



Posillico

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NEWSLETTER

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2010 Project of the Year

The 2010 Project of the Year was awarded to the Route 110 Bridge Reconstruction and Widening project team. The four projects selected to present for the award included the Kings Park Wastewater Treatment Plant Upgrade, Central Park Police Precinct, Reconstruction of CR80 Montauk Highway, and the 110 Bridge Reconstruction and Widening. Each of the four project managers gave a presentation to the Executive Committee and the Board of Directors highlighting the outstanding work performed on their respective projects. All of the presentations were excellent and it was amazing to see what outstanding work was performed in 2010. After all of the presentations were given, a winner was selected to receive the prestigious honor

of being the Posillico 2010 Project of the Year. The winning management team were given individual trophies that can be displayed at their place of work, a share of the \$5,000 cash prize, and a nameplate added to the Project of the Year plaque that is on display in the office lobby.

The Route 110 Bridge Reconstruction team consisted of Adam Sobotka – Project Manager, Charlie Ferrito – Project Superintendent, Richard Oakley – Project Engineer, Behrouz Nahari – Junior Project Engineer, and the project foremen were Lou De'Mayo, Al Jones, Rich Leone, Ronald Pummel, and Jose Goncalves. Please congratulate them as they put in an outstanding performance by bringing

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the project in safely, ahead of schedule, and under budget. All of the Project of the Year presentations can be viewed on the Intranet under the Project Management tab.



2009 Aerial View



2010 Aerial View

Rockaway Park

Excavation and load out at Rockaway Park began in January 2009 in an effort to remediate a former MGP facility for our client National Grid. MGP facilities which stand for “Manufactured Gas Plants” were industrial facilities that would manufacture gas from coal. The primary contaminant targeted by the remediation efforts were the oil byproducts left behind from the gas manufacturing process. As one of the larger remediation projects undertaken by Posillico to date, and our first time working with National Grid on a project of this magnitude, special attention was taken to Health and Safety as well as State, Local, and Federal environmental compliance. To help deal with some of these challenges, the project management team sought the guidance of Lee Kaplan, Kevin Cain, Selso Salazar, and John Lane, who together have extensive experience in dealing with environmental remediation projects and health and safety on hazardous waste sites.

Aside from the many typical challenges faced in any heavy construction or remediation, there was a politically sensitive nature to this project. The Rockaway community was active in every facet of the project and National Grid worked with the community to accommodate them whenever reasonable.

As a result of heavy community involvement, trucking hours were limited, maximum gross vehicle weight for offsite trucking was restricted and all trucks had to receive liners and special tarps to protect the impacted soil during transit to the soil recycling facilities. Close scrutiny from local media outlets and regular coverage in the local papers became the norm.



Truck # 9,529

When trucking was completed in September of 2010, a total of 165,169.35 tons of impacted soil were trucked off site on a total of 9,529 trucks. To replace this excavated material, a total of over 104,000 tons of “mole rock” and an additional 78,000 tons of gravel and other fill materials were imported to the site over the course of the project. Almost all of the material excavated was done so within the

confines of a negative pressure enclosure, which presents the challenges of low lighting and potentially high temperatures during the summer high. Headed off by Chris Boll, the excavation was often done under extreme conditions, such as Level-C PPE and temperatures in excess of 100 degrees.

As one chapter of this project came to a close in September, the project management team of Mike Perciballi, Chris Hurst, Rob Delmonte and Steve Klaus prepared for the next phase of the job which included managing the installation of Jet Grout columns on the north end of the site. As part of a change in job scope, the jet grout columns will serve to complete the cut off wall at the north side of the jobsite to prevent contaminants not removed during excavation from seeping into the Jamaica Bay Wildlife Refuge. Going to a depth of 120ft below grade, the wall will offer a hydraulic barrier to the contaminant known as DNAPL, which stands for Dense Non Aqueous Phase Liquid. DNAPL is oil that is denser than water and can seep deep into the ground water table and is typically too deep for removal by conventional excavation methods.



2009 Aerial View



2010 Aerial View

CR-80

The Reconstruction of County Road 80 project began as a \$12 million rehabilitation of Montauk Highway from William Floyd Parkway, two miles east to Mastic Road for the Suffolk County Department of Public Works. Due to the speed and quality of work performed by Posillico, the SCDPW increased the contract to \$15 million. This addition extended the reconstruction a half mile east from the original contract limit and added a portion of William Floyd Parkway. The project entailed the construction of a new storm water drainage system, full-depth shoulder restoration, traffic signal interconnect, as well as new curb and sidewalk over the length of the job. After these phases were completed, the entire roadway was milled down to the underlying concrete panels, and the roadway was paved.

The CR-80 project faced challenges in each phase of the reconstruction. The drainage crew dealt with a myriad of underground utility conflicts; however solutions were developed in the field to

ensure the installation remained on schedule. Additionally, as contract specifications did not allow for full closure of the road; the high volume of traffic was a challenge for all operations on a daily basis. A dedicated MPT crew was able to ensure the safety of both the public and Posillico's Employees, while maintaining traffic through the area.

