On the 26th of July, 2012, O&G lost the last of its “founding brothers” when Andrew George Oneglia, George to everyone, passed away at age 87.

Generalities cannot capture the full essence of a man. They don’t account for the interplay of all the traits someone expresses. But if brother Francis Oneglia was the public face of the company and brother Ray its visionary force, George was its gears and guts. The dirt under his nails was the residue of grease and hard-fought progress.

The way he lived was the embodiment of what became O&G culture. George helped form it. He was driven, tough by all accounts, and demanded the best out of people on the job. He reportedly carried a business card that read, “Do something wrong and I’ll find out about it.”

He was there as a young man, in the 1940s and 1950s, as the company’s “equipment boss,” when the brothers and their father, Andrew, would debate long and hard the timing of purchasing a single piece of equipment whose price tag today seems minimal. George helped chart the course when times were lean and the first few big breaks came O&G’s way – when it was, for the young company, a case of do it or die trying.

That scrappiness never left George. He would slug it out with broken loaders and dozers, uncooperative suppliers, with employees who were acting carelessly – all of whom, in George’s eyes, needed to be brought...
back into line so that piece of the business would run efficiently once again.

But to that same degree, in a complementary way, he was always fair: fairness was non-negotiable. “He could holler at you for something you did wrong but five minutes later he would act like he forgot all about it. You’d never do it again,” said Gene McKeon who worked with George for more than 50 years. George could pour out tremendous compassion not only on friends and family, but on anyone in need. “I never shoulda’ bought that kid a kidney,” he once remarked wryly when, after his under-the-radar act of charity, the youth who had received the transplant was pinched for vandalizing company equipment.

Like many other of his associates who either worked for the company, did business with the company or were social buddies, “Sonny” Toce looked to George as a mentor. Sonny still runs the tire business his family started in 1924, a year after O&G was formed. “I learned from him about equipment, handling people, doing things right. You might make a mistake once, but you wouldn’t twice.” George and O&G were among the Toce’s most loyal customers, and as they grew the Toces grew. But he’d remind Sonny, “Friendship stops where the checkbook begins.” Sonny never forgot.

George loved his Lincoln Town Cars. He also despised airs and pretense and loved the tried, true and broken-in. So he’d buy used Lincolns for work, never wanting to impress anyone; in fact, he determined he’d show folks he was not trying to impress them. And then he would drive them hundreds of thousands of miles, up and down the East Coast and in and out of every O&G quarry and plant until they needed to be buried. His last was a ’96 that he dropped a new engine in, painted red and finished off with white walls.

George revealed his true character “in many defining moments,” recalls long-time employee and friend, Tony Damiano. When he and Jack Riiska were working on Route 8 on a rainy night, headlight’s bounced up the haul road at around 2 AM. “We expected to see a cruiser but it was George and his wife Elmira with hot coffee and sandwiches. I thought, ‘Where can you work and have one of the owners and his wife be concerned enough about their employees to come out on a night like this?’ George was tough but forgiving,” says Damiano. “His belief in giving an employee a second and sometimes a third chance made for a better man.”

When World War II erupted, George went to serve at age 18. Having spent much of his childhood years working around the construction business, he was made a Machinist’s Mate Second Class with the Navy’s Construction Battalion, the “Seabees.” He was sent to Papua New Guinea and stationed near MacArthur’s headquarters where he helped build airstrips and load and offload ships in the Solomon Sea, preparing for the liberation of the Philippines. When he returned to Torrington three years later, he’d still slip on his faded olive fatigues as he wrestled with the company’s machines. He was proud of his years in the service and always had a place of respect in his heart for those who served. He kept his 1945 discharge papers in a small box on his dresser all his days.

Sonny Savanella started working alongside George in 1955, “when there was not a lot of equipment but a lot of ambition.” As the number of jobs blossomed, he moved from master mechanic to field superintendent of equipment and shops. They grew to be good friends but at work, it was all business. George’s passion, he recalls vivdly, was to have all the equipment cared for “first class, the best equipment in the best shape.”

As much as George worked with his hands, he worked with his thoughts, always devising ways to propel the company forward. With Savanella he saw that O&G drivers were the first in the area to have air conditioned cabs, and exhaust brakes for safety and lowered maintenance costs. They developed a tire tracking system for over-the-road and heavy equipment that extended tire service by 200 to 300% and an engine and gear oil analysis program that methodically tracked oil conditions for every piece of equipment. He knew that investing money up front into maintenance would, at day’s end, net a tremendous cost savings.

Record-keeping was a near-sacred ritual for George. As equipment issues were being ironed out with suppliers, meticulous notes were kept and all correspondence was copied: “Put it in writing!” he’d urge, relentlessly, when others might let some observation or interaction pass as unimportant. Those notes translated into dollars saved, time and again. Every last piece of equipment O&G owned was tracked and studied. Loose-leaf binders scratched full of notes gave way to punch cards in the ’70s and ultimately to tracking software. He understood the interplay between superior equipment, superior maintenance and superior competitiveness in bidding new work.

What George expected of you was no more than what he’d expect of himself. “He’d be right in there with you,” recalls Savanella. For instance, it was a Sunday in Danbury, at one of the company’s first big road jobs in the 1960s, when George rolled in to check on progress. He had on a suit. The ever-present unlit Italian stogie jutted from his jaw. The shovel, the centerpiece of the company’s sparse equipment at the job, was busted. He tossed his suit jacket off but ruined forever the rest of his clothes as he led a charge to get that shovel back up and running. He left hours later, smeared with gooey black crater compound but supremely satisfied that progress had been restored.

“I was scared to death of him,” says Jimmy Zambero, who is O&G’s equipment boss, just like George and Sonny Savanella had been before him. With his spicy trademark language, George chewed out Zambero one of the first times he saw him, for leaving a backhoe unattended when he climbed out to help shovel gravel. Sometime the next week, a spiral ham was waiting for Zambero when he got to work, a gift from George. Other days he’d pull into South Main and bellow “Jimmy!” for Zambero to step into the parking lot where he stood, in a vibrant shirt (he was color blind), with the trunk of the Lincoln filled with hot Italian bread for everyone. Zambero reported to George for 33 years, remembering him as gruff, kind, fair, very mechanical, “go, go, go all the time.”

George saw the value in old machines (“I’m old and I’m still good – how old are you?” he’d quip to skeptics) and took mistreatment of company equipment as a personal affront.

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He also saw value in maintaining long-term relationships with friends, no matter how occupied he could be with work. The same group of eight went eight years in a row on a distant golf trip. For 16 years in a row George and three friends took in the Daytona 500. He played tennis with the same core group for more than fifty years.

He was athletic. In high school he was “Jinx,” a star on the basketball court. Decades later, in 1998, he was inducted into the Torrington High Sports Hall of Fame. He played tennis and golf with a near-religious regularity well into what could have been his retirement years but, of course, never were. Friend Ralph Sabia recalls the sometimes highly competitive Sunday morning outings on the links between George and friends, calling them “bloody matches.”

