Stefano Pappalardo

Environmental Health/Safety Director

Years of Experience

33

Bio

Stefano has 33 years of experience in the construction industry with 17 of those years specifically serving as Safety engineer, manager, and director. As Halmar's Corporate Environmental, Health and Safety Director, his responsibilities include implementing and maintaining safety training programs and complete safety and training records; and developing, updating, and managing safety program procedure and policies. Throughout his career, Stefano managed safety on large design-build (DB) projects for clients, such as the Metropolitan Transportation Authority (MTA), Metro-North Railroad (MNR), Long Island Rail Road (LIRR), Amtrak, the Port Authority of New York and New Jersey (PANYNJ), New York State Department of Transportation (NYSDOT), and Washington Metropolitan Area Transit Authority (WMATA). As Safety Manager of Amtrak's $180 million First Avenue Vent Shaft in New York City, Stefano oversaw all safety for the project which included the demolition and reconstruction of two existing vent shafts and two existing ventilation buildings. The project was performed above Amtrak live rail where the vents supplied and exhausted air from Amtrak's track system.

From PSA:

Stefano brings extensive experience and exemplary safety record managing safety on MTA and Amtrak rail projects where work is done in or adjacent to an active railroad environment and operational facilities.

PROJECT EXPERIENCE

Halmar International, LLC | Nanuet, NY | 2010 – Present

Corporate Program Control

Environmental Health/Safety Director

Coordination of multiple projects, corporate resources, writing and implementing the Corporate Safety Plan. Various components of his position include conducting safety audits and inspection to ensure compliance with occupational and environmental health and safety requirements, supervise several direct reports, including administrative staff and safety specialist, to lead and direct work schedules, and to assign and direct work daily. His responsibilities are to develop and mentor employees and take corrective actions, when necessary, develop, implement and maintain employee training programs, establish and maintain complete safety and training records, and develop, update, and manage workplace safety programs procedure and policies.

MTA MNR, Design-Build Services for the Replacement of the Park Avenue Viaduct – Phase 1 ($1.85B) | Safety Manager (assigned part time)

Safety Manager | 12/2022 – Present

Full replacement of the railroad viaduct from Bent 21 to Bent 53 between the north side of East 115th Street and the south side of East 123rd Street along Park Avenue in Harlem, NYC. This section of the Viaduct is an elevated steel structure which carries four, third-rail powered tracks along Park Avenue. All trains from the Hudson, Harlem and New Haven lines must cross this Viaduct to enter Grand Central Terminal. Approximately 750 trains per day traverse the Viaduct and the daily ridership from the three East of Hudson lines over the Viaduct is in the hundreds of thousands of customers per day.

Laudwin Pembelton (646) 252-1427, lpembert@mtahq.org

MTA-MNR, Penn Station Access | Westchester County, the Bronx, Queens, and Manhattan, NY | $1.85B

Safety Manager | 12/2021 – 04/2022

This design-build project will transform and expand New York's vital regional transportation infrastructure by providing access directly to Penn Station for MNR's customers in the Bronx, Westchester, and Connecticut. Penn Station Access will bring Amtrak's Hell Gate Line to a state of good repair and improve reliability and on-time performance for intercity passengers and prepare the corridor for future high-speed rail. The project includes the design and construction of four new ADA-accessible rail stations in the Bronx, five new and two upgraded substations, rehabilitation and expansion of more than 19 miles of track and four bridges, reconfiguration of the New Rochelle Train Yard, and modernization of signal, power, and communications infrastructure. The magnitude of this scope of work requires extreme consideration and monitoring of impacts on active rail operations. The team is actively planning all required track outages, working in tandem with Amtrak, Metro-North, and MTA C&D to make sure permissions are in place and that the public is informed ahead of time. Stefano is responsible for the implementation and compliance of the Project's Health and Safety Plan (HASP) and Drug & Alcohol Policy, as well as the oversight and management of the Deputy Safety Manager and Safety Coordinators. He possesses the authority to stop work and mandate safety procedures if necessary and is responsible for making sure that Daily Job Hazard Analysis Reports, Safety Work Plans, Weekly Safety Meetings, and Daily Safety Toolbox Talks are being performed and properly recorded.

