At the company’s Davenport Street operation in Stamford sit a concrete plant, an asphalt plant, a vehicle maintenance garage and massive concrete bins for stockpiling sand and stone. There is, however, a component found here that makes this facility unique: a maritime terminal situated on the sheltered west branch of the Rippowam River that flows into Long Island Sound. Its location and capacity makes Stamford one of the company’s busiest, most productive locations both by land and by sea throughout the year.

Since O&G purchased the facility in 1997, and for decades before, maritime commerce has been conducted here. Some 250 barges come...
and go every year, each carrying 1,300 tons or about 65 dump truck loads of sand or stone. They also barge out hard-to-find aggregate product, like the unique rock that met mil-spec for the Navy’s degaussing needs at Naval Submarine Base New London.

In a corner of the crowded, no frills, grey-walled control room, sitting in front of the cluster of gauges and glowing displays used to control concrete batching – the actual making of concrete in the plant beside him – is Donald Kennedy, Jr. The constant low rumbling of machinery fills the room, punctuated by the periodic heavy sound of the hopper outside Kennedy’s picture window as it tilts upward to dispense its load of concrete into mixers idling below.

He works twenty feet from his father, Donald Kennedy, Sr., who mans the controls of a second batching plant, this one dropping the ingredients of concrete into waiting mixers as they drive off to make delivery. Donald Sr. has worked as a plant operator in Stamford since 1991, six years before the buyout of Davenport Street and for some years elsewhere before that – 35 years in all.

Donald Jr. oversees concrete production at Stamford. That responsibility trumps all others. But he also oversees plant manpower and the asphalt plant, coordinates with Bogue Road dispatch for concrete and South Main dispatch for workers (see “My Days at O&G,” page 7). He also cooperates with Kevin Edwards, foreman at the maintenance garage next door. “If I need something from Kevin he’ll take care of me any way he can. If he needs something from me I’ll help any way I can. It’s like that through the whole company,” says Donald Jr.

He is also in charge of every activity associated with maritime operations. He orders barges, which come from as far away as New Jersey. Saying he “orders barges” belies the complexity of the task. It can be like solving an equation with a raft of variables that include the anticipated need for material, the availability and willingness of tugs to push the barges in the timeframe, weather forecasts, seasons of the year and the sea conditions they bring, and anticipated room in the bunkers.

Garden-variety barges in and out of Stamford are about 130 feet long. Others come into the terminal at 260 feet. Maneuvering them –

As Hurricane Sandy approached the Connecticut coastline in 2012, the research vessel Ocearch (blue and white) sought refuge at O&G’s Stamford pier. Barges were refilled with tons of stone as ballast to help them safely ride out the storm surge. The O&G tug sheltered behind the barges.
spinning them 180 degrees along the seawall so the cranes can access and unload the whole barge cleanly – has become a specialty of the tug crew.

O&G has owned a small tug since it was needed on the Yellow Mill Bridge Project on 1-95 in the late 1990s. The tug was taken out of mothballs in 2007, refurbished and put back in the water. With some training from a barge company, the O&G crew began pushing barges in 2008 and has operated without mishap since. Crane operator Mike Santello, Jr., became the ship’s pilot. Before the tug, lattice cranes did the work, lowering their buckets into the barges to pull them around. It was a job that put added stress on the cranes.

Loading and unloading barges is a constant activity at water’s edge. It’s there that cranes run hour after hour, transferring material out of barges and into the 45-foot-high bins, called bunkers, that can hold over 1,000 tons each.

Mike Santello Sr. and Jr., another father-son team, are both crane operators. When a regular crane operator, Mario Mysliwiec, required extended time off from work, Assistant Vice President of Materials TJ Oneglia brought back Mike Sr. He had retired in 2000 but he had let it be known he wanted to get back in the seat. “I had to meet him,” said Oneglia. “He was 79, he’s 80 now. He said, ‘Don’t worry about me, I play softball – double-headers!’” laughs Oneglia. “We needed him on some of the hottest days but he did it.”

