

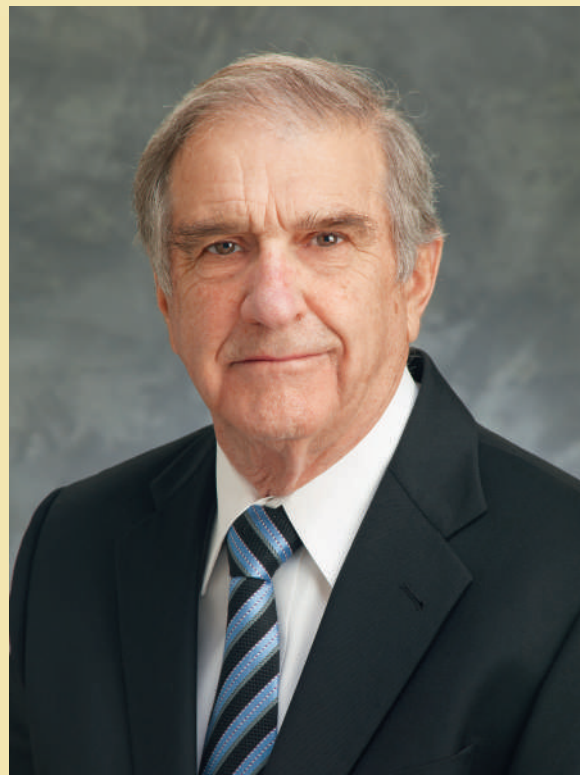


 NOVEMBER, 2017

The Recipients of the 2018 Outstanding Achievement Awards: Brand and Ames



Alfred H. Brand



Raymond G. Ames

The Moles will convene in black tie on the evening of January 24, 2018 to recognize and award two industry notables with its *Outstanding Achievement in Construction* Awards. **Alfred H. Brand**, retired partner of Mueser Rutledge Consulting Engineers will receive The Moles Member Award and **Raymond G. Ames**, President and Chief Executive Officer of Ames Construction Inc., will receive The Moles Non-Member Award. Both will be fêted at the Awards Dinner held in the Grand Ballroom of the New York Hilton Midtown.

Al Brand, P.E., D.GE, was born in New York City and attended Bishop Loughlin High School. He earned his Civil Engineering degree from The Cooper Union and a Masters Degree in Soil Mechanics at Cornell University. In 1968, he joined Mueser Rutledge Wentworth & Johnston, predecessor to Mueser Rutledge Consulting Engineers. Early in his career Al supervised the firm's Soils Laboratory and later became a Senior Associate in 1983. Al became a Partner of the firm in 1988 and served until his retirement at the end of 2015; he is currently a consultant to the firm.

(Continued on next page)

Raymond "Butch" Ames, President and Chief Executive Officer of Ames Construction, was one of nine children and raised on a farm in Minnesota, where he learned the values of honest hard work and persistence. Characteristically humble, he has carried these values into his professional life where they have served him well in many aspects of his career.

After working in construction with a local contractor, Butch partnered with his brother, Richard, in their startup excavating company in August of 1962.

(Continued on next page)



Gary Almeraris

Award Chairman

Gary has been involved in the heavy construction industry for over 40 years. Originally from Brooklyn, NY, Gary attended Brooklyn Technical HS and is a Civil Engineering graduate of CCNY. Gary began his career with MacLean Grove under the guidance of legendary Moles—Ed Plotkin, Claes Bjork, Tom Peyton, Norman Nadel, Gus Fleischer and Leon Vincent. Gary's initial assignment involved tunneling operations for the four track drill/blast hard rock tunnels for the 63rd Street subway in Manhattan under Central Park and east to Park Ave.

Presently Gary is the Vice President of Operations for Skanska USA Civil Northeast and is their recognized leading underground expert. Gary has worked on numerous large scale projects on the East Coast which include subways, water supply and highways, many of which required major underground work. Some of his more challenging projects include the Big Dig, Second Ave Subway and the Fulton St/WTC Transit Hub. Gary has always enjoyed building complex tunnel projects in urban environments.

