The plan holders list and a list of interested subcontractors and material suppliers may be viewed at DASNY's website: <http://www.dasny.org>. For Bid Opportunities and other DASNY related news, follow us on Twitter @NYS\_DASNY and Facebook <https://www.facebook.com/pages/DASNY-Dormitor-Authority-of-the-State-of-New-York/307274192739368>.

### Bid Letting Date: July 22, 2021

Title: City University of New York, Hunter College, West Building Roof Replacement at 8th Floor Terrace & Associated Asbestos Abatement

Contract: CR8 General Construction

Project# 3437209999

Sealed bids for the above Work located at Hunter College, West Building, 920 Lexington Avenue, New York, New York 10021 will be received by DASNY at its office located at 515 Broadway, Albany, NY 12207. Each bid must be identified, on the outside of the envelope, with the name and address of the bidder and designated a bid for the Project titled above. When a sealed bid is placed inside another delivery jacket, the bid delivery jacket must be clearly marked on the outside

"BID ENCLOSED" and "ATTENTION: CONSTRUCTION CONTRACTS – DOMINICK DONADIO." DASNY will not be responsible for receipt of bids which do not comply with these instructions.

All individuals who plan to attend pre-bid meetings or bid openings in person will be required to complete and present a DASNY Visitor Covid-19 Screening Questionnaire, present government-issued picture identification to building security officials and obtain a visitors pass prior to attending the bid opening. The questionnaire and all instructions are located after Section 19.0 of the Information for Bidders.

Individuals and entities submitting bids in person or by private delivery services should allow sufficient time for processing through building security to assure that bids are received prior to the deadline for submitting bids.

All bid openings will be made available for viewing live via Zoom at [www.zoom.us](http://www.zoom.us). To enter the meeting, select "Join a Meeting" then enter Meeting Id 353 471 6521, Password 351895. Individuals are strongly encouraged to utilize this public viewing option as an alternative to in person attendance at bid openings.

Only those bids in the hands of DASNY, available to be read at 2:00 PM local time on July 22, 2021 will be considered. Bids shall be publicly opened and read aloud. Bid results can be viewed at DASNY's website; <http://www.dasny.org>.

In accordance with State Finance Law § 139-j and § 139-k, this solicitation includes and imposes certain restrictions on communications between DASNY personnel and a prospective bidder during the procurement process. Designated staff for this solicitation is: Yunjung Lee, Project Manager, 695 Park Avenue, North Building C001, New York, New York 10065, 212-439-7958, [ylee@dasny.org](mailto:ylee@dasny.org) (the Owner's Representative) and DASNY at [ccontracts@dasny.org](mailto:ccontracts@dasny.org). Contacts made to other DASNY personnel regarding this procurement may disqualify the prospective bidder and affect future procurements with governmental entities in the State of New York. For more information pursuant to this law, refer to DASNY's website; <http://www.dasny.org> or the OGS website; <http://www.ogs.state.ny.us>.

A Pre-Bid Meeting will be held on Thursday, June 24, 2021 at 10:00 AM at Hunter North Building, 695 Park Avenue, New York, New York 10065. Contact Yunjung Lee at 212-439-7958. All prospective bidders are strongly encouraged to attend.

Prospective bidders are advised that the Contract Documents for this Project contain new "GENERAL CONDITIONS for CONSTRUCTION" dated July 28, 2020 that contain significant revisions from those documents previously contained in DASNY's Contract Documents. Prospective bidders are further advised to review applicable sections of these General Conditions for any potential impact on their bid price prior to submittal of the bid.

A complete set of Contract Documents may be viewed and/or purchased online from Camelot Print and Copy Centers. Only those Contract Documents obtained in this manner will enable a prospective bidder to be identified as an official plan holder of record. DASNY takes no responsibility for the completeness of Contract Documents obtained from other sources. Contract Documents obtained from other sources may not be accurate or may not contain addenda that may have been issued. In addition, prospective bidders are advised that the Contract Documents for this Project contain new "GENERAL CONDITIONS for CONSTRUCTION" dated July 28, 2020 that contain significant revisions from those documents previously contained in DASNY's Contract Documents. Prospective bidders are further advised to review applicable sections of these General Conditions for any potential impact on their bid price prior to submittal of the bid. The plan holders list and a list of interested subcontractors and material suppliers may be viewed at DASNY's website: <http://www.dasny.org>. For Bid Opportunities and other DASNY related news, follow us on Twitter @NYS\_DASNY and Facebook <https://www.facebook.com/pages/DASNY-Dormitor-Authority-of-the-State-of-New-York/307274192739368>.