He was married to Elmira for 64 years, a father of six who showed his commitment and love by never failing to provide. Some of his children at one time or another worked for O&G. He taught them life lessons, sometimes through co-opted song lyrics (“You’re never fully dressed without a smile”), but most often through actions, like not accepting an answer you don’t like if you can help it.

In 2008 George had a stroke. When he wasn’t allowed to drive any longer, he called in chips from his cronies. He determined that he’d continue to make almost daily rounds to see O&G locations and special vendors in his Lincoln, driven now by loyal old friends. “George put us back to work for no salary, for years and years! He liked to see people working is what it was,” says Gordon “Skip” Nevin. Skip, Frank Fantozzi and Primo Zandeñgo would chauffeur and joke about “working for George.”

For four years he was cared for by Jeanne Whitely, hired through an agency as a live-in caregiver but soon treated as a family companion and friend. She laughs, “I enjoyed being the last one George bossed around.” She would cook and clean and accompany George and Elmira everywhere. “When they’d go out to dinner, I was always welcome. Whatever they had, we all had.” In 2008, the year she came to work for the Oneglias, Jeanne had lost her own mother. She had been too busy working to spend time with her and carried deep regrets. Her years with George and Elmira offered her a measure of redemption of that lost time.

In the words of one of his faithful friends, “George was strong for the company.” The do-or-die-trying urgency never left him. It drove him and his brothers. It was the elemental stuff of the culture they forged in the lean years. “The brothers,” it was observed, “took ahold of their own areas but always pulled together.”
WORKING OVERNIGHT

Minimizing disruption for the motoring public makes demands of the men and women who build in the dark

When O&G’s founder, Andrew Oneglia, started his first small road jobs, the notion of working around the clock, though the night, even in winter, would surely have sounded implausible, even crazy to him. But what was far-fetched then has become standard operating procedure today as O&G executes large-scale highway projects across Connecticut and beyond.

In 1983, ConnDOT (simply “the DOT” at that time) embarked upon a ten-year, $5.5 billion “Transportation Infrastructure Renewal Program.” It was already planned for replacing flood-damaged bridges in southeastern Connecticut but accelerated when 100 feet of the Mianus River Bridge on I-95 collapsed in June of that year. That’s when night work began and the year when O&G undertook its first job requiring night work, on I-95 as it passes through Bridgeport. Since then, dozens of projects performed by O&G have required that crews work through the night.
The main reason night work has become requisite on highway projects is the priority the state places on managing congestion on the state’s roadways, which are most heavily travelled in daylight hours. ConnDOT contractually sets operating parameters: work hours, the number of lanes that are closed and open at any given day and time, and the direction of lane closures, among other things. Their goal is minimizing delays to the motoring public. Their directives are based on time studies and traffic counts that reveal the times when work will interfere least with traffic flow.

Unless it’s building a brand new road – and in Connecticut there are precious few even being considered – projects on existing roads and bridges will have a mandated share of night work. In New Haven, between 25% and 30% of the six-year, $356M Contract E project is being done after dark. At two large highway projects about to be let for bid by the state and where traffic volume is significant, night work will likewise be significant. John Gemetro, Vice President of the Heavy Civil Division, expects that on one of the projects – I-84 thru Waterbury into Cheshire – the split between night and day work will be close to 50/50. From his perspective, “This is the way it will be forever.”

More than a few challenges

This winter there were 180 O&G employees assigned to road projects around the state, of whom 42 worked nights. Once assigned to a night crew, one stays there for the project’s duration, unless or until night work halts and crews rotate back to days. Few volunteer for the night shift. Most unions offer no shift differential for night work.

Jay Maisek is assigned to the I-95/Route 1 project in Norwalk. “Night crews are a totally different breed, they’re a workforce of their own. You’re on the highway with a short window to safely get traffic patterns set up and redirect cars, get the guys and machines out safely, get the crash trucks out there, work, and then pick it all up and get off safely in that window.” Is night work optional? Not for Maisek: “I figure I have a choice to either work or not work.”

For supervisors and superintendents on a road project today, it can feel like running two jobs in one: the day job and the night job. The scope of work for the day crew includes preparing, thoroughly, for the night shift that follows them. During the day, should a different tool or piece of equipment or an additional load of materials be needed, it can be met with relative ease in most situations. At night, all bets are off. Not receiving those extra truckloads of stone at 3 AM because you did not anticipate the day before means the schedule can be jeopardized.

The experienced night work manager has adjusted his thinking. He anticipates the unforeseen even more than he did as a day worker. He dwells on backup. When approaching a task, his mind runs to having extra pieces of critical equipment in reserve, anticipating the unlikely but still possible equipment failure. Extra materials. Spare parts. Tools in reserve. “You work in a constant state of adjustment,” says Gemetro.

Night paving is particularly challenging from a technical perspective: fresh, deep-black asphalt is laid down, usually onto a worn black surface, in a setting that is also very dark but for artificial illumination and exaggerated, deep shadows. Under these conditions, making a superior quality final surface is tough – and that aspect of the project is on what drivers pass judgment. Most of the motoring public won’t recognize the work that goes into preparing the road but they will see the line striping, the top of the guardrail, the top of the barriers and the ride of the road. For years Gemetro has gone to ConnDOT advocating that the final course of pavement should be laid down in the daylight “so you can really see what you’re doing.”

When night work first began the state took an approach that, compared to the present, was more relaxed: if crews started up a little early or finished a little later, making extra progress, there was nothing said and no penalty. There were fewer vehicles on the road. There were more hours in the day where work was permitted, maybe as many as ten or twelve. Today, those working hours are reduced to eight, including the hour or two it can take to get out on the road and back off. Today, if a crew begins work before the designated time or ends up getting off the road late, penalties are monumental – such
is the state’s seriousness about managing congestion. The cameras one sees dotting the highway are all linked into ConnDOT’s Bridgeport Operations and can monitor every job site in the state around the clock.

Night work is demanding of everyone involved but none more so than the night superintendents. Twelve-hour days are not uncommon, arriving at the site early, before the day crew departs, to plan for tomorrow’s night work with them, reviewing what’s transpired during their shift, double checking the readiness of equipment and materials. At the end of the shift, superintendents stay after their crew has gone home to review the night’s work with the incoming day crew, making adjustments and preparing. They also coordinate with ConnDOT.

Managers of road projects who usually aren’t at the site during the overnight will tell you that they don’t often “sleep easy.” The project is on their minds, knowing that their crews are at it and that issues can arise despite best planning. A 2 AM call can thrust a workday into instant high gear hours earlier than expected.

**Safety above all**

Out on the road, working beneath the glare of metal halide light towers but otherwise enveloped by black night skies, it’s stressful. “Cops, cones and crash trucks don’t slow some drivers down. It’s a tough environment,” says J.J. Alciati, a night superintendent and twenty-year veteran with many years worked at night.

The only thing between the work crews in their reflective lime vests and hard hats and the tractor trailers and cars that stream by is a row of orange rubber cones. It’s at night that motorists can be at their worst, too, tired after a day’s work, fighting sleep as they drive, perhaps having had a few cocktails. Friday night is the worst, when more motorists seem to have a lowered regard for safe driving.

