

SKY LINES

#53

VOLUME SIXTEEN
SUMMER 2025

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Buildings Commissioner
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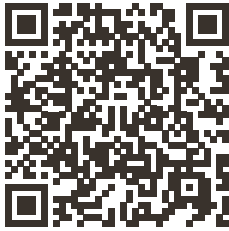


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THANASSI KARAGEORGIOU



BREAKFAST & LEARN Guastavino Day



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TO REGISTER

Wed., November 12 (8am-1pm)

Join us in exploring the remarkable artistry and engineering genius of **Rafael Guastavino's vaulted structures** — and the challenges of preserving them for future generations.

FEATURING:

My (Largely Accidental) Relationship with Rafael Guastavino



Charles DiSanto
Licensed Architect and Consultant
Chair, APT, Delaware Valley Chapter

From a first encounter at Park Avenue Christian Church to award-winning restoration of the Queensboro Bridge West Approach Ramp vaults, Mr. DiSanto recounts 25 years of discoveries, lessons, and insights. His journey continues with a fresh look at the Queensboro vaults today, examining both the enduring strength of past work and the evolution of new moisture-related challenges.

Repairing Guastavino Vaults at the Barclay Vesey Building



Mike Lopez, RA, AIA
Director, Rimkus

Mr. Lopez takes us inside the Guastavino vault arcades of Ralph Walker's 1927 Barclay Vesey Building, where structural cracking and tile failure demanded a carefully researched and engineered repair program. From sourcing historic materials to spelunking through hidden ceiling spaces, his presentation reveals the complexity of stabilizing Guastavino's masterpieces against modern environmental stresses.

WHY ATTEND?

- Discover the history and techniques behind Guastavino's iconic vaults.
- Gain insider knowledge of award-winning restoration projects.
- Learn about the engineering challenges in preserving architectural treasures.

ORGANIZED & HOSTED BY: **SKYLINE RESTORATION**

49-28 31ST PLACE, LONG ISLAND CITY, NY 11101



SCAN

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STRENGTH IN COMMUNITY, PRECISION IN ENGINEERING

Welcome to **SKYlines #53** — a summer issue packed with stories that reflect both the progress and challenges shaping our industry.

Two stories in this issue stand out as powerful examples of what our industry does best — rallying for a cause and delivering engineering excellence without slowing the city.

We open with our cover feature, the **17th Annual Skyline Charitable Golf Classic**, where a day of generosity and camaraderie showcased the strength of our community and its commitment to giving back.

Equally remarkable is **“Restoring a Landmark Without Slowing Manhattan,”** a behind-the-scenes look at how engineers restored the viaduct ceiling beneath Park Avenue’s historic Helmsley Building — a project executed with precision and ingenuity, keeping one of New York’s busiest corridors in motion.

This issue also covers:

- **A Night to Remember** — the 27th Annual Bill Pierrakeas Evening Fishing Trip, filled with tradition, laughter, and shared memories.
- DOB’s expansion of its **Long Standing Shed program**, lowering the threshold from five years to three.
- The NYC **Worker Wallet Card**, the only accepted qualification card on construction sites citywide.
- The city’s **safest construction sites in a decade**, as reported by Mayor Adams and DOB Commissioner Oddo.
- LPC’s updated **permit guidebook**, enhanced landmark maps, and archaeology database.
- Federal and state developments on the **Scaffold Law**, from lawsuits over staged construction accidents to congressional proposals for comparative negligence standards.

Together, these stories reflect a dynamic industry — one that honors tradition, embraces innovation, and continues to build stronger, safer, and more connected communities.

Eva Hatzaki

Editor@SkylinesNews.com

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A NIGHT TO REMEMBER: THE 27TH ANNUAL BILL PIERRAKEAS EVENING FISHING TRIP

On the calm waters of the Long Island Sound, the Island Current set sail at sunset on Friday, June 13, 2025, carrying with it the spirit of tradition, camaraderie, and remembrance.

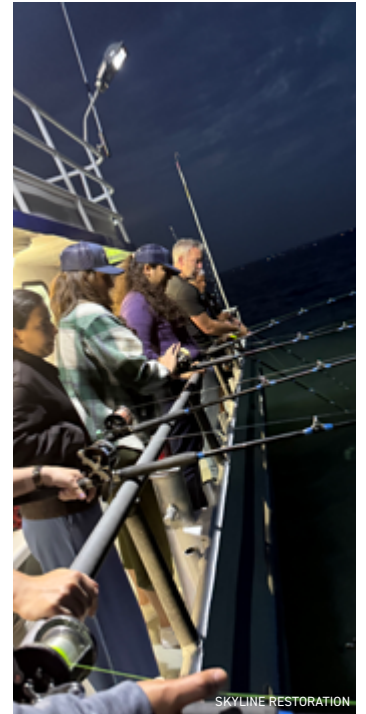
Now in its 27th year, the annual Bill Pierrakeas Evening Fishing Trip brought together Skyline Restoration employees, clients, vendors, and friends for a night of fishing, food, and memories. Organized in honor of Bill Pierrakeas—Skyline Restoration's beloved co-founder who never missed a trip—this year's outing once again captured the essence of what he loved most: good company, the thrill of the catch, and the peaceful rhythm of the sea.

With gear, bait, hearty fare, and plenty of refreshments on board, laughter and storytelling flowed freely from 6 p.m. to past midnight. As lines were cast and fish reeled in, so too were connections strengthened—between colleagues, partners, and generations of Skyline's extended family.

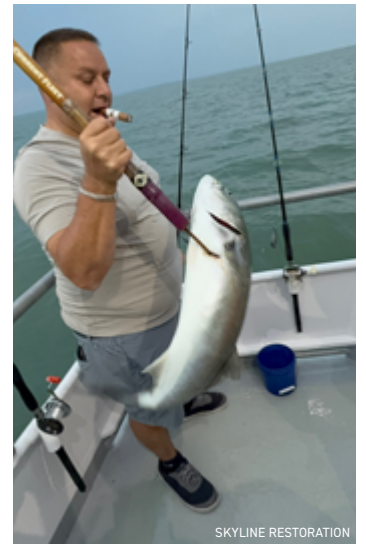
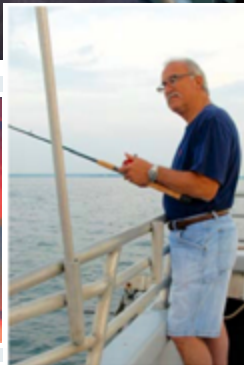
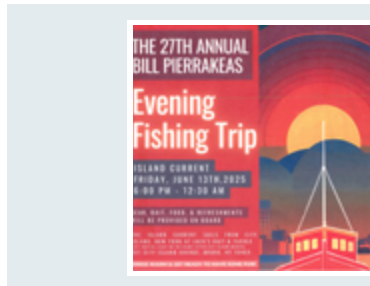
More than just a fishing trip, the evening stood as a tribute to Bill's legacy and the culture of connection he helped create. ■



SKYLINE RESTORATION



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SKYLINE RESTORATION



SKYLINE RESTORATION



DOB EXPANDS ENFORCEMENT TO REMOVE LONG STANDING SIDEWALK SHEDS

The NYC Department of Buildings (DOB) has announced a major expansion of its enforcement efforts aimed at tackling the blight of long-standing sidewalk sheds across the five boroughs. As part of its [“Get Sheds Down”](#) campaign, the DOB has revised the criteria for its Long Standing Shed (LSS) program, lowering the threshold from five years to three.

