Safety Week 2015

Every facility and project rallies and re-energizes a common commitment to working safely, all the time.

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Be safe

I am going to ask each of you to be very serious for a moment and answer one difficult question for me: what would it mean to your family and those who love you if you did not come home from work today? Would they be able to pay the bills, keep the house, afford healthcare, have a best friend to fish or play golf with? Every year in America, over 1,200 construction families have to answer this very question because their loved ones did not come home. It is a horrible question to have to answer and a horrible statistic, yet an all-too-real occurrence in the industry in which we make our living.

At O&G, we want you to keep this question in the forefront of your mind every minute that you are at work and we never want the question to have to be answered for real. It is not about the company’s reputation or its workers’ compensation experience modification rating that owners look at when they think about hiring O&G. No, it is about your wife, your husband, your children, your parents, your brothers and sisters – all those who care about you. You owe it to them to come home every night safe and sound. So please, think about every move that you make at work each day with an eye on how to do your job so that you do not injure yourself or a co-worker. As I wrote at the end of Safety Week in May – be a PEST when it comes to safety. PLAN your task; EVALUATE what it will take to accomplish the task; do so through the lens of SAFETY; and only then move on to perform the TASK. Be safe.

Gregory Oneglia
Vice Chairman of the Board
Point Man for Safety Week at O&G was Mike Ferry, the company’s new Corporate Safety Director. Though young by comparison to some, Ferry is credentialed and accomplished with a calm but authoritative presence. His words carry weight. Ferry became O&G’s Corporate Safety Director in February of this year. With the transition to his new position commanding most of his time, he estimates that three weeks of planning were all he had available for Safety Week. The truncated window made him focus on what would make the biggest impact on safety in the field.

The planning began with brainstorming between Ferry and Seth Duke, Corporate Marketing and Communications Manager. In their give and take, a comprehensive, week-long program took shape. Then it went to Ferry’s Safety Department – Tom Hunter, Michelle Lacharite and Caswell Sewell – who, with input from Jimmy Rodger, Matt Dmyterko and Jim Dolan at the New Haven Joint Venture, fleshed out the details, and there were plenty. They compiled a

Safety Week

Strategic events involved all corners of the company, rewarding safe work performance and heightening safety awareness

Between May 3 and 9 construction firms across America took part in the second annual US Industry Safety Week, using it to refocus and re-energize a collective commitment to reduce jobsite injuries. Here in Connecticut, O&G gave Safety Week its own spin. Under the motto, “Safety is more than a slogan,” Safety Week was a demonstration of a corporate-wide commitment to working safely. It was a way to ingrain safety into the way all work is performed; it was also a vehicle for rewarding people for their accomplishments in working safely. Every plant, every showroom, every yard, every project and every office took part.

ON THE GO I Q2 2015
O&G’s Safety Week Stand-Downs

The information at the heart of O&G’s Safety Week was presented in a stand-down at every project and facility, a time when everyone stopped their work and gathered at a specified place to participate. Some talks were tailored to the work being performed at each location, others addressed more universal themes. 2015’s “toolbox talks” covered:

**Heat Stress** Recognizing the warning signs of heat-related fatigue and illnesses, and precautions to take to head them off

**Working Around Heavy Equipment** Safety tips, including blind spot awareness, to avoid the 75% of “struck by” and “run over” construction fatalities related to heavy equipment

**Driving Safety** Pointers for driving defensively and warnings against distracted driving, especially phone use and texting (more fatal work injuries attracted driving, especially phone use defensively and warnings against dis-

**Complacency** Realizing the risk of allowing dangerous work, especially at heights, and around heavy equipment, to become so “routine” that proper safety precautions are overlooked

...master list of every project, plant and facility, the talk that would be presented at that facility or job, and who would be responsible for leading the event, on what day and at what time. (Meetings ran from Monday to Friday that week, kicking off at 5:30 in the morning on the busier jobsites.)

Outside the Department others contributed to the success of Safety Week. Benefits Manager Sharon Okraska and Administrative Assistant Terry Creighton tackled the job of ordering 3000 safety-lime t-shirts and packaging them for distribution, with a big assist from AnnaMae Weigold, Lacharite and Joint Venture Night Safety Manager Matt Dmyterko. Duke also attended numerous events to lend a hand as needed and, with Vice President Jim Zambero, oversaw the Touch-a-Truck festivities that ended the week (see page 8). Zambero also orchestrated stand-downs at all his maintenance and repair facilities.