Even though O&G’s safety record is quite good, close calls are memorable: dodging a runaway tire bouncing out of the shadows, or watching cars plow full speed into parked equipment, careen off the road into ditches, hit abutments or swerve into the safety cones. Less dramatic but no less memorable are the motorists who have lost their cool because of delays and who hurl whatever it is at night work with them, reviewing what’s transpired during their shift, double checking the readiness of equipment and materials. At the end of the shift, superintendents stay after their crew has gone home to review the night’s work with the incoming day crew, making adjustments and preparing. They also coordinate with ConnDOT.

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You’ve got to be especially focused at night. Being focused is the only way I’m going to stay alive and keep the men I’m responsible for alive.

CASWELL SEWELL
SAFETY SUPERINTENDENT

**You’ve got to be especially focused at night. Being focused is the only way I’m going to stay alive and keep the men I’m responsible for alive.**

Overnight work flips a body’s normal circadian rhythms upside down. The will commands the body to function when its ingrained to be asleep. When shifts run long – 16, 18 or 20 hours – and the next night looms, supervisors have cat napped on blueprint tables, in chairs, in their vehicles – just to remain at the job and avoid hours commuting.

No one complains much about the overnight wintertime cold, when temperatures can run 10 to 30 degrees colder than the day. It is what it is and it can be beaten just by layering clothing, moving and just not thinking about it much. But they do wrestle with family privations.

At home, wives pick up the daytime duties that used to be their husbands’: getting an oil change or mowing the lawn. In the summertime especially, when kids aren’t off in school during prime sleeping time, moms get creative keeping youngsters away and occupied quietly so dads can recharge in peace. In the most intense periods of night work, it’s not unusual for night workers to have only a precious four or five hours to sleep.

For J.J. Alciati, his overnight stretches are taxing. “It’s very tough on my wife. She asks all the time when I can get back on days. When I leave for work she’s on her way home and we really don’t see each other much during the week.” The weekends are time for catch-up: the sleep the body needs, the family commitments he wants to keep and the undone “guy stuff” needed around the home.

Superintendent Pat Sayer has been an iron worker for the last 14 years. His men set bridge girders this winter on Contract E. A single dad with custody of three children, he took the position knowing it was going to involve more than half of the time working overnight. “When I was younger I could sleep whenever. Now, getting into the swing of it is a challenge. Every other day I sleep fine and the others not so much.”

Aldo Tartaglino has worked in the Heavy Civil Division for the last seven years. He is used to long runs of night work and as a foreman with MPT certification that permits him to set up traffic control patterns, he is in demand. He has been working nights on O&G’s I-95/Route 1 project

**Top to bottom** The bridge building night crew strikes a pose at Contract E; Iron Work Superintendent Pat Sayer, second from left in white hardhat, oversees the work. The pattern makers fresh off the highway after setting that night’s traffic pattern to redirect I-95 traffic safely around night operations. When the crew sets the pattern at 9 PM, and again when they take it down near dawn, they are guarded by crash trucks and a row of state police cruisers. At far right is veteran Night Superintendent J.J. Alciati.
in Norwalk since the spring of 2011. A happily married father of young children, he struggles with being absent, no matter how “ok” he is with night work itself. He’s going to bed when the family is getting up. At times, he confides, the flipped schedule rankles his wife, too. “It’s very tough, missing out on time with my wife and a lot of things with the kids. My girls have recitals. My son is little but when he starts playing t-ball that’ll be even tougher. Most of the guys can all handle the construction challenges of working at night – it’s the family part that’s hard.”

The New Normal

Gemetro understands the permanence of night work with every road job in this traffic-dense state. “I can appreciate the state’s point of view,” he says. “Even under normal circumstances we’ve got a high volume of traffic just passing thru the state. When something goes wrong there are major backups. When cones are set up there are delays. Take a road like the Merritt, where a car with a flat tire shuts down both sides of the road – imagine taking a lane out for construction? There are not many options but to do much of the work at night.” And so it goes, and so it will remain into the foreseeable future.

Safety Superintendent Caswell Sewell (left) with Superintendent Pat Sayer and Superintendent Paul Parlapaino. The six-man pattern setting crew proceeds cautiously but quickly, laying out the night’s traffic control pattern. Despite all the hazards, O&G’s nighttime safety record on the highway is quite good.

Safety and Ethics Hotline
(860) 496-4866

Safety and Ethics are cornerstones of our culture at O&G Industries.

Our Safety and Ethics Hotline provides a means by which you can provide direct, confidential communications regarding issues and ideas related to these essential topics.
It was a breath of fresh air in a time when most economic news in the region was decidedly “uninspiring.”

This winter the Masonry Division announced the culmination of a deal six months in the making with the official acquisition of a pair of relatively new retail locations, the company’s newest Earth Product Showcases and Mason Supply Yards.

These two facilities formerly operated in Hartford and Middletown under the name Stone Depot – Della Terra Showcase. The Hartford facility opened in 2003, Middletown in 2008. They were especially attractive to O&G because of their locations: Hartford and Middletown are two areas the Masonry Division had been targeting for expansion for some time.

“This acquisition is part of O&G’s long-range strategic plan,” said Assistant Vice-President Kara Oneglia in a statement issued via social media on February 14, 2013. “The demand for a larger presence in Hartford and Middlesex counties and an improving economy position us for growth in the masonry distribution and service industry statewide,” she wrote.

The way that both of the new facilities happen to have been built follows the O&G Earth Products Showcase model nicely. Each has an elegantly appointed showroom and fully stocked mason store where clients can browse a wide array of product and materials choices for their masonry projects. Each facility has its own large stone yard, outdoor displays and ample warehouse space. Both maximize the lots on which they’re located, offering approximately 10,000SF of office and retail space each.

Since assuming control of operations, O&G has been refining the showroom experience and adding to the product offerings. New signage is up and staff is transitioning smoothly to O&G systems, focusing on one-stop shopping for “everything masonry,” paired with superior customer service.

The locations are headed up by veteran facilities managers Mark Greco in Hartford and Roy Rogers in Middletown, both of whom came with the acquisition as did the other knowledgeable personnel who staff the stores.

These two new locations bring the Masonry Division’s total number of facilities to seven mason stores, eight stone yards, six Earth Products Showcases and a centralized fabrication and distribution center. Logistical coverage extends throughout New England and into New York, New Jersey and beyond.
SAFETY

Building, Heavy Civil Earn AGC Awards

The Associated General Contractors of America has recognized O&G as a dual winner in its National Safety Awards Program. The awards, announced and presented in October of 2012, recognize both the Heavy Civil and Building Divisions for their exemplary safety records for the 2008 to 2010 operating years. It was the first time O&G earned this prestigious national award. The Building Division was recognized for a zero-incidence rate with 50,000 hours or more worked, while Heavy Civil earned its award for remaining 25% below the industry’s incidence rate. Actual total times worked during the award tracking period were 1.6 million hours for Building and 2.3 million hours for Heavy Civil. Representatives from both divisions were the guests of the AGC at the Aqua Turf Club in Southington to receive their awards, including O&G’s Director of Safety and Health, James Rodger who offered this take on the company’s safety focus: “Personnel safety issues are of paramount importance to the owners and senior management. It’s top-down. They know that our personnel safety program is an integral component of good business.” The AGC of America serves some 30,000 member construction firms nationwide, aiming to improve the quality of construction and protect the public interest.