Gary's personal accomplishment, of which he is most proud, is his mentoring of the young men and woman starting out in the construction industry, "I am constantly impressed by the technical talent and drive that these young professionals bring to our projects. Now is the time for me to give back and help develop The Moles of tomorrow."

Member Awardee: Al Brand

(Continued from Page 1)

Al has been the Project Manager, or Partner in Charge, of foundation, tunnel, earth fill and waterfront design projects including buildings, transportation, marine and cellular structures. In addition to his work throughout the United States, he also has wide experience overseas including assignments in Panama, Saudi Arabia, Yemen and Germany. Al held Professional Engineering licenses in eight states and the NCEES.

Mr. Brand has been active in multiple professional organizations including the American Society of Civil Engineers, National and New York State Chapter of Society of Professional Engineers, the Transportation Research Board and The Beavers. Al was named the Metropolitan Section of ASCE's *Civil Engineer of the Year* in 2015; served as President of the local chapter of the NY State Society of Professional Engineers 2000-2001 and President of The Moles 2008-2009. He was among the first group of 50 engineers selected by ASCE to be accorded the status of Diplomate, Geotechnical Engineer. Al has presented lectures to the Met Section of ASCE and to engineering classes at multiple colleges and the Construction Advancement Institute of Westchester County. He has authored or co-authored more than a dozen technical papers addressing a variety of topics.

Among Al's most notable projects are the new Yankee Stadium, Hudson River Park, 42nd Street Development, Morgan Stanley Children's Hospital at Columbia Presbyterian Medical Center, Battery Park City, Brooklyn Bridge Park, Cross Harbor Rail Tunnel in Brooklyn, Meseturm in Frankfurt, Germany and Friedrichstadt Passagen in Berlin, Germany. Al recounts that his personal favorite projects were the 85-story mixed use residential tower at 432 Park Avenue, the construction of which was complicated by the adjacent Metro-North Railroad tunnel and his work over a period of 24 years for the United States Tennis Association, including the Billie Jean King National Tennis Center Strategic Vision Plan and the Arthur Ashe Stadium including its retractable roof.

Al and his wife Kathy of 45 years have four children and enjoy playing tennis and traveling in their free time.

Ray "Butch Ames"

(Continued from Page 1)

Together they formed Ames Construction, Inc., a family-owned, privately held construction company headquartered in Burnsville, Minnesota. Today, the company is ranked as one of the premier heavy civil, transportation, mining and industrial general contractors in North America.

From the start, Butch has maintained a perspective that no project is too small and no challenge is too big. By the mid-1970s, the company began working on projects outside of Minnesota and by the 1980s, regional offices were opened in Denver, Colorado, Salt Lake City, Utah, Phoenix, Arizona, and Carlin, Nevada. An office in Calgary, Alberta, Canada followed in 2013. The company has worked on projects across the US, Canada and Uzbekistan.

Under Butch's leadership, the company broadened its capabilities and successfully performed many complex and highly visible projects, all while maintaining an outstanding safety record. Notable projects include the site grading and infrastructure work at Denver International Airport; the Eagle Mass Transit P3 in Denver; I-15 CORE in Salt Lake City; the Loop 202 in Phoenix; TH 212 and the St. Croix River Crossing in Minnesota and the All American Canal lining project in California.

Butch credits much of his and the company's success to its hard-work, loyal workforce and durable relationships forged with its many repeat customers, its vendors, business partners, subcontractors and joint venture partners.

Butch is dedicated to bringing new people into our industry and challenges his peers to provide wages and benefits that will allow newcomers to reap the opportunities and rewards that he received in the construction industry. Butch leads by example, actively giving back to his community, the industry and his employees and their families.

Emmitt Smith Will Address The Moles At Its January 24, 2018 Annual Awards Dinner



Emmitt Smith

Professional football player, real estate developer and television personality Emmitt Smith was born in 1969 in Pensacola, Florida. Even as a young boy he dreamed of playing for the Dallas Cowboys but growing up he had to face many obstacles before he could make his dream a reality. In those younger years, he worked several different jobs to help out at home and his ailing grandmother.

