Back in New Milford

O&G builds again, this time a high-tech Emergency Department, and finishes early

Boys & Girls Club Opens 8
Ken Merz: Person of the Year 10
Moles Honor Ray Oneglia 11
Porous Asphalt 14
Success

Someone once said that “success is when you look back at your life and the memories make you smile.”

As I look back at my forty-year career at O&G, one of the things that makes me smile the most is that O&G has been able to provide good and reliable work opportunities for all of its employees.

In each issue of our newsletter we report on people who have recently retired. Our newsletter is mailed to many of our customers, and one of the most frequent comments I receive back from them is just how surprised they are at the number of employees who have made a career at the company. It is not unusual to see people who have been with O&G for twenty years, thirty years or more. It is also not unusual to see several generations of the same family become part of the O&G family.

And all of the jobs have been good ones, with competitive pay, health insurance and a pension. I feel that O&G has “done right” by its employees. I also know that they, in return, have “done right” by us. They have helped us be competitive in a very competitive industry. They have also helped O&G grow into one of the largest and most diversified contractors in the nation. My grandfather Andrew, who started O&G ninety-two years ago with his partner Flaviano Gervasini, would be astounded to see how the company they started with little more than hand tools and a work ethic that would not allow failure, has turned out. No doubt they are smiling somewhere at the great memories too!

So thank you one and all for the many wonderful memories you have made for me and my family. You make us smile. Keep up the good work!

Gregory Oneglia
Vice Chairman of the Board
Though rural and suburban, New Milford is Connecticut’s largest municipality. It defines itself as a “growth-oriented” community. The demands to keep that community healthy put stress upon the aging Emergency Department at New Milford Hospital whose catchment area extends beyond New Milford itself into surrounding towns and even nearby New York State. The time had come for the current space to be replaced and a plan for a new facility that could effectively deliver emergency care was developed. So extensive were the upgrades needed to meet the demands of the community that a renovation would not suffice. An entirely new facility was needed. The vision called for the construction of a 12,000SF, single-story structure into which the department, renamed the Arnhold Emergency Department, would be relocated. It would have 14 patient treatment rooms, a dedicated isolation room, a critical care room, behavioral care rooms, obstetric and pediatric examination rooms, triage and fast-track exam rooms, a waiting room and clinician/nurses’ workstations. All new technology would be installed. Phase 3, the final phase of the project, would renovate a section of the old ED space, adjoining the new building, for use as the department’s administrative space and staff offices, on-call rooms and staff bathrooms.

As it had in the past, the hospital chose O&G to develop the project. O&G’s association with New Milford Hospital has been long and productive. Since 1995 O&G teams have led building projects of all sizes, from renovating the hospital’s main lobby entrance and constructing a medical office building to renovating nurses’ stations and various clinical departments.

At the helm of this latest collaboration was Project Manager Carrie Riera. She is versatile, with a degree in construction management and work experience in property management, architectural construction administration and as an owner’s rep at Baystate Medical Center in Springfield, Massachusetts. She also served as O&G’s Project Manager at Yale-New Haven Hospital Medical Center in North Haven. Riera loves problem solving.
For some, she will tell you, her management style takes getting used to. She prows the job site, getting herself intimately involved with details. She sits at a desk only when she must.

Preconstruction work began in June 2013. Bruce Gelbar and Greg McWhirter handled the estimating, collaborating with Riera to meet the client’s budget. Over the next several months a lot of groundwork was established—not just planning and scheduling the project but interpersonally. Riera set the tone for how the job would run: it would be pro-active and assertive. In October the job went out to bid; some disciplines were redefined and rebid. By January 2014 a team was in place and, through copious value engineering and creative reworking, the reformed budget was brought close to the original.

Midway through the project a new alliance on the client side was announced. It would merge New Milford Hospital with Norwalk Hospital, Danbury Hospital and various smaller affiliates into The Western Connecticut Health Network. It made for a different dynamic in the regular project status meetings, with three cost-conscious representatives from Danbury Hospital now attending. “They would be at every meeting to express their concern that the job stay on budget,” Riera says. “About six months into it the financials were showing that we were stewarding the money well.” The trio started attending less often as their concern evaporated.

She jokes, “Now it’s to the point where I can’t get a meeting with them!” The Network had come to appreciate O&G’s advocacy and close management of their project.

Mike Edwards is the project’s superintendant, a 35-year construction veteran who has been with O&G since 2013. “About three-quarters through the project we were a good two months ahead of schedule.” At that juncture, he also points out, virtually none of the project contingency funds had been spent. Only client-directed changes have been paid for out of that pool since then. Close to $200,000 is being returned to the hospital.

