

Romeo (Ro) DiNardo

Project Manager

Years of Experience

33

Bio

Ro has 30 years of experience in the heavy civil construction industry. He has extensive experience in complex urban construction projects, including the \$983 million World Trade Center Hub; the \$223 million Design-Build Grand Avenue Bus Depot; the \$777 million Queens Bored Tunnels; the \$3.14 billion Tappan Zee Bridge; and the \$318 million Kosciuszko Bridge. Ro has extensive field and managerial experience and expertise required to plan, organize, and complete projects on time, safely, and under-budget.

PROJECT EXPERIENCE

Halmar International, LLC | Nanuet, NY | 2018 – Present

New York State Department of Transportation (NYSDOT), Van Wyck Expressway (VWE) Capacity and Access Improvements to JFK Airport - Contract 2 | Queens, NY | \$318.5M

Project Manager/Project Executive | 05/2022 – Present

Replacement of one LIRR railway bridge structure, rehabilitation and retrofit of two additional LIRR railway bridges, and replacement of one vehicular roadway bridge over the Van Wyck Expressway. Scope of work for this project includes, but is not limited to: clearing and grubbing, geotechnical investigative work, borings, shoring/SOE, micro-piles, demolition, asbestos and lead abatement, rebar, concrete, precast deck slabs, structural steel, bearings, deck waterproofing, bridge drainage, site utilities and drainage, asphalt pavement, milling, fencing, guiderail, curb and sidewalk, line striping, signage, electrical ITS and lighting, retaining walls, trucking, landscaping, MPT, and other trades typically associated with this type of work.

Ro is responsible for the overall management of the project including scheduling, engineering, planning, budgeting, execution of the work, and coordination with NYSDOT and other stakeholders including Long Island Rail Road (LIRR), the Port Authority of New York and New Jersey (PANYNJ), and the MTA. He manages a team of superintendents, engineers, administrative assistants, and foremen, as well as supervises and contributes oversight of the construction, project financing, and schedule development and updating. Ro also is an active participant in the onsite safety and quality programs. Project is scheduled to be completed in June 2024.

New York State Department of Transportation (NYSDOT), Kew Gardens Interchange (KGI) Infrastructure and Operational Improvement Project Grand Central Parkway | Queens, NY | \$365.7M

Project Manager | 01/2019 – 05/2022

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 will 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.

Ro assisted with the overall management and oversight of the project, including scheduling, engineering, planning, budgeting, and execution of the construction. His experience and knowledge have been instrumental in creating an atmosphere of trust and open communication with NYSDOT personnel, including regional and state-wide managers. Additional responsibilities include writing subcontract and purchase orders, reviewing submittals and shop drawings, assisting in the preparation of monthly estimates, preparing and negotiating change orders, writing and reviewing RFIs, and identifying and fostering an environment where the project team could find solutions to issues that arose. Ro was an active participant in the on-site safety and quality programs, including the coordination and planning of all work zone traffic control (WZTC) and construction stage switches.

Granite Construction Northeast, Inc. | Tarrytown, NY | 2006 – 2018

NYSDOT, Kosciuszko Bridge Replacement Project – Phase 2 | Queens/Brooklyn, NY | \$318M Project Executive/Project Director| 08/2017 – 12/2018

The replacement of the Kosciuszko Bridge was the second phase of the project. It was a bid-build contract consisting of a 1,000'-0" cable-stayed main span structure, 1,000'-0" approach structures in both Brooklyn and Queens, and all related land work. The new span will carry the westbound traffic of the Brooklyn-Queens Expressway (I-287) over Newton Creek. Ro was one of the three "key personnel" on the best value proposal which helped secure the project. He was responsible for the overall management of the project including scheduling, engineering, planning, budgeting, and execution of the work. The project had a fast-track schedule and Ro was the pivotal player in maintaining a partnering relationship with NYSDOT. He was also responsible for overseeing that the project was completed on schedule. Ro had daily interactions with the project manager and general superintendent to ensure effective communication and planning. He was an active participant in the onsite safety and quality programs.