Emmitt was a stellar athlete in high school and went on to play football at the University of Florida. As a part of the Florida Gators team he rushed more than 100 yards in his first game alone. He set, and then reset, the rushing record while at the University, in addition

to tying the school record of 14 for rushing touchdowns. Many of his rushing records at the University of Florida remain unbroken today.

In 1990, Smith started to play for his dream team, the Dallas Cowboys. During his 12 seasons with the Cowboys he excelled as a running back and became a crucial part of the team's offense. Smith helped the team take three Super Bowl Championship victories in 1993, 1994 and 1996. He was singled out for his performance on the field at Super Bowl XXVIII, and won the MVP honor in 1994. In 2002, he broke Walter Payton's rushing record to become the leading rusher of all time in NFL history.

During his years with the Cowboys he was mentored in business proficiency by another pro football great, Roger Staubach. Now retired from the game, Emmitt is the CEO of ESmith Legacy Holdings, a premier commercial real estate development firm that builds on years of combined development, finance, and management experience. By leveraging his staff's collective experience in the fields of real estate development, real asset disposition, banking and finance, franchise development, and construction operations, ESmith Legacy Holdings develops and builds a full-service and multi-faceted real estate platform.

ESmith Holdings represent the needs, expectations, and vision of their clients and partners, helping to turn clients' shared vision into reality. ESmith Legacy Holdings does not seek out transactions but rather seeks out relationships and their mission is to be the most trusted real estate resource for every client and partner.

THE MOLES' ANNUAL AWARDS DINNER: NEW YORK HILTON MIDTOWN

HOTEL INFORMATION: New York Hilton Midtown rates: Standard Room: \$299.00; Premier Room: \$319.00. Reservations can be made online via our website, www.themoles.net, under the Calendar Event Jan. 24, 2018 or call 212-586-7000 Code MOLE18. Reservations must be made by January 4, 2018 to qualify for these exceptional rates.

TICKET PRICE FOR 2018: \$400/person

Our online ticket purchasing was well-received last year! Beginning on or about December 1, 2017, **you will be able to register on our website, www.themoles.net under the Calendar Event Jan. 24th. Registering online allows you to choose from three payment options: online ticket purchase with a credit card; register and indicate a check is being mailed; or register and call the office at (201) 930-1923 with payment.** Registering online is a convenient way to provide your guests' names and business affiliations (the latter will be used for name tags, being distributed again this year and printed on the back of each ticket)

Additional details are available on the website.

SEATING LISTS: Payment for tickets and names of attendees must be in The Moles office **no later than December 29, 2017, in order for names to be included in the Seating List.**

SPOUSES' EVENT: Attendees of the popular Spouses' Dinner and Show will enjoy delicious Italian cuisine as they gather at the Remi Restaurant at 4:30 p.m. followed by the 7:00 p.m. curtain call of *A Bronx Tale*. Transportation to and from the theater will be provided with guests returning to the hotel just in time to join Award Dinner attendees at the after-reception held in the Beekman and Sutton suites on the 2nd floor. Depending on availability, tickets can be purchased through the date of the event. Tickets remain \$300/person.

25-YEAR MEMBERS

Twenty-five years ago, on May 1, 1992, The Moles inducted their first woman member, **Arline Gallagher**. Then-outgoing Moles President, Robert Koch, made the following remarks at the Moles Members Dinner, "...I have the honor and privilege of paying tribute to our own Arline Gallagher who has been Executive Secretary to the Moles for 28 years and we hope for many more to come...She is the catalyst that makes things work and the person who knows more about The Moles than most members know about their own organization. It has been Arline's wise counsel over the years that has made The Moles such a unique and admired organization. Arline you are now a full-fledged member of Moles and also the first woman to be elected to membership. Congratulations." Arline retired from her position as Executive Secretary in August 1993, following 30 years of service to the Moles.

Since Arline's induction to The Moles, fifteen women have become active members: Priscilla Nelson was elected to membership in 1995, the first woman in the Engineering category, followed by the first woman in the Affiliated Organization category member, Janice Tuchman in 2002. In 2004, Denise Cruz Serpico was inducted as the first woman in the Heavy Construction category. Christine Keville, Founder and CEO of Keville Enterprises, Inc., was elected to The Moles in 2006, and is presently serving as the Second Vice President of The Moles. Following The Moles' tradition of officers moving up the chain of command, Christine is in line to become the first woman President of The Moles in May 2019.