Edwards gives a large chunk of credit for the smooth flow to diligent “what-if” planning. “When I start thinking about a job the worst-case scenarios are in my mind, the ‘what-ifs.’ I want to find them and nip any issues in the bud.” He and Riera were thorough in the scope review. They filtered everything through their experience, interviewing subcontractors to be sure no details were overlooked. “The scope was covered really well in buyout,” he says. “We didn’t miss anything or double-up anywhere.”

Phase 1 kicked off with sitework and the demolition of interior space simultaneously. The winter of 2014 was a favorable one. Storms came but the snows melted quickly. It made it possible for big gains in excavation and concrete work. Nearly four weeks were shaved off the schedule, which happened to be a fortunate bumer when significant delays were encountered with steel erection that set the job back onto the original schedule. But the subcontractors pushed ahead. By the fall crews had gotten the space enclosed and the rooftop heating system installed so that the work area was heated. By December of 2014, thanks to aggressive summer work, there was enough room in the schedule that crews could comfortably take the holidays off.

“We had a really good group of subs,” says Riera. “They were interested in following what we were trying to do. I never had a sub come to the table and complain, ‘You’re accelerating our schedule by two weeks.’ Everyone was on board. If I said ‘I need you to start coming in,’ they came.” Guerrero Construction was the site work subcontractor. “They kept pushing us, actually; making sure we stuck to schedule. They were instrumental. TriStar handled the concrete. They were aggressive and met our schedule. Kennedy Electric was a great electrician, no claims, no squawking. We had seven electricians for the duration. Modern Mechanical did a great job, too. They met the anticipated mechanical needs so we had heat before the cold weather came.”

When Riera requested four sheetrockers, she got five. When she needed four painters she got six. “We always had everyone we needed when we needed them,” she says.

Riera also raves about the way the submittal phase played out. All subcontractors expedited their submittals with thorough, substantiated paperwork that often made quick approvals possible.

Riera was insistent on reining in RFI’s (requests for information). Issues were resolved on site whenever possible, with Riera, Edwards and subs looking for common-sense solutions. “The subs are the experts in their fields. They’re the best people to answer the questions. If a sub comes to me asking how to we want them to do something, I’d ask them, ‘What makes the most sense?’” That approach kept the number of RFI’s to a manageable minimum. Barraging the architect with RFI’s is just not effective. “At the end of the day that just delays the project,” she says. Having been a Construction Administrator herself interestingly, for The S/L/A/M Collaborative, the architect that designed the ED project she knows of what she speaks.

This past October thru December, a crew from the Special Projects Division (Project Manager Nelson Reis, Superintendent Mike Gath and Project Executive John Humes) converted various spaces adjacent to the new ED into a larger, more appealing lobby. At one point Riera’s team and the Special Projects team jointly developed common space.

New Milford Hospital’s Administrative Director, Damon deChamplain, was pleased with how competently the construction phase unfolded. “The value engineering we did in the beginning got us a bit off schedule but that time was made up throughout the project. O&G’s construction management team and the NMH team kept the project pretty much ahead of schedule. Everyone was very professional. They did an outstanding job complying with our infectious control procedures to keep our patients, staff and visitors safe during construction, which included work in some very tight and confined quarters.”

Hospital Facilities Director Charlie Geyer calls the last months of the job complicated in that construction was occurring in the middle of a working hospital. “O&G was able to isolate the noise very well and to maintain our contamination protocols. They also did that for the lobby and cafe project, which came out beautifully. We’re finishing ahead of schedule as well and should get our C.O. by the end of March.

We’re very pleased with the performance.

Facilities Director Charlie Geyer

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Cardiac rehabilitation facility built in Phase 1; view across the new lobby built by O&G’s Special Projects Group to the new cafe; Riera and Edwards in the new ED entrance and admitting area; new gift shop on the other side of the new lobby
If you think of productivity in construction your first thoughts might turn to larger, more powerful machines that can lift more, move more, deliver more, more quickly and efficiently. But for the last several years all Building Division projects have relied on a tool, by contrast, that weighs about a pound-and-a-half and lives in a leatherette portfolio. That tool is the iPad and it is enabling impressive gains in productivity.

One of the things it does best for project superintendents like Steve Baranello is run a versatile app called BIM 360 Field. Labeled as “collaborative construction management software” by its maker, Autodesk, “BIM” is short for Building Information Modeling. It compiles and provides data for the teams building projects from preconstruction thru execution to commissioning and handover.