This policy shift means that any shed standing for more than three years will now be subject to enhanced inspections and enforcement, significantly increasing the number of properties under scrutiny. The move is designed to pressure building owners to complete long-overdue facade repairs and remove sheds that have long outlived their intended temporary use.

Since its launch, the LSS program has already led to the removal

Revised criteria for the Long Standing Shed (LSS) program lower the threshold from five years to three.

of 385 long standing sheds, improving sidewalk conditions and restoring open space to neighborhoods citywide. The new enforcement expansion is made possible by an infusion of additional DOB personnel dedicated to this effort.

“This sends a clear message,” said a DOB spokesperson. “Property owners can no longer use sidewalk sheds as indefinite cover for delaying building repairs.” ■

NYC MANDATES NEW WORKER WALLET CARD

As of July 1, 2025, the Worker Wallet is the only acceptable qualification card on construction sites citywide.

The New York City Department of Buildings (DOB) is stepping up enforcement of construction site safety with a major update: Effective July 1, 2025, the Worker Wallet is the only acceptable qualification card for the following certifications on construction sites citywide:

- Mast Climber User/Operator and Refresher
- Climber/Tower Crane Rigger
- Rigging Supervisor
- Rigging Worker
- Supported Scaffold User
- Supported Scaffold Installer & Remover
- Suspended Scaffold User
- Suspended Scaffold Supervisor
- Periodic Gas Piping Inspector



THE WORKER WALLET CARD DOES NOT REPLACE THE SST CARD

The new Worker Information Wallet Card, issued exclusively by DOB through the Training Connect platform, replaces all previously issued cards by third-party training providers. The card includes the worker's name, photograph, training history, and a QR code linking to a digital record for real-time verification.

This transition is part of the city's continued efforts to crack down on fraudulent credentials and improve compliance with **Local Law 196**, which mandates a minimum of 40 hours of safety training for most construction workers.

KEY FEATURES OF THE WORKER WALLET:

- Verified through DOB's secure Training Connect system
- Tracks and displays all required certifications
- Must be carried at all times while on job sites

Contractors and site safety professionals must ensure that all workers have this card on hand. Workers without it will not be permitted on site, and sites found in violation could face DOB enforcement actions.

To learn more or access your Worker Wallet, visit: www.nyc.gov/assets/buildings/pdf/worker_wallet-sn.pdf ■

SAFEST NYC CONSTRUCTION SITES IN 10 YEARS

NYC
Buildings

2024 NEW YORK CITY
CONSTRUCTION
SAFETY REPORT

build safe | live safe

nyc.gov/buildings

IMAGE: NYC.GOV/BUILDINGS

Mayor Adams and DOB Commissioner Oddo Release Annual Construction Safety Report

On April 25, 2025, New York City Mayor Eric Adams and Department of Buildings (DOB) Commissioner Jimmy Oddo unveiled the city's [2024 Construction Safety Report](#)—a landmark analysis showcasing unprecedented achievements in building site safety.

According to the report, worker injuries fell by an extraordinary 30%, declining from 692 in 2023 to 482 in 2024, marking a nine-year low for such incidents. Similarly, construction-related incidents dropped 24%, from 841 to 638, achieving a decade-long low. The report also notes that worker fatalities remained at seven, matching the lowest annual total in 10 years, a sobering statistic underscored by the administration's continued resolve.

Such safety milestones coincide with a surge in proactive oversight by DOB. In 2024, DOB conducted 416,290 field inspections, the highest number ever recorded, reflecting an aggressive en-

CONSTRUCTION-RELATED INCIDENTS, INJURIES, & FATALITIES

Year	Incidents	Injuries	Fatalities
2015	1,011	472	12
2016	1,162	603	12
2017	1,212	671	12
2018	1,193	759	13
2019	960	594	14
2020	796	502	8
2021	712	505	9
2022	752	554	11
2023	841	692	7
2024	638	482	7

CHARTS/GRAPHICS: NYC.GOV/BUILDINGS

forcement strategy that prioritized compliance and vigilance.

These achievements stem from a suite of bold safety initiatives launched in recent years:

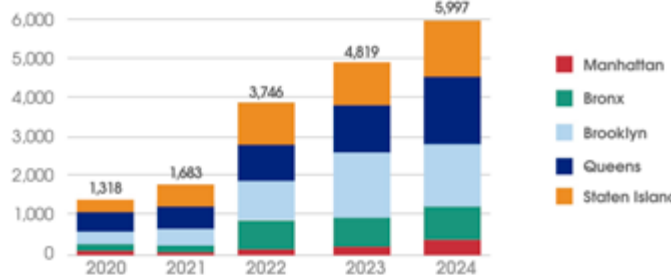
- **Stricter supervision of construction superintendents**, limiting the number of jobs they oversee to allow more focused, site-specific oversight.
- **New licensing requirements for operators of smaller hoisting equipment**—such as mini-cranes, telehandlers, and boom trucks—ensuring that operators are properly trained and certified.
- **Expanded use of digital technology**, enabling contractors to maintain site documentation digitally via tablets or laptops—streamlining compliance and record-keeping.
- A **“Worker Wallet”** identification card, scannable and tied to specialized equipment training (scaffolding, rigging, mast climbers), reinforcing that only qualified personnel operate advanced machines.
- A newly established **proactive enforcement unit**, backed by \$4.7 million in funding and council legislation, which leverages **predictive analytics** to

flag potentially hazardous sites and unsafe contractors before incidents occur.

Beyond enforcement, DOB has intensified communication with the construction industry by issuing advisories to worksites, holding regular safety-focused meetings with contractors and industry groups, and fostering greater transparency across city government and the sector.

The report also highlights the vibrancy of New York City's building sector. In 2024, **initial permits for new construction projects surged by over 24%**, with **103,592 permits issued**—the highest total in five years—underscoring a thriving construction pipeline even as safety improvements take hold.