The Moles is proud of its membership representing the best in the industry. The Moles encourages all its members to nominate for membership anyone he or she feels is qualified and will actively participate in Moles activities. Sponsorship information, including the application, is available on the website.

~ Joel

Darwin J. Anderson, a District Manager with Kiewit Eastern and previously as manager of their Marine Operations Group, oversaw the construction of the Ft. McHenry Tunnel in Baltimore, in addition to many other major projects. He retired in 2004 and lives in Tennessee.

Witt Barlow has forty years of experience in the dredging industry, rising from engineer to CEO of the largest U.S. dredging company, Great Lakes Dredge & Dock Company. Presently, Witt is the Senior Vice President of Gahagan and Bryant Associates.

Antonino "Nino" Catalano, originally a member of the ICOS Corporation of America and later the TRE-VIICOS Corporation, worked alongside Arturo Ressi on many slurry wall projects in the Northeast. In 2003, he established and became the President of East Coast Slurry Co. along with AA Will Corporation.

Born in Portugal, **Everett Cruz** has become one of the most respected construction experts on difficult deep utility and infrastructure projects in the Northeast. Everett and his cousin Ed Cruz formed E.E. Cruz Company in 1984 and later retired in 2002. He spends much of his time in Florida and visiting Portugal.

John Deerkoski ran a well-known engineering firm in New York, providing structurally sound, as well as economically viable, solutions to complex temporary SOE challenges for numerous contractors for many years and continues to provide consulting services.

Chris Devine is semi-retired from Trevcon Construction and resides in Lake Luzerne, NY and Jupiter, Florida. His main interests are golfing, fishing and being with his 10 grandchildren, but not necessarily in that order!

Tom Gelormino was selected by the explosives industry to chair the first-ever Security Committee, tasked with writing the protocols for advanced security of explosives handling and distribution. Tom continues to manage Vet's Explosives, providing blasting materials to customers in densely populated urban environments.

Paul Gilbert, a Vice President of Morrison Knudsen and later with Parsons Brinckerhoff, was the Project Director of the Design/Build team that constructed the initial 14 miles of tunnel for the Superconducting Super Collider project in Texas prior to Congress cancelling the project.

As an Army Captain, **Joe Guertin** oversaw the diversion project that successfully caused the U.S. side of Niagara Falls to go dry for roughly six months in order that the USACE could study rock erosion of the Falls. A long time Senior Principal at GZA GeoEnvironmental, Joe now enjoys an active personal and professional life in rural Vermont.



Joe Guertin dried out the U.S. Niagara Falls in '69

25-YEAR MEMBERS

Daniel E. Himick retired in 2014, following a career constructing subways, foundations, highways and bridges. Early on Dan worked as a field engineer on one of the new contracts for the Washington D.C. Metro Subway Project. He now dedicates his time to the Disputes Resolution process, serving on several DRB Boards.

Dyke Howell was the past President and CEO of Frontier-Kemper Constructors and worked on numerous tunnel projects throughout the U.S., such as the Eisenhower Tunnel, TARP Project in Chicago and Milwaukee and the D.O.E. Strategic Petroleum Reserves.

Jesse Jameson is currently Executive VP at Halmar International and has managed projects from the eastern end of Long Island to Iowa. Jesse spearheaded the members' display of antique cars at the recent Moles Clambake, which highlighted his 1955 Thunderbird in which he participated in the long-distance Hemmings "Great Race" event.

Jim Kelley, a long-time employee of the Dravo Corporation, Jim now is a principle of JMA Kelley Management Associates and is an expert in the determination and allocation of construction delays and contractual terms and conditions.

Stephen Koch retired following careers with Walsh Construction and the Clark Construction Group. At Clark, he led a team advising and completing troubled projects for several Surety companies. Stephen now lives in Hilton Head and continues to consult for Zurich Surety.

Hugh Lacy joined Mueser Rutledge Consulting Engineers in 1963 and became a Partner in 1988, a position he held until his retirement in 2011. Hugh is a recognized expert in all phases of Geotechnical Engineering but concentrated much of his career on tunneling for numerous subways and other major facilities in New York, Boston, and Washington areas.