Baranello has been Project Superintendent at the Orville H. Platt High School Additions and Renovations project in Meriden for the last two years. He is a devotee of BIM 360 Field, as it seems everyone using it is. He can tell you all the ways it enhances communication, quality and productivity.

“I use it primarily as issue-tracking software. It’s great for tracking deficiencies that occur during any project.” Up until recently builders managing projects would walk their sites with a blueprint and a notepad, penciling notes about any issues they found, from scuffed finishes to missing mechanical elements. “BIM 360 Field has all the blueprints for the specific job loaded in a library.

When I walk the site or Dave [Cravanzola, Platt’s Project Manager] walks the site and we spot something that needs fixing, we use the iPad’s camera to take a photograph of it. Then we can pull up the appropriate plan and ‘pin’ that photo or photos right to it at the exact spot where the issue is. We can also write a note describing it if we want to say what needs to be done to resolve it.”

Before BIM 360 Field, managing a building project would present a minefield of potential pitfalls: remembering to note a deficiency, having to retrieve paper blueprints and lists of specs to make notes, taking the time to write emails and attach documents or photos. It’s all streamlined with the app.

“We have all the specs and drawings wherever we are in the field,” says Baranello. “In the past we had to take a photo with our camera, remember to download the photo and send it with an email, referencing the drawing or spec and what needed to be done. Now it’s all in one place and happens pretty much automatically.”

Tracking is another strength of BIM 360 Field. When a deficiency is pinned to the plan, it’s also assigned a party responsible for its resolution. The app automatically sends an email notification to that party — say, the MEP subcontractor. The communication is clear, accurate and instantaneous. When the subcontractor corrects the problem, he photographs the completed work, pins it to the drawing and sends it back to the project office for approval. Only Baranello or Cravanzola as managers are able to clear out issues from their electronic list.

Aaron Mednick, Building Division Vice President, points out that on a job using BIM 360 Field, before a walkthrough and turnover to the client at project end, there are far fewer issues to button up. “It’s helped minimize the number of times you have to revisit any issue. There are far fewer issues that fall through the cracks. Some of our project managers use it to print out the open-item lists the app can generate and hand them out at their weekly project meetings. It’s a great productivity tool and a great quality assurance tool as well.”

BIM 360 Field enables realistic evaluation of the performance of contractors. It can tally their deficiencies at any point in the project. While the overall impression of a subcontractor’s performance might have been one way or another, the data tells the true story.

Building projects veteran Mike Brennan, Assistant Vice President and project executive for many of the company’s school projects, approached BIM 360 Field with eyes wide open. “We’ve had scheduling software that did everything but cook your breakfast. But I’d ask the guys to give it a gut check. ‘Did you look at it to see how it does what you really need it to do?’” With BIM 360 Field, citing its on-the-fly immediacy, thoroughness and the time savings it provides, he’s impressed. “When you use it for what it’s designed for, it works very well.”
It was one of the first projects waiting for O&G’s new Corporate Marketing and Communications Manager, Seth Duke, when he came aboard last August, and it was a large one. The company’s website had been doing yeoman’s work since 2008 but lately was colliding with innovations in the world of Web communications. Visitors were expecting the smooth, feature-packed experience they had grown accustomed to elsewhere on the Web but weren’t getting it. The old site was unable to simply be “made over” (think of trying to convert a VW Beetle into a Cadillac Escalade). It needed a rebuild from the frame up.

Duke would lead the rebuild effort. A new site had been under development when he arrived. With input from various stakeholders in the company it would “get over the hump,” as he puts it, and speed to completion. “There were already a lot of great ideas here when I arrived,” says Duke. “It was just a matter of putting them together and refining them.” Everyone recognized the importance of getting this piece of the web framework right because of all that would be built upon it.

Mike Tripp of Ixtlandesigns was contracted as the site’s developer, tasked with turning the vision into a digital reality that would provide the same user experience across desktops, tablets and mobile devices. Significant upfront planning and strategizing was involved. Tripp and Duke worked together closely, often daily.

“O&G’s new site is an enterprise-level undertaking,” says Tripp. “The site is built so we can easily add lots of functionality so it can grow as the company grows. The framework we used enables that.”