INITIAL NEW BUILDING PERMITS ISSUED 2020-2024



CHARTS/GRAPHICS: NYC.GOV/BUILDINGS

Important to note: over **98% of active construction sites reported no incidents or injuries in 2024**, a testament to the collective impact of improved training, oversight, and technological tools.

Mayor Adams praised the progress, stressing that “New Yorkers deserve safe workplaces... with inspections... at historic highs and incidents at a 10-year low,” while reaffirming that “even one death... is unacceptable”.

DOB Commissioner Oddo echoed that sentiment, attributing these results to the effectiveness

416,290 DOB field inspections in 2024 — the highest number ever recorded

of safety initiatives, dedicated inspection teams, and industry collaboration—and vowing to continue pushing for even safer worksites.

Looking ahead, the DOB's predictive-analytics enforcement unit aims to proactively identify and inspect derelict buildings and unsafe contractors, thereby preventing incidents rather than reacting to them—continuing to safeguard

New Yorkers as construction activity intensifies.

In sum, the 2024 Construction Safety Report reveals a city where bold governance, rigorous oversight, and collaborative industry practices are reshaping the construction landscape—delivering both record safety outcomes and an active, growing development pipeline. The challenge ahead lies in sustaining and building upon these gains, ensuring that every New Yorker—especially those on job sites—can return home safely each day. ■

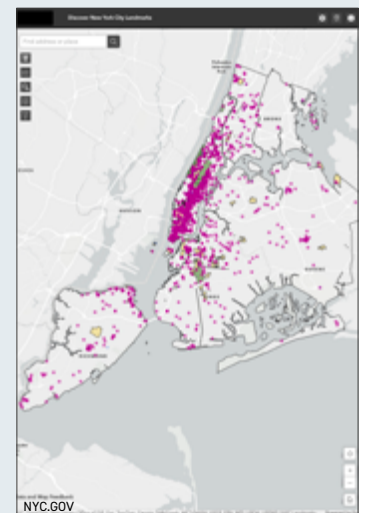
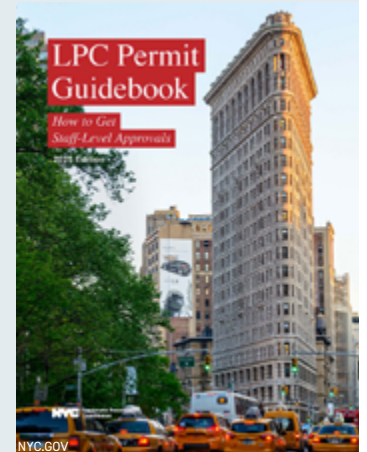
LPC UNVEILS NEW TOOLS TO STREAMLINE PERMITS AND EXPLORE NYC'S PAST

Updated guidebook, enhanced landmark maps, and new archaeology database improve access to preservation resources.

On June 27, the NYC Landmarks Preservation Commission (LPC) announced the launch of new and updated resources to help the public more easily access agency information and navigate the permitting process.

The updated [LPC Permit Guidebook: How to Get Staff-Level Approvals](#) provides step-by-step guidance for submitting complete, accurate applications, enabling staff to review proposals and issue permits more quickly. It covers the most common work types, as well as barrier-free access, sustainability, and flood-proofing measures that help historic buildings adapt to climate change. The guide also offers detailed instructions for using LPC's Portico application portal and incorporates recent rule changes, including expanded staff-level review for solar panel installations, streamlined approvals for outdoor dining structures in historic districts under the Dining Out NYC program, and other process improvements.

In addition, LPC has enhanced its online mapping resources. The upgraded [Discover NYC Landmarks map](#) offers an improved way to explore designated sites, while the new [Archaeology Report Finder](#) provides public access to archaeological studies conduct-



ed through environmental review or under the Landmarks Law. These reports document site histories, potential archaeological resources, and discoveries made during excavations—offering valuable insights into the city's layered past and making this information accessible to researchers, preservationists, and the general public. ■

DOCTORS SUED OVER STAGED CONSTRUCTION SITE ACCIDENTS

FEDS ALLEGE UNNECESSARY SURGERIES WERE PERFORMED IN SCHEME EXPLOITING NEW YORK'S SCAFFOLD LAW

Several Long Island doctors and medical practices have been named in a federal racketeering lawsuit alleging they participated in a scheme involving staged construction accidents and medically unnecessary surgeries.

As [Newsday](#) reports, the lawsuit—filed June 16 in Brooklyn federal court—accuses more than 40 defendants, including medical professionals, attorneys, and litigation financiers, of conspiring to exploit New York's Scaffold Law. This 140-year-old law holds property owners and contractors fully liable for gravity-related injuries on construction sites, regardless of fault.

The suit claims that attorneys recruited vulnerable workers, often recent immigrants, to stage fake accidents at job sites, then referred them to cooperating doctors who performed invasive pro-



cedures not supported by medical necessity. Among those named:

Total Orthopedics & Sports Medicine, which also oversees orthopedics at Nassau University Medical Center. Dr. Vadim Lerman and Dr. Abhishek Kumar are accused of performing unnecessary spine and neck surgeries.

New York Sports and Joints Orthopedic Specialists, where Dr. Kevin Wright allegedly operated

on a wrist injury not mentioned in initial ER records.

Advanced Orthopedics and Joint Preservation, led by Dr. Stanislav Avshalumov, is accused of recommending unsupported shoulder surgeries.

New York Spine Institute and Dr. Alexandre de Moura allegedly performed a neck procedure followed by a questionable disability assessment.

Katzman Orthopedics and Dr. Barry Katzman are accused of performing excessive surgery on the same patient seen by de Moura.

The lawsuit also targets **William Schwitzer & Associates**, a Manhattan law firm alleged to have directed runners to recruit workers and arranged litigation funding loans to incentivize participation.

A spokesperson for the State Workers' Compensation Board told *Newsday* that the agency takes fraud seriously and imposes penalties on providers found to have acted improperly.

While none of the defendants have been criminally charged, the civil suit seeks to expose and halt what it calls a "widespread fraud scheme." Critics argue that current penalties are too lenient and have called for Scaffold Law reform. ■

CONGRESSIONAL MEMBERS CALL FOR FEDERAL ACTION

On May 9, 2025, seven members of Congress submitted a formal [letter](#) to U.S. Attorney General Pam Bondi urging immediate federal intervention into what they describe as a growing national crisis: staged vehicle and construction-related accidents.

The letter highlights an alarming rise in fraudulent personal injury schemes across multiple states, including New York, Louisiana, and Georgia. According to the lawmakers, these scams are in-

creasingly sophisticated and often tied to organized crime, including MS-13 and Russian criminal networks. One example cited involves a Louisiana ring that resulted in 63 federal indictments, including plaintiff attorneys.