**Stand-downs, toolbox talks and battling complacency.** With their chains of command, piles of materials, heavy equipment and the hazardous nature of construction work, it’s not a stretch to see why Safety Week borrowed a term from military parlance – “stand-down” – for the meetings it held at the sites. At a designated stand-down time all workers rendezvoused at a set point to hear a safety message suited to their job or facility. Either at lunch hour, before work or at a coffee break, a member of the Safety Department would be on site to deliver a message, usually with a manager from the facility or project. At certain locations vendors would also make a presentation, like fall protection specialists DBI Sala demonstrating the potentially lethal results of not tying-off properly at heights, and United Abrasives-Sait showing safe grinding and cutting at four repair facilities.

“Toolbox talks” for Safety Week presented four different messages (see sidebar, left). One matter that Ferry and his team dwelt on at virtually every event was complacency on the job. “Because you routinely perform hazardous work you run the risk of becoming blind to the dangers you encounter every single day in the construction industry,” the message went.

Someone coming off the street to a job site would be in awe of all the moving parts and how dangerous it all appears. The trap for seasoned workers is becoming blind to the danger. “Our people are used to heavy equipment and movement and backup alarms,” says Ferry. “It’s the nature of doing business for them. Someone new hearing a backup alarm, to him it’s a true alarm. If we’re complacent that alarm becomes just another noise.”

He cited a personal example from the first night he visited crews working on the Merritt Parkway. Because it was all new for Ferry he was on his toes, aware of where he parked his truck, how he exited his vehicle, how he moved around the site. “The people working there are accustomed to the hazards, but I saw firsthand how someone could become complacent to the dangers of night work on a narrow parkway.” O&G does all it can to control risk through training and setting up road work sites but it can’t completely control the motoring public. “All we can do is manage our side of the equation,” says Ferry, “and put ourselves in the best possible position.”

In their Safety Week talks Ferry and team put the spotlight on numbness to danger by presenting examples from around the country where lapses in focus caused injuries or fatalities. They called for workers to recognize the danger hidden in routine activities, to self-audit the steps they take in their workday tasks and to be aware of how they model safety as they teach new hires.

**Actively working safely.** It’s one of the most essential messages the Safety Team preaches: internalizing safety, making it part of one’s way of working until it becomes instinctive and totally natural.
it becomes instinctive and totally natural. That “safety culture” mindset is the pinnacle of working safely. The goal is to develop a way of thinking that wants to work safely, not viewing it as having to work safely.

O&G provides the best equipment and the latest training but at the end of the day, says Ferry, “We need everyone’s active effort to work safely and make smart decisions out in the field. We need worker commitment – managers, superintendents, foremen, everyone actively working together safely,” says Ferry. The true focus is each other’s safety.

**Understanding the process.** Construction captivated Ferry when he was a high schooler working as low man on the totem pole in small construction companies. He’s seen much in his ten years working in safety on high rise construction in and around Boston. Ferry is sympathetic to what it means to be building in the field, to balance the desire to make production with the necessity of staying safe. His personal challenge is analyzing the processes of construction and plant production and then ensuring that safety plugs in all the way through.

Ferry and his team understand that they need to grasp the details of the construction process going on at a given site before they can talk about safety compliance, regulations and procedures. Without that understanding their words will fall on deaf ears. To have a seat at their table, Ferry says, you need to know why things happen as they do, what the goal is and how it’s achieved. That’s when safety training is most effective.

Workplace safety is also about understanding that everyone is on the same side, the same team. It’s not just about combing a site for deficiencies and “gotchas”, it’s about commending the many things that are being done properly and in order. Ferry and team compliment workers who integrate safety into everything they do. “Sometimes the guys will tell you their thought process, why they are doing a task the way they are doing it, and we’ll be blown away by the level of thought that went into the planning process and implementing a safety strategy,” says Ferry. He recognizes that O&G has many workers everywhere who are seriously involved in their own safety and the safety of those working under them. Same side, same team.

Vice President of the Materials Division, T.J. Oneglia, speaking in a stand-down at the Southbury Quarry, posed a question to everyone assembled. With everyone’s safety level heightened about as acutely as it can be at the stand-down, he said, what will happen throughout the day and in the coming days to degrade that? He urged everyone to challenge themselves personally to maintain that level of safety awareness every day going forward.

“We always tell workers, ‘If you spot something wrong speak up.’ We encouraged workers to let foremen know so issues can be corrected. After the talk at I-95 in Norwalk a bunch of workers came to tell me where we could do better, where they have concerns. They even told me about precautions they take that aren’t in our procedures. They identified ways to reduce or control risk. They see that the decisions they make directly impact the ones they love. That was really gratifying,” says Ferry.

At the conclusion of the week, Vice Chairman Greg Oneglia sent an company-wide e-letter that reiterated the “see something say something” focus, encouraging everyone to “be a pest” when it comes to workplace safety by planning the task, evaluating what it will take, planning through the lens of safety, and only then beginning the task.