Serving as CEO, President and COO for various companies for nearly 50 years, **Joseph LoCurto** performed work at numerous NYC and NYS Agencies. Now retired and living on Long Island along with his wife Kathleen, Joe enjoys spending time with his children and 5 grandchildren.

Francis McArdle, after a lengthy career as a public agency leader for New York City and later with Olympia and York Development for the development of the World Financial Center, served as the Executive Director for the General Contractors Association of New York. He is now enjoying his retirement years.

David E. Puza, originally a Morrison-Knudsen and Perini Construction Manager and later with Judlau and RCC, has managed numerous tunnel, transit and bridge construction projects. Dave is now at Merritt Construction Services, a company he co-founded, managing numerous aspects of the reconstruction of the World Trade Center site.

Richard Stapleton was the former Executive Vice President in charge of Finance and Administration at Lane Construction in Meriden, Connecticut. Richard retired from Lane in 2002.

Jim Strobel managed numerous large-scale projects throughout the NY metropolitan area during his career with Yonkers Contracting. Jim continues to make his mark on the NY construction skyline scene as a Vice President with the Related Company, working on the Hudson Yards project, the largest real estate development project in U.S. history.

David Thompson, President and CEO of Haley & Aldrich, retired in 2008 after 40 years with the firm. During his career he was the recipient of the *Parcel-Sverdrup Civil Engineering Management Award* by ASCE and served as the President of ASFE. He and his wife Debbie now live north of Boston in Hamilton, MA.

Alan Todd, with J. A. Jones Construction Company - Heavy/Marine Group, was the Project Manager on the original 63rd Street Sunken Tube installation. Presently the East Side Access Project is utilizing the last remaining tube sections to bring LIRR trains to Grand Central Terminal in the very near future.

Toby Wightman is a world-renowned tunnel constructor and mentor to many young engineers. Toby presently lives in Florida with his wife Laine and does some consulting that allows him to keep up with the amazing advances in the tunneling industry and affords him the opportunity to meet the young and future Moles Members.

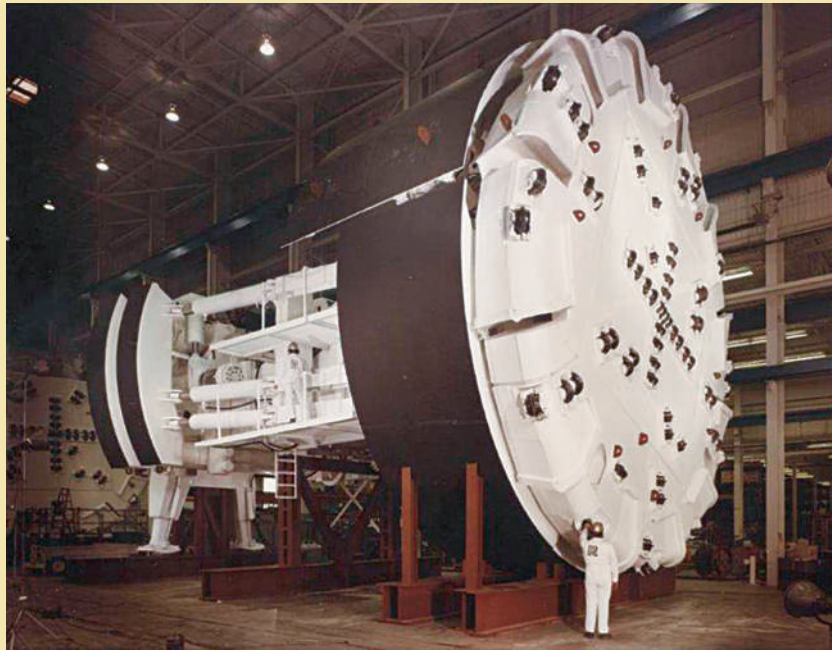
In Attendance on Nov. 1st were:

First Row: John Deerkoski
Tom Gelormino
Joe Guertin
Jim Kelley
Jesse Jameson
Hugh Lacy
Second Row: Witt Barlow
Chris Devine
Daniel Himick
Nino Catalano
Jim Strobel
David Puza