Everything about ogind.com is new – structure, content, capabilities – and what this database-driven site will be able to do is impressive:

• capture sales leads and direct them to the appropriate channels;
• offer custom home pages for each O&G division, all within the ogind.com “wrapper;”
• integrate pages for targeted marketing campaigns and social calls to action;
• integrate ERP (Enterprise Resource Planning) software and an intranet to enable searching and applying for jobs, locating resources like safety data sheets and customer forms, requesting materials quotes and electronic invoicing; and
• readily support additional functionality as new needs develop.

“We were looking to meet a couple of challenges with the new website,” says Matt Oneglia, one of the contributors to the rebuild. “The first was satisfying the high expectations of our clients, suppliers and employees in a technology-driven, competitive landscape. The second was presenting the sheer diverseness of O&G in a single website with one unified message.” He gives Duke high marks for what was accomplished. “From day one Seth understood these challenges. The functionality packed in there is a reflection of his hard work and we’re really excited about it.”

Quick for the actual coding and development – about two months – the site had a “soft launch” on February 1. On March 1 the complete suite of Phase 1 functions was made live. It will be followed this spring by the integration of the Masonry Division site and the addition of a graphic timeline depicting the company’s history. In the coming years the site will remain dynamic and adaptable and a worthy reflection of the diversity of O&G Industries.
“Regardless of location, it’s always gratifying to be part of a project that benefits the surrounding community. The chance for me to not only give back to my hometown but contribute to an organization I belonged to as a child has been tremendously rewarding.”

COREY MORIN, O&G SUPERINTENDENT
As O&G Industries' Corporate Secretary, Ken Merz is in demand. He’s hard to wrestle a block of time from, sometimes giving the impression he’s already half-way to the next meeting or visit or phone call on his agenda when you speak with him. Which makes it all the more interesting to see the other side of Ken Merz, outside of the Main Office and immersed in his passion.

After work or on weekends you’ll often find him picking his way through running, laughing six-year-olds, mulling over the next colorful project he might want to implement at the KidsPlay Museum he co-founded in downtown Torrington.

At the end of 2014 Merz learned that he’d been named “Person of the Year” by the Register Citizen, the paper serving much of Litchfield County.

Merz has served on many boards in the Torrington community, including the Warner Theater Board of Directors where he served as chair until 2013.

His nomination for “person of the year” came from colleague Brian McCormick who wrote, “Ken was instrumental as a board member...to help the Warner Theater become financially stable and be a central fixture in a plan to make Torrington a center for arts, culture and tourism...” McCormick added, “Even though the theater was an arts enterprise it needed to be run like a business and Ken set up a good business model.”

Merz’s background – he holds engineering, law and accounting degrees – and his 44 years working with O&G helped him know how to steer the theater onto a much more stable financial course.

“I have never been a theater person in the sense of performing,” he explains. “But I’ve always been interested in the impact a theater has on the local community.”

With his former Warner energies available to refocus on a new adventure, Merz founded the Northwest Community Collaborative, Inc., a nonprofit created as the parent of the children’s museum in 2012. Its first purchase was a former bank building on Torrington’s Main Street, directly across from the Warner. Volunteers began transforming its dour interior into KidsPlay Museum, a vibrant space full of play and discovery stations. “Lots of us being theater people, we have a flair for colors. We do colors well,” he says.

Merz has his eye on an adjoining property, the former Quality Men’s Shop. When it is acquired and joined to the existing museum, it will add another 15,000SF to the KidsPlay footprint. “You need at least 12,000 square feet for a great museum,” he asserts matter-of-factly.

Merz ought to know. To-date he’s visited, photographed and analyzed 55 children’s museums across America and in Germany and Japan, looking for those exhibits that really juice kids up. “There are lots of factors when you design an exhibit, but I ask, ‘What’s the fun factor?’ The best exhibits have an action and a reaction.”

Merz points out one of the most popular stations at KidsPlay, sure enough with a cluster of pre-teens giggling as they try it out. Clear tubes about four inches in diameter are gently pressurized with air and loop this way and that up toward the ceiling. Little hands can stuff a scarf into an opening at the bottom and watch it zip its way to the top where it pops out to drift slowly down for them to catch. He has gotten the place into the 341-member international Association of Children’s Museums. KidsPlay’s Executive Director is Matthew Tynan: “Unofficially this is Ken’s museum. From behind the scenes to the exhibits on the floor, he’s most responsible for it.”

Merz envisions the museum as an ideal place for social interactions, an attraction that will help make Torrington a go-to destination. Last year, in only its second year of operation, more than 20,000 kids and adults came to play and explore.
Ray Oneglia Receives Outstanding Achievement Award

Vice Chairman of the Board Ray Oneglia received The Moles 2014 Outstanding Achievement Award for his decades of contributions to the construction industry.

