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Accelerated bridge construction lives up to its name at Route 175 in Newington

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A new era

It is the dawn of a new type of bridge construction. That’s the lead in this edition of our newsletter.

This kind of construction sits between new construction and repair or patching work. Some are calling it retrofit work. Whatever the name, it is the type of construction recently completed by the O&G team in Newington on Route 175 over Amtrak rail lines.

The concept is simple. Build a bridge on the ground and lift it into place over a weekend. This reduces the impact to the traveling public. It also limits the amount of night work for the contractor. Retrofitting means building to what exists rather than to what is on paper. The plans act as more of a template. Grades are predominantly field determined rather than predetermined on a set of plans. When it comes to grades on this type of work, the motto is “Don’t trust, verify.”

Precast bridge pieces are built and fit tested on replicas of the existing abutments. All the existing bridge elevations need to be copied onto the replicas. This takes time to get right, and not every detail is visible before the weekend of demolition. There is some degree of guesswork.

The precast construction needs to leave room for error in the final fit up. There are always last minute surprises. When the replica is complete, O&G replaces the old bridge with the new copy over a weekend. The goal is to make sure no one notices the difference on Monday morning.

Newington is a success because of top-notch craftsmanship, technical expertise, and attention to detail. While he certainly had a strong team alongside him, I would like to extend an extra special thanks to Carpenter Superintendent Nick Carrieri for finishing at the top of his game. Nick, thank you for helping O&G build a resume for a new era.

Ryan Oneglia
Assistant Vice President, Heavy Civil Division
Replacing the bridge over the AMTRAK rail lines on Route 175 in Newington was one of a very few yet done in Connecticut utilizing the methodologies of accelerated bridge construction, or ABC. ABC reflects the desires of departments of transportation across the country to build bridges safely, more quickly, less expensively and, perhaps most significantly, with far less impact on motorists.

As successfully executed in the fast-track Newington project, ABC involved prebuilding seven large beam assemblies that comprise the new bridge. They were meticulously designed and built nearby, stored in ready for a pair of weekends when, in a packed 56 hours, the old bridge would be demolished beam by beam and its replacement assemblies craned into place and permanently installed.

Were it built using typical bridge construction methods, lane closures on Route 175 would have shut down half the bridge at a time, for weeks or even months. The annoyance and inconvenience to motorists, delays for emergency response, and the collective lost time for people getting to and from work would have been significant.

What ABC enabled in Newington was limiting lane closures to just two late summer weekends, four weeks apart. Only on those weekends were any lanes closed.

Thinking and rethinking

Everyone on the O&G team agreed: all the work they performed, from building the beams to planning their installation, was more than sufficiently planned. In hindsight it became something they could even joke about. Project Superintendent Bob Nardi laughs: “We had a saying when we’d be thinking about something for days, and it was ‘Oh, we’re ‘braining’ it again.’ We’d brain everything and a lot of times it ended up being good that way.”

The schedule for the two weekends of demolition and reconstruction was an hour-by-hour roadmap. This plan, the product of extensive experience and “braining,” turned out to be remarkably accurate.

“Our guys figured out the sequence of what we’d do in the takedown and rebuild,” says Project Manager Chris Tuomey. “We had several in-house meetings where we talked it through, debated here and there, and got to this hour-by-hour schedule.” Their decisions included which crews would do what, where and when, which mechanics would be on hand for emergency repairs, and hundreds of other details that emerged from their meetings.

“Lots of detailed planning makes the weekend run best, but it’s still nerve-wracking,” says Tuomey. “You’re making an assumption that this particular crew can do something in two hours, for example. The people are a critical component.”

Tuomey and his team brought in their subcontractors not only to show them the plan but to get their feedback and buy-in, and ensure their commitment to having enough backup personnel and equipment ready to go.

After the dust settled and all the long hours of the first demolition and reconstruction weekend had passed, the plan had worked very well, though not without a few expected challenges. But the time lost in a few of the operations – an hour here and there – was recaptured by expediting other later tasks.