ETHICS

The Fundamental Core

O&G was born when a handshake meant everything. We built a reputation for being the type of company you wanted to hire, be part of and partner with. O&G embraces those same fundamental ethical principles today. And while ethical concepts are fundamental, modern regulatory compliance and ethical decision-making is complex. We address these complexities by retaining top talent with expertise in ethics and compliance and by daily enhancing a company-wide culture where safety and ethics are paramount. We ensure that our operations group is dedicated to delivering the highest quality product while they understand the essential role of ethics in all of our work. We hold our suppliers and partners to this same standard. O&G is not satisfied with simply complying with regulations and meeting its formal obligations. We remember that at the source of all of our success and at the root of every decision, there must be a fundamental core of ethics.

Standardizing the Brand

When is “O&G gold” truly O&G gold, and not a shade off? To some it may seem like splitting hairs but to Anita Goerig it’s no trivial matter. Neither is the correct usage of the company logo nor any host of visual and written elements that present the company image to the world. As the Masonry Division’s Director of Marketing, Goerig understands the intrinsic value of the O&G brand.

This past July Melissa Corey, Marketing and Development Coordinator for the Building Division, and Goerig teamed to begin developing a set of written guidelines for a standard management of the brand company-wide. “It was the perfect opportunity,” says Corey, “to bridge the ‘division gap’ and tackle the bigger picture of consistency across the company.” As Goerig puts it, “It made us think of ways to do things better together.”

With frequent meetings, phone calls and emails, Goerig and Corey collaborated, setting their sights on authoring a single document, an easy-to-apply reference, that would be a definitive source of brand guidance for anyone who represents O&G with written and visual communications.

In September their work was completed and presented to the executive committee for endorsement of O&G’s first-ever document with the title as clear and concise as its contents: “Brand Guidelines.” Now approved, it not only is a reference for those who have frequent need to communicate on behalf of the company with the broader public, it is for anyone who contacts clients, vendors and even other business units inside O&G.

The easy-to-use, 28-page guidebook, available in PDF format, lays out guidelines for everything from corporate communications (writing style and conventions, email signatures, presentations, forms and the like) to design elements (including corporate colors, logo usage, social media and advertising) and even photography.

With “Brand Guidelines” now in hand, Corey and Goerig will be standardizing the O&G brand across the company.
PRODUCTIVITY
Leveraging Technology

The Building Division has been investing in technology to boost productivity from bid preparation through contract execution. “SmartBidNet” software, used in preparing a building project estimate, enhances speed and accuracy by enabling O&G estimators to send out electronic bid invitations to subcontractors who can then electronically access all contract documents, download or order prints of anything posted in SmartBidNet’s plan room and tell O&G if they will be bidding the job. Complementary software, “On Screen Take Off,” generates pricing quantities from electronic plans as estimators measure areas and lengths on screen and feed these quantities into a pricing database. Color-coded engineering drawings can be generated for quicker bid reviews by senior estimators. Perhaps its greatest time-saving feature is the ability to compare new versions of drawings to the originals and thereby permit quick estimate adjustments. Once a job is underway, project superintendents and engineers measure work and input the quantities into a job cost system. With this data, reports are generated to compare actual productivity to the estimate. This feature enables field and estimating personnel to adjust manpower or means and methods to stay on budget and provide feedback for future bidding.

QUALITY
A Top-Down Focus

“The way I see it,” says Leighten Davis, head of Asphalt Production Quality Control, “you can be proactive or reactive when it comes to quality. We will always be proactive.” In a business where close quality control can actually pay dividends, preventing problems is the name of the game. Asphalt production and laydown that meets or exceeds ConnDOT specifications can receive up to a 2.5% bonus, while substandard work comes with as much as a 20% penalty. Because consistent asphalt quality has always been at the top of the priority list, O&G maintains tight control of asphalt mixes, even supplying fine and coarse aggregates from the company’s quarries. Beyond that, says Davis, he’s been given the resources and authority to make whatever call is needed to ensure that asphalt is supplied on time and to spec. “I enjoy my job because I have backing. The company is so focused on quality that I’ve been given access to management’s personal phones any time of day or night to ensure that that happens.” In 2012, O&G again benefited significantly by being on the bonus side of the state’s asphalt quality incentive system, as it has every year since ConnDOT’s new specs were instituted in 2009.
Say the words “central heating facility” and the mind conjures up images of dreary buildings exclusively dedicated to their function, with rumbling boilers, the smell of burning fuel and sooty smokestacks that push plumes of exhaust gas into the sky. But not here.
Enter The Hotchkiss School’s recently commissioned Central Heating Facility. Architecturally elegant, functionally “green” and efficient, and educationally multipurposed, it couldn’t be any further removed from the old image of power generation.

When this prestigious prep school, located in Lakeville, Connecticut, targeted the replacement of its aging heating plant, it opted for a new paradigm: don’t just provide for all the school’s heating needs, make the plant highly efficient, make it environmentally friendly in construction and function and use a local and renewable raw material for combustion. More than that, open the doors to the students and community as a learning tool for green heating technology.

The school chose Centerbrook Architects and Planners, who had designed buildings and grounds for the school before, to flesh out and give life to the vision. Then they brought back O&G, who had worked many times with both parties at the school, to be the project’s Construction Manager. As it had in the past, this partnership worked wonderfully.

Justin Giampaolo, who had built dormitories at Hotchkiss in 2006 and 2007 and has worked in power plant construction and
commissioning, was a perfect fit as O&G’s Project Manager. “All parties had a great working relationship on the project,” he says. “Bill Peabody from Hotchkiss, Alan Paradis from Centerbrook, the team from van Zelm Engineers – everyone collaborated very well together.”

Alongside Giampaolo was Project Superintendent Corey Morin. Skilled in managing all trades, his affinity is for concrete work. He was raised around that specialty: his father, Roland Morin, retired as a supervisor after 33 years with O&G, most of the time involved in concrete work. “All of our subs were great,” he says, “and I think the quality of their work was one of the biggest reasons for our success here.”

Instantly eye-arresting is the roof that covers the power plant: low and canted, undulating like a ribbon and echoing the shape of surrounding hilltops. It’s also a green roof. Green roofs replace typical metal, asphalt or rubber membrane roofing with a “miniature ecosystem” of living vegetation – grasses, plants, whatever will grow in the climate and require little or no maintenance. Green roofs absorb rain water, release oxygen, provide insulation and create habitat.

The roof sprouts a healthy growth of sedum, a hardy, drought-resistant and colorful low-growing flowering plant. Last summer, sod-like rolls of sedum arrived from Louisiana where they had been harvested and then refrigerated for 24 hours to push them into dormancy before trucking. Once installed, they thrived and took on a fall color pallette with the changing seasons, further helping blend the building into its setting.

Supporting the roof and walls are low, stone-grey concrete walls. They were poured into custom form liners that made abstract, organic patterns suggestive of wood grain and grasses on the exterior face. The cured walls were sand-blasted to reveal the aggregate used and enhance the decorative effect.