NYSDOT, Kew Gardens Interchange Infrastructure and Operational Improvements, Grand Central Parkway, Design-Build Project | New York, NY | $366.2M

Site Safety Manager | 2018 – 2022

The Kew Gardens Interchange is in one of the most heavily congested corridors in the country. The Interchange, which has an AADT of 600,000, is a complex and highly congested intersection of the Grand Central Parkway (GCP), Jackie Robinson Parkway (JRP), Union Turnpike (UTP), and the Van Wyck Expressway (VWE), providing access to John F. Kennedy International Airport (JFK) and LaGuardia Airport (LGA). The project goal was to improve the original roadways, replace and rehabilitate the bridge structures, enable better flow of vehicular traffic, improve pedestrian and bicycle access with an added shared path, eliminate three existing stopping conditions on existing ramps by improving the length of acceleration/deceleration lanes, and enhance safety for motorists and pedestrians. The work includes demolition and replacement of 6 existing structures and construction of 5 new structures for a total of 11 structures; realigning/widening the mainline GCP to improve horizontal/vertical alignments; and reconstructing the connecting ramps between the GCP, UTP, JRP and VWE to provide operational improvements.

Stefano was responsible for writing and implementing the Health and Safety Plan, conducting safety audits and inspections to ensure compliance with occupational and environmental health and safety requirements, and oversaw all safety training including Stand-Downs. **Awards: ASHE NY Metro 2021 Project of the Year; ASCE Met 2021 Construction Achievement Award; MENY 2021 Project of the Year; Slag Cement Assoc. 2020 Project of the Year.**

Michael McCotter (646) 210-7120, Michael.McCotter@dot.ny.gov| Tarek Abouyousef (917) 577-1026, Tarek.Abuyousef@dot.ny.gov

MTA MNR, Design and Construction for Enhanced Station Improvements (ESI), Phase 2 | Westchester County, NY | $90.8M

Safety Manager | 2018 – 2021

As part of the MTA's ESI Program, the MTA invested almost $100 million for Halmar to improve the quality, safety, and experience of New York's transit riders. Halmar's team provided DB services for five MNR stations in Westchester, Bronx, and Manhattan. In addition, the contract included exterior lighting improvements at the existing Historic Yonkers Station Building. The project was broken into three phases:

- Phase 1 involved lead abatement and bridge painting at the White Plains and Port Chester Stations, as well as station enhancements at the White Plains and Riverdale stations.
- Phase 2 consisted of continued station enhancements at the White Plains, Port Chester, and Harlem stations.

- Phase 3 contained station enhancements at the Crestwood and Yonkers stations which comprised bridge underpass enhancements that included new glass wall elements, wall tiling and site improvements.

In addition to writing and implementing the project-specific Health and Safety Plan which included all stations, Stefano conducted separate safety audits and inspections to ensure compliance with occupational and environmental health and safety requirements at each work site. To implement Halmar's Safety First culture, he led his team to conduct separate safety training including Stand-Downs at each location.

James Bujno, Manager – Construction Safety for MTA-MNR; 420 Lexington Avenue, New York, NY 10017; Bujno@mnr.org; (646) 457-7673

PANYNJ, PATH Harrison Station Replacement and Upgrade | Harrison, NJ | $157M
Safety Manager | 01/2013 – 04/2020

Working adjacent to active tracks and around active rail operations (7,000 daily commuters) on Amtrak's Northeast Corridor, Stefano oversaw implementing the Health and Safety Plan and conducting safety audits and inspections to ensure compliance with occupational and environmental health and safety requirements. He also oversaw all safety training including Stand-Downs. The project included the construction of two new station houses and two new elevated platforms. The replacement and upgrade of PATH Harrison is a critical component of the Harrison Waterfront Redevelopment Plan in anticipation of the 10-car PATH expansion program. This new state-of-the-art facility provides the community with a fully accessible and elegantly designed, high-performance station and public space. Temporary platforms were built to facilitate construction and staging. The new station and approaches include drilled deep foundations, reinforced concrete and steel structure with architectural steel and glass curtain walls. The scope also included construction of an electric transformer structure, communications systems, elevators, escalators, photovoltaic roof, and hardscape granite plazas. The station was designed to comply with PANYNJ's Sustainable Building Guidelines, LEED Silver equivalent, and complies with FEMA's new flood elevation guidelines.