New York was described as experiencing a "fraudemic," with reports of hundreds of baseless personal injury lawsuits, many involving staged construction accidents. Georgia has seen a spike in deliberate U-Haul collisions, with

63 fraud investigations and 47 arrests since 2014.

The letter also raises concerns about the exploitation of undocumented immigrants who are allegedly coerced into participating in these schemes to repay smuggling debts, sometimes undergoing unnecessary surgeries to inflate settlements.

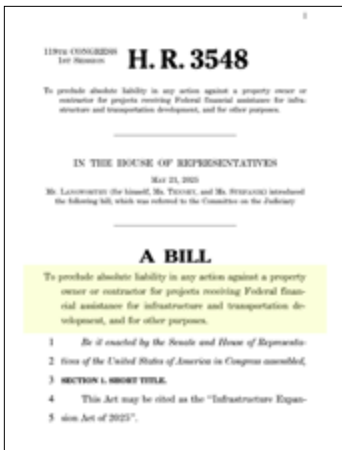
The members of Congress are requesting the formation of a specialized federal task force in-

volving the Department of Justice, Department of Homeland Security, and Department of Transportation to coordinate investigations and prosecutions. They also call for public awareness efforts and tougher penalties for offenders.

The letter is signed by Representatives Mike Collins, Lance Gooden, Tony Wied, Tom Barrett, Glenn Grothman, Tom Tiffany, and Jimmy Patronis. ■

HOUSE BILL TARGETS ABSOLUTE LIABILITY

The Infrastructure Expansion Act of 2025 would replace rigid liability rules with comparative negligence standards for elevation-related injuries on projects receiving federal aid.



A new bill introduced in the House of Representatives on May 21, 2025, aims to reform liability standards for construction projects receiving federal financial assistance. Titled the [Infrastructure Expansion Act of 2025 \(H.R. 3548\)](#), the legislation would bar the use of absolute liability in injury claims involving elevation or gravity-related risks on federally supported infrastructure and transportation developments.

Under current laws in some states—such as New York’s Scaffold Law—property owners and contractors can be held absolutely liable for worker injuries sustained in falls or elevation-related incidents, regardless of the worker’s own actions. H.R. 3548 seeks to preempt such laws by requiring the application of comparative negligence instead. This would allow courts to consider whether the injured party contributed to the incident, such as by failing to use safety equipment, being im-



paired, or engaging in criminal conduct.

If passed, the law would apply to projects that receive direct or indirect federal support, including grants, tax credits, or federal permits. It would override conflicting state laws and shift jurisdiction of related claims to federal courts. Notably, workers’ compensation laws would remain unaffected.

Supporters of the bill argue that eliminating absolute liability would reduce insurance costs, encourage infrastructure development, and promote fairness by

holding all parties accountable based on their level of responsibility. Critics may contend that it could weaken protections for workers in high-risk environments.

Sponsored by Rep. Nick Langworthy (R-NY) and co-sponsored by Reps. Claudia Tenney and Elise Stefanik, the bill reflects growing concern about the chilling effect of rigid liability standards on public and private construction investment. If enacted, the law would take effect for projects accepting federal aid on or after January 1, 2026. ■

U.S. CHAMBER CALLS FOR END TO NY SCAFFOLD LAW ON FEDERAL PROJECTS

The U.S. Chamber of Commerce and its Institute for Legal Reform are urging Congress to pass H.R. 3548, the Infrastructure Expansion Act of 2025, which would preempt New York’s Scaffold Law on federally assisted or permitted projects.

Enacted in 1885, the Scaffold Law imposes absolute liability on property owners and contractors for gravity-related injuries, even if the worker is at fault. New York is the only state that does not follow a comparative negligence standard.

The Chamber’s [letter](#) to lawmakers points to multimillion-dollar verdicts, widespread insurance fraud, and inflated construction costs—up to 10% higher—as consequences of the law. It also references RICO lawsuits and a DOJ investigation into staged accidents linked to fraudulent injury claims.

H.R. 3548 would restore fairness by requiring states to apply fault-based liability standards on federal projects while preserving workers’ compensation protections. The Chamber applauded Rep. Nick Langworthy for leading the charge. ■

Thornton Tomasetti

RESTORING A LANDMARK WITHOUT SLOWING MANHATTAN

By:

Jun Yu, Ph.D., P.E., LEED AP BD+C

Senior Principal

Kunal Badheka, P.E.

Principal

David Campos

Project Engineer

A behind-the-scenes look at how engineers safely restored the viaduct ceiling under Park Avenue's historic Helmsley Building.

Every day in Midtown Manhattan, thousands of vehicles pass through the Park Avenue Viaduct – not around the city's architecture, but directly through it. At 230 Park, the viaduct cuts straight through the base of the Helmsley Building – formerly known as the New York Central Building – entering and exiting through two arched openings built into the structure's ground floor.

Luckily, we found a couple of original structural drawings about this ceiling to help us to understand – the viaduct ceiling isn't part of the roadway, it's a suspended cinder concrete slab, reinforced with wire mesh and hung from the fourth-floor framing above, structurally tied into the building itself. From street level, it reads like a typical underpass. In reality, it's a part of the building envelope embedded within a 35-story Beaux-Arts high-rise – one that must be quietly and properly maintained and repaired while accommodating the constant movement of the city below.

When signs of deterioration began to appear along the tunnel ceiling, it wasn't just a maintenance concern. It raised structural questions. What was happening behind the surface? How deep did the deterioration go? Are there any damaged conditions which pose potential hazard to the passengers and vehicles? How soon will it be before these conditions become unsafe? How do you assess and repair this tunnel ceiling suspended inside a landmark while traffic continues to move beneath it?

Thornton Tomasetti was already engaged by the building management – **RXR** – for façade repairs at the Helmsley Building under the city's FISP (Façade Inspection & Safety Program, a.k.a. Local Law 11/98) program, administering a larger façade restoration effort performed by **Skyline Restoration** and other contractors. As part of the due diligence process, our team recognized that the viaduct ceiling was also part of the building's exterior wall system, which needed to comply with the latest FISP rule. Working together, we engineered a solution that would restore safety without triggering costly shutdowns, lengthy permit approvals, or disruptions to a major Midtown corridor.

DIAGNOSING DAMAGE

Before any solution could be designed, we had to understand what was happening behind the tunnel ceiling. The ceiling first raised concern during routine inspections tied to the FISP examination work. Fine cracking, efflorescence and subtle staining hinted at water intrusion. But without visible deflection or failure, the severity and extent of the problem was impossible to gauge, especially observed from the street level.