NYS Thruway/NYSDOT, Design-Build Tappan Zee Bridge Replacement | Tarrytown, NY | \$3.14B Construction Manager/Segment Project Manager | 01/2013 – 07/2017

The new Tappan Zee Bridge, carrying I-87 and I-287 over the Hudson River between Nyack and Tarrytown, was a design-build replacement of the current bridge. Parallel bridges, approximately 3 miles long, featured twin cable-stayed structures over the shipping channel and approach structures which consisted of 5-span continuous-girder sub-stringers with 350' span lengths. The main span consisted of eight 419'-0" tall concrete pylons carrying to parallel bridges; cable-stayed bridge type; 1,200-foot main spans and 515-foot side spans; 6-foot diameter pipe piles to bedrock; the approaches consisted of 250-foot span steel plate girders; shallow structure depth, approximately 12 feet deep; 3 and 4-foot diameter driven pipe piles; and use of the Left Coast Lifter. The land work consisted of pavement reconstruction; retaining walls/noise walls, shared-use path; abutments; support piers; new maintenance facilities; electronic toll facilities; docking facility for the owner; marine equipment; and demolition of the existing bridge. Responsibilities included managing all field operations for the pile/foundation work; managing all manpower and equipment; managing all construction related to land work; and all scheduling, engineering, planning, budgeting, and execution of the work. Ro was also on the Labor Management Committee and was responsible for the coordination of all union activities and managing those activities within the interpretation of the Project Labor Agreement (PLA). Ro worked closely with NYSTA to reduce the amount of staging on both sides of the bridge cutting months off the schedule and creating a safer WZTC for the workers and the travelling public. Mr. DiNardo's management & execution was instrumental in keeping the bridge opening on schedule. With over 140,000 vehicles crossing the Tappan Zee Bridge daily, the planning of all construction operations was important to ensure the safe practice of WZTC. Other tasks included writing subcontract and purchase orders, reviewing submittals and shop drawings, preparing monthly estimates, preparing and negotiating change orders, writing and reviewing RFIs, and identifying and fostering an environment where the project team could find solutions to problems and issues that were raised. He was an active participant in the onsite safety and quality programs.

MTACC, Queens Bored Tunnels and Structures (BB) | Queens, NY | \$777M General Superintendent | 09/2009 – 12/2012

This project was part of the East Side Access Program extending LIRR into Grand Central Station. The scope included the construction of three revenue tunnels and one non-revenue tunnel within Sunnyside Yard, along with supporting emergency exits and ventilation structure, and the installation of certain system elements. Responsible for overseeing all field operations to ensure that the project was constructed in accordance with design, budget and schedule. Provided field direction in engineering, planning, execution, and scheduling sequence of work to be completed. Also responsible for coordination of all union activities. Ro was the lead Supervisor for the Joint Venture and worked closely with the MTA, Amtrak & LIRR to communicate the work schedule and execute the work in and around one of the largest train storage yards in the country. This project was one of the only ESA contracts completed on schedule & on budget and his leadership played an important role in that.

Granite Construction Estimating Department | Tarrytown, NY **Estimator/Project Manager | 06/2008 – 09/2009**

Pursued bidding opportunities, provided estimates, draft proposals, crafted means & methods, and schedules for ways to build projects that the company was bidding.

PANYNJ, World Trade Center Hub CM/GC | New York, NY | \$983M **General Superintendent/Assistant Project Manager | 07/2007 – 06/2008**

Project involved the demolition of the existing PATH Station and construction of a new PATH Station, including the placement of all cast-in-place concrete to construct four rail platforms and completion of the east/west connector and West Street underpass. The interior work included the installation of the heating, ventilation, and air-conditioning systems; plumbing; fire protection; and architectural finishes. Construction also involved the design and installation of temporary earth support systems and the erection of structural steel and concrete structures. The work was performed in a busy urban environment while maintaining transit operations. The work required extensive coordination with NY and NJ public agencies. Responsibilities included, but were not limited to, the management, scheduling, and construction of all the work. Ro developed and executed a compressed schedule for a fully operational temporary building for commuters. This allowed the Port Authority to effectively plan and set a date for the demolition of the existing station. Other tasks included writing subcontract and purchase orders, reviewing submittals and shop drawings, preparing monthly estimates, preparing and negotiating change orders, writing and reviewing RFIs, and identifying and fostering an environment where the project team could find solutions to problems and issues that were raised. He was an active participant in the onsite safety and quality programs.