*Agency contact information may change without notice. Please check with the appropriate contracting agency for the most up-to-date contact information.*









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New York, New York 10019

## Hudson River Tunnel Project Clears Key Hurdle

Continued from page 27

Newark, NJ-based The Gateway Development Commission hailed the long-awaited release of the Final Environmental Impact Statement (EIS) and Record of Decision (ROD) on the Hudson Tunnel Project.

"Completion of the FEIS and issuance of a ROD by the Federal Railroad Administration and Federal Transit Administration is a major milestone for the project. With a Record of Decision in hand, real estate property acquisition, advanced engineering design, utility relocation and other pre-construction activities can move forward, bringing the project a significant step closer to major construction," GDC officials stated.

The project involves construction of a new Northeast Corridor rail tunnel under the Hudson River connecting to Penn Station (NY) as well as the full rehabilitation of the existing 110-year-old North River Tunnel, which was inundated with seawater during Superstorm Sandy in 2012. The project's purpose and need are to both maintain the level of service provided by Amtrak and NJ Transit through the existing North River Tunnel, and improve overall reliability, resiliency and redundancy of the rail conduit between New Jersey and New York.

## Vintage Dams Old-Age Charm, Modern-Day Concerns

Continued from page 19

"These impacts result in a B classification (moderate hazard) for the new dam," said Vincent Altieri of the executive director of the Rockland County Drainage Agency. "The current proposed design will address the 100-year-old-plus valves that require replacement." He said the new design would have a low-level outlet with a valve that could lower the level of the water in the impoundment area.

This project is a shovel-ready project, meaning it's designed and already being reviewed by the NYS Department of Environmental Conservation and the Army Corp of Engineers. Following the issuance of permits, the county expects to go out to bid immediately. The engineering estimate is \$3 million for the work.

A second dam in Rockland is on Pascack Brook in Spring Valley, which has its permits and is currently out to bid. "This project, a joint project by Rockland County and the Town of Ramapo, is shovel ready and should receive such funding, Mr. Altieri said. "This, too, should receive federal funds as a shovel-ready infrastructure project."



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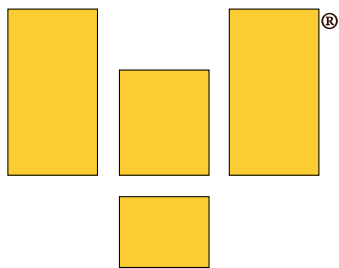


**A NYSDOT Design-Build Project to reconstruct the existing Rt. 17 at Rt. 32 Interchange in Harriman, NY which included a new Diverging Diamond Interchange recently completed by Yonkers Contracting.**

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## LOW BIDS

# Verde Electric, Constar, Sullivan Paving, Scariano, DeAngelo Win NYSDOT Bids

ALBANY—The New York State Department of Transportation announced recently the selection of six apparent low bidders for work in the New York City-Hudson Valley regions.

**Verde Electric Maintenance Corp.** of Mount Vernon, NY was the lowest of three bidders at \$755,065.28 for traffic signal upgrades, installation of transfer switches, at approximately (63) various locations in Dutchess, Orange, Ulster and Westchester counties.

**Sullivan Paving & Construction** of Cohecton, NY was the lowest of four bidders at \$5,333,449.70 for six miles of asphalt concrete resurfacing on Route 17 in Livingston Manor to Parksville, in the towns of Rockland and Liberty in Sullivan County.

**Constar Inc.** of Central Islip, NY was the lowest of three bidders at \$1,147,150.00 for low clearance bridge countermeasures on various highways in the five New York City boroughs: Bronx, Kings, Queens, Richmond and New York counties.