**Safety is a family matter at heart.** One of the most important Safety Week initiatives was to communicate the commitment O&G has to safety in every arena in which it competes. “The Oneglias came to the jobsites and facilities during the week, at all hours, to show their commitment to Safety Week. They wanted to speak at the stand-downs,” says Ferry. That demonstration of concern by the Oneglia family for the broader O&G family “was hugely important.”

Brad Oneglia, Vice President Asphalt Division, participated in many of the week’s events. “My cousins and I, just like generations before us, grew up around our jobsites and facilities. We have come to know many of our employees and
their families. Doing all we can to ensure they’re able to return home safely every day is a responsibility all of the Oneglias take very seriously.”

Saturday of Safety Week brought a family-oriented event open to the community. Touch-a-Truck at South Main in Torrington was a chance for families to watch their children delight in all the heavy equipment on display. “We wanted Touch-a-Truck to tie Safety Week to what it really means,” says Ferry, “and that’s your family, your loved ones, your friends – that’s why you work safely.”

For Safety Team member Caswell Sewell, Touch-a-Truck was a great ending to a well-organized, very busy Safety Week. He was impressed with the attendance and the participation at each of the toolbox talks he ran at eight different locations. Sewell brought ten of his eleven grandchildren to Touch-a-Truck. “It was especially nice to see all the Oneglias there,” he said, smiling. “You could see their genuine interest in the people and the concern for safety. My grandkids were climbing all over that huge equipment – it’s going to leave a lasting impression with them.”

With the benefit of more time for planning and the evaluation of what had the most impact during Safety Week 2015, Ferry is confident that its reach and effectiveness will increase in 2016. The team envisions additional instructive materials to hand out, more posters, coordinated website announcements and daily e-blasts with information applicable to safety at home, field, office, plants and facilities. “We do many great things that we’ll keep improving on and with a lot of focus from everyone in the field we’ll keep improving our safety culture.”
Stepping up safety

As construction proceeded on the roof of the Rocky Hill High School, crossing a masonry screen wall using a pair of ladders was becoming a frequent but precarious event. Project Superintendent Tom Goizueta quickly put together a practical, more stable solution. He had general trades contractor A. Secondino & Sons build a sturdy, wooden stair tower and landing, equipped with handrails and guardrails, and virtually eliminated the risk of a fall during the climb. “It’s been working great. The guys are really appreciating it. It’ll probably stay up there a good long time,” Goizueta says with a smile.
The blasts of air horns sliced through the yard and bounced off the hills. Sirens chirped in staccato. Kids of all ages scrambled this way and that, from dozer to loader to dump to police SWAT vehicle, trailing parents behind them. Touch-a-Truck, the lighthearted conclusion to O&G’s intensive Safety Week events, was in full swing.

That was a hazy Saturday morning, May 9, at the South Main Maintenance Facility. It turned out to be a very popular draw for girls and boys, attracting not just O&G families but an unexpectedly large number of folks from the surrounding areas. Along with kids given the chance to experience heavy equipment up close, there were balloons, art activities, face painting and wildlife puppets from Torrington’s KidsPlay Children’s Museum.

Tony Pietrafesa, Torrington’s Community Policing Officer and the head of the Department’s Police Activities League, was enthused about the event. “It was wonderful. The turnout was huge, the largest of that kind and most well-attended we’ve been involved in. There was lots of participation from area agencies which was good to see. It was very well organized.”

“It’s about the kids. It’s great to put a smile on those faces,” said Mark Bellino of Supreme Industries, another of O&G’s business neighbors in Torrington. “It’s great to reach the community. It was also great, the blind spot demo you put together, to get parents thinking about safety when they’re driving in front of big trucks.”

Many hands had been at work to make that Saturday morning successful. Terry Creighton did much of the organizing, Seth Duke arranged for many of the outside vehicles to come, Al Tracy and Bob Puzacki prepared the grounds, Doug Owens and John Famigletti detailed O&G’s trucks. Thanks go to all the other stalwarts, some 30 O&G employees from around the company, who enjoyed giving their time to monitor the little ones around every vehicle and generally lend a helping hand wherever needed.
Devising a comprehensive, revolutionary set of manufacturing methods helped Toyota morph from a small car maker in the 1980s into the world’s largest today. That impressive growth set the stage for their manufacturing methodology (Anglicized to “Lean”) to be emulated around the globe.

One emulator has been the construction industry where Lean tools improve work flow throughout the building process. The Lean emphasis exposes quality issues and boosts productivity. Value is maximized, waste is reduced.