Given the constraints of being a landmark building above an active roadway, we developed a targeted probe investigation program that allowed us to assess conditions from accessible points while preserving the integrity of the ceiling. Using boom lifts operated by the contractor during the weekend nights when the viaduct was shut

down in one lane, our engineers accessed both visibly damaged and undisturbed zones, gathering critical information to diagnose the extent of deterioration, minimizing the disruption to normal operations.

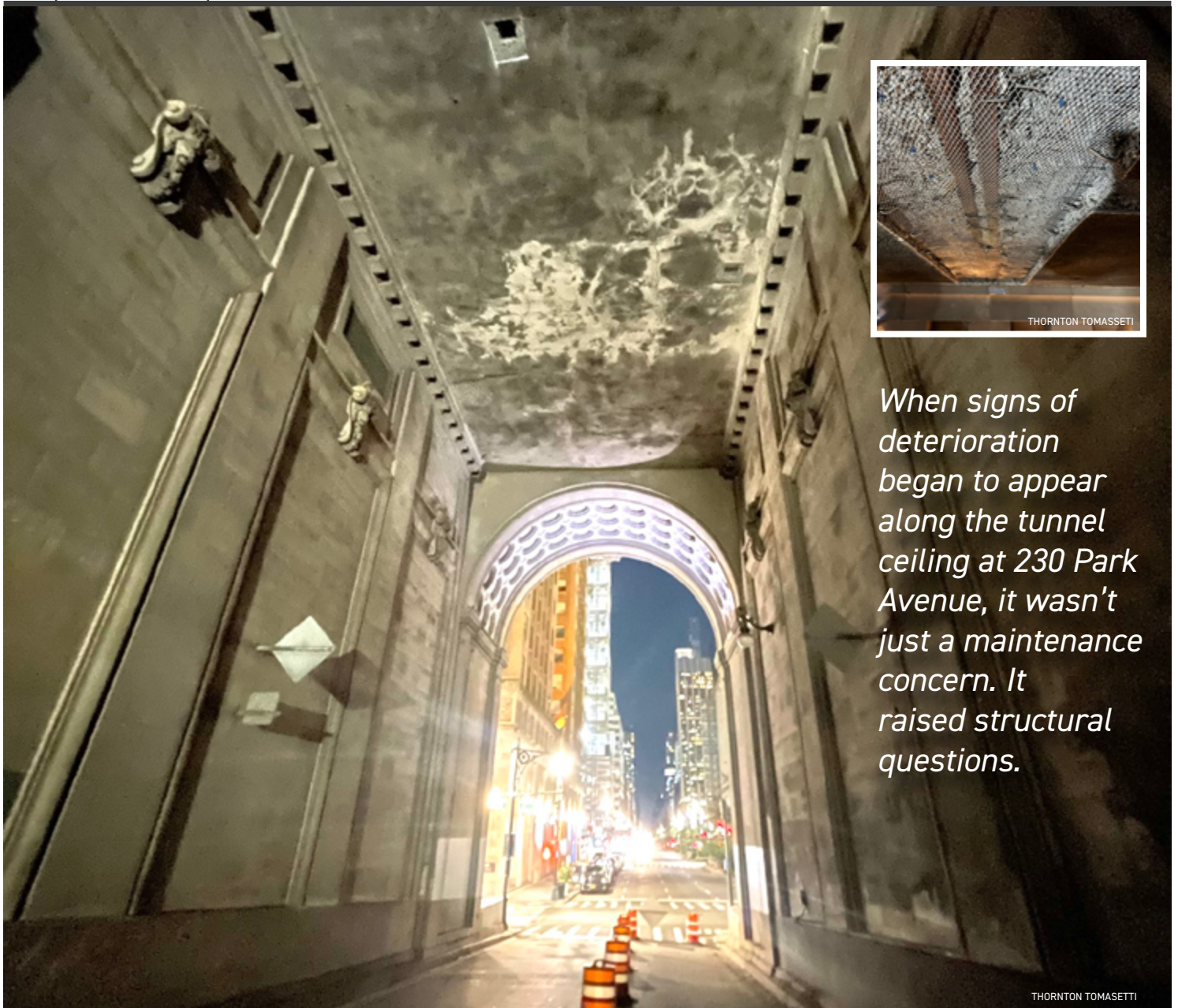
We began with hammer sounding surveys of the viaduct ceiling to detect hollow-sounding areas – early clues of delamination – then followed with localized probes to verify what was happening below the surface. These techniques gave us clarity without compromise, enabling real-time diagnostics without removing or disturbing the broader system.

What we found confirmed our instincts. This wasn't just a decorative ceiling; it was a carefully engineered, suspended assembly. One inch of plaster concealed four inches of cinder concrete slab, reinforced with a single layer of wire mesh, spanning between steel beams. The entire slab support framing was held aloft by steel hangers connected to the fourth-floor framing above – a design solution from the early 20th century that blended architectural elegance with structural logic. It was a smart system. But it was aging, after almost a century.

While most of the ceiling remained intact, the areas near historical leaks told a different story. While the leak source, those hanged water conduits under the 4th floors structural framing, was fixed previously, water intrusion had weakened the cinder concrete in key spots. In several locations, the embedded mesh and supporting steel framing showed early signs



The Park Avenue Viaduct, one of Midtown Manhattan's busiest roadways, runs through the base of the 35-story Helmsley Building. Since the ceilings of the two arched tunnels are part of the 35-story Beaux-Arts building's exterior wall system, they are subject to compliance with New York City's Façade Inspection and Safety Program regulations.



When signs of deterioration began to appear along the tunnel ceiling at 230 Park Avenue, it wasn't just a maintenance concern. It raised structural questions.

THORNTON TOMASETTI

During a New York City Façade Inspection and Safety Program examination, Thornton Tomasetti and Skyline Restoration uncovered fine cracking, efflorescence and staining in the viaduct ceiling (above), indicating an issue with water intrusion. — Insert photo: The viaduct ceiling is constructed of a suspended cinder slab reinforced with wire mesh. Damaged wire mesh was replaced with new material to restore load continuity.

of corrosion. The damage wasn't widespread – but where it existed, it posed a potential risk to long-term performance.

That was the inflection point. We now had the data we needed to act, not broadly, but surgically. With a clear understanding of what lay above and beneath the surface, we were ready to design a deliberate, efficient and precisely scoped repair program that addressed the true conditions on site.

A TIERED REPAIR STRATEGY

Repairing a ceiling like this isn't about one fix – it's about matching method to condition. Working closely with Skyline, we created a decision-making matrix to guide repairs in real time. Our approach matched visible and probed conditions to clearly defined interventions, allowing field teams to respond quickly, accurately and consistently without waiting for additional assessments.