The ABC process

As the project kicked off, work centered on a survey of the conditions of the existing bridge, particularly the abutments that would support the beams. It was to these abutments that the new beams would have to mate near perfectly. Most every bridge is not perfectly flat, crews will tell you. Virtually every one has pitches and grades. On the demolition and installation weekends, any variation with the PBUs (the new beams, called prefabricated bridge units) – an off angle, an incorrect length – would mean an instant work stoppage while time-consuming fixes were made on the fly. Any delay would cascade down through the schedule and throw every task and work crew off the plan.
“We meticulously surveyed the conditions at the bridge and made sure our calculations were correct,” says Page. “Mike Williams, our labor superintendent, collected all the data. Then Bobby [Nardi] and I broke it down independently of each other and compared. We turned that info over to Nick [Carrieri] and he and his guys built to it.”

Using the survey data they built a concrete mock-up of each bridge abutment to which a new PBU would mate.

**Carpentry set the stage for success**

Asked if he would hold off his retirement just six months longer so he could lead the carpenters in Newington, Nick Carrieri agreed. The carpentry here would be a challenge. Carrieri likes challenges.

Working with three carpenters he knew were highly capable – Jim Apollo, Bruce Benoit and Mike Early – Carrieri went to town. He knew these three would question anything that seemed off, would look for better, faster ways to build and would do their jobs thoroughly and correctly without waiting for his directions. They also had the stamina to work 24 hours straight over the two weekends.

“You’ve got to be confident in your work,” says Carrieri. “I was very confident.” The trick would be to build each of the PBUs away from the bridge, build the formwork that would hold the concrete and be able to strip the forms off cleanly to be reused out in final field position.

Page brought a background in constructing large precast structures to the team. He speaks highly of Carrieri’s formwork, much of which had to accommodate the different skews and angles that go along with bridge construction. “The formwork segments were assembled twice and stripped twice, but concrete was poured once. Nick and his guys had to be sure the forms could come out and not be shredded to toothpicks. That’s a trick. There are forty years of tricks in Nick’s head,” Page grins.

“You have to watch every piece,” said Carrieri. “Something could happen, and you don’t know for sure what the beams will actually do after the bridge deck is poured, but everything kind of fit pretty good.”

Pretty good indeed. ConnDOT Engineer Paul Diorio, overseeing O&G’s work on the bridge, said “they fit like a glove” when the 105-foot-long, 160,000-pound beams were lowered into place.

It wasn’t until after the first beam assemblies were installed on the first weekend, admits Nardi, that he knew his team had done it – that what remained was meticulous execution, but that the technical challenge of building the beams off-site and having them fit perfectly had been met.

“I don’t think we slept for four out of the six months here. I don’t think we slept well until the first weekend went and we could say, ‘We got it.’ We knew how well the pieces fit, we knew the alterations we wanted to make for the second weekend to pick up some time. We left after that first weekend and said, ‘Alright, we got this.’”

**To the advantage**

Often project conditions seem as if they are working against the way you want to build a job. But sometimes, as in Newington, conditions can help propel the job forward.

The bridge carries traffic over active AMTRAK lines. Work could only be done in windows when trains would not be passing underneath. Because AMTRAK was upgrading the line, trains were fewer and the window of access time was opened wider, from 6:30 in the morning until 2:00 in the afternoon. Coordination with AMTRAK, particularly through their Project Engineer Paul Martin, was exemplary.

Another big plus was the adjacent yard, a six-acre piece of property off Route 175 that adjoined the bridge. At it job trailers were set up, materials were laid down, PBUs were built, and equipment was stored and maintained. Nardi saw it as a big contributor to the speed with which the job was executed: “A key to the puzzle was having the yard on site. We had control of everything in close proximity to the final destination.”

Another advantage was the ability to have cranes ready to go when the weekends arrived. Two cranes, positioned at either end of the bridge, were needed for the tandem picks that would remove the massive existing beams and lower the even heavier new PBUs. O&G’s Manitowoc M250 crane was able to be driven, “walked” as they say, the 200 or so feet from the yard to the bridge, ready to go. That avoided having multiple tractor trailers with all the counterweights the crane would need having to be driven to the site and the weights transferred from the trailers onto the crane before work could begin.

Given the unusual nature of O&G working in a dual role, both as a contractor and as a fabricator of the beam assemblies, O&G’s Brian DePerry stepped in to lead the development, approval and implementation of a QA/QC plan that governed not just the fabrication but also the installation of the assemblies. Having that capability in-house was another time-saving, cost-saving advantage.