Among Lean practitioners is O&G’s Building Division. At the Platt High School Project in Meriden, Project Manager Dave Cravanzola and Superintendent Steve Baranello have been exploiting Lean to great effect, experiencing what they call “amazing improvements” over conventional methodologies for running a project of this scope (the Platt project is a 268,000SF, four-year addition and renovation job).

Of Lean construction’s many facets, those Cravanzola and his team focus on most are:

1. **Pre-planning the work:** involving all trades in initial planning, continuing through weekly and even daily planning at the foreman level;
2. **Batching the job:** segmenting work into smaller, more readily controlled areas;
3. **Balancing the work force:** keeping work flowing steadily to even out variation in manpower;
4. **Pulling the work:** smoothly handing-off work zones from one contractor to the next one in line to work there, “pulling” them along;
5. **Managing variation:** closely managing to eliminate or reduce the unexpected events that push against a project; and
6. **Continuing improvement:** applying lessons learned to improve the process and tracking everyone’s performance to improve reliability and commitment.

Work at Platt began with a handicap. Four months were consumed re-scoping the project and rebidding to meet client cost objectives with no change to the delivery date. Using Lean methodologies, particularly in the second phase where work stands today, the O&G team has regained all those months, putting the project back on the original schedule with what Cravanzola calls Lean’s more “gentlemanny” approach.

It was a collective effort, led by O&G, that sought the input of every trade to gain consensus on the best way forward for everyone and avoid hidden flaws. All agreed with the sequencing and have been on the same path. Lean management is new to some of the trades, so this initial buy-in to the Lean plan was essential for Cravanzola. “We let them know we’re a team putting together a schedule that works for everyone.”

“It’s tougher to manage work with a 30-day duration and a vast project area when you are just a few days into it,” says Cravanzola. Time appears to be abundant at the outset but that’s a flawed perception that leaves a door open to panic as the end approaches. Shorter batches greatly reduce that likelihood. For instance, with five days allowed to install the ductwork in a specific sequence area, it was easy for Baranello to flag a problem at day two when he saw that all the contractor had done was receive and uncrate materials. Says Baranello, “Using Lean we broke a 24,000SF area into 4,000SF spaces with five-day durations. That made it a lot easier to make sure the trades were working where and when we needed them.”

Old ways don’t change easily. Cravanzola illustrates: “Finishing work is important. By habit trades will go to a space, complete ninety percent of the work and then move on to another step that’s more productive for them. They think, ‘Let’s get the big things taken care of and we’ll go back for the details.’ With Lean you need to finish the work completely because sooner or later that ten percent you left undone is going to prevent someone else from doing what they need to do.”

At times Lean methods can seem counterintuitive. “Sometimes you need to go slower to go faster” is a mantra you hear. Even if you have a greater capacity, Lean dictates you work at a pace only as quick as the next crew coming in behind you can handle. That eliminates backlogs, partially completed work and piles of material cluttering the workspace and needing to be moved multiple times. (Lean sites, not surprisingly, are usually cleaner sites.)

Lean’s proof is in the pudding at Platt. “We’ve been able to shorten the overall time frame here and still allow the trades to have the time they need,” he says. “We shaved at least three-and-a-half weeks off the schedule for the block walls and building systems rough-in alone, just like that,” says Cravanzola.

Applying Lean construction methods, O&G readily manages every piece of the construction process, enhancing quality and maximizing productivity.
Three years after O&G completed the multiple-award-winning Hotchkiss School’s Biomass Central Heating Facility, its performance has put the school on solid footing to be carbon-neutral by 2020. The plant slices at least 40% off the school’s 2011 baseline carbon footprint. According to Josh Hahn, Assistant Head of School and Director of Environmental Initiatives, the cost avoidance has been approximately $1M annually by purchasing wood chips instead of oil. Chips are locally sourced, injecting money into the local economy. The plant has also proven to be an educational asset as well: “It’s a wonderful part of our curriculum,” he says, “an integral part of many courses including the ninth grade science core and upper level environmental science. Physics and art/design courses use the plant frequently as well.”
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At the sprawling I-95/I-91/Route 34 Joint Venture project in New Haven, demolishing old bridges and building new ones is nothing unusual – 30 will be completed before the job ends in 2016. But the take down of one in particular, Bridge 3036, will be remembered for the challenges and uncommon achievement of the crews involved.

There are no heroes to be named at Bridge 3036, according to Bob Nardi, the project’s Structure Superintendent. “It was a big team effort,” he says, emphatically, pointing to the contributions close to 20 workers made to the effort. “The guys worked long hours out in the frigid cold. They were all out there bundled up like the kid from ‘A Christmas Story.’ I’ve never seen conditions like that before. Everybody knew what was on the line and they gutted it out to get it done.”