TBM - Carving the Way to the Future - Part 2

We left off on part one of, [TBM - Carving the Way to the Future](#), when the limestone under Chicago was being successfully excavated by a series of machines including a 32 foot diameter machine of the JV of Morrison Knudsen, Kenny, Paschen and S&M. The machine, built by Robbins, was the largest used in the Chicago Deep Tunnel project. It, was later sold to China for use in a dam diversion tunnel associated with a large hydroelectric project that would serve to initiate the enormous changes in China's economic culture. At the same time Herrenknecht was moving in a major way from small diameter machines into large diameter TBMs. Their new machines with earth balance capabilities for tunneling below ground-water level were being introduced.



Morrison Knudsen's 32 foot TBM used in Chicago in 1978

The Mixshield technology was the natural advancement to the conventional slurry technology that had become common in the 70's following major projects around the world including the iconic WTC slurry wall. Now the support pressure in the excavation tunnel chamber could be precisely managed using an automatically controlled air cushion. In 1985, together with Wayss & Freytag, one of the first large diameter Mixshields (20 feet) was introduced. The machine excavated a 3.8 mile ring tunnel in Hamburg for the HERA particle accelerator. The machine included a special feature: a center-free drive with floating bearings for the cutting wheels. The first-time application of this design feature paved the way for Multi-mode machines to follow. In 1988, Herrenknecht constructed the largest Mixshield in Europe, with a diameter of 38 feet and went to work on the Grauholz Tunnel in Switzerland. Today, heterogeneous geologies and high-water pressures of more than 200 psi can be controlled safely with a Mixshield type machine even while excavating very large diameter tunnels. Almost simultaneously the first shielded hard rock TBM was delivered to Bözberg in Switzerland. This tunnel boring machine with a diameter of nearly 39 feet, excavated

two highway tunnels, each 2 miles long. In 1994, Herrenknecht delivered an even larger TBM for the Adler Tunnel in Switzerland; with a diameter of 41 feet, it was the largest hard rock machine in the world at the time. Despite the impediments related to geology, performance rates were considerable, the tunneling teams achieved daily performances of up to 82 feet. The year 2002 marks another historical milestone in hard rock history: the first four-gripper TBMs were used to construct the new Gotthard Base Tunnel excavating the longest railway tunnel in the world. More than 52 miles of the twin 35 mile main tubes were constructed using this machine. In 2006, the Earth Balance Pressure Shield for the Madrid road tunnel M-30 By-Pass measured an impressive 49.8 feet in diameter. In the same year, for the Shanghai Changjiang Under River Tunnel Project, the largest TBMs in the world, the Herrenknecht S-317 and S-318 Mixshields (diameter 50.6 feet), began work crossing beneath the Yangtze River.

Currently even larger technically advanced TBMs are still being developed, repeatedly setting new world records. Europe's current record holder was established in 2016 for the

Santa Lucia road tunnel at 52 feet in diameter. Earlier in 2013, a machine built by Hitachi with a diameter of 57.5 feet, affectionately known as Big Bertha, went to work on a tunnel under downtown Seattle. In early 2017, after overcoming substantial delays it "Holed Through" to the disassembly chamber completing the tunnel. To this day, the world's largest TBM, built by Herrenknecht for the Tuen Mun - Chek Lap Kok Link has a diameter of 57.7 feet, excavating a traffic feeder to enhance the transportation network of Hong Kong and linking the Northwest New Territories with Hong Kong's Airport. But really - what's 2 tenths of foot difference between two giant TBMs?

Today TBMs are even conquering the hard rock in Scandinavia. Although drill & blast may still be the dominating method in the Norwegian tunneling industry, four large Double Shield TBMs (diameter 32 feet) excavate approximately 6 miles of railway tunnel each for the Follo Line Project. Double Shield TBMs are among the most technically sophisticated tunnel boring machines. They combine the functional principles of Gripper and Single Shield TBMs in one machine. The powerful technology is ideal for driving long tunnels in hard rock.