The station is located along Amtrak's critical Northeast Corridor. As a major stakeholder on the project, design and construction activities required extensive coordination and involvement of Amtrak personnel throughout the project's duration. Stefano's safety team worked with PANYNJ and Amtrak to provide safety for all work activities. In addition, this station has two-sided platforms and five tracks, with sidetracks serving the PATH platforms with third rail power and three center tracks with overhead catenary wires that are used by passing Amtrak, NJ Transit's Raritan Valley Line, Northeast Corridor Line, and North Jersey Coast Line trains. Stefano made sure to comply with all safety regulations for each of the railroads and maintained up-to-date worker training.

As this was an OCIP project, Stefano was responsible for walk throughs with insurance agents. He focused on maintaining a close relationship with the insurance providers and agents to minimize project delays. He will bring the same partnering approach to the PSA Project.

Leon Stimpson, Resident Engineer, PANYNJ; 1 PATH Plaza, 2nd Floor, Jersey City, NJ 07306; lstimpson@panynj.gov; (347) 386-4286

MTA-MNR, Replacement of Prospect Hill Road Bridge (HA 53.04) | Town of Southeast, NY | $9.5M
Construction Safety Engineer | 2017 – 12/2018

Stefano oversaw the safety compliance and implementation for the demolition of the existing 270-foot-long bridge, which was originally built in 1910, and the construction of a new bridge located approximately 0.16 miles south of MNR's Southeast Train Station, which carries Prospect Hill Road over the Harlem Line tracks and parts of MNR's Brewster Yard. The first element of the reconstruction involved the demolition and removal of the bridge, piers, abutments, and roadway approaches, as well as clearing trees, shrubs, stumps, and rubbish from the future right-of-way. Utility poles were excavated, removed, and re-installed for structural work; crews then constructed new utilities, including communications, signals, and power. Once the work was completed, the project was ready for the next stage for crews to install new abutments, piers, bridge substructure and superstructure, roadway

approaches, sidewalk, striping, signage, guide rails, fencing, retaining walls, grading and drainage. MNR estimated the project will take approximately twenty months to complete, the Halmar team completed the project more than two months ahead of schedule. Stefano wrote and implemented the Health and Safety Plan, conducted safety audits and inspections to ensure compliance with occupational and environmental health and safety requirements, and oversaw all safety training including Stand-Downs. The project stayed within budget, received the ACEC New York 2019 Engineering Excellence Awards – Platinum Award, and is currently open for vehicular and pedestrian traffic.

Stefano adhered to the strict MNR rail safety protocols and procedures and worked with MNR and the construction team to make sure rail activities occurred with optimal safety as a priority. This safety approach is used on every project and is improved as Stefano and his team continue to implement Halmar's Safety-First culture.

James Bujno, Manager – Construction Safety for MTA-MNR; 420 Lexington Avenue, New York, NY 10017; Bujno@mnr.org; (646) 457-7673

MTA-LIRR, Design/Build Services for the Replacement of Post Avenue Bridge | Westbury, NY | $9.8M