As a maritime terminal Stamford has been pressed into unique service. Many mixers full of specially formulated concrete, for example, have been loaded onto barges for commercial and government projects up and down the coast. For the last three years O&G has leased space to a company that builds and repairs docks and piers. And as Hurricane Sandy was about to hit in October of 2012, the ocean-going research vessel Ocearch was given refuge to ride out the storm at the facility’s pier.

In 2013, an especially busy time, days with 2,000 yards of concrete production were common. One nearby project, a parking garage, required more than 500 yards of 6,000 psi concrete every day for three days each week, and additional yardage of a

![Family Matters. Three father-son teams fill key positions at Davenport Street. (top to bottom) Donald Kennedy, Jr., and Donald Kennedy, Sr., operate a pair of concrete batch plants. Mike Santello, Jr., operates cranes and captains the tug while semi-retired crane operator Mike Santello, Sr., helps unload barges during times of peak demand. Maintenance Garage Foreman Kevin Edwards and apprentice Chris Edwards.](image)
12,000 high-strength formulation that would run more than 500 yards over those three days. (500 yards, for reference, would fill 50 mixers.) “We’d knock the day’s orders out in three hours,” recalls Donald, Jr. “On those days some mixer drivers would make more than ten deliveries.”

Serving the southwest coast, the hotbed of construction in Connecticut for some time, Stamford is well-positioned to supply. It rises to meet demand with teamwork and a considerable corporate investment in capacity.

“As far as concrete is concerned, this is the busiest part of the state,” says Oneglia. “The team at Stamford supplies our biggest customers and the biggest jobs. Reliability needs to be there and these guys deliver. They work nights, they work days, they do whatever it takes to make it happen.”

Scenes from Davenport Street. (top, inset) Crewing the “push boat” is just one of the things each man does at Davenport Street. From left, skipper and crane operator Mike Santello, Jr., laborer Eric Maia, semi-retired crane operator Mike Santello, Sr., laborer Kevin Faria and crane operator Mario Mysliwic. (top) Santello positions the tug to spin a loaded barge. (bottom) Security camera view shows it all: the asphalt plant rear right, massive materials storage bunkers at center, barges being off-loaded by cranes at left, and concrete trucks and conveyors that serve the concrete plant.
Verzem Poveromo is passionate. She knows how a career in construction can open doors, especially for inner city kids who might otherwise find themselves adrift. That is why she is such an advocate for mentoring high schoolers, showing them how working in the building industry can totally transform their lives.

The biweekly meetings she leads with four other adult mentors from area design, engineering and construction firms are lively forums that challenge kids to think, debate, problem solve and collaborate to tackle challenges. Any high school student who applies to the program is welcomed. A dozen teens are enrolled currently, mostly but not exclusively from Waterbury public high schools. By virtue of their participation they are in line for internships and scholarships when they continue in collegiate architecture, construction or engineering studies, and for employment when they graduate.

Poveromo is entering her tenth year coordinating the ACE Mentor Program in her home town of Waterbury (“ACE” is shorthand for for architecture, construction and engineering). Poveromo was introduced to ACE by O&G’s Director of Program Management Services Jeff Cugno, who sits on the organization’s Board of Directors. O&G has been a corporate sponsor of the ACE Mentor Program since 2005.

The ACE Mentor Program has been a national endeavor since 1994 with affiliated programs in 200 cities and participation topping 8,000 young people annually.

Are you mentor material? The ACE Mentor Program is looking for anyone with a desire to encourage and guide young people to volunteer as a mentor. There is no special training required, only experience in construction trades, construction management, engineering, landscape design, interior design or architecture. The ACE Mentor Program meets two Wednesday evenings a month, from 4 to 6 PM , from October through May at O&G’s project offices in downtown Waterbury. To see how you could help shape the future of a young life, contact Verzem Poveromo at verzem@ogind.com.
First Annual Retirees Reunion Picnic

It was a picture-perfect summer Sunday afternoon when O&G hosted a picnic to gather and honor retired employees of the company. More than 160 attended the event at Elk’s Pond in Torrington: 101 of them past employees and the remainder spouses, family and invited guests. Retirees signed in and listed their years with the company, and when the numbers were tallied the total years of experience was 2,539 – an average of 25.14 years for every retiree there. Vice Chairman Ray Oneglia addressed the crowd, thanking them for their years of dedication, expertise and hard work. Rick Gervasi, the nephew of O&G co-founder Flaviano Gervasi and son of partner Romeo Gervasi, attended. Inspiration for the first-ever reunion came from Barbara Buys, wife of 40-year veteran Billy Buys. Tracy McKeon, a 30-year veteran, with husband Gene, who logged 50 years with the company, pulled together to organize the event, along with Barbara. Tracy said that because of the loyalty workers felt to the company and the loyalty the company showed to them, they felt like family through their years of service. The reunion was a perfect way to renew those bonds.