**Paul J. Scariano Inc.** of New Rochelle, NY was the lowest of 13 bidders at \$19,654,321.00 for safety improvements on the Long Island Expressway (I 495) at various locations, between 48<sup>th</sup> Street and Little Neck Parkway, Queens County.

**Verde Electric Maintenance Corp.** of Mount Vernon, NY was the lowest of three bidders at \$579,480.00 for signal optimization: wireless vehicle detection system in Dutchess, Rockland and Westchester counties.

**DeAngelo Brothers LLC** of Hazelton, PA was the lower of two bidders at \$441,998.00 for biennial roadside vegetation management in Columbia, Dutchess, Putnam, Orange, Rockland, Ulster and Westchester counties.

# ANJAC, Landi, ELQ Secure Westchester DPW Contracts

WHITE PLAINS—The Westchester County Department of Public Works recently announced the selection of three apparent low bidders.

**ANJAC Enterprises Inc.** of Brooklyn, NY was the lowest of five bidders at \$4,439,610.00 for the Wightman Mansion Rehabilitation, Lenoir Preserve in Yonkers, NY.

**Peter J. Landi Inc.** of Hawthorne, NY was the lowest of six bidders at \$1,845,460.00 for infrastructure improvements, V.E. Macy Park in Village of Ardsley, NY.

**ELQ Industries Inc.** of New Rochelle, NY was the lowest of nine bidders at \$11,696,187.14 for roadway rehabilitation, Mamaroneck Avenue (C.R. #8, 8A, 8B, 8C & 8D) from Bryant Avenue to Mount Pleasant Avenue, a distance of 5.09 miles, in the City of White Plains, the Town of Harrison and Village of Mamaroneck, NY.

# Westchester, Yonkers to Fund \$20M Ludlow Park

YONKERS—The site of a vacant overgrown parkland will become a new \$20-million park in the southwest section of Yonkers.

The planned park will be the site of the second Hudson River access point in Yonkers and the county's newest park. Westchester County, at the request of County Legislator Jose Alvarado, has included \$10 million in the 2021 capital budget (project number BLA1A) to build the public park. The City of Yonkers has also allocated \$10 million for the project. The Ludlow park will offer spectacular views of both the Palisades and Hudson River.

During a tour of the site earlier this month, Westchester County Executive George Latimer said, "With my partners in government Legislator Alvarado and (Yonkers) Mayor (Mike) Spano, the county is eager to bring this beautiful waterfront space to life. The residents who call this neighborhood home deserve waterfront access—and there is no good reason why this scenic view has been shuttered. We stand here today with a vision and look forward to one day standing here as this vision

comes to fruition."

Yonkers Mayor Spano added, "Thank you to Westchester County for matching the city's contribution in this joint public partnership. Once transformed, the park will breathe new life into the community by making another direct access point to the Hudson River. Working with County Executive George Latimer and County Legislator Jose Alvarado shows the realm of possibilities when local government works together."

Legislator Alvarado said, "The creation of a new scenic riverfront park in southwest Yonkers has been a dream for our community, and for me personally, for years. The COVID-19 pandemic has shown us all just how important green space and outdoor recreation is, especially for residents of the most densely populated areas in our county. This is something our great community needs and deserves. My heartfelt thanks go out to County Executive Latimer and Mayor Spano for their support in helping me make this project a reality. I look forward to the day we can all join together here again for a ribbon cutting."





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**Eastern New York Laborers District Council:**

**Samuel Fresina, Business Manager**

LOCAL 17, NEWBURGH, L. Todd Diorio, Business Manager

LOCAL 60, WESTCHESTER, Anthony Ascencao, Business Manager

LOCAL 157, SCHENECTADY, Ian Joshua Shaul, Business Manager

LOCAL 190, ALBANY, Anthony Fresina, Business Manager

LOCAL 235, WESTCHESTER, Dario Boccarossa, Business Manager

LOCAL 754, ROCKLAND COUNTY, Stephen Reich, Business Manager

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