Executing the roof design required managing the five contractors who played a part in its construction, with the coordination of materials being a focus. Large, exposed glue-laminated wood beams are the principal structural members carrying the 9,000SF roof – there are only four structural steel elements involved. Roof coping followed the wave form and was hand fit in the field.

Inside the new plant more conventions are broken. Infographics displayed on the wood-clad walls herald the school’s environmental initiative. They tell several stories: the “macro” perspective of the school’s initiative to provide alternative forms of environmentally friendly energy and an explanation of how the plant reduces the school’s overall carbon footprint (a rather tricky calculation of the total methane and carbon dioxide “greenhouse gases” released into the air).
They also diagram the components of the power plant and how they function together, and tell the story of the cycle from tree to woodchip (the plant’s fuel source) to heat and finally ash that fertilizes the soil at the school’s farm operation. This interactive presentation, the last portions of which will be completed this June, is designed to inform not just students in environmental studies classes but curious guests from the community who stop in to see the plant.

The plant is powered by “biomass,” a catch-all term that refers to any biological material derived from living or, distinct from fossil fuels, recently living organisms. At The Hotchkiss School, the biomass fueling the power plant is wood chips, a resource that is both renewable and locally obtained. During peak heating season, trucks back up to the plant’s four offload bays about twice a day with their loads of hardwood chips, the byproduct of a nearby lumber mill and a forest industries company.

The chips are offloaded into an elongated storage bin capable of holding 150 to 160 tons of material. From there, in response to level sensors tied to boiler output, an auger feeds chips onto a conveyor belt which delivers them to the combustor where they are burned to heat water and make steam.

The plant operates on a pair of identical boiler systems made by Michigan-based Messersmith Manufacturing. There is also a 400 horsepower, oil-fired boiler in reserve set to automatically jump in should a power outage close down the biomass boilers. In heating season one of the Messersmiths is running at “full fire,” and in the frostiest conditions the second can be fired to give just enough extra generation to meet peak demand.

The Hotchkiss School’s Director of Facilities is Bill Peabody, an affable and pragmatic man who sings the praises of the new plant. “In our first season, from mid-October thru February, the energy savings over the old system, which involves the BTU output required to generate the steam heat we need, is a true savings of $743,000.” At that rate, he says, it may pay the school not to shut the biomass system down as early as planned, at the end of peak heating season, but to use it to provide domestic hot water until early June when the students leave for summer break.

From left One of two identical boiler systems that burn biomass (in Hotchkiss’ case, hardwood chips from local sources). A feedback system automatically calls for woodchips to be fed from a storage bin onto this conveyor belt that delivers them to the combustor as a fuel source.
O&G Project Superintendent Corey Morin and Project Manager Justin Giampaolo

Peabody served as the owner’s representative during the building of the plant. As such, he worked closely with Giampaolo and Morin. “Those guys did a very good job for us. The specs from Centerbrook were challenging, they weren’t typical, and Justin and Corey could think outside of the box. They were flexible and very accommodating when we got creative. I really appreciated that.” Giampaolo adds, “Alan Paradis from Centerbrook is probably the most reasonable and practical project architect I’ve encountered.”

It was a project two years in the planning before the first spade of dirt was turned. The biomass plant was to be a centerpiece of The Hotchkiss School’s commitment to the environment. A three-fold motivation drove the project from the school’s viewpoint: practically speaking, the existing oil burning systems were nearing the end of their life cycle; pragmatically, the aging boilers were sited in the Bissell Dormitory, the oldest housing unit on the campus which also needed to be replaced; environmentally, Hotchkiss imposed upon itself an environmental initiative that includes having a zero-carbon footprint by 2020.

O&G performed general trades work: interior framing and drywall, insulation, door installation, signage and the like. Site work entailed the excavation and export of 18,000 yards of material. 2500 linear feet were trenched for steam and hot water piping, new water service, sewer and underground electric.

The plant was sited next to the school’s nine-hole golf course, which made for some lighthearted moments. If workers were nearby when a slice on the third hole plopped a ball among the fresh excavation and laydown of materials, they would just flip it back into the middle of the fairway. Morin laughs: “We improved the lie of a lot of balls.”

The old facility, which stands perhaps a quarter-mile from the new plant and at some 2,000SF is not even a quarter the new plant’s size, is likely to be demolished at a to-be-determined date. For now, it is being “selectively renovated.” Portions of the piping that had been used to deliver steam heat from its oil-fired boilers have been retrofitted to tie into the new facility. The school is weighing it as a site for the on-campus generation of electricity at some point in the future.

With the owner’s permission, project scheduling permitted Giampaolo’s team to test the systems, using temporary piping and O&G equipment for the steam commissioning portion of the project, in the late summer months of 2012. Minor mechanical flaws and bugs were picked off before the heating demands of the fall and winter kicked in. There was plenty of system integration with alarms, set points and other typical power plant items. Giampaolo’s background in power systems was a plus, giving him an edge in identifying risks and an urgency in seeing that mechanical subcontractors also assessed their work for risks.

The $14M project concluded one month ahead of schedule, on August 1 of 2012 with substantial completion, the start of warrantees and owner sign-off. While final upgrades and efficiencies were still to be made – tasks such as installing extra valves here and there when additional “wants” were revealed or re-adjusting temperature settings – the facility was ready to be fired when the heating season began.

Hotchkiss’ is only the third power plant in America to earn the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) certification.

For more on the new heating facility at Hotchkiss School, particularly on its environmental impact, scan this QRC to read an article in “GreenSource Magazine”

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Juggling at a High Speed

Health care “crunch job” wraps on schedule despite expanded scope of work

If you’ve seen the guy who frenetically spins plate after plate on top of slender sticks, keeping a dozen in motion, or the juggler who adds ball after ball until he’s got a flock in a high-flying pattern, then you get the sense for the workflow of a recently completed Building Division project.

The conversion of Yale-New Haven Hospital’s freshly acquired, 100,000SF office building from four floors of vacant offices to IT and medical suites looked challenging on the drawing board. It proved to be every bit of that once O&G jumped into the $13.9M project with the 225-day deadline. In fact, while the schedule remained set, the job expanded in scope, to $15.2M, when additional elements, particularly in the areas of safety upgrades and ADA compliance, surfaced as the project fluxed and flowed.

Without sufficient “horsepower” the job would not have been successfully completed. O&G Project Manager Carrie Riera, along with co-manager Hristo Miljovski, were able to marshal all the manpower they needed, thanks to the application of O&G troops by General Superintendent Leo Nardi and the capacity of the project’s three largest subcontractors, Semac Electric, F&F Mechanical and Conn Acoustics.

Riera was pleased with the effort not just of her O&G compatriots but the subcontractors chosen for the job: “Collectively and collaboratively we built this job.” When recounting the past months, she dwells on one aspect: leads times and flexibility. “We were always up against tight material lead times,” Riera says. “Procuring the electric wire and cabling, for instance, had a 20-week lead time. The whole job had only a 32-week duration. So we were all constantly confirming lead dates and juggling workarounds.”