**Partnership**

“Everyone felt ownership here,” says Tuomey. “We had the right experienced people and you got everything you needed to do your piece. You had to, because work crews were scheduled to follow right after you. You couldn’t drop the ball.”

Project engineers Kevin Voelker and Marty Page chased down answers to questions about schedule, how something could be done or how long a task should take. They were also responsible for getting the materials needed to the site on time. “We had a steel supplier we’d never worked with before,” says Voelker, “so we were concerned. We basically needed all the steel here at the same time. But they came through. That was a big item, building the PBUs in the yard on schedule.”

“ConnDOT was helpful on our reviews and submittals,” Voelker continues. “They gave them a quick response and all their answers were aligned well with what we needed to build the job. They were very good and it made a difference.”

Don Ward, P.E., is ConnDOT’s Assistant District Engineer, District 1 Construction. He was assigned oversight of Newington. He talks about how ConnDOT wanted this project to be a textbook success. Ward was pleased with the cooperation between ConnDOT staff and consulting engineers Benesch, the Office of Rails, AMTRAK, the Town of Newington, Newington police and O&G. “I have to commend O&G for their efforts from the very beginning. It was obvious their plan was well thought out prior to bid. They hit the ground running. Everyone at all levels was highly qualified and professional and took pride in their work.”

Among his assignments at the bridge, ConnDOT Transportation Engineer Paul Diorio, with Onsite Inspector Mike Bugbee, oversaw construction activities and worked with O&G to troubleshoot any constructibility issues. Diorio commends the planning that prevented any delays. “O&G did its homework and paid attention to detail. They ‘rehearsed’ the plan countless times to eliminate potential conflicts during the most important phases of the work.”

“It was a top-notch performance by O&G from top to bottom, despite having to deliver in only six months,” he continues. “We were confident early on that O&G wanted to deliver a first-class product with minimal disruptions to the community and traveling public. Their thorough engagement with our consultants in the submittal process where they pitched their own means and methods to accelerate the schedule and improve results made O&G a legitimate partner with the State to reduce overall costs and adverse impacts.”
ROUTE 175 OVER AMTRAK RAILS ‘ROUND THE CLOCK

clockwise from top)

A 105-foot-long, 80-ton pre-built bridge unit (PBU) being brought from the yard to be installed; one of the 19, 60-ton concrete box beams removed and being loaded onto a flatbed to move to the project’s adjacent laydown area; second weekend, with the southerly half of the bridge completed three weeks before, new PBUs are set in final position; the DOT and O&G team, including O&G personnel (from left) Carpenter Foreman Nick Carrieri, Project Engineer Kevin Voelker, Project Manager Chris Tuomey and Project Engineer Brian DePerry, with Project Superintendent Bob Nardi (second from right) and Project Engineer Marty Page (far right); as the sun rises on Saturday, Bob Nardi and Nick Carrieri fine tune the installation of a PBU; with the weekend flowing smoothly, Project Engineer Marty Page (left) discusses the reconstruction with Vice President Leo Nardi.
2017 Safety Week

(left to right, top to bottom)

Watertown emergency personnel practice a rooftop extrication of “victim” Joe Fucci at the Waterbury Bus project; a mock inspection of a mixer in Bridgeport during the Commercial Vehicle Safety Blitz; volunteers try their hand at different extinguishers for different fires in Colchester; at the Southbury Quarry Tom Alexon, Jr., explains safe operation to visitors from the Main Office on a site tour; Steve Baranello demonstrates the proper way to rescue a worker suspended by his safety harness after falling from a height at Platt High; the Dangoninis at the Mattatuck Museum in Waterbury where safety poster contest division winner Isabelle had her artwork displayed; one of thousands of kids who climbed into O&G equipment at Touch a Truck; the United Way’s Owen Quinn, Lydia Babbitt (center) and Gracie Allen at the entrance to Touch a Truck, which raised $3500 for the United Way; Jim Zambero (center) and part of his crew who set up and manned Touch a Truck; Mike Ferry (left) and Seth Duke after their interview on iHeartRadio.
Subscribing to these same principles, O&G tailors and times its annual safety week activities to coincide with national construction safety week events. Under Corporate Safety Director Mike Ferry’s direction, 2017 was the third consecutive year that relevant, site-specific, deeply detailed events were held throughout the company. Safety Week planning began in the winter, months ahead of the week’s activities. All members of the Safety Department contributed ideas to its planning and long hours to ensure its success.