Southbury Quarry Gates Open for Another Tour

Ken Faroni, the company’s Director of Planning and Permits and unofficial O&G ambassador and tour guide, welcomed the Senior Men’s Association of Stamford to Quarry Number 2 in Southbury this summer. The group of twenty men had driven in a caravan well over an hour to learn how the quarry and its plants mine and make aggregate. Skies were grey but spirits were high. “This was a very enthusiastic bunch to say the least,” Faroni observed. “This generation really appreciates how complex it is to make the basic building blocks for the built environment.” Facilities Administrator Richard Warren had led this same energetic group on a tour of the company’s Stamford concrete operations in November of 2012.
“Whatever you need.” You hear Mike Ciarlo say that a lot in his busy dispatch office, a glass-walled perch that overlooks tidy aisles of trucks and equipment at the company’s South Main repair facility. Mike aims to please. It’s his nature.

He abruptly lost his position managing a freight terminal in 2002 when his employer closed the doors. A short time later Mike spotted O&G’s ad for a dispatcher. Right after a shift at his temporary night job he threw on a sport coat and drove to South Main to interview. The rest, you could say, is happy history.

For the last dozen years Mike has served as the company’s central dispatcher. Unlike other dispatched around the company who have a specific turf (sending loads of material out of a quarry, for instance), Mike responds to requisitions from anywhere in the company, organizing and sending workers, machinery and tools anywhere they’re needed.

Dispatch at South Main is simple supply and demand in action, with plenty of curveballs thrown in. Mike is the master of it. On the “demand” side he works very closely with Leo Nardi, the company’s General Superintendent who has an intimate knowledge of all the job sites, what equipment and tools are going to be needed at each, and when. On the “supply” side Mike works very closely with Vice President Jim Desrochers, who ensures that the company’s wheeled and tracked vehicles are operational. Mike is the funnel through which supplies that meet demand are metered out.

One fundamental of excellent dispatching is understanding priorities. Because he does, Mike takes what would be a heavy burden off Nardi: “I don’t have to explain much to Mike. If he’s got a question he calls me but other than that he knows what to do.”

On any given day at six when he starts work, Mike reviews the day’s list of a half-dozen pieces of equipment Nardi expects to be moved from site A to site B in the next 24 hours. He organizes the equipment drivers and trucks for maximum efficiency. He has come to automatically know what equipment can fit what trailers and where those trailers are. He knows all possible routes and which ones will require a permit to use. If denied a particular route, Mike might talk it over with the three or four people at ConnDOT in charge of permitting with whom Mike has cultivated a smooth working relationship with over the years.

When he hits an impasse and can’t get all the pieces of his moving puzzle to drop into place, he’ll develop a work-around with Zambero and Nardi to meet the need. “I’ll work it from there,” he says. Teamwork breaks any log jam.

Mike is insistent on you knowing that his dispatch function is just one link in a longer supply chain that keeps job sites and facilities up and running. He brags about the guys in the yard – Bob Puzacke and Richie Thibault – who are like librarians of tools and equipment. “I’ll tell them what I need, like a certain light plant or jack hammer. They’ll know right where its stored and load it into whatever vehicle I request.” (Puzacke does not relish the days he fills in for Mike, gluing him- self to the dispatch chair; – he smirks and calls it, “sitting in the electric chair.”)

Parts runners Frank Downey and Dave Desrochers are essential members of the team, too. “This morning Frank was at H.O. Penn’s door when they opened at seven to pick up the parts we called in the afternoon before. The Waterbury asphalt plant was down. He had them there a half-hour later.” Lisa Gilbert Zambero and Sharon Banelli, administrators at South Main, complement Mike’s dispatch work as they deftly catalog, file and otherwise manage the cascade of paperwork flowing from his office.