She chuckles recalling how many areas could not really be “finished finished,” with all work completed but for ceilings and walls left gaping open to accommodate the wires and cables that were somewhere in the supplier’s pipeline. Or the laboratory space that was able to open on a client-accelerated timeline because alternative light fixtures were temporarily installed while the specified lighting was somewhere in transit. As soon as the lights arrived, weekend work was scheduled to install the fixtures when the lab was not operating.

“There was a lot of coordination with the trades. We were constantly shifting people around to keep moving toward the client’s goals,” says Riera.

When it came to heating and cooling, humidification, and temporary and emergency power installations, the contracted hardware was unavailable when the schedule called for installation. In each case the team temporarily brought readily available substitute items online, returning to install the proper hardware when it arrived on site. Men and material were juggled to keep the project moving ahead while the calendar counted down.

A “whatever it takes” attitude pervaded the project. The team committed to working as long as need be. Six days a week, 12 hours a day became the norm for four months, particularly for the subcontractors.

All parties successfully turned over the project on time, on January 15, 2013. By early March of this year, the final punch list was checked off, construction was officially completed and full owner occupancy granted.

Tom Roche is the Facilities Project Manager for Yale-New Haven Hospital. He was involved on an almost daily basis. “George [Parenteau] and Jim [Hendrickson] were key to getting all the mechanical and infrastructure work done. Their ability to problem solve and support us was invaluable. Carrie was very good at keeping the focus on the critical path, which was opening the facility on time. Brian Holmes was also great, with a ‘calming nature’ in meetings that was much appreciated.”

Kudos to O&G’s “jugglers:” Riera and Miljovski, MEP Coordinator/Superintendent George Parenteau (a veteran of numerous O&G projects for Yale), Superintendents Steve Baranello and James Hendrickson and their crews who didn’t drop a single ball.
O&G's Special Projects Group, that specialized team in the Building Division that actively cultivates business in smaller construction projects, has been growing despite what has been a soft economic climate.

Since bringing small project work under its own umbrella in 2011, with its own overseers (Vice President of Operations Jason Travelstead, Senior Estimator John Humes, Project Managers Damon Cooke and Christina Oneglia Rossi, and Bob Rodriguez who can double as a Project Manager or Project Engineer), growth has been noteworthy. In the winter of 2012, the season of any construction year when work is famously sluggish, the department kept four to ten workers assigned; in the winter of 2013, in a soft economy, 35 to 40 workers were consistently deployed in the field. “The point is,” says Humes, “we’re capturing jobs that naturally ‘pop up’ at a client's when we’re there. The word is getting out that O&G runs smaller projects very well. Th Special Projects Department is re-establishing its own workforce.”

Cooke gives credit to the O&G employees at customer locations. “Our supervisors are the main point of contact on most jobs,” he says, “and they are the reason we’re seeing ore repeat business.”

In the small projects world, contracts are nimbler, faster and more “personal.” There are many opportunities to rub elbows with clients when you work in the heart of their operations. Quickly meeting their needs and responding to their concerns, whatever and whenever they are, is the Special Projects focus.

Case in point are two continuing relationships, one of them in its third year. A manufacturer experiencing surges in business has called on O&G for continuous support from the fall of 2012 to the spring of 2013. Several office and management areas have been renovated, and lately O&G has been asked to assist with an increasing number of “in house” requests for miscellaneous smaller projects. The constant presence and top performance has given O&G more opportunities for work in a manufacturing environment where the frequent need for small building projects is the norm.

For another client, with whom the Building Division has worked for the past eight years, the need for excavation and utility repair suddenly arose. Crews who were already immersed there were quickly shifted to meet the urgent need. Emergency resolved, efficiently.

“We transition well within a client. We can respond to their needs by reassigning personnel or by having staff split time between projects. We’ve got a team already mobilized at a location and with their ‘head in the game,’ so to speak,” says Oneglia Rossi.

Other projects across the state, like the Aquarion Potable Water Treatment Stations in Westport shown on these pages, are adding to the Group’s portfolio.

Special Projects complements the Industrial Accounts Department, since 1998 led by Steve Torres and another offshoot of the Building Division. As its name implies, Torres and company focus on building projects for clients in heavy manufacturing.
Special Projects Group at work in Westport for Aquarion Water Company

Opposite page, top to bottom
Aquarion Project Engineer Bob Rodriguez. Project Superintendent Ron Richnavsky. Aquarion’s new Coleytown potable water treatment plant with chemical storage and containment system. Across town in Wilton, Aquarion’s Canal Street facility is rehabbed for chemical storage and feed systems and an electrical room.

This page top to bottom, left to right
It wasn’t Ken Faroni’s first rodeo. He arrived at the Southbury Quarry early on another Sunday morning to open the facility to a curious outside group. This time the guests were members of two local environmental groups: the Friends of Pomperaug River Watershed and the Southbury Land Trust.

The 234-acre Southbury Quarry and Faroni, O&G’s Director of Planning and Permits, have played host to numerous groups small and large over the years. They come to learn about mining and reclamation, geology and the quarry production processes employed there. Faroni, in the role of the “face of the company” welcomes these community groups.

Faroni addressed questions and highlighted many of the quarry’s functions that October morning. He discussed the reclamation process O&G implements as mining areas are completed and finished grades are established, and gave an overall sense of what form and use the property will take when all basalt is extracted and the operation closes down many decades from now. He also explained how the company complies with and is dedicated to numerous environmental initiatives that protect the land and water resources on the property. Of special interest to these two groups was the series of man-made ponds, the sites of defunct sand and gravel operations, that parallel the Pomperaug River as it defines the property’s eastern border and how they play a critical role in flood plain management during extreme weather events.

Faroni was joined by Dr. Brian Skinner, a professor of geology at Yale University and Woodbury resident who presented an overview of the local geologic history and the quarry’s relation to it.

“I’m so glad I got to see what’s back here. Fascinating! I had no idea,” were common remarks heard after the tour.

**Reclamation at O&G Quarry 2**

- **Approximate number of trees O&G has replanted in reclaimed areas**: 1000
- **Acres of open and active recreation space on the property**: 80
- **Acres of retired quarry that have been reclaimed**: 30
- **Number of man-made ponds on the property, formerly mining operations**: 3

*Top to bottom* Director of Planning and Permits Ken Faroni (back to camera) answers questions from members of Friends of Pomperaug River Watershed and the Southbury Land Trust. Yale geology professor Dr. Brian Skinner explains the quarry’s relation to the geologic composition and history of the area.
Stamford Senior Men’s Group Takes a Tour of the Davenport Concrete Facility

On a sunny morning this past November, O&G’s Davenport concrete operations welcomed 20 spry and inquisitive members of the Senior Men’s Association of Stamford for a tour of the operation.

In fluorescent safety vests and O&G hardhats, the group received the cook’s tour of the entire facility, led by Facilities Administrator Richard Warren. “They were great guys. Some had industrial backgrounds and really appreciated seeing the updated processes and procedures we have here. They saw the things you don’t see from the other side of the fence, so to speak.”