NYSDOT, Taconic State Parkway BB | Shrub Oak, NY | \$68M **Project Manager | 03/2006 – 06/2007**

Project involved the restructuring and widening of the Taconic State Parkway from Route 35/202 to Route 6 in the Town of Yorktown Heights, NY. The project included the removal and replacement of five bridges; maintenance and protection incorporating complex staging, with over 350,000 CM of excavation; the installation of 1,000 LF of noise barrier; 150,000 MT of asphalt concrete installation; and stone masonry, drainage, and paving. The project was located in an ecologically sensitive watershed area, providing drinking water for Westchester County. Thus, erosion prevention was paramount. Additionally, a noise barrier located at the Route 132 overpass was constructed. Ro managed the engineering, construction and CPM scheduling. He was responsible for planning and implementing various maintenance and protection of traffic (MPT) stages required for the construction of numerous overpasses and bridges. His planning & execution was instrumental in completing the project as scheduled for NYSDOT. Other tasks included writing subcontract and purchase orders, reviewing submittals and shop drawings, preparing monthly estimates, preparing and negotiating change orders, writing and reviewing RFIs, and identifying and fostering an environment where the project team could find solutions to problems and issues that were raised. He was an active participant in the onsite safety and quality programs.

Granite Halmar Construction | Mount Vernon, NY | 2001 – 2006

MTA NYCT, Design-Build Grand Avenue Bus Maintenance Facility | Maspeth, NY | \$223M **General Superintendent | 01/2005 – 02/2006**

Under a DB contract, Granite Halmar constructed the new Grand Avenue 750,000 SF, 3-story operations and maintenance complex. The first floors provide space to fuel, service, and store and repair a fleet of 200 buses (29 bus workstation bays). A first-floor mezzanine provides offices and support areas for NYCT staff. The second floor houses a central maintenance facility (CMF) for operations and CMF staff. The building's roof has 34 ventilation and heat recovery units. Heat conductors warm the fresh air, saving as much as 48% in heating energy costs. A lightweight exterior wall panel system provides for a thermally efficient outer envelope to enclose the building and reduce heating and cooling loads. Other innovative features of the facility include the zero-emission paint booth, installation of photovoltaic cells, and capturing rainwater to supply the cooling and bus washing systems. Responsible for the management and oversight of all phases of construction. Ro was instrumental in reorganizing the field operations, saving money, and improving morale and productivity. One of his ideas involved utilizing an innovative shoring system for all underground work, which helped to reduce costs and improve schedule by 1-2 months. It also allowed for the critical deadline to be met in the soil remediation area, so steel erection could begin as scheduled, as well as allowed the performance and the completion of a critical change order for 1,000'-0" of 48"/60" DIP storm drain lines and ten manholes ahead of schedule, allowing concrete slabs to continue and other trades to progress. He was an active participant in the onsite safety and quality programs.

MTA NYCT, Stillwell Avenue Terminal CM/GC | Brooklyn, NY | \$199M **General Superintendent | 10/2003 – 12/2004**

Joint Venture between Granite Halmar and Schiavone Construction Company Co. Project consisted of three phases of construction on an elevated subway station (8 elevated tracks) that included 14 million pounds of structural steel, 13 buildings, 2,500 BIPV roof panels, and \$50 million worth of electrical, communication, and signalization packages. It also included twelve station buildings being constructed to house maintenance personnel, transit officials, and various onsite shop activities. The largest building was elevated above the track structure. Extensive structural repairs of deteriorated flanges and webs of columns and beams of the 100-year-old elevated structure was performed. Ro managed and directed the overall construction operations. He came in at a time when schedules were not being met and morale was low. He was instrumental in reorganizing the field operations, improving morale and getting the team to accomplish an important milestone of opening the station to the public by Memorial Day 2004.