In a letter to the company on behalf of the local businesses, County Legislator Kate Browning commended Posillico for their speed and professionalism in completing the work on CR-80. This commendation illustrates the qualities Posillico strives for, and the \$3 million of additional work this project acquired is proof that promoting these qualities is financially productive. However, more important than any commendation or additional work, was the CR-80 project's safety record. With nearly 12,000 feet of drainage installed, over 33,000 tons of asphalt and 25,000 man-hours worked; the CR-80 project had ZERO recordable injuries.



Drainage Work



The Milling Operation

It's important to recognize the people who were essential to the project's success. The following individuals played a key role in the safe completion of this project:

Joe Seplavy, Ed Siani, Jimmy Cook, Daniel Fidalgo, Brendan Warner, Derrick Penn, Walter Gordon, John Ferris, Wayne Liddell, Anthony Hendrickson, Miguel Rodriguez, Roberto Martin, Greg Oak, Matthew Schmidt and Lorenzo Diglio.

DATES TO REMEMBER:

Strategic Update Meeting
October 13th, 2011

Company Picnic
September 18th, 2011

Posillico Holiday Party
December 15th, 2011



Paving Crew in Action

The Anatomy of a Work Zone

We all get behind the wheel during the day; traveling to work, back home, and all of the destinations in between. This daily ritual we all perform is also one of the largest threats to our workforce working on or around roadways. Driving. It's the wild card. It's the perilous, often unpredictable force that confronts our workforce on a daily basis. In 2009 alone, there were 667 deaths that occurred as a result of motor vehicle accidents in construction work zones in the United States. 667. While protective measures have progressed considerably throughout the years, 667 deaths are simply unacceptable. We all have the power to change that number, to reduce it significantly. We can all play an important part. So how do we protect ourselves? How do we protect one another? We can start by understanding the proper precautions to take while driving through work zones, and understanding what constitutes the anatomy of a work zone.



•**Signage** – It's important to watch out for and understand the signage present in and around work zones. Signs will warn of the hazards and dangers that are to be expected through the work zone (ex. "Bump", "Rough Road", "No Shoulder", etc.). Speed limits are also reduced in these areas to protect both the workers and you, the motorist.

•**Barrels & Cones** – These MPT components aid in the delineation of the work zone and serve as a visual cue to the boundaries of the roadway. Keep your distance from these markers and travel slowly. Barrels are typically 48 inches tall, highly visible (orange with white and orange reflective striping) and are spaced 30 to 40 feet apart.

•**Equipment Lights, Beacons, & Alarms** – The lights and beacons of heavy equipment act as another visual cue of where the area of activity is in a work zone. On days with low visibility due to rain or haze, these illuminations cut through the fog and alert travelers of equipment position. When driving through a work zone, listen for the sound of a vehicle alarm. This sound means that equipment is on the move. Be cautious and slow down even more until the machine is settled.

•**Flaggers** – Equipped with "STOP/SLOW" paddles, it's the flagger's responsibility to safely maneuver traffic around a work zone. As a motorist, watch the flagger for instructions. He/she will direct you through the work area when it is safe to proceed. Flaggers can be identified by their paddles, highly visible clothing, and an orange hard hat. Since flaggers are in an extremely vulnerable position exposed to traffic, your attention should be heightened and



your speed and following distance should be significantly reduced when driving through an area with a flagger.

The best protection we have for the health and safety of ourselves and our workforce is awareness; awareness of our surroundings, awareness of how to approach and successfully navigate a work zone, and awareness that it only takes a second of carelessness to cause a catastrophe. To cut down that vicious number, 667, we must continue to appreciate and respect that these zones are established for a reason: protection; the protection of our workforce, the protection of ourselves.



2010 Posillico Mentor Program

The 2010 Mentor Program participants had the opportunity to gain exposure to business areas throughout Posillico outside of their normal scope of work. They attended competency sessions related to Safety, Risk Management, Contract Administration, Project Management & Cost Control, Financials Accounting, Marketing and Sales. The Mentees also toured several jobs, the Asphalt Plant & Shop and while taking the time to learn about the Estimating process, they were given the task of estimating a job!

Each Mentee was assigned to a Mentor who could offer them support throughout the program. The 2010 Mentors were Peter Brindley, Joseph Sheehan, Thomas Spatafora, Frank Franzini and Selso Salazar. Mentor committee members included Ralph Capelli, Lisa Dippel, Charlie Forte, Michael Perciballi, Audra Schmitt and John Soliman. The committee members worked diligently to make sure each Mentee could gain as much experience as possible throughout the program.

After completing the program each Mentee gave a presentation outlining their experiences in the program. Joseph K. Posillico presented the 2010 Mentor Program Graduates with awards for a job well done. Congratulations to our 2010 Mentor Program Graduates:
James Boulukos, Joshua Dale, Thomas Farina and Richard Oakley!

Thank you to everyone involved!

"We were given the ability to experience all areas of construction is less time."

-Josh Dale; Mentee