Construction Safety Engineer | 2016 – 2018

The existing Post Avenue Bridge, which carries LIRR over Post Avenue, needed structural repairs and replacement. The new bridge was designed, fabricated, and built in less than one year with only minor effects on the local community and county roadways. The new structure services three tracks to accommodate a future third track and meets NYSDOT vertical clearance requirements above the roadway. To minimize impact to LIRR commuters and the community, LIRR specified the existing bridge be removed and the new one installed during a 48-hour weekend track outage. With proper planning, all construction was completed during the allotted timeframe. Halmar coordinated with local utilities to relocate and provide necessary outages for work to be performed before and during the double track outage. In addition, Halmar worked closely with LIRR to reduce outage time frames to support extended time for LIRR Force Account work at the beginning and end of the outage. Pre-outage work consisted of reducing the existing bridge weight by removing concrete walkways. This work was done at night to minimize the effects on the riders and public. In addition, the new bridge was pre-ballasted prior to the move and track panels were set on the new bridge structure to assist LIRR Force Account Operations. As a result of all the pre-construction coordination, the bridge replacement was complete and in service approximately five hours earlier than scheduled. Following the double track outage, the existing structure was demolished, 300 LF of station platform was jacked to meet new entrance/exit clearances, and the staging area was restored and returned to LIRR commuters. The project was completed ahead of schedule in the spring of 2018 with no contractual disputes.

MTA-New York City Transit (NYCT), Pitkin/Concourse Shop | Brooklyn and the Bronx, NY | $15.2M

Safety Manager | 2014 – 2017

The scope of work at Pitkin Yard in Brooklyn involved the demolition of the existing stinger system and building a new stinger system. Work included the demolition and construction of a new roof for the shop; and the replacement of 10 existing fans, fan motor starters, wires and cables, and fire alarm system. Halmar's team also built a new overhead bridge crane. All work was done without shutting down or interrupting barn operations. The scope of the work at Concourse Yard in the Bronx involved the construction of a new DC Switch Gear System including new feeders, new switch gear room, demolition and installation of the stinger system and upgrades to the fire alarm system. Additionally, multiple tracks on both sides of the Barn entrances were removed and re-installed. All work was achieved while keeping the barn active without interrupting its 24-7 operations. Duct bank crossing 29 active tracks was installed to connect new feeders from the Substation to the barn, and 2-4" conduits along the east Wall of the building for the 2000 MCM Cables were installed as well.

NYSDOT, Patroon Island Bridge Rehabilitation Program | Albany, NY | $146M

Safety Manager | 2013 – 2016

The Patroon Island Bridge, which carries I-90, is a heavily used commuter route and provides an important connection between the Northway, Interstate 787, and the Thruway. As one of the most visible bridge projects in

New York, the bridge carries more than 80,000 AADT. The rehabilitation consisted of bridge deck replacement and structural steel repairs to five additional bridges. The project involved replacing the bridge decks, bearings, more than 15 piers, steel, substructures of the interchanges, and installing traffic monitoring systems. The steel truss and substructures were strengthened to meet seismic requirements. The innovative approach to MOT included minimum impacts to daily traffic, with most work scheduled at night, consistently maintaining traffic in both directions using a movable zipper barrier. It is the largest NYSDOT Region 1 project to date and is a Driver's First initiative project.

NYSDOT, Alexander Hamilton Bridge and Interchanges Rehabilitation | Bronx, NY | $418.5M

Safety Manager | 2010 – 2013

Rehabilitation of the Alexander Hamilton Bridge and Highbridge Interchange Ramps, consisting of nine bridges and four temporary ramp bridges. Construction work entailed replacing and widening the bridge deck, splicing existing girders, and providing continuous spans at piers; replacing floor beam and stringers, installing additional intermediate longitudinal girders, installing shear stud connectors for composite bridge deck design, replacing concrete cap beams for piers, extending and strengthening existing concrete caps for piers, repairing substructure concrete, and replacing drainage, lighting, overhead signage, and approach slabs. As part of the scope of work, the construction team widened and provided structural improvements for several ramp structures, including the replacement of the 2-span concrete rigid frame, Underhill Avenue Bridge over I-95. Construction of the new structure at Underhill Ave. is a one-span, multiple I-beam bridge, and included relocation of utilities carried on the existing bridge, reconstruction of the approach roadways, and drainage. For months, the media was warning the public of "Carmageddon", where traffic delays were expected to back-up five miles once construction started. With clever ingenuity and planning, Halmar re-sequenced the staging and avoid the dreaded "Carmageddon."