Allen Krim is the group’s Vice President of Trips and Tours. He was delighted to see inside the plant, an operation he’d driven past many times. Just a few weeks earlier he’d seen how the local utility had erected a storm barrier around a substation ahead of Super Storm Sandy using massive concrete blocks purchased from Davenport. Now he could tour the plant that made them. “I was surprised to see how highly automated concrete production was, see the varieties of mixes, the centralized administration of the operation, the scale of the plant – I didn’t appreciate it until I was on the property.”

Shortly after the outing, Warren received a letter from Robert Budke, the group’s president, which read, in part, “Your plant was surprisingly clean and also highly productive…. I really appreciated that O&G was willing to invite us and host our visit. The guys on the tour were intrigued and really enjoyed seeing how the concrete supply train works. I was on the tour and personally appreciate O&G giving back to the community by welcoming our senior group.”

The Senior Men’s Association of Stamford is a dynamic group with about 200 members who pursue activities – from golf and tennis events to tours of all types of businesses to forums on finances and current events – that belie their ages (members range from about 60 to 80-plus years of age).
Operating Engineer CHRIS BATCHELOR was a fixture of O&G’s Bridgeport asphalt and concrete facilities. He joined in 1979 when the company purchased Stillman Construction, referring to himself as part of a “package deal.” He stayed there at Bostwick Avenue, first running the asphalt plant and then the concrete plant, until March 30, 2012 when pain from a hip broken during acrobatic skiing decades earlier became too much to bear. Three days after retiring, Chris was on the table having that hip replaced and today has resumed all the things he used to do, including skiing and sailing. He gives high praise to Tony Damiano (“What incredible knowledge – I hope I picked up a tenth of it”) and the late brothers Francis, Raymond and George Oneglia (“Perfect gentlemen; it was an honor to have worked for them”). And he remembers many peak times when he catnapped overnight on the floor and logged 100-hour weeks just keeping pace with demand. He can tell you about his lifetime of sailing, competing at the highest levels in numerous classes from Miami to Annapolis to northern New York State. But he absolutely lights up when you ask him about the children he and wife Dolores raised and the ten grandkids he takes pride in. Getting a special “shout out” from Chris are prodigy Chase Dowling. At age 13 Chase won his gift for the safe distance he could move it. Exceed that and the crane could tip. And then there was the constant head-on-a-swativel necessity to be aware of men on the ground, actual load weights, nearby structures and the like. “I remember when material would arrive on a flatbed and you’d go by the weight printed on the waybill to calculate the lift. But the manufacturers were tempted to list a lower weight to pay less freight, so when you’d lift the piece that said 40,000 pounds it might actually be 50,000. You had to be aware, always.” Retired since December 21 of 2012, Mert and his wife of 40 years, Donna, who keeps her reports to a new “union steward,” he laughs, referring to his wife of 45 years, Donna, who keeps her eye on the domestic projects to which he’s assigned. (When we spoke with Jude we interrupted the installation of some new windows.) Overall pleased to be retired, especially on blustery winter days, he confides that there is a flip side: “The challenge being retired is deciding what I’m going to do every day. When you’re working, you pack up, get in the truck and go to work. You know what you’re going to be doing.” Construction was a family affair for the Dubes: brother Al and Jude’s two sons, Nathan and Wayne, at various times worked at O&G, all of them carpenters. “I’m very happy that my boys followed me in the trade. I learned some things from them. This old brain wanted to do things the same old way, but they’d point out better ways and they’d be right,” he laughs. “Oh my gosh, now,” he says, “I love spending time with my grandkids – five boys and two girls.” To the good life, Jude, and thanks for your service!

I worked with a great bunch of guys,” says an upbeat MERT DIBIASIO, reflecting on the final six years of a 42-year construction career spent with O&G. “Leo Nardi, Bobby Nardi, the supers, Larry Doyon, good operators – everyone was excellent.” After his first decade working as an operator in construction, Mert found himself migrating to what would become his specialty: cranes. It gave him a good living, he says, and the challenges of crane operation always kept him alert. “The new cranes with computers, they help calculate the load and reach. They’ll tell you how much the load weighs, how far you can safely move the boom out – not like the old cranes.” Operating older cranes safely requires some old-fashioned reckoning. When Mert was told the weight of the load, he’d look in a table for the safe distance he could move it. Exceed that and the crane could tip. And then there was the constant head-on-a-swivel necessity to be aware of men on the ground, actual load weights, nearby structures and the like. “I remember when material would arrive on a flatbed and you’d go by the weight printed on the waybill to calculate the lift. But the manufacturers were tempted to list a lower weight to pay less freight, so when you’d lift the piece that said 40,000 pounds it might actually be 50,000. You had to be aware, always.” Retired since December 21 of 2012, Mert and his wife of 40 years, Donna, who keeps her eye on the domestic projects to which he’s assigned. (When we spoke with Jude we interrupted the installation of some new windows.) Overall pleased to be retired, especially on blustery winter days, he confides that there is a flip side: “The challenge of the project that motivated him, the precision and perfect alignment required. Today he reports to a new “union steward,” he laughs, referring to his wife of 45 years, Donna, who keeps her eye on the domestic projects to which he’s assigned. (When we spoke with Jude we interrupted the installation of some new windows.) Overall pleased to be retired, especially on blustery winter days, he confides that there is a flip side: “The challenge being retired is deciding what I’m going to do every day. When you’re working, you pack up, get in the truck and go to work. You know what you’re going to be doing.” Construction was a family affair for the Dubes: brother Al and Jude’s two sons, Nathan and Wayne, at various times worked at O&G, all of them carpenters. “I’m very happy that my boys followed me in the trade. I learned some things from them. This old brain wanted to do things the same old way, but they’d point out better ways and they’d be right,” he laughs. “Oh my gosh, now,” he says, “I love spending time with my grandkids – five boys and two girls.” To the good life, Jude, and thanks for your service!
Susan H. Sansom
1949-2013

The company was saddened by the abrupt passing of a long-time employee and friend, Sue Sansom. She had taken a fall down stairs and broken her ankle in February, but passed on February 11 due to complications that arose during her recovery.

Sue began work at the Main Office in Torrington. She eventually transferred to the Bogue Road facility where she was a Sales Associate and Administrative Assistant in the Materials Division for about the last decade. In the tight-knit office, she was a larger-than-life presence, always animated and full of life: “You knew she was in the room. It was clear she was here,” her coworkers said.

Sue was born in post-war Nottingham, England, in 1949 and in 1970 emigrated to the U.S with her new husband, Bob. Though more than 40 years had passed, she never lost her British accent, something that co-worker and Administrative Assistant Patty Mohrman said could be disarming. “Sue would always let you know how she felt and she didn’t take any guff from anyone. She could say some pretty amazing things to people and she got away with it – I think it was that British accent.”

Sue was comfortable in her own skin, and in the male-oriented world of construction materials sales she could hold her own. Rather than wilt at those inevitable times when workplace language turned colorful, Sue would surprise initiates to her world with her own stream of equally colorful rejoinders.

She was just about universally liked, particularly by customers. Coworkers say she had an uncanny ability – a practiced skill, really – to extract information from clients that they never could. She would joke with customers and knew what it took to establish a great and long-lasting rapport that helped build business.