Hairline cracks under 1/32 of an inch required no action beyond routine monitoring. Moderate cracking was routed and sealed with urethane, followed by a new plaster finish to restore continuity and prevent moisture ingress. Where cracks extended into the concrete substrate, we introduced reinforcing lath and injected structural epoxy to restore bonding and stiffness before applying reinforced plaster patches.

More advanced deterioration – including concrete spalls, visible corrosion of slab's wire mesh reinforcement with section loss greater than 10 percent – required full-depth slab replacement. In these cases, the damaged zone was cut out, the mesh was strategically salvaged and re-engaged during restoration, and new concrete was placed using conventional rebar for reinforcement. This approach allowed for in-place compatibility while improving future inspectability and durability. The guiding



Thornton Tomasetti Principal Kunal Badheka, a qualified exterior wall inspector, performed a probe of the concrete ceiling in the viaduct to evaluate the existing condition. The ceiling was accessed with a boom lift during an overnight street closure.

principle was clear: intervene only where conditions were warranted and ensure every repair delivered a meaningful, lasting impact.

WORKING OVER LIVE TRAFFIC

It wasn't just the suspended nature of the ceiling that made this project complex. It was everything beneath it. The Park Avenue Viaduct is one of Midtown Manhattan's busiest traffic arteries, serving thousands of vehicles a day with no built-in detour and no room for error.

In New York City, shutting down traffic lanes isn't just an inconvenience; it's a logistical and financial undertaking. The permitting process is extensive. The costs of re-routing, staging and traffic control are high. And the ripple effects can impact emergency services, neighboring businesses and regional flow. Every hour of closure



A suspended platform system erected six feet below the viaduct ceiling allowed restoration work to progress without disrupting the flow of traffic.



Thornton Tomasetti Engineer Sami Abdo (from left), Principal Kunal Badheka and Senior Project Engineer David Campos evaluated the exposed steel condition and discussed application of details regarding the existing wire mesh terminations.

adds cost. Every detour adds risk. In a location like 230 Park Avenue – where infrastructure, transit and heritage converge – closure simply wasn't an option.

That's why access had to come from above. Skyline designed

and installed a custom suspended platform system to make the repairs possible. Freestanding between the viaduct walls, the platform was positioned approximately six feet below the ceiling, providing full overhead access while leaving the roadway com-

pletely unobstructed. It functioned like a bridge within a bridge – floating between a high-rise and a highway. The system included task lighting, edge protection and fall-safety measures, creating a fully enclosed, code-compliant



PROJECT TEAM

STRUCTURAL/BUILDING ENVELOPE ENGINEER - THORNTON TOMASETTI

David Campos -
Project Manager
Kunal Badheka -
EOR/QEWI
Jun Yu -
Principal in Charge
Sami Abdo -
Engineer

CONTRACTOR: SKYLINE RESTORATION

Manuel Trejo -
Project Manager
Michael Valencia -
Assistant Project Manager
Spiro Markatos -
President
Juan Pablo Arcentales -
Project Superintendent

BUILDING OWNER/ MANAGEMENT: RXR

Jerry Prudente -
Property Manager
Michael Placente -
Chief Engineer
Luke Damiano -
Assistant Property Manager
(former)
Gregory Brown -
Property Manager (former)

EXPEDITOR - SBNY Aleksandr Muzlayev

SPECIAL INSPECTION - CTSI

A suspended platform system erected six feet below the viaduct ceiling allowed restoration work to progress without disrupting the flow of traffic.

work zone inches above moving traffic.

Work was phased between the east and west tunnel spans, with sequencing aligned to traffic flow and the Department of Transportation permitting windows. Materials were staged off-site and brought in during off-peak hours to avoid congestion. Every aspect of the project – from how the work was accessed to when it was executed – was shaped by the realities of operating above one of the most vital roadways in the city. This was preservation engineering in motion: carefully staged, tightly coordinated and delivered with zero disruption to the city that never stops.

MATERIALS THAT MATCH & PERFORM

Working above live traffic meant every decision had to perform – logistically and structurally. That

extended to materials. In a structure like this, products weren't selected just for technical specs. They were chosen to reconcile the past with the present – to match the behavior of original systems while meeting modern standards for strength, safety and schedule. Every material used on this project had a job to do: deliver structural integrity, bond with existing conditions and cure quickly enough to keep work moving. Where the ceiling remained exposed, visual integration mattered too. Compatibility wasn't optional; it was the backbone of every intervention.

For overhead patching, the team used [SikaQuick VOH](#), a vertical/overhead repair mortar with high bond strength and fast cure times. It allowed crews to work efficiently without lengthy delays. For structural cracks, [Sikadur 35 Hi-Mod LV](#) epoxy was used; its low

viscosity and high modulus made it ideal for penetrating narrow voids and restoring tensile continuity. In areas where full-depth replacement was needed, we turned to [Sikacrete 211 SCC Plus](#), a self-consolidating concrete with 5,000 psi compressive strength. The mix's lightweight aggregate helped mimic the original cinder concrete's material profile – not as a primary load-carrying element, but to maintain fireproofing and protection for the underlying wire mesh, the key tension system resisting catenary forces.

Where spalled areas exposed damaged wire mesh with section loss exceeding 10%, our team locally replaced the deteriorated mesh, splicing new material into the existing to restore load continuity. At undisturbed mid-bay locations, repair details called for locally welding the intact mesh



ALEXANDER SEVERIN

Thanks to teamwork, solid planning, sophisticated tools and a good deal of know-how, the viaduct ceiling is ready for the next hundred years.

directly to the steel framing to reinforce structural integrity without compromising the historical system's catenary behavior. This approach preserved the original suspended load path – similar to how modern pretensioned slabs distribute forces through embedded tensile elements.

In some areas of localized damage, we restored the original wire mesh to maintain continuity. However, for full-span replacements – where the original tension system had been compromised – we used conventional #3 and #4 rebar instead of replacing the wire mesh in-kind. Full-length splicing of wire mesh would not have reliably restored the slab's tensile capacity, whereas rebar provided a structurally sound solution. Each new concrete pour was anchored carefully to adjacent sound zones, ensuring that repairs functioned

not as isolated patches, but as extensions of the larger system. The goal wasn't just to restore strength, but to restore behavior: to repair what had failed, reinforce what still worked and deliver a ceiling that performs as one continuous, resilient structure.

WORKING WITH LEGACY SYSTEMS

While the repair zones were surgically targeted, the broader lesson was structural: historic systems, when understood properly, can support precise, modern interventions without needing to be dismantled. This project wasn't just about restoring a ceiling – it was about working intelligently within the framework of a century-old design.