Every company location – mason yards, quarries, plants, maintenance garages, offices and active job sites – had its own “safety stand-down” training tailored to the work done there. Regular routines ceased as members of O&G’s Safety Department, company management and outside vendors made their presentations. These stand-downs educated both O&G employees and the tradespeople working on O&G projects.

The stand-downs were comprehensive. Enlisting the cooperation of local emergency and rescue services, the Department ran simulated extrications of “injured” volunteers from rooftops. A realistic training dummy on loan from a local fire department and strapped properly in a safety harness “fell” from a high canopy and hung suspended twenty feet above the ground to demonstrate the proper way workers should rescue a coworker in the same predicament. Workers got to try different types of fire extinguishing systems on small, contained, outdoor fires. Specialists in wire rope, personal protective equipment and hearing protection demonstrated the safe use of their gear. Talks were given on awareness of the blind spots large construction equipment has, and on soft tissue injuries that can happen to anyone.

New in 2017 was a Commercial Vehicle Safety Blitz. Mike Glinski, a retired DOT inspector, was brought in to every location out of which all DOT trucks – mixers, triaxles, service trucks – operate. Glinksi and O&G Fleet Safety Manager Tom Halpin conducted mock inspections to show what’s essential to safe maintenance and emphasized the importance of pre-trip inspections. They also had an opportunity to talk with drivers about how the new SmartDrive system installed on vehicles is working to make O&G’s fleets safer. Grilled burgers and dogs were served to drivers and mechanics as they arrived at the Blitzes.

Also new were site tours. Office personnel visited job sites, quarries and facilities where friends and family members work. Site personnel take pride in their safe working and it gave them a chance to show what they do; it also allowed people who know each other over the phone to put faces to names.

Ferry and Corporate Marketing and Communications Manager Seth Duke, who was instrumental in helping organize and promote the week’s activities, visited iHeartRadio studios in Hartford. Their message was broadcast across the airwaves and Internet as they talked about Safety Week and invited the public to Touch a Truck. O&G’s popular and award-winning Touch a Truck event is the family-oriented culmination of Safety Week, held at the South Main Maintenance Facility. More than 30 pieces of large equipment from O&G and other area businesses along with Torrington police and fire departments were on display for the 2,000-plus attendees. The theme Ferry wanted to convey with the displays and activities, beyond the need for a healthy respect around large equipment, is that safety isn’t confined to the job site, it’s a way of thinking and doing that impacts the entire family.

“Safety Week is a significant event at O&G,” Ferry concludes. “But what we really want people to appreciate, though, is that safety is more than awareness when we’re ‘on the clock.’ It’s safety any time and everywhere. Safety is our beliefs and behaviors and those are things you can’t turn on and off. They are part of our lives every day.”
This complex, four-year, four-phase project built or renovated some 265,000SF of academic and support space. Through strategic project management, the exploitation of technology and Lean methodology, and the cooperation of 20 prime trade partners and 40 subcontractors, O&G finished the school under budget, at $110M. It also completed the project one month ahead of schedule despite a three-month delay at the outset. Architect Antinozzi Associates’ outstanding design, with features like a cantilevered library and the many-angled surfaces and materials of the auditorium, presented numerous technical challenges to construction but did not delay completion. Through it all, the O&G management team maintained a “client needs ahead of project needs” philosophy that won the day. Capping the project was the Platt Builds program developed by Project Manager Dave Cravanzola and Project Superintendent Steve Baranello. It earned multiple awards from civic and business organizations for exposing more than 90 interested students over four years to the behind-the-scenes building of their new school.
Orville H. Platt High School additions & renovations
When Greg Oneglia read the letter that he did not expect, he was excited and humbled. It came from John Lahey, President of Quinnipiac University in Hamden, and was an invitation to deliver the commencement address to the first graduates of the University’s new School of Engineering this past May. He accepted.