Mike fields lots of late-day panic calls: something breaks and it needs to be fixed or replaced right away. Many of the calls come from a production plant where, for instance, a motor quits and a replacement needs to get from South Main to Stamford immediately. Mike knows how important his quick response is. “They have to be running or our customers are affected – they don’t get what they need and we don’t make any money.” That’s when Mike can get very inventive. The dump body of a triaxle, the landscaper’s truck, the trunk of his personal car – all have seen service as delivery vehicles at the eleventh hour.

Zambero, who knew Mike was the right man for the job the minute he interviewed him, “gets” Mike. “You’ll ask him for something and he starts to shake his head ‘no,’ but that’s just his schtick. He’s got to rib you first. But you’ll get what you need. Mike’s a conscientious company guy.”

Nardi obviously appreciates what Mike does. “Michael’s a friend to all. He’s helpful to all. When you work with him you have a sense of trust. Everybody always gets what they need.” (That could even include an Italian hot pepper or two plucked off the plants he tends in his office.)

“I’m just a phone call away – I always tell the guys that. Whatever you need.”

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

A COMPANY ON THE GO | SUMMER 2014 7
In It for the Long Haul

A six-school, decade-long run of repeat business for Waterford Public Schools is proof that competence AND relationship count for a lot

Mark Zuckerberg started up Facebook, NASA landed rovers on Mars and the Building Division began its association with Waterford Public Schools. That was 2004, the beginning of a relationship that would run for ten years straight and see six different school buildings completed for the coastal town—nearly a school built or renovated and opened every year-and-a-half. The working association came to a close this April with the successful completion of the $68M renovation and expansion of Waterford High School (one of only four schools in the state, it’s worth mentioning, that is expected to receive LEED “green” building certification).

The Building Division has a history of being called back by satisfied clients for repeat work. Projects and clients run the gamut, from school systems and municipalities to heavy industry, manufacturing and health care. Just what is it that makes for this kind of repeat business? In large part it’s a commitment to the basics of good relationship—like owners feeling comfortable that they can count on O&G for quality workmanship. That teams are reliable, follow thru on the details and add value demonstrates to owners that O&G is looking out for their best interests.

“At the end of the day,” says Ken Biega, Assistant Vice President in the Building Division, “it’s about relationships. We believe that we bring to the table what it takes to help them succeed.” As Project Executive for the Waterford series, it was frequent communication with the town’s Building Committee, school administration and students’ families that was one of Biega’s main focuses.

O&G fielded four different teams for the Waterford series. The majority of oversight came from Project Manager Gus Kotait and Project Superintendent Dave Lemelin; it was Lemelin and Kotait who would be in Waterford for the entirety of the association.

The Waterford Progression

2005
Friendship School

2008
Clark Lane Middle

2008
Quaker Hill Elementary

2009
Oswegatchie Elementary

2010
Great Neck Elementary

2014
Waterford High
Putting Another New CAT Through Its Paces

Caterpillar, one of the planet’s largest manufacturers of construction equipment for the heavy construction industry, has been a great supplier to O&G for years. In June they sent one of just eight machines released across America to O&G’s depot at Contract E (which, aptly, happens to be the largest road and bridge contract ever let by ConnDOT). Caterpillar’s goal? Push their new M320F rubber-wheeled excavator prototype under extreme real-world conditions to reveal any weaknesses. Billy Noll and his workforce on the site gladly obliged over the five months it was on site.

“We want to work out any bugs before we shift into production,” says CAT distributor H.O.Penn’s Lee Baldwin, who services O&G. “It has to meet CAT’s durability standards. If there aren’t any hiccups in the trial then we have a problem.” The excavator was a redesign from the ground up, using a new “Tier 4 Final” engine to comply with federal requirements for dramatically lowered emissions.

This summer Kotait moved over to managing the $83M renovations project at Wethersfield High School. “I was with Waterford for so many years. I interacted with the people there almost more than I did with O&G,” he says with a smile. “Transitioning to the Wethersfield project feels a lot like starting a new job.”