Early 20th-century assemblies like this one were often built with conservative assumptions, generous safety factors, robust anchorage and redundancy that offered

built-in resilience. In the case of 230 Park, the suspended slab showed signs of aging, but the overall system remained stable. Its connection to the fourth-floor framing was strong. Its behavior under load was predictable. And its condition, once properly assessed, gave us the confidence to intervene with precision.

That stability gave us options: to focus our efforts where deterioration was measurable and to leave intact what still performed. Rather than default to overbuilding or replacement, we designed solutions that respected the system's original logic – updating it only where failure had begun. That's the strength of legacy construction: its durability often lies not in complexity, but in clarity. But unlocking that durability requires deep experience – not just in how things were built, but how they've

evolved and how they respond to today's demands. At 230 Park, preservation engineering meant more than keeping what was old. It meant knowing where to intervene, where to reinforce and where to trust a structure that was already doing its job. Every decision we made was grounded in that principle.

REPAIRED FOR THE LONG TERM

Today, the tunnel ceiling under 230 Park Avenue has been structurally strengthened for the future. Targeted investigation, material compatibility and coordinated construction under active conditions allowed us to restore performance without disruption. In a setting where access was limited, conditions were variable and traffic never stopped, the team delivered exactly what the project demanded: stability, precision and continuity. ■

SKYLINE'S 17TH GOLF CLASSIC DRIVES GENEROUS GIVING AND COMMUNITY SPIRIT



THE SKYLINE
CHARITABLE
FOUNDATION



With nearly \$328,000 raised, the 2025 Annual Golf Classic by The Skyline Charitable Foundation showcases the power of partnership, philanthropy, and perseverance — all under the summer sun.

ALL PHOTOS: THANASSI KARAGEORGIU

Exuberant. Energized. Excited. Such were the buoyant spirits that over 180 golfers plus the evening's attendees brought to Long Island's Old Westbury Golf and Country Club on June 23, 2025 for the 17th annual Golf Classic benefiting [The Skyline Charitable Foundation \(TSCF\)](#). The rewards of the day reaped more cheers once the funds raised were totaled.

Shana McCormick, executive director of TSCF and an organizer of the Golf Outing, said, "For the past three years we've consistently exceeded \$300K – this year's total, almost \$328K, surpassed last year's! We're growing strong! This is so valued at a time when individual and corporate giving is more important than ever in the current philanthropic landscape."

Though held during the early summer heat wave, players and participants were undaunted by mercury's climb. Credit for the success goes to the painstaking preparation of McCormick, the Golf Committee and the team at Old Westbury Golf Course.

The Skyline team made sure to equip each golf cart with coolers filled with ice water, gave each foursome a fan to attach to their cart, posted extra hydration stations along the way, handed out cooling towels, and repeatedly announced 'Stay Hydrated!'

A COMMITTEE OF THOUGHT PARTNERS

Careful planning marked every step of the Golf Outing. The Committee's diligence began in February and continued through bi-monthly meetings up to the event.

"It was a committee of thought partners. We discussed ways to improve upon prior years, out-reached to the venue, to Skyline personnel, sponsors and others

who had attended before as well as new prospects," said McCormick.

The Committee, led by McCormick, consisted of Skyline Restoration's Spiro Markatos, Jasen Geraghty, Stephan Andreatos, Tim Pasparakis, Danny Cornwell, and William Laffey of Spring Scaffolding.

Said Skyline Restoration President Spiro Markatos, "Skyline's Golf Classic has grown over the years into a tradition that is extremely popular and highly respected as a well-run, key event eagerly anticipated each summer. Skyline is proud to host it, to always involve personnel on all levels and to welcome the industry. We put a lot of thought and effort into the planning process that culminates in a hugely successful event. Of course, as a fundraiser, the commitment extends beyond the Skyline community and the industry to the worthwhile charities it is dedicated to supporting – our beneficiaries are the engine that drives it all."

KUDOS FROM ALL

The efforts were recognized and applauded by all – sponsors, golfers, attendees of the evening cocktail hour and dinner, and beneficiaries.

Keith Cornish, director of construction practice, The Baldwin Group, has attended the outing for about 10 years and admired it as "a topnotch event that is very well run." This time, his firm opted for the top tier of sponsorship – Tournament Level. It was a natural fit.

Said Cornish, "Our company prides itself on community support." Noting that The Baldwin Group, an insurer, is a relatively new firm, he noted, "This event gives us great visibility. Our foursome's team made several new connections."



Most Honest Foursome Winners: Manuel Trejo, project manager, Skyline Restoration; Paul Losito, senior estimator, Skyline Restoration.



Closest to The Pin winner Rygo Foss, Esq., board member, TSCF with Shana McCormick, executive director, TSCF.



Raffle winner Timothy Pasparakis, Business Developer, Skyline Restoration.

He also appreciated Skyline's recognition at the dinner, signage at the course, and the plaque received.

In addition to sponsorships, many unique items of collectors' memorabilia were contributed to the silent auction. Donated raffle prizes included a 65" QLED Samsung TV, a Magnum electric bike, and a Solo Stove Bonfire.

PRAISE FROM PLAYERS AND PARTICIPANTS

Mike Lopez, director of technical service architectural engineering for Rimkus and the treasurer of the New York chapter of IIBEC, the International Institute of Building Enclosure Consultants, is a loyal and longtime golfer at Skyline's outings.

He said, "We love the tradition, support the causes wholeheartedly, and are glad to have the opportunity to interact with everyone at Skyline" from leadership through field staff and other personnel. "It's a chance to see them outside of the project site and to meet in person people we usually don't see."

Kathleen Needham-Inoco, P.E., principal with Midtown Preservation, has participated for many years. She enjoyed every aspect of the event, the "beautiful golf course, the topnotch food, and the wide representation of vendors, tradespeople, professionals, materials representatives and more that Skyline draws. To see the camaraderie outside of the normal work environment is great."



(L-R) Winners: Longest Putt, Kate Groob, CANY; Men's Longest Drive, Anthony Meo, Skyline Restoration; Women's Longest Drive, Laylakshi Deonarine, daughter of Dev Deonarine, 4D Construction and Dani Taylor, The Trump Organization.

"We love to support people who go above and beyond to help the community."

— Kathleen Needham-Inoco, P.E., principal, Midtown Preservation

"It's more than a tournament — it's a tradition rooted in purpose."

— Spiro Markatos, president, Skyline Restoration



More photos at
skylinefoundation.us

She also expressed her admiration for Skyline Restoration saying, "We like to support a company that always rises to the need –It lobbies against fraud, it helped during the pandemic. We love to support people who go above and beyond to help the community. I feel passionate about it when people go out of their way to make the work better, the industry better, the community. I support it and the Midtown Preservation family wholeheartedly supports it. That's why we return every year."