3036 was a 300-foot-long exit ramp from I-91 South to Route 34 West. Its replacement, under construction now, will be 20 feet above Water Street. Because of its construction as a thru-girder bridge, the demolition took on added complexity and required additional engineering. It had to be taken apart in specific, twenty-foot segments and braced to keep the remaining segments from collapsing.

The demolition of Bridge 3036 necessitated intensive planning, detailed down to fifteen-minute blocks, that would lay out the interplay of workers and support personnel. Beginning in late 2013 numerous meetings between ConnDOT, joint venture partners O&G and Tutor Perini, program coordinator Parsons Brinckerhoff, engineers from Amman and Whitney, H.W. Lockner, URS and United Illuminating, with New Haven police and fire departments and the Connecticut State Police, put the plan for 3036’s demolition together. The crane “picks” of old girders, in some instances using a pair of cranes for stability, had to calculate the dispersal of the weight of those cranes with their loads to protect underground utilities. Streets were closed, traffic was detoured. Power was shut off. At times the New Haven Fire Department stood a fire watch.

The plan exploited 4D modeling to visualize the space in virtual reality, and was in a few particulars tweaked during the nights as field conditions required. By Nardi’s recollection the initial plan was changed more than a dozen times.

If one crew epitomizes the can-do camaraderie that pervades the entire project in New Haven it would be the crew who led 3036’s demolition. Through a three-week stretch of overnights they worked to almost unbelievably tight tolerances in some of the coldest weather conditions recorded in over 80 years, all with a perfect safety record.

That night crew was led by Night Superintendent Pete Hinman. A tall man with a ready smile and 14 years of experience at O&G behind him, he much prefers the field to an office. “As cold as it got I’d still rather be out on the job. I love it. It seems like the more difficult a situation is the better the people perform. Everyone pulls together.”

Simply keeping focused on what you’re doing is difficult in severely cold weather, Hinman will tell you. Couple that with time restrictions getting out on the road and back off, and the extra effort it takes just to get heavy diesel equipment started at extreme cold. It was a challenging time. “It was amazing to see all the trades, everybody,
work together so perfectly,” says Hinman. “It was ten degrees out and dark, the wind was whipping, nobody would want to be there. It could have been just a miserable time but everybody rallied and pulled together. It was awesome to be a part of.”

As many as 20 workers led by Hinman would be at 3036 weeknights from mid-February to early March, with intermittent work stoppages due to snow or high winds. Certain nights a pair of 250-ton cranes worked together to lift 70- and 80-ton segments off old 3036. Positioning the cranes on Water Street, calculating swing and set-down space, cutting up the segments on the ground and loading them onto flatbeds for removal, in a negotiated window of time was, as Hinman puts it, “a job in itself.”

The most dramatic time would begin on the frigid night of February 25 when things got very tight around the Cowles Building.

The historic Cowles Building, on the corner of New Haven’s Water and Chestnut streets, has been the home of C. Cowles and Company in its various incarnations since the late 1800s. When I-91 was built in the early 1960s and cut its course through New Haven it would come close to the multi-story building. Unbelievably close: at its nearest point a curving, elevated off-ramp (Bridge 3036) would come within a foot of the building.

The extreme proximity of the Cowles Building to the bridge was a concern for many reasons. One bump from a girder being raised off the old piers could cause the masonry walls to cave in. Hot sparks from the cutting torches that would slice the closest of the girders could ignite the building’s tinder-dry wooden windows. Add to the risk the sheer size of the pieces being removed – 48 to 130 feet long and 25 to 90 tons each – and demolition was performed above the I-91 South Exit 1 ramp onto Route 34, the integrity of which had to be protected.

John Gemetro, O&G Vice President managing the project, had high praise for everyone involved in taking down 3036, and in particular Hinman’s crew and the work they did around the Cowles Building. “Pete did a great job running the work, along with our two foremen Ricky Cruz and Bill Giannini in charge of maintenance and protection of the motoring public. Night Safety Manager Matt Dmyterko kept a close eye on everyone to be sure they were safe. Paul Parlapiano [of partner Tutor Perini] did great in charge of the iron workers and structural steel.” A veteran of many night road projects himself, Gemetro was duly impressed: “It was a real accomplishment to do what they did, under those extreme conditions, without any injuries or damage to property.”
First and Fiftieth Top 400

Engineering News-Record, a go-to publication of the construction industry, has been compiling annual lists of the largest contractors in the United States since 1964. O&G was on that first list, as Oneglia & Gervasini, Inc., reporting contracts worth $12.6M ($95M in 2014 dollars). This May, ENR released its 50th anniversary list and again – for the fiftieth year in a row – O&G made their Top 400 list with 2014 contracting revenue of $219.3M, a 218% increase over its 1964 entry. Only one other Connecticut firm, Lane Construction, appeared on both the first and fiftieth Top 400 lists.