Lemelin, a vintage superintendent cajoled into shepherding one last project after completing Waterford, is stationed about three miles down the road from Kotait, at Rocky Hill High School. He estimates that he’s overseen hundreds of millions of dollars of construction in his 37 years with O&G. Of the Waterford schools Lemelin says, “They came out gorgeous. They all came out absolutely great. But I’ll tell you, moving on to the next project was like leaving family and friends behind. We had great working relationships in Waterford. We all created memories there that we’ll have forever.”

At a ceremony at the end of June, Lemelin and Kotait were honored. Each presented with a certificate of appreciation from the Waterford Board of Education and Superintendent of Schools. The certificate read, “In recognition of dedication, perseverance and commitment to timely project management and oversight of school construction for Waterford Public Schools from 2004 to 2014. Presented with deepest appreciation.”

Biega sums it up: “We were there so long we were able to build a relationship that in ways really felt like family. We all worked for the common goal of providing the best facilities we could. Our team performed great. There were four different architects and only one construction manager for the entire series – they were free to switch at any point but they stayed with us.”
QUALITY
Top-to-Bottom Vetting

The Masonry Division’s showrooms present buyers with an almost overwhelming inventory. Whether it’s at an Earth Products Showcase or a mason supply store, every product displayed shares a common trait: it has been thoroughly vetted. Kara Ongelia, Vice President of the Masonry Division, stated, “While it’s true that stone is probably the oldest building material known to mankind, it certainly doesn’t mean that new stone products aren’t constantly being brought to market.” In the case of the Showcases where high-end quality is the hallmark, adding a new product follows an orderly process. The first judgments to be made are whether its aesthetics fit the bill and if there is a void in the market it would fill. A product that makes it through that gate then arrives in sample form for staff and select clients to critique; if the majority approve, it passes to a more technical gate. Test data need to prove it can meet performance requirements. If it’s an exterior product, for instance, can it withstand the freeze/thaw cycles of the Northeast? Once all questions are affirmatively answered, a purchase is negotiated that allows O&G to bring it to market at a competitive price. Says Ongelia, “In the end it’s a joy to see completed projects with satisfied customers using products from our stores and showrooms which may not ever have been considered if not for the professionalism and due diligence of our employees.”

SAFETY
Compliance, Safety and Accountability

When it comes to its fleet of over-the-road vehicles, conscientious, safe operation has always been a no-nonsense matter at O&G. Since 2010 and the advent of the federal Comprehensive Safety Analysis Pilot Program (now retitled the Compliance, Safety and Accountability Program, or CSA), that focus has been reinforced. The program keys in on what it calls seven “behavioral areas:” unsafe driving, crash indicator, hours of service, driver fitness, controlled substance and alcohol use, vehicle maintenance and hazardous materials compliance. Failures in any of these areas, noted during a traffic stop or DOT check, rack up points in a weighted rating system. Points harm not just the driver’s personal record that trails him or her wherever they work but O&G’s corporate record as well. A high point rating for the company means the exclusion from bidding state contracts and the initiation of a focused on-site investigation. Administrator Lisa Gilbert-Zambero runs a monthly incident report for review; Vice President Jim Zambero combats those reports for errors and does find some, like a CSA violation incurred by a non-O&G vehicle but attributed to the company. While imperfect, it is the law of the land and adds another layer of oversight to enhance vehicle safety. O&G’s CSA record is well above the national average.

ETHICS
Advocating for the Right Thing

Our ethics are the moral principles we live by. As individuals operate according to their ethical standards, so do corporations. Violating those standards today, even in some small way, can visit us with harmful outcomes tomorrow. In the Building Division teams are often hired as construction managers (CMs), taking on the role of client advocate. A CM team could catch a design error in a mechanical system in the height of construction. Should the flaw be reported to the owner and rework done now, keeping schedule and acting in good faith that rework will be compensated? Should it be reported but wait for a change order before reworking it, even as other trades continue building out their tasks around the flaw that will inevitably have to be redone? Should crews forge ahead and let the chips fall where they may? For O&G teams it is no dilemma. “We absolutely act in the best interest of the owner and the project,” says Building Division Project Engineer Ryan Benoit. “One hundred percent.” The cost of correcting a defect when detected will not be insignificant; the cost of waiting or ignoring will be many times higher, not just in dollars but damaged reputation and lost future work. Acting ethically in every situation, even when doing the right thing seems confrontational or a setback, is always the winning solution for the greatest good.