PANYNJ, Howland Hook Marine Terminal BB | Staten Island, NY | \$42M **Project Superintendent | 09/2002 – 09/2003**

Project consisted of the installation of two new 1,000'-0" marine piers, rehabilitation of the existing pier, and the reconstruction of the Richmond Avenue Bridge. The bridge and all civil and structure work were completed on time and under budget. As superintendent on this project, Ro had broad oversight of all the construction operations on the project in assistance to the Project Manager and was involved in the procurement of required equipment, materials, assignment of personnel and tradesmen, and subcontractor coordination and management. In addition, he had key insight in the development of the daily, weekly, and project schedule working in conjunction with the scheduler and project manager. Responsible for the management and oversight of all phases of construction and all civil and structural portions of the project. The bridge and all civil and structure work were completed on time and under budget.

Granite Halmar Estimating Department | Mount Vernon, NY **Estimator/Superintendent | 12/2001 – 09/2002**

Performed take-offs and worked with HCSS Heavy Bid to price work activities.

Halmar Builders of NY | Mount Vernon, NY | 2000 – 2001

PANYNJ, JFK Airport International Arrivals Terminal 4 | Jamaica, NY | \$85M **Project Superintendent | 10/2000 – 12/2001**

Halmar Builders of NY took over the work from Norelli & Oliver. Ro was hired by Halmar Builders of NY to continue to complete Norelli & Oliver's scope of work, which involved construction of all concrete foundations, roadways, parking lots and sidewalks at the new International Arrivals Terminal - Terminal 4. As superintendent on this

project, Ro had broad oversight of all the construction operations on the project in assistance to the Project Manager and was involved in the procurement of required equipment, materials, assignment of personnel and tradesmen, and subcontractor coordination and management. In addition, he had key insight in the development of the daily, weekly, and project schedule working in conjunction with the scheduler and project manager. Additionally, responsible for the overall management and oversight off all phases of the concrete construction of the project.

Norelli & Oliver Construction Company, Inc. | Pelham, NY | 1998 – 2000

PANYNJ, JFK Airport International Arrivals Terminal 4 | Jamaica, NY | \$85M

Project Superintendent | 06/1998 – 09/2000

Project involved construction of all concrete foundations, roadways, parking lots and sidewalks at the new International Arrivals Terminal - Terminal 4. As superintendent, Ro had broad oversight of all the construction operations on the project in assistance to the Project Manager and was involved in the procurement of required equipment, materials, assignment of personnel and tradesmen, and subcontractor coordination and management. In addition, he had key insight in the development of the daily, weekly, and project schedule working in conjunction with the scheduler and project manager. Also responsible for the overall management and oversight off all phases of the concrete construction of the project, working as a subcontractor to Halmar.

Spa Steel Products Inc. | Ballston Spa, NY | 11/1996 – 12/1997

Regional Sales Manager | Sales and Engineering

Responsibilities included the sales of engineering of construction products to the construction industry in the New York and New Jersey area. Instrumental in breaking into the New Jersey market and was responsible for increasing sales of projects in New Jersey by 80%.

Yonkers Contracting Company Inc. | Yonkers, NY | 1989 – 1996

Senior Purchasing Agent | 10/1993 – 11/1996

Responsibilities included purchasing all materials for the job sites, obtaining quotes for items in the bidding process, and negotiating contracts for projects. Involved with the management team that computerized and integrated purchase orders, cost reports and accounts payable.

NYSDOT, Reconstruction of the Queens Midtown Viaduct | Queens, NY | \$95M

Field Engineer | 09/1989 – 09/1993

Rehabilitation of a $\frac{3}{4}$ mile elevated roadway leading in and out of the Queens Midtown Tunnel. Responsible for quantities, as-buils, RFI's, submittals, and assisted superintendents with any information required to build the job. Ro was promoted from Business Manager to Field Engineer in 1991 and thereafter, promoted to Senior Purchasing Agent at the end of the project.

EDUCATION

A.S. in Construction Management | Virginia Commonwealth University | 1983

B.S. in Marketing and Management | Virginia Commonwealth University | 1985

Progression in Urban Micropile Construction, Short Course | Deep Foundations Institute | October 2008

Design & Construction of Deep Foundations | Deep Foundations Institute | June 2008

REGISTRATIONS / CERTIFICATIONS

OSHA 30 Hour Training

MTA Track Safety Certified

Metro-North Safety Training

CPR, First Aid

PROFESSIONAL AFFILIATIONS

The Moles | Member since 2017

General Contractors Association of NY | Executive Committee Member

SKILLS

HCC Heavy Bid

Microsoft Office Suite