Herrenknecht's Mixschild
Photos courtesy of Herrenknecht AG

Recently completed after 16 months of excavation, a Turkish and South Korean joint venture drove the Eurasia Tunnel in Istanbul under the Bosphorus. Launched from the Asian side, the two mile underpass for the two-story Eurasia road tunnel was a huge endurance test for ultra-modern tunneling technology. The large-format Mixshield tunneled down to the deepest point 350 feet below the Bosphorus. There the water pressure was over 150 psi combined with a very changeable, wear-intensive ground, these conditions placed extreme demands on the giant cutting wheel's excavation tools and necessitated a range of different safety features. It required skillful engineering on site and extended TBM technology to do it. Even at the enormous pressure of 150 psi the cutting tools must be able to be changed quickly and easily. To achieve this the design team reverts to the concept of accessible cutting wheel arms. This was already proven successful in previous projects in Hamburg and Shanghai. The crews were able to safely replace the disc cutters and cutting knives without problems under atmospheric conditions.

Mechanized tunneling technology can be used today to build tunnel structures under ambient pressures previously considered technically impossible. The current record holder is the Lake Mead Intake near Las Vegas. During this project a new world record was set by withstanding wa-

ter pressures of over 200 psi under the lake for a new, deeper water intake for the Las Vegas Valley. The geological and hydrological conditions are extremely challenging and major portions of the tunneling route experienced enormous water pressure weighing down on the machine.

Innovative construction of efficient infrastructure underground projects is a highly complex and interdisciplinary task. Each project is unique, with its own topographical, geological, technical and eco-

nomical requirements. There are no standard solutions in the tunneling business, in every project the smartest solution is the key to benefit the customers and society.

The increased use of TBMs around the world is enormous. In 1977, anyone in the tunnel business knew of every TBM machine in operation around the world almost off the top of their head. As time passed, eleven individual TBMs were utilized just for the Channel Tunnel between England and France. Today in the city of Doha, Qatar alone there are 21 TBMs simultaneously driving tunnels for Qatar Rail and apparently this fact has been recognized by Guinness Book as the current World Record!

We must compliment the tunneling community around the world, many of whom are Moles members, for the extraordinary advances in mechanized tunnel technology over the last 65 years and wish them continued success in providing innovative and economical ways in "carving the way to the future"! I want to especially thank the staff of Herrenknecht Tunneling Systems for providing an historical summary of the TBMs which Herrenknecht manufactured. This information allowed me to complete this article summarizing the development of Tunnel Boring Machines to the present day. ~ Tom

Below: Eurasia Tunnel



Members in the News

The 2017 National Academy of Construction (NAC) inducted 28 new members at their Annual Meeting in D.C. on October 26. The following new members are also Moles members - **Ken Aldridge, Ed Bond, Scott Cassels, Al Daloisio, Tom Groark, Michael Horodniceanu, Bill Marino, Mysore Nagaraja, and Chris Traylor**. Three hundred industry leaders via a rigorous nomination and election process were considered for membership. The present overall NAC membership is at 259 members of which 33 are also Moles members.

The National Academy of Construction has a purpose, like The Moles, to recognize premier leaders of the industry, and to utilize their knowledge, experience, and talents in support of the industry and the nation. NAC is comprised of distinguished leaders from every segment of the engineering and construction industry. The Academy, whose members are selected through a nomination process, represent all sectors of the “built environment”. The organization provides these proven leaders with the unique opportunity to positively impact the industry through six key initiatives: Research, White Papers, Education, Working Groups, Mentorships and their publication, *Executive Insights*. The NAC utilizes the knowledge, experience, and talents of its members to support these initiatives. In addition to being a personal honor, election to the NAC also encourages its members to volunteer their experience to a variety of other organizations.

Rest in Peace

Rockne E. Burns, 84, passed away on May 7, 2017, surrounded by family at his home in Cape Vincent, NY. Rockne received his Master’s Degree in Civil Engineering from Cornell University. After serving in the United States Army, where he worked on the International Bridge to Canada, he became Vice President of S.J. Groves and Sons Construction Co. and later was President of Tuscarora Construction Co. in Pulaski, NY. He is survived by his wife Beverly, three sons and their families. His son Edward is also a Mole.