Ellis Team Honored

The project team at Harvard H. Ellis Technical High School in Danielson was awarded the Connecticut Building Congress’ First Place Project Team Award in the K-12 Schools category. The team included O&G as Construction Administrator, with the SILAAM Collaborative, KBE Building Corporation and the State of Connecticut Department of Construction Services. O&G’s team included Project Manager Mark Allen, Superintendent Tom Goizueta and Project Engineer Gina Palano. The $84M school addition and renovation was completed in November of 2014.
**Forty and Finished**

Dave Lemelin made himself an O&G fixture. He joined the company as a carpenter in 1975, rugged, affable and eager to learn. He left this past March as a superintendent of building projects, having thrived in that position for the last 30 years. Dave had hinted at retirement for awhile, mostly when his back would plague him, but was cajoled into staying on as superintendent for just one more school building project, and then another. Complications from back surgery forced him into an earlier-than-planned retirement.

With forty years under his belt, Dave’s perspective was seasoned with O&G history as reflected in the letter of appreciation written before he left to the people “who always treated me like family.” It reads, in part:

> Francis Oneglia always had words of wisdom and direction. Ray Senior always had words of drive and determination and George had the gift of go, go, go. As the years passed David, Greg and Ray Junior came into the company with new knowledge and different approaches on how to get things done. It was always a pleasure working for these guys. Be it building, working on roads or even in the quarries, they always kept me busy. They were a pleasure to work for as well as their fathers. They always treated me with respect. I will never forget them.

Dave moved to southwest Florida with his wife, Eileen, into the sunny new retirement home he had built for the purpose.

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**PROMOTED**

**Ryan Benoit**

*Project Manager*

Ryan was promoted from Project Engineer to Project Manager and assigned to Windsor Locks High School for his first posting. He began as an intern in 2008 and upon graduation in June of 2009 came aboard full-time.

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**HIRED**

**Evan Nelson**

*Project Engineer*

Since April Evan has been a Project Engineer at the Orville H. Platt High School project, having completed his B.S. in Construction Management. He also served as an infantryman in the U.S. Army for two years.

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**PROMOTED**

**Matt Dmyterko**

*Environmental Compliance Manager*

Matt brings ten years of experience to his Environmental Compliance Manager position, much of it in environmental sciences. He has been with O&G almost two years and has worked as safety engineer.

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**HIRED**

**James Dolan**

*Safety Manager*

Jim joined O&G in April as a safety manager at the New Haven joint venture project. He has worked in construction safety since 2004, and earlier retired as Master Sergeant from the Connecticut State Police after 23 years of service.
O&G was the first in Connecticut to acquire the newest wheeled loader from Caterpillar. Having put the 982M through its paces last fall at Quarry 2 in Southbury, the company quickly purchased a second unit, now deployed at Quarry 5 in New Milford.

These machines are a big deal when it comes to moving mountains of material on a number of accounts.

First is the size of the bucket. While the machine actually has a smaller engine displacement, it has a hefty nine-and-a-quarter yard carry capacity. Fully loaded the 982M carries about 25% more material than other comparably sized loaders. That makes work fast and efficient.

Next is its significantly improved fuel efficiency. Compared to older loaders, at least two gallons of diesel fuel are saved every hour it runs. That’s about 16 gallons conserved every typical workday.

Then there is the loader’s minimal emissions which comply with Tier Four Final standards, the EPA’s ultimate benchmark for clean operation. With a special diesel exhaust fluid injected into the exhaust system, the emissions exiting the 982M are a combination of harmless nitrogen gas and water vapor.

Lastly, the 982Ms feature Cat VisionLink™, a web-based GPS technology application that collects performance data from the loaders and wirelessly and automatically transmits it to the South Main Maintenance Facility. Fault codes indicating actual or potential issues with the machine are promptly dealt with to increase the loaders’ up time.

Smart, clean, efficient and popular with operators, the 982Ms reflect O&G’s ongoing investment in state-of-the-art equipment.
In September of 2014, riders and their mounts were back in The Big Apple, competing in the inaugural Central Park City Horse Show, sponsored by Rolex. It was the improbable but gratifying end to a long drought for New York horse aficionados.

America’s National Horse Show, actually founded in New York in 1883, was last staged at Madison Square Garden in 2001 before pulling stakes and relocating to Florida. The Metropolitan Horse Show was held at Pier 94 for a few years but it, too, vanished from the scene. That all changed last fall.