PRODUCTIVITY
Straight Lines, Vision and Desire

Building a project productively – safely, with quality in mind, on or ahead of schedule, on or under budget – is like solving an equation with many variables. For Heavy Civil Division Vice President John Gemetro, two variables are most essential: planning and organization. The project he oversees in New Haven with General Superintendent Larry Doyon, Superintendents Bob Nardi and Bill Noll and Night Superintendent Pete Himman is a case in point. It is Contract E. It’s the largest and one of the most complicated road projects in state history. It is also four months ahead of schedule (read “highly productive”). “The shortest distance between two points is a straight line. Without a detailed plan you’ll zigzag your way thru the day and it will hurt your production,” says Gemetro. Contract E has lots of talented planners who not only work out their methodology but adapt quickly when conditions bang into their finely tuned plans. Another key to maximum productivity is the ability Doyon and company have to scour up as much work as can be done in one area when crews and equipment are deployed there. That means looking ahead in the schedule and tackling work items today that normally would be months away. Superintendents, says Gemetro, live with the minutia of their jobs running through their heads, thinking how they can draw the straightest line to get to the end. “Productivity,” he concludes, “requires people who want to take the point and have the desire to hit their goals.”
O&G Joins with Meriden Public Schools for “PlattBuilds”

Project Manager Dave Cravanzola (above, with Project Superintendent Steve Baranello at right) and his team are doing more than building at Platt High School. Cravanzola, Baranello and Project Engineer Megan Semenetz are in their second season of partnership with the school’s Personalized Learning Experience (PLE) Program. PLE aims to immerse the 19 students (up from 11 last year) who were accepted into the program in a behind-the-scenes study of what is going into the construction at their school. Hour-long sessions are held once a month during the students’ normal lunch period (with a much-appreciated, non-cafeteria lunch supplied by O&G). Sessions expose the teens to the array of job opportunities available within various construction disciplines, from being a licensed tradesperson working in the field to being an estimator, draftsman or manager in the office. School and PLE administration routinely participate as well. “The program’s grown and been very well received,” Cravanzola says with a smile. “It’s a great partnership with Meriden Public Schools. Not only are we building a better physical environment, we’re offering the construction process as a tremendous real-world teaching tool. It’s very rewarding for everyone.” The program will continue through completion of this $111.8M additions and renovations project in 2017.

Technology advances, tastes refine, businesses change. Considered all together it was time for a total reinvention of the O&G website, the modern face of the company to the world. Brad Oneglia, Assistant Vice President, sees it this way: “In today’s business environment, customers, clients, employees and other stakeholders are looking more and more to the Internet for information. O&G strives to market itself and communicate in an effective manner and the time had come to reassess the ways in which we do that.”

The team developing the site, including newly hired Corporate Marketing and Communications Manager Seth Duke, is focusing on a number of fundamental changes, from the look and corporate branding, to an interface that will make the site easier to navigate, to representation of the entire company in a single place. On the back end, the site will be more easily maintained and updated – all of which will make it a more current, interesting and informative digital asset.

Simultaneously, the company has been at work exploiting the sphere of social media. The primary channel presently being worked is LinkedIn, a networking site for business professionals where O&G job postings, employee news, professional development and project news are already receiving more unified coverage. Other social media venues, such as Facebook, are likely to be next in this coordinated plan of digital advancement.

Watch for the launch of the rebuilt website early in 2015.
Professionals from the Masonry Division committed themselves to the success of two very different commercial projects – one for the repair of an historic urban theater in New Haven, the other the design and construction of a modern magnet academy in rural eastern Windham. In both cases, thanks to skill and collaboration, all budgetary, schedule and design requirements were capably met.

**Yale Repertory Theatre Historic Renovation.** The former Baptist church just off the University’s campus in New Haven has been home to the Yale Repertory Theatre since 1971. But its 1871 masonry and stonework were literally crumbling away. “Architects/engineers/materials scientists” WJE Associates, along with restoration masons Universal