Gerald D. Sarno passed away at the age of 89, on June 18, 2017. He received his BSCE and MSCE from Dartmouth College and became an Ensign in the United States Navy. After three years of service, Jerry had a lengthy tenures with Bethlehem Steel and later with Perini Corporation. He is survived by his wife of 65 years, Ginny, his two children and grandson.

Jack R. Swofford passed away on June 30, 2017 at 87. After his honorable discharge from the U.S. Army where he earned the Korean Service Medal with three Bronze Stars, Jack pursued a life-long career in explosives sales, working for Illinois Powder and later with Atlas Explosives as its National Sales Manager until his retirement in 1991. Jack is survived by his wife of 68 years, Lois, three children, six grandchildren and one great-grandchild.

2018 Calendar of Events

January 24, 2018
Annual Awards Dinner
New York Hilton Midtown

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March 1-4, 2018
Winter Meeting
Miami Beach, Florida

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May 2, 2018
Annual Business Dinner and Meeting
New York Hilton Midtown

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August 7, 2018
Annual Clambake
New York Athletic Club
at Traver’s Island

~ ~ ~

November 7, 2018
Annual Fall Members’ Dinner & Meeting
New York Hilton Midtown

Updates to Calendar Events are listed
on The Moles’ Website, www.themoles.net



Holing Through is published by The Moles three times a year: April, July and November. E-mail newsworthy updates to: Executive Director and Editor of *Holing Through*: Thomas J. Groark, P.E. tgroark@themoles.net. The Moles office is located at 50 Chestnut Ridge Rd., Suite 102, Montvale, NJ 07645.

HARD HATS ON DISPLAY!



How many EN does it take to construct a hard hat display at The Moles' headquarters? Answer: Two, plus an HC! The "first phase" was completed under budget and before deadline (it helps to employ volunteers)! Thank you to those who have mailed in a hard hat. We need more to join the eight not pictured: Bond; Cianbro; GBA; El Sol; HDR; Weeks; Stacy & Witbeck, and Kiewit. Special thanks to John Eckart and Joel Moskowitz for their time, skill and effort.

Moles Return to Florida!

Serenity and the bright lights of Miami seamlessly converge at the **Nobu Hotel in the Eden Roc in Miami Beach, Florida!** Join us for guaranteed fun at the **2018 Moles Annual Winter Meeting!**

Attending Moles and their significant others enjoy morning lectures followed by days on the beach, lively dinners and dancing. It's a great way to meet up and talk shop or just relax. Over twenty Moles plus guests have made their reservations. Make yours today!

Reserve your room online via the hotel link on our website, www.themoles.net, under the Calendar Event section. Rates start at \$480/night for an Ocean View King and \$510/night for a Nobu Junior Suite (plus taxes, etc.). Rates are available through Feb. 1, 2018, or until sold out. Additional trip information is available on www.themoles.net.



2017 Student and Faculty Reception

The Education Committee, helmed by **Jack Tobin**, hosted a reception for this year's Student Award and Scholarship Recipients and Faculty members representing their respective colleges and universities. Moles President **Chris Traylor** congratulated the students on their achievements during the award presentation and members of the Executive and Education Committees mingled with the guests during a reception offering sage advice, no doubt, to the future engineers and constructors.

Once again, we thank Moles members for their generosity which resulted in \$259,000 in grants being distributed this year in addition to \$20,000 in Student Awards. A Scholarship Review Committee was recently established, chaired by **Paul Schmall**, to review and oversee that best practices are being used to maximize The Moles' outreach to the youth of our country pursuing careers in Heavy Construction. More on this effort in the near future!

Photos courtesy of Bob Radske: *Top to Bottom:* Student Awardees, Faculty Members and Scholarship Recipients.



Skanska Walsh JV Present Lecture: LaGuardia Airport and its Geo-Technical Challenges

Program Committee Chair **Michael McKenna**, is pictured at left with **Thomas Nilsson**, **Patrick Rooney** and **David Tullis** from Skanska Walsh JV, who provided an indepth geotechnical presentation of their design-build efforts in redeveloping LaGuardia Airport.

If any Moles members would like volunteer to present a technical project at the May Annual Business Dinner, email Tom Groark at tgroark@themoles.net.