Stefano was responsible for writing and implementing the Health and Safety Plan, conducting safety audits and inspections to ensure compliance with occupational and environmental health and safety requirements, and oversaw all safety training including Stand-Downs. **Awards: AISC/NSBA 2016 Prize Bridge Reconstruction Category; NSBA 2016 Steel Bridge Competition, (Halmar); ASCE Met Section 2014 Construction Achievement Project of the Year (Halmar); SCE Met Section 2014 Construction Achievement Project of the Year (CCA-Halmar); AGC of NYS, LLC and the NYSDOT Excellence in Partnering Award for Formal Partnering, 2013 (CCA-Halmar).**

Michael McCotter (646) 210-7120, Michael.McCotter@dot.ny.gov| Tarek Abouyousef (917) 577-1026, Tarek.Abuyousef@dot.ny.gov

MTACC, East Side Access - 50th Street Ventilation Facility | New York, NY | $94.8M

Safety Director | 2010 – 2012

The project included the construction of a new ventilation facility which included a 7-level ventilation and service facility, a 26-story utility chimney attached to an adjacent structure, and a reinforced concrete loading dock and public space - all in a jobsite surrounded by high-rise buildings and busy major street in the center of Manhattan. Construction included demolishing five buildings, excavating 30,000 CY of rock 150 ft. below street level with controlled blasting, installing rock support, and lining the vent shaft and tunnel leading to Grand Central Terminal's Madison Yard. Working in one of the most constrained areas of New York City, Halmar was able to demonstrate capabilities in drilling, blasting, rock excavation, and building demolition. Most of the work was underground, with digging shafts upwards of 90 feet deep to the East Side Access Tunnels. Halmar has demonstrated ingenuity by overlapping design and delivery for critical phases. The construction was successfully completed in 47 months.

Laudwin Pembelton (646) 252-1427, lpembert@mtahq.org

MTACC, No. 7 Line Extension – Site L Ventilation Facility | New York, NY | $57M

Safety Director | 2010 – 2012

Provided safety services at multiple sites along the 7 Line extension, training rock excavation, drill and blast, shaft construction, and steel/concrete construction experts. Additionally, Halmar was responsible for site preparation,

staging of traffic lane closures, utilities, open-cut excavation and support, tunneling and support, installation of waterproofing systems, mechanical/electrical work, and noise abatement.

Silverstein & Turner, World Trade Center 2 Foundation/Superstructure | New York, NY | $90M
Safety Director | 2010 – 2012
As part of the reconstruction at the World Trade Center, Halmar was responsible for the construction of the foundation. Work included controlled blasting and rock demolition methods in a highly sensitive environment. Foundation included 130 high capacity anchors, and special grouting to protect the adjacent subway station. The superstructure, which was awarded based on the successful performance of the foundation work, is the most complicated of all towers with the largest footprint, with massive core sheer walls. Halmar introduced value engineering by substitution high strength steel in lieu of normal rebar. The project also incorporated blast-proof measures in columns and floor slabs.

EDUCATION

B.S. in Business Administration, Marist College, Poughkeepsie, NY, 1984

REGISTRATIONS / CERTIFICATIONS

NYC License Site Safety Manager, License No. 1075
NJ Department of Health & Senior Services Emergency Medical Technician-B
Certified Trainer First Aid, CPR, and Blood Born Pathogen
American Red Cross CPR/AED for The Professional Rescuer
NYCT Track Trained
OSHA 40-Hour Site Safety Managers Course
OSHA 10-Hour
OSHA 30-Hour Construction Safety and Health
Incident Command for EMS Mass Casualties
Managing Hazardous Waste in New York
OSHA 500 Train the Trainer Certified
Construction Site Fire Safety Manager S56, Cert of Fitness FDNY
SSPC C3 Lead Paint Certified
Licensed NYS DOL Asbestos Inspector
LIRR Track Training
110 Hour Course for Emergency Medical Technician
NFPA Hot Work Safe Practices, Certificate No. 7872717
OSHA 502: Update for Construction Industry Outreach Trainers

PROFESSIONAL AFFILIATIONS

American Railway Engineering and Maintenance Right of Way Association (AREMA)
American Society of Civil Engineers (ASCE)
American Institute of Steel Construction (AISC)
Professional member of American Society of Safety Engineers, No. 01275414