With stacked schedules of dressage, show jumping and polo, the ring was busy day and night, all set against a Central Park backdrop. High-level equestrian riders from around the world, notably champion Georgina Bloomberg, daughter of former mayor Michael Bloomberg, and Jessica Springsteen, daughter of “The Boss,” competed once again.

Before any courses could be set up, footing had to be laid down over the surface of Central Park’s Trump Ring. And footing for high-level equestrian events is a serious business. Like athletic venues anywhere, the competition surface for riders needs to be so good no one really notices, except perhaps that it is so good.

Equestrian Services International, of Wellington, Florida provided the footing. ESI has been designing and building competition riding arenas for more than 20 years. One of their trademarks is the footing they prepare for the highest profile equestrian venues worldwide, including the World Cup and 2012 Summer Olympics. ESI’s footing is a proprietary blend of geotextile felt, special fibers and colorants (pink was chosen for Central Park). Their unique formulations provide riders with the proper balance between compression and rebound for maximum stability. That blended footing is anchored by what ESI calls “the highest quality sand available on the market.” That sand in Central Park was provided by O&G’s Materials Division.

Brett Raflowitz is the hands-on owner/operator of ESI. “When O&G says they’re going to do something, they’re 100 percent reliable. I don’t ever remember having to make a call to fix anything. The product is always great, so is the service. In this business that’s rare. O&G has been just irreplaceable.”

T.J. Oneglia, Vice President of the Materials Division, says his crews provided 1400 tons of their sand, trucked down to Manhattan in a three-day window ahead of the event. What properties was ESI looking for in the sand? “It was the versatility of the sand, how ESI could use it in their various blends to meet user specifications,” says Oneglia. But just as importantly, O&G was able to provide the tonnage ESI needed to construct their Central Park venue, in the time frame they required, as promised.

O&G has provided equestrian sand for ESI going back to 2007, trucking it to Martha’s Vineyard, upstate New York, Pennsylvania and other locations. ESI has more distant venues in the planning and is counting on O&G to provide its same premium equestrian sand and bank-on-it service and delivery. “When ESI requests our sand we try to be very responsive, wherever they need it. A lot of people have a lot riding on what we can do for them,” says Oneglia.
Off and running again  1400-plus runners leave the starting line on the 39th running of the annual Litchfield Hills Road Race. The seven-mile event was held under near-perfect conditions on Sunday, June 14. O&G has been a major sponsor of the race since 2006. This year’s runners from O&G included John Baranoski, Matt Tobin and Jerry Traub.

Preschoolers celebrate year-end enthusiastically

Twenty youngsters at the Easter Seals All Kids Child Care Center in Waterbury were delighted at their “End of the Year Celebration” when they received their very first school backpacks, packed full of school supplies, courtesy of O&G.

Glenda Robles, a preschool teacher at the Center, along with fellow teacher Liljana Lico and the center’s administration, went the extra mile for the children and their parents. They planned the festivities, decorated for the ceremony, provided refreshments, made certificates and programs, and arranged for the trophies and backpacks. “It was a pleasure. This was the first time the kids had a ceremony at the end of the year and the kids and parents were overwhelmed,” says Robles. At the conclusion of the June 15 ceremony the preschoolers shouted “Thank you O&G!” and handed O&G Corporate Marketing and Communications Manager Seth Duke a thank-you card they had made.

The nonprofit program is open to all children from the greater Waterbury area and puts an emphasis on preparing kids socially and academically for advancement into higher learning.

A tree still grows in Watertown...

At the developing Waterbury Bus Maintenance Facility crews are making great progress since beginning site work on June 1 (see “On the Move,” next page). The 20-acre location, where the long-gone Watertown Drive-In Theater once played, was transformed into a wide-open setting in under three weeks. Among the conservation measures here are a 25-foot treed buffer along the westerly bank of the Naugatuck River that bounds the property, the destruction and removal of all invasive species on the site, protection of the Eastern cotton tail rabbit habitat and extensively replanting trees and shrubs at project’s end. One special measure, stipulated on the development plan, was to protect an historic shade tree near the site’s entrance off Frost Bridge Road. Arborculturalist Peter Moritz of Acorn Tree Care was called in to tend to the tree. He judges this particular American sycamore, Platanus occidentalis, to be at least 100 years old because of its four-and-a-half-foot diameter. It stands nearly 90 feet tall.