In a ceremony preceding the address, Oneglia was awarded an honorary Doctor of Humane Letters for his contributions to engineering and business.

His address to the class ranged across a number of topics but focused on a central theme: that successful careers are not necessarily linear and that doors of unexpected opportunity open to those who are engaged, flexible and aware. He closed with a “formula,” an encapsulation of the things he has found essential to a life well lived: “Find something that you are passionate about, pursue it with single-mindedness and at the end, give something back.”

Oneglia’s selection as speaker was a natural fit for an engineering class. O&G’s Building Division, which he oversees, has long been a presence at the University, building the majority of the school’s York Hill Campus.

FROM GREG ONEGLIA’S ADDRESS:

“Don’t quit on pursuing your passion. In her book, Grit, psychologist Angela Duckworth concludes that what one eventually accomplishes depends more on one’s passion and perseverance than innate ability. The success our company has had is a testament to that truth. My immigrant grandparents found their passion which was to be successful builders and they worked tirelessly at it. They had many setbacks. Some were existential, but they persevered. My grandparents were, in fact, “PhDs” – they were poor, hungry and driven, which is another way of saying they had passion and grit.”
Recognized

O&G was honored to receive a variety of industry awards.  The project team that built the I-95/I-91/Route 34 Improvement Project in New Haven was awarded an America’s Transportation Award from the American Association of State Highway and Transportation Officials. The O&G/Tutor Perini Joint Venture was the project’s contractor.  Asphalt Division Vice President Brad Oneglia (center) received the Stuart Bennett Alumni Award from Central Connecticut State University for his professional accomplishments in and contributions to the construction industry in Connecticut.  With its Community Leader Award, the Northwest Connecticut Chamber of Commerce honored Corporate Secretary Ken Merz for his significant service to the community, including leading fundraising campaigns for the restoration of the Warner Theatre and cofounding the KidsPlay Children’s Museum in Torrington.  Taking a proactive stance by building a hibernaculum for endangered bat species in its New Milford quarry earned O&G a 2017 Greencircle Special Innovation Award. Ken Faroni (holding award) initiated and oversaw building of the winter refuge.  O&G and Orville H. Platt High School administration were on hand to receive an award for their Platt Builds Program which introduced interested student to the construction trades as their new school was built. Project Manager Dave Cravanzola (gold tie), Project Superintendent Steve Baranello (second from right) and Project Engineer Evan Nelson (far right) developed and ran the program for four years.
The world of the landscape architect engaged by high-end clients is often a high pressure one. For those architects and site planners whose accomplishments have put them in great demand, the pressure to be creative is amplified. A high-profile project swiftly moves beyond developing an elegant design. It transitions to the planning, the details, the product selection and the skill of bringing to life a design clients love on paper.

It was Vice President Kara Oneglia and Assistant Vice President Bob Rizzo who first responded to an opportunity they recognized in that design-to-reality process. O&G has long supplied masonry products to architects and masons, and architects have appreciated the selection of earth products from which they can chose and the skill and service behind them. But they were often unaware of the tremendous variety of materials available to them and all the strategies and techniques for putting them to use in the field.

So Oneglia and Rizzo recruited Architectural Sales Representative Marty Paganini specifically to introduce landscape architects to the unique masonry products O&G can source for them. Knowledgeable, approachable and affable, Paganini has proven a perfect fit for the job. He assists architects in specifying products, often making multiple trips to their offices and project sites to show products and advise. He sets a cooperative tone and establishes a cordial, professional relationship.

After products are specified, the project transitions to contractor sales representatives Mike Palmieri and Eddie Moavero who bring extensive field support experience. Together, this team supports architects through the entire project, from strategy to installation.

Paganini and team are expert at troubleshooting and resolving any issue that might occur so that the vision with which the landscape architect and client began is exactly what they get in the end. “We’re finding that our clients love it. Now they aren’t the ones getting phone calls from the installers in the field,” he says. “Instead the calls go to our field reps, Mike or Eddie, and that information comes to me, too, so we’re on the same page. It really has been a success story of bridging the gap between architects and field staff and staying with a project to its successful conclusion. It’s about relationships and making smooth transitions for our clients. Craig loves the fact that we implemented this program.”