The award was presented at the organization’s seventy-third annual black tie dinner at the New York Hilton on January 28. Receiving the award Oneglia said, “I am humbled and honored to accept this prestigious award on behalf of not only myself, but also the Oneglia family and the employees of O&G Industries, both past and present.”

He also acknowledged his late father, Raymond A. Oneglia, in his remarks, regretting that he was unable to be there to share in the evening. “I’m standing on the shoulders of all who came before me and surrounded by a lot of dedicated people who work hard day in and day out – they all deserve the recognition every bit as much,” said Oneglia.

Established in 1936, The Moles is a fraternal organization of individuals engaged in building tunnels, subways, sewers, foundations, marine, subaqueous and other heavy construction projects.

Ray Oneglia receiving award from Chris Traylor, The Moles’ Award Committee Chairman

Credit and Collections Specialist **GEORGE LINCOLN** ended his 38-year career with O&G at the close of business on the last day of business in the last month of 2014. It was a fittingly precise time for a man who, for his entire career, was dedicated to maintaining and sometimes restoring order to the company’s books. He explains that his job was not playing the heavy to collect on delinquent debt but instead focusing on collecting faster, weeding out bad credit risks and maintaining good customer relations through it all. “I’m a people person,” he says, “and I like to work with people, I like speaking on the phone with them, I like building a certain rapport.” That’s the human element, the groundwork underlying the complicated financial background that often comes into play in credit and collections work, he says. Working briefly as a paralegal and in credit and collections for a few companies, George was hired in 1976. “I’ve always supported O&G’s ethical standards and always felt the company was behind me. I always enjoyed the working environment – so many great people to work for and with.”

He’s got his sights set on ferreting out some part-time work in a related area, not wanting to sit back and collect dust. He and Bette, his bride of 36 years, plan to catch up on reading and do some traveling – day trips rather than long excursions. Thank you, George, for 38 years of faithful service.

**Mike Ferry**

**Corporate Safety Director**

Mike joined the company in February 2015 as O&G’s Corporate Safety Director. Originally from Torrington, Mike joins us from the Greater Boston area where he led corporate safety initiatives for more than a decade.

**Nancy St. John**

**Accounts Payable Supervisor**

Nancy joined O&G in February 2015 as O&G’s Accounts Payable Supervisor. Nancy brings more than 17 years of experience in accounting management, including a decade of accounting in the construction industry.

**Barbara Weingart**

**IT Support Manager**

In her new role as IT Support Manager, Barbara will continue overseeing the Telecommunications Group but will now also manage the O&G Helpdesk. This April Barbara will mark her 35th anniversary with O&G.
My Days at O&G: Mike Weston

“My Days at O&G” profiles employees around the company working at unusual jobs every day.

The Hauser Bridge stands mute, far out in the woods, more than a mile from any roads or homes. It spans the Shepaug River as it ripples through the Steep Rock Preserve in Washington Depot. It is a “jewel,” a favorite feature of the preserve says the Steep Rock Association, the nonprofit which owns and maintains the park.

The Hauser Bridge is picturesque. Two steel cables, braced by 18-foot-tall supports and heavy anchors, suspend the bridge for 120 feet across the river and another 20 feet above it. Hikers at the preserve routinely cross it. Less-outdoors-inclined folks have never seen it, including O&G Superintendent Mike Weston.

Since he took up carpentry at 17, Weston has been honing his skills. He has been assigned to all kinds of jobs with O&G where since 2005 he’s worked as a carpenter, foreman and superintendent. He and the bridge met last summer. The bridge challenged his skills and his resourcefulness.

“I remember the first day at the bridge. I’m there thinking someone is going to jump out from behind a tree and say, ‘Just kidding!’” Weston helped assemble large jobs like the Yankee Gas LNG Facility in Waterbury dormitories and classrooms at universities. They were busy jobs in populous areas. Working in a forest with a two-man crew required a whole new mindset.

“This job was not all thought out for you, either. We were continually presented with unique challenges we had to figure out on the fly.”

Just getting to the bridge in its rugged and remote location (“1.7 miles from the paved road, believe me I know,” he laughs) meant Weston had to anticipate all the things his crew might need for the day. Forget close contact with operations back in Torrington: there was not a bar of cell phone signal. The opposite side of the bridge had no road access either, just a foot path, so wood and fasteners and tools had to be toed across.