The team, in fact, took “protecting the tree” to the next level. Moritz cleared under the tree to its drip line, removing invasive species, another tree that was growing up through the sycamore, and vines that had tangled themselves thru the sycamore’s branches. He also pruned the tree, thinned its crown, added a cable to support a large branch and spread mulch under it to retain moisture. The tree has survived as an especially large and vigorous specimen; now it has a more secure future.
NEW HOME FOR PUBLIC BUSES When opened in the spring of 2017, this new facility will accommodate the storage and maintenance of a mixed fleet of 98 vehicles, including 40’ and 35’ buses and smaller, 28’ paratransit vehicles. Owned by the State of Connecticut and operated as part of the CT Transit Statewide Bus System, the facility will provide interior parking for the entire fleet, a service lane with an automatic bus wash, indoor fueling and farebox retrieval, a vehicle maintenance area with lifts and component repair areas, an administrative office area and employee welfare facilities for drivers and maintainers.

Greater Waterbury Bus Storage and Maintenance Facility Replacement | Watertown, Connecticut

This aggressively scheduled, two-year, $75M project for ConnDOT will see the construction of a 276,000SF maintenance facility on an unimproved ten-acre parcel of land on Frost Bridge Road in Watertown. The three-story steel structure will provide 95,500SF of enclosed employee parking on the ground level, a first floor with bus storage and bus washing space, 12 maintenance bays, a tire and brake shop, a building and grounds repair shop, parts storage, chassis and lube rooms and an operations office area. The second floor will house administrative offices. Construction of the steel-frame building will include concrete, masonry, architectural wall treatments, overhead doors, a prefabricated paint booth, elevators, cranes and vehicle lifts, and electronic security and safety systems. Site work will see 106,000CY of total fill and excavation, 100,000CY of gravel fill, site preparation and grading, installation of pumping stations, new pavement and retaining walls, oil-water separators and fencing. ConnDOT is represented by Assistant District Engineer Lynn Cichowski, Project Manager Richard Unkel and Project Engineer Basel Hashem. The Project Architect is Wendel of Amherst, New York. O&G’s team includes Project Executive Jason Travelstead, Project Manager Carrie Riera, Project Superintendent Corey Morin, Site Superintendent Kevin Mierzejewski and Concrete Superintendent Jim Perrault, with Project Coordinator Rich Page, Document Control Specialist Hristo Milijovski and Engineers Megan Semenetz and Zach Mordenti. The project is slated to conclude in May of 2017.

Operating Room 1 Expansion, Charlotte Hungerford Hospital | Torrington, Connecticut

O&G is self-performing the demolition, framing, sheet rocking and taping, ceiling modifications and installation of millwork and other finishes that will bring Operating Room 1 up to new specifications. The project is sensitive, particularly in terms of maintaining infectious control policies, because the construction space is surrounded by four functioning ORs. Complete separation from the construction zone is required. Temporary walls are built to the deck for extra dust control protection; negative air pressure confines airborne matter to the work zone. Additionally all workers must HEPA-vacuum themselves before leaving the work area. Extra attention is paid to the removal of demolition debris via the service elevator, using sealed buggies whose wheels are cleaned before leaving the construction zone. The hospital has praised O&G for their quiet work zone and overall cleanliness. The Hospital is represented by Project Manager Bill Bednarz and Clinical Manager, Surgical Services Sean Savoye. The Project Architect is Moser Plon Nelson of Wethersfield. Modern Mechanical is installing a new rooftop air handling system for optimal air exchange rates in the operating theaters. The O&G team is managed by Project Manager Christina Rossi and Superintendent James Perrazzella. The project is scheduled to run approximately two-and-a-half months, concluding on July 24th. It is the latest in a series of successful infrastructure improvement contracts with Charlotte Hungerford Hospital.

Grist Mill Admissions Building, Miss Porter's School | Farmington, Connecticut

This June O&G began a $3M, one-year project to renovate an historic grist mill on the banks of the Farmington River as an admissions office for Miss Porter’s School. Since it was built in 1673, the mill has been put to different uses, most recently as an upscale restaurant. Repurposing the mill to house Miss Porter’s admissions office will involve a complete renovation of the structure, beginning with demolition down to the framing. Updated electrical, HVAC and sprinkler systems will be added. New windows and doors will be installed and new finishes applied throughout. Outside the building, site work will provide new access to the building with stairs and ramping, and a plaza area along the river for receptions and events. Miss Porter’s is represented by its CFO, Michael Bergin. The Project Architect is DruMey Rosane Anderson of South Windsor, represented by Angela Cahill and James Barrett. O&G’s Special Projects team is led by John Humes.
O&G Industries congratulates New Milford Hospital
on its new Arnhold Emergency Department, already
delivering expanded and enhanced health care to
western Connecticut and eastern New York State.

Congratulations to our partners on the New Milford Hospital Emergency
Department construction team: Charlie Geyer of New Milford Hospital,
Amy Samuelson and Dan Renn of architects The SILIAM Collaborative,
Brian Wetzel of CES Engineering, with Guerrera Construction, Corporate
Construction, Modern Mechanical and Kennedy Electric.