Craig is Craig Studer, principal and owner of Craig Studer Landscape Architects and Site Planners in Ridgefield. Of the many high-profile landscape architects who turn to O&G for solutions, he is one of the most frequent. “I cannot stress enough just how important it is to me to gain knowledge from O&G and learn the best installation techniques. It’s invaluable.” Studer has relied on O&G’s products and support on numerous projects, including most recently the VillaBXV luxury condominiums project in Bronxville, New York, for which his firm was awarded a silver medal in a National Home Builder’s Association competition. “O&G is a lot more than people providing products,” he says. “They show us how to avoid problems. They have become an integral part of our team. Any time we want to design with masonry we consult with O&G first. As big as they are, they operate like family and that’s something I truly appreciate.”
A Beautiful Solution: 1600 Summer Street, Stamford

Outside the gleaming offices of Philips North America Personal Health in Stamford, all was not well. Pavers around the perimeter of the building, and particularly those at a large fountain area behind the building, were failing. Landscape architect and site planner Craig Studer was contracted to remedy the situation. Turning to O&G for advice on materials, architectural sales and support specialists Marty Paganini and Mike Palmieri recommended Italian porcelain pavers from Mirage, in the line’s Waterfall and River blends. These large, rugged pavers would withstand the frequent thermal cycling of New England winters that had been the downfall of the failing hardscape. Site preparation and the 8,000SF installation were performed impeccably by Atlantic Masonry of North Haven, Connecticut. Facilities Manager Mike Campbell and Studer were pleased not just with the results but the certainty that these handsome new pavers will perform perfectly, far into the future.

Lightening and Transitioning: 1-2 Greenwich Plaza, Greenwich

Repairs and new work presented technical challenges to Eric Rains, principal of Eric Rains Landscape Architecture in South Norwalk. The greatest was limiting the weight of his installation: all the areas Rains would be redesigning were on top of an underground parking garage connecting two mid-rise office towers in the heart of commercial Greenwich. Architectural specialists in O&G’s Masonry Division pointed Rains and the mason, James Scaglione of DC Masonry in Armonk, New York, to a plastic pedestal system. It would serve as a lightweight base for the Mirage porcelain pavers (in handsome River and Waterfall finishes Rains had chosen) at a fraction of the weight of traditional concrete underlayment. Rains also specified granite cobbles at challenging transition zones between the Mirage pavers and asphalt pavement that could follow the site’s contour changes. Setting thousands of two-by-two-by-four-inch, thermal faced cobbles in neat rows over large areas was executed meticulously by Scaglione.
Watch what you say, Nick Castler will tell you. He never thought he’d spend most of his days in an office, at a computer, using a tool he wrote off as a fad with limited usefulness.

Castler planned to work construction in the field, like his dad. With a construction management degree in hand, he headed in that direction. But the “fad” he was introduced to in college – a popular software suite used for building information modeling, or BIM – has become his tool of choice.

Today, a decade on, Castler has unofficially become O&G’s “BIM guy.” His official title is Virtual Design and Construction Manager.

He explains how virtual technology and BIM fits into today’s construction hierarchy. “The way to look at it is virtual design construction is an ideal, a big abstract encapsulation of a whole bunch of different technologies. BIM is the process.” BIM software provides a single digital platform for all the players building a structure to contribute to the design and interact with each other. All feed their piece to the model – the plumbing, electrical and mechanicals are the primary players, along with the project architect’s and structural engineer’s designs. The result is a federated model, a comprehensive picture of all the critical components of the building’s infrastructure. That picture is only as good as the effort put into building and maintaining it, Castler cautions. On any job involving BIM, Castler is O&G’s gatekeeper, the designated “owner” of the model who has final say and responsibility for its integrity.

What BIM does so well at the skilled hands of a person like Castler is detect problems in the design before they make it to the field. In BIM terminology, problems are clashes, where two objects, a pipe and a duct, for example, are trying to occupy the same physical space. BIM helps detect clashes before problematic designs can be built and require time-consuming rework. Its greatest utility is in planning all the mechanical, electrical and plumbing inner workings of a building.