THE CHARITIES – A VARIED AND DESERVING GROUP

As always, the charities are varied, carefully chosen and deserving.

RAP4BRONX

McCormick updated all on the progress of RAP4Bronx which is administered by TSCF. Founded in 2020 during the height of the pandemic, the nonprofit organization has evolved from providing emergency food access to promoting food equity. It continues to offer free of charge nutritious grocery staples and locally sourced produce to communities that find nutritious items challenging to access and afford.

"To date, RAP4Bx has distributed close to five million pounds of

food. We continue to provide access to healthier goods to communities in need of assistance," said McCormick.

THE CHORDOMA FOUNDATION

Kenny Brighton, head of philanthropy, The Chordoma Foundation, sent an update that was read by McCormick at the dinner.

Skyline Restoration co-founder Bill Pierrakeas who died from Chordoma was an ardent supporter of the Foundation and its research to combat the aggressive disease that currently has few treatment options. Brighton wrote that "[Bill] was committed to creating a world in which all patients could access treatments that offer a real chance at survival. While we're not there yet, these projects—made possible by your generosity—are bringing us closer to the future Bill envisioned."

Brighton credited funds from last year's Golf Tournament with helping the research that enabled a clinical trial of an experimental drug that has already shown "an extraordinary response rate" in tumor shrinkage. The Foundation is also leading the global effort to build molecular compounds for a drug that hopes to target Chordoma and potentially benefit

the broader cancer community as well.

THE NEW YORK CENTER FOR CHILDREN

Christine Crowther, executive director of The New York Center for Children, said, "This is the tenth year that we've been supported by the Skyline Golf Classic and we are thrilled to be here at this beautiful, pleasurable, and so important event once more. The support has helped so many children heal and succeed. It is incredibly impactful in the lives of the children and the families we work with."

The New York Center for Children is based in Manhattan with offices in all New York City boroughs. It provides holistic trauma-focused therapy free of charge to children who have suffered from any form of abuse (physical, sexual, emotional) for as long as needed.

VFW POST 1819 PORT WASHINGTON

VFW Post 1819 of Port Washington conducts a ceremony that precedes the tee-off at noon each year: Members parade the American and VFW Post flags, play Taps on bagpipes, and perform a rifle salute for the fallen.

Robert Freeland, commander of the Post, explained that the organ-



(L-R) Christine Crowther, executive director, The New York Center for Children; Joe Farinacci, executive director, ALS Watchdawgs; Joshua Sooklal, military & veteran program manager, Hope For The Warriors (HOPE); Shana McCormick, executive director, The Skyline Charitable Foundation.

"The support has helped so many children heal and succeed."

— Christine Crowther, The New York Center for Children

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ization assists veterans in navigating the VA, raises money for organizations including the Navy Seals, Rangers Lead the Way, the Tunnel to Towers Foundation, and Folds of Honor that in turn help veterans and their families who are homeless or in need. The members of Post 1819 are veterans of foreign wars from WWII (there is one remaining member), the Korean War, Vietnam, and the conflicts in Iraq and Afghanistan.

Extremely grateful for the support, Freeland says, "[TSCF has] been wonderful to us. We love presenting the flag and our guys look forward to coming each year."

ALS WATCHDAWGS

Joe Farinacci, executive director of **ALS Watchdawgs**, explained that the organization is a grassroots nonprofit 501(c)3 started by six firefighters to help those who have been afflicted by ALS. Often referred to as Lou Gehrig's disease, ALS is a progressive neurodegenerative disease that leads to muscle weakness, paralysis and death. Watchdawgs helps defray costs for ambulatory devices and other medical expenses not covered by insurance.

Farinacci noted that firefighters are twice as likely to suffer from ALS as the average individual.

The organization aims to change legislation and policy. He said, "We are working to ensure help when they need assistance, but also to make sure the medical system recognizes that this affliction is job-related so that first responders and their families are protected for life. "We are greatly appreciative of what the Skyline Charitable Foundation has done for our recipients and elated to be part of this great tradition."

HOPE FOR THE WARRIORS

Joshua Sooklal, military & veteran program manager at **Hope For The Warriors (HOPE)**, noted that the national nonprofit was selected as one of the 2025 event beneficiaries by Skyline Restoration's Jasen Geraghty. HOPE, which serves active-duty military service members, veterans, and their families, is comprised of a diverse team of financial advisors, career counselors, mental health practitioners, medical clinicians and more.

Sooklal explained that HOPE has three main "pillars of service": Stability – offering financial, transition and career assistance; Strength – aiding the individual's mental, emotional, and physical well-being; and Community – peer-to-peer support programs including mentorships. "I appreciate the support," said Sooklal. "You're

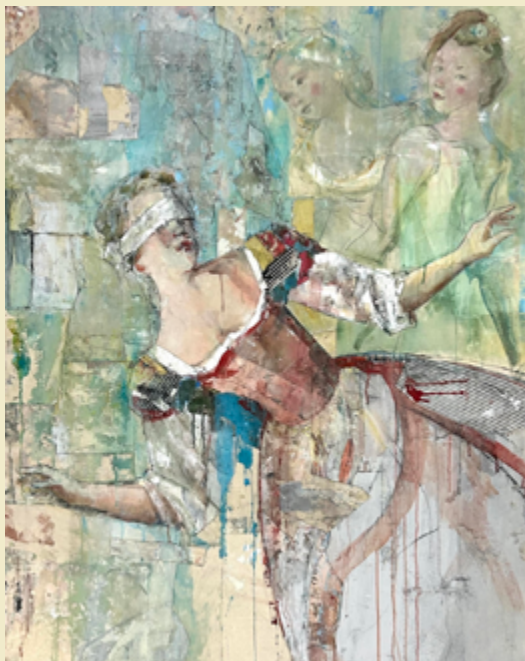
helping my 'family' –my brothers and sisters in the military."

Danielle Rose, Director of Donor Events for HOPE said, "Funds raised support HOPE's mission to deliver programs and services to military and their families, helping them navigate the complexities of military life. TSCF has allowed us to give the military community what it needs - which is HOPE."

The Golf Classic benefiting The Skyline Charitable Foundation is indeed a beacon of hope and a salute to the power of the industry to help the greater community. ■

CONGRATULATIONS TO THE WINNING FOURSOME 2025:
FLORIM BAJARAKTARI;
A.J REXHEPI;
ADAM ZERKA;
MIKE ZERKA





MIKE COCKRILL
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Comments/Subscriptions:
editor@skylinesnews.com

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