Exposure to the elements for nearly 25 years had left the bridge in a fragile condition. “The supports on either side of the river had rotted so badly, up high where you couldn’t really see well, I was surprised the bridge hadn’t collapsed. A couple of 1/4-inch steel plates on the supports were what saved the whole bridge,” says Weston.

With the perilous condition of the supports and the distance from any kind of help he knew the risks. “We’d never all three of us do any one task, especially up in the air. One of us was always ready to go for help should something happen.”

That hanging scaffolding was notable. Fresh to the project, Weston stared at the bridge. How could he replace the rotting supports barely holding up the bridge deck without the whole thing tumbling like a Jenga tower into the river below? Setting up scaffolding in the rushing water was off the table. “So I wondered if we could hang scaffolding from the bridge and work from the underside. Have it be movable the length of the bridge. I wasn’t sure how to put that together.”

At this point Weston can’t say enough about the resources O&G provided. Ideas and supplies flowed. “We’re at a great advantage at O&G with so many experienced people you can run ideas by. Leo Nardi helped me determine how to raise the cross beams on the supports. He knew we had heavy jacks in storage. When I needed a welder Jimmy Zambero sent Brian Donovan out right away. Mike Ciarlo and Bob Puzacke are a great team to get you what you need. Bobby was the one who suggested we use heavy rollers to slide the hanging scaffolding up and down the length of the bridge – he knew we had them for rolling Jersey barriers so they’d be beefy enough.”

The hanging, rolling scaffolding idea worked brilliantly and the bridge was restored, safely.

Weston’s crew members varied, but included carpenter Jamie Blasette and a willing young laborer, Dakota Hock, who Weston took under his wing. The novelty of the location and the tasks turned out to be something they grew to love.

“It was a substantial undertaking and they did a really fine job,” according to Steep Rock Association’s Executive Director, Steve Law. “Mike had to be creative on the fly, especially on how to replace the cross beam. I can’t say enough good things about them. They were great to work with, very accommodating to the public who use the preserve. After the Hauser Bridge repair we moved them to our Hidden Valley preserve to repair the access to our Reich Bridge [see below] that O&G also built,” says Law. “Winter shut us down and I’m anxious for spring to get Mike back in there to finish up.”

The Reich Bridge was named after late Roxbury native, Major Stephen Reich, West Point graduate and minor league pitcher. Reich piloted an MH-47 Chinook helicopter that was downed in 2005 in Afghanistan attempting to rescue a four-man SEAL team, made famous in the book and movie, “Lone Survivor.” It was Reich’s fourth tour of duty in that country.
The annual Christmas toy drive has been going strong at O&G for decades. Every December a mountain of toys and other gifts for kids grows in the lobby at the Main Office. It’s the fruit of two big, coordinated group efforts based in compassion, and they never fail.

In the first, unwrapped gifts are collected under the banner of the Torrington Fire Department’s Christmas for Children program. The 2014 beneficiary was FISH, an agency that reaches out to those in economic crisis. In the other effort, O&G works directly with TYSB (Torrington Area Youth Services Bureau) whose focus is at-risk youth and their families or foster caregivers.

“Christmas is a very hard time,” says Robin King who, for the past 20 years, has served as FISH’s Office/Program/Facilities Manager. “You see the kids and you want to do so, so much. These gifts are a real blessing.”

Lieutenant Mark Garrison of the Torrington Fire Department has worked with O&G on the Christmas for Children drive since 2000. He arrives with an engine and TAC truck to round the gifts up. “O&G is one of the biggest influences on the drive and our biggest contributor.” He speaks highly of O&G retiree Shirley Durante who comes back to help with various community efforts. “I've gotten calls from the mayor’s office asking, ‘This family has this number of kids and the parents are both out of work, can you help?’ and I’ll just call Shirley. She and other ladies go out and buy exactly what these families need. Those families are overwhelmed with the caring and support.”

Payroll Manager Ida Mussen’s son, Nick, is a general handyman at O&G between semesters studying criminal justice. He helped load a box truck with gifts and deliver them to TYSB. When the delivery was finished, Mussen remembers thinking, “I was proud I could represent the company. I walked away feeling I definitely want to keep helping people in the future.”

Both of the drives are employee-driven. Benefits Manager Sharon Okraska oversees the Fire Department drive; Building Division Contract Administrator Lynn Robotham oversees the TYSB drive. Says Okraska, “If it wasn’t for the people participating in the soup-and-sandwich luncheons that raise money so we can buy gifts for FISH, or the people bringing in toys for TYSB, this wouldn’t happen. How many children wouldn’t get anything at Christmas? The people are really generous here.”