BIM can be exploited in different ways. There is 3D BIM, which is spatial coordination, hunting down clashes so they can be reworked digitally in the building documents. 4D BIM adds time into the model, 5D BIM adds cost. Then there is xD BIM which adds facility and asset management to the mix, as well as data from laser scans, drones, robotic total station layouts and augmented reality.

The bigger picture for BIM, he says, is to take a building through its life cycle. It starts with a three-dimensional model of the design. Then as the project enters preconstruction and construction, the model is updated. By project conclusion it becomes an as-built model.

A current hurdle to the more complete integration of BIM is in the final occupancy stage. Many owners and facility managers are still more comfortable with notebooks and paper plans. That will fade away with the years, Castler is sure. “What you’re going to see is the ability to take your tablet with the model running, walk into a room that you can geolocate on the model. You’ll click on the room and it will appear on the screen. You’ll point the tablet at any wall and see all the mechanicals behind it. You’ll be able to click on a piece of equipment, like a generator, and its service schedule and history will appear. It’ll all be tied together so changes and maintenance get logged in, with a parts list and contacts for OEMs.” It’s an integrated world that excites Castler.

Castler knows that even with helpful technology, building a building is a human endeavor. There’s a saying that speaks to the human element of all the technology he uses: BIM is twenty percent technology and eighty percent people. “It’s still all about talking and communicating. With a cooperative team,” he says, “a lot of issues go away.”

Castler’s a rare breed. He’s one of only 679 people in the country with an AGC Certificate of Management–Building Information Modeling, and one of only three such people in Connecticut. He’s also busy. Long days doing his BIM gate-keeping work, sitting on O&G’s Technology and Standards Committee of the Building Division and serving by invitation on the Planning Committee of the Construction Institute’s BIM Council. He is embracing his role and embracing the evolving future of virtual reality, despite what he said all those years ago.
Solid foundations in South Norwalk

O&G is the concrete contractor for the 700,000SF SoNo Collection Retail Development in South Norwalk, located adjacent to I-95 and Route 7. The owners envision it as not only an upscale shopping destination but a community gathering place that bridges the districts of Central and South Norwalk. O&G’s $70M contract includes structural concrete footings, walls, columns and shear walls as well as the erection of 1.2 million square feet of pre-cast filigree parking garage. Altogether, 88,000CY of concrete will be installed, along with 8,000 tons of rebar and 2.2MSF of flatwork that includes slabs on filigree, deck and grade. Work is on track to be completed in the summer of 2018.

Raymond and Day Street Improvements

O&G Industries was hired as the construction manager for this improvement project in South Norwalk, which includes relocating all aerial utilities underground to beautify the area. In 2012, Superstorm Sandy flooded this area so the City is utilizing a Disaster Recovery Program grant to raise the junction of Raymond and Day streets by six feet. Private developers are rebuilding public and market rate housing abutting these two streets. The City of Norwalk selected O&G based on our construction management expertise on public projects and our depth of road and infrastructure experience. The project, valued at $10M, will conclude by the fall of 2018. Tighe & Bond is the engineer.

Housing Authority of New Haven – Group 1 Projects

In a partnership between O&G and Tri-Con Construction, the joint venture was awarded a contract valued at approximately $8.8M to renovate 144 housing units at four separate locations in the City of New Haven. Construction begins in January 2018 and is scheduled to be completed by December 2018. The JV will be working with two separate architectural firms, Patriquin Architects and Tise Design Associates, as well as the developer, Glendower Group, on these projects.

O&G SPECIAL PROJECTS GROUP: The Chuck & Terry Tannen Cardiac Rehabilitation Center at Norwalk Hospital

This project, valued at approximately $1.6M, encompasses the renovation of some 6000SF, beginning with a new volunteer office, followed by the full construction of the cardiac rehabilitation space. There will be an indoor walking track, several pieces of exercise equipment and new locker rooms for patients undergoing physical therapy due to cardiac events. O&G is paired with architects SLAM Collaborative and project engineer BVH Integrated Services. This is O&G’s first project at Norwalk Hospital, owned by Western Connecticut Health Network. They are represented by John Sterry, Head of Facilities for the Network. The project began in October and will be completed by March of 2018 for an official ribbon cutting ceremony with the Tannen family.
TO OUR EMPLOYEES ALL ACROSS CONNECTICUT

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Thank you!