Humor was another of Sue’s traits that was greatly appreciated around the Bogue Road office. Mohrman, fellow Administrative Assistant Jane Foster, and Sue would exchange friendly barbs and relish the occasional well-timed, well-played practical jokes that went back and forth over the years. Mohrman recalls the time Sue left the office briefly and returned to find her chair thoroughly wrapped in a layer of toilet paper. It was, of course, just getting even.

Sue Duffy is Assistant Vice President of the Materials Division and worked with Sue. “She could figure out any task you’d give her and she would get it done in a timely manner. She was a fantastic employee and we miss her.”

Sue leaves behind her husband, a daughter, a sister, two grandchildren and several nieces and nephews.

Bridgeport Hospital Entrance Plaza / Bridgeport, CT

This $4.45M project for Bridgeport Hospital and Yale New Health Systems calls for the complete renovation of the main entrance to the hospital and the permanent closure of the city street on which the hospital is located. Access to the parking garage and hospital front entrance must be maintained at all times as this is one of the busiest hospitals in the state. Work involves new underground water, storm and sewer installations, a granite paver entrance drive with adjoining concrete curbing and sidewalks, a decorative fountain, as well as a pedestrian canopy providing weather protection for hospital patrons from the existing parking garage to the hospital entrance. This project will be completed in three phases to minimize disruption to existing operations. The Hospital is represented by Project Manager Joseph Giorgio. The lead architect is Antinozzi Associates led by Project Architect Michael Losasso. Justin Giampaolo is Project Manager and Corey Morin is Superintendent. Work began in January of this year and will conclude this coming August.

St. Mary's Hospital Various Projects / Waterbury, CT

This collection of three compact projects, being performed by the Building Division's Special Projects Group, represents the most recent “on-call” work at St. Mary’s Hospital. Work began in January and is scheduled for completion in May as crews tackle three projects simultaneously. The first project involves demolishing an ultrasound suite and converting the space to house a second CT scanner and new ultrasound suite. Work is being performed while adjacent CT scanner and ultrasound areas are operational. The second project is the off-hours demolition and renovation of the surgical center’s decontamination area to make room for upgraded equipment. All construction has to be phased so as not to interfere with patient care. Work areas must be decontaminated before staff arrive each morning. The final project is the renovation of a doctor’s lounge with upgrades to the bathroom, computer and kitchen areas in a very short time-frame. Moser Pilon Nelson represented by Jim Bell, and Johnson & Michalsen, represented by Marvin Michalsen, are the architects for these three projects. Overseeing the work is O&G Project Engineer/Manager Christina Oneglia Rossi, assisted by David Olsen, Jim Ferrazella and Nick Sartori.

Aquarion Potable Water Treatment Stations / Westport, CT

In another project for the Building Division’s Special Projects Group, Project Engineer/Manager Bob Rodriguez with Ron Richnasky and Mike Weston are leading the effort to renovate two of the Aquarion Water Company’s potable water treatment stations. O&G is self-performing demolition, concrete, sitework, masonry, carpentry and millwright work at both locations. Each of the buildings are being stripped inside and out to allow for new roofing, siding, windows, doors, tanks and treatment equipment. A new concrete chemical containment area for delivery of water treatment supplies is also being cast by O&G’s site and concrete crews. Tighe & Bond, represented by John McClellan, is the project architect. This project is particularly time-sensitive because of the high water demand that begins in May of every year. Work began in November of 2012 and will wrap up in June of 2013.

Glastonbury Riverfront Park / Glastonbury, CT

Glastonbury has chosen O&G to develop a ten-acre park alongside the Connecticut River. It will feature an overlook plaza and terrace which take advantage of scenic views of the river, next to a new boathouse and crew shell launch area. Nearby a new public boat launch and retaining walls will be installed. A pergola will be built at the overlook plaza and a new pavilion erected next to a picnic area. Two playgrounds, various hardscapes, an outdoor basketball court and an area designed to be flooded in winter for ice skating will also be constructed. Lighting will be installed along new sidewalks that will traverse the park. Work includes construction of parking areas with reinforced turf overflow parking areas. The contract is valued at $12.5M. Director of Parks and Recreation Ray Purtel is the town’s representative. Work will begin in June of 2013 and conclude in November of 2014.
Homer Babbidge Library IT and Phone Upgrades
Storrs, CT

Valued at $1.2M, this two-phase project calls for repairs and upgrades to the infrastructure of the University of Connecticut’s Data Center and Phone Switch Rooms located in the basement of the Homer Babbidge Library on the Storrs Campus. The scope of work includes selective demolition throughout the facility, new doors and interior finishes, new HVAC controls and upgrades to electrical, plumbing, lighting and fire protection systems. New IT equipment will be added and existing IT equipment will be relocated. Temporary HVAC and electrical connections and controls are included in order to keep all systems operational during the renovations. The project accommodates work that is being performed concurrently by the University’s Information Technology Services Department and its contractors. Work began in August of 2012. Phase 1 concluded this April while Phase 2 will be completed four months later in August. The University’s representative is David Rorrio and the Project Architect is Diversified Technology Consultants. Steve Torres serves as Project Manager with Project Engineer Robert Green.

Naugatuck High School Additions and Renovations
Naugatuck, CT

Construction on this 30-month, four-phase, renovate-to-new-while-occupied project at Naugatuck High School began on April 1 and is projected to be completed at the end of September, 2015. Work includes all major trades as well as an aggressive and extensive sitework scope of work and schedule. All of the existing athletic fields will be completely reconstructed, including the installation of large underdrainage systems. Four building additions cover new locker rooms, a natatorium, a stair tower and an extension of the existing auditorium. Swing space in the form of eighteen temporary classrooms will be established in the existing building to accommodate those areas being taken offline for construction during each phase. This project will comply with the Connecticut DEEP’s High Performance (Green) Building Standards. The school’s principal, Ms. Jan Saam, assisted both O&G and the Project Architect, Kaestle Boos Associates, during the planning and design of this project. O&G Project Manager Joe Vetro, with Superintendent Roger Johnson and Project Engineer Nick Castler, will oversee this $78M project.

Bus Maintenance and Storage Facility
Middletown, CT

This project for Middletown Area Transit calls for the construction of a new 19,000SF facility to maintain and provide indoor storage of MAT’s fleet of ten buses and ten vans in downtown Middletown. It will be MAT’s first dedicated maintenance facility and will be built next to the existing operation, which will remain open during construction. The new structure will have 3,000SF of office space, 16,000SF of vehicle space and will feature a maintenance bay with a bus lift and a bus wash. Sitework includes the handling and disposal of controlled soils, drilling a dozen wells for a geothermal heating/cooling system, and the installation of steel piles. The steel-framed building will be supported by concrete grade beams on steel piles. The exterior of the building will be finished with architectural concrete and an attractive brick veneer. The Project Architect/Client Representative is DeCarlo & Doll of Meriden. The O&G team is led by Project Manager Hristo Miljovski and Superintendent George Molitor. The project, valued at $10.5M, began in late March and will conclude in May of 2014.

Continued on Page 23