So thank you to the Main Office staff, officers, jobsite personnel, Masonry Division employees, South Main employees, drivers and everyone who either donated money or purchased and wrapped gifts. At the end of the day, it’s you who make this kind of joyful corporate giving possible.
Porous Asphalt Enters the Mix

It sounds impossible: pavement tough enough to drive on that lets water drain right through it (picture a parking lot in a downpour without any standing water anywhere).

But such pavement does exist and it’s actually not new. For some time now O&G has fielded inquiries for porous asphalt (technically “pervious asphalt”). With new federal and state regulations in play, many municipalities are requiring porous pavements. The number of calls that Brad Oneglia, Assistant Vice President, Asphalt Division, receives for the product has been climbing steadily, prompting him to add porous asphalt to the company’s offerings.

The primary reason porous asphalt is rising in popularity and being written into specifications? Because pervious pavement allows stormwater to drain through into the stone subbase it sits on and then down through the soils and into aquifers, eliminating any additional intake into the local storm water system.

As of today, though, just how to make it remains open to interpretation. There are no specifications for pervious pavements in Form 816, the go-to Connecticut DOT specifications handbook, considered by many to be the Bible for preparing asphalt mixes for Connecticut roads. “So with some investment and the work of Leighton Davis who was central to making various formulations,” says Oneglia, “we developed a mix design we can put our name to. Then through the diligence and hard work of our plant operators and field staff that mix design is turned into reality for our customers.” Regular testing ensures that pervious asphalt meets design specs and protects paving company clients and end users.

Making porous asphalt is a more particular operation than making the other asphalt mixes turned out at the company’s seven plants. The mix cannot contain many of the aggregates or other components commonly used in asphalts. To prevent contamination, plants work around their normal schedules to make porous product whenever customers need it (prior notice is required). Typically it’s either first thing in the morning, late in the day or on a weekend to ensure that the mix meets O&G performance specs.

Porous asphalt is an environmentally responsible product and well suited to the sustainable building industry. It’s right in line with other green initiatives at the company, like recycling asphalt milled off roadways, or turning concrete and asphalt demolition into subbase for paving, or pouring large retaining blocks made from waste concrete, or repurposing stone scraps generated in the Masonry Division.

Despite some drawbacks, including the sedimentation of winter salts and sands that could reduce porosity without routine maintenance, Oneglia sees demand continuing to grow. “O&G is in the business of providing the best products possible to meet our customer’s needs and porous asphalt is one of the newest examples.”

### The Perks of Porous

- Reduces the likelihood of flooding and heavy water accumulation
- Eliminates stormwater runoff into sewer systems
- Reduces the need for underground drainage infrastructure
- Reduces the need for detention ponds and other stormwater management features
- Reduces refreezing after snow and ice events
- Meets LEED requirements for sustainability
FLAGSHIP’S FIRST ANNIVERSARY. When 225,000SF worth of new construction and renovations were completed last spring at Waterford High School, right on schedule, it was the conclusion of a six-school development program managed by O&G Industries. It was also the largest of the six educational facilities built. The association lasted more than a decade and was responsible for 697,000SF of new construction for the town. The new Waterford High School will be celebrating its first full year of operation this April.

Industrial Plant Upgrade  I  Connecticut

The Building Division, Special Projects Group, wrapped up the first of a planned two-phase upgrade and expansion project for a large manufacturer of consumer, medical and commercial cleaning solutions. Phase 1 work centered on a 30,000SF-manufacturing area, dividing it approximately in half with a 105-Foot-long, one-hour-rated fire wall. Work included disassembling the drop ceiling to permit access to the 22-Foot-high walls, fire caulking walls and all existing penetrations into the space, and installing fire shutters, fire doors and hardware, new windows and new finishes. Two new electrical service rooms were added. Ninety percent of the project was completed in under two weeks, between the beginning of work on December 19 and January 1, 2015 during the client’s only lengthy plant shutdown of the year. Phase 1 was valued at approximately $400,000. Phase 2 continues with the addition of a chemical mixing and dispensing room, a chemical storage room, an electrical room and a vestibule between these and the Phase 1 areas. Scott Mayer is the client’s Engineering Project Manager. The architect is Design Group Facility Solutions of Concord, New Hampshire. John Humes is the Project Executive, with Project Manager Nelson Reis, Superintendent Kon Richovskiy and carpenter Jamie Blassette.

Putnam High School Additions and Renovations  I  Putnam, CT

O&G has been named Construction Manager for this two-and-a-half year, $30M project. Work centers on renovating-as-new the existing high school building and adding a new gymnasium, bringing the gross project area to 98,910SF. Phase 1 work includes the abatement of hazardous materials and selective demolition of the auditorium and band room areas, and the construction of new administrative office space and temporary modular classrooms. These temporary classrooms will give additional swing space and staging for Phase 2 renovations and additions. In Phase 2, asbestos and PCBs throughout the school will be abated, classrooms, kitchen cafeteria, locker rooms and a media center will be renovated as new, and a 6,600SF gym will be built. The original auditorium and band room will be reconfigured for offices and meeting rooms for the Putnam Board of Education. Work also includes roof and window replacement for the entire building and new MEP, security and fire alarm systems. Sitework includes upgrades to stormwater management systems, new utilities, signage and entry upgrades and new parking and driveway pavement. The Project Architect is Drummey Rosane Anderson of South Windsor. MEP Engineer is Consulting Engineering Services. Site Engineer is Milone & MacBroom. O&G staff includes Project Manager Mark Allen, Superintendent Chris Rizy and Project Engineer Gina Palano; Mark Jeffko is O&G’s Project Executive. The completed facility is slated for a March 2017 turnover to the owner.

Hartford Rail Station Upgrades  I  Hartford, CT

O&G will upgrade the Hartford Union Rail Station under a contract recently awarded by the Connecticut Department of Transportation. A new, 260-Foot-long composite passenger platform will be built on structural steel sub framing set atop the existing elevated platform to allow commuters to enter trains without steps or ramps. The existing wood platform will also receive new egress stairs. Both platform and stairs will be finished with decorative railings, closure panels and ornamental metal fencing. Lead and asbestos, toxic mold and decaying wood decking will be abated or removed. Significant electrical and communication systems are also part of this project: new exterior lighting, passenger information display systems, a public address system, emergency lighting and call boxes, video surveillance, fire alarms and bird/pest control devices. Areas within Union Station will be demolished and renovated for new electrical and communication rooms. A complete package of wayfinding, regulatory and informational signs is included. ConrDOT will be represented by Project Engineer Robert Flamino and Chief Inspector Brian Orcutt. The Project Architect is Michael Baker Engineering of Rocky Hill. Superintendent Mike Edwards, Project Engineer Nelson Reis and Project Coordinator Rich Page will lead the O&G team. Work on this two-phase, $3.1M project is scheduled to begin this April 15 and run for 360 calendar days.

I-95 Pavement Preservation  I  Darien and Norwalk, CT

This project for the Connecticut Department of Transportation will enhance pavement performance on a heavily traveled stretch of Interstate 95 through Darien and Norwalk, southbound and northbound, by using cost-effective treatments to extend the service life of the existing pavement. The plans call for two-and-a-half inches to be milled off the existing pavement and the exposed base to be repaved with three inches of a polymer-modified asphalt that will be produced by the company’s own asphalt plants. The work will be performed from Interstate 10 in Darien to Interstate 15 in Norwalk, a stretch just over five miles long. The project will begin in this May and conclude in January 2016. The O&G team will be led by Vice President Chris Toomey and Project Manager John Rouleau with Fred Howe and Kevin Clark as Project Superintendent and Project Engineer, respectively. The contract is valued at $14.4M.

Interchange Improvements I-95/79/138  I  Fall River, MA

Paired with joint venture partner Barletta Heavy Division of Boston, O&G is engaged in the design and construction/replacement of the Route 79/195 interchange in Fall River, Massachusetts (Phase 1) and structural repairs and painting of the Braga Bridge between Fall River and Somerset (Phase 2) for the Commonwealth of Massachusetts. The partnership is responsible for the complete design, construction and quality control of the project. Work includes demolishing 13 bridges and rehabilitating a pair of historic stone-arched bridges. Seven new bridges will be built, requiring 14,200CY of concrete and 3,000 tons of structural steel. Portions of the new bridges will be built using accelerated bridge techniques. The project also calls for cleaning and painting the structural steel and making structural repairs to the Braga Bridge on eastbound and westbound I-95 over the Taunton River and Route 79. Road reconstruction will require 79,000CY of earth excavation, 48,000 tons of asphalt and 36,600SF of storm drains, water main, sanitary lines and utility ducts. The Project Engineer is VHB Consultants of Watertown, Massachusetts. The project, valued at $200M, is scheduled for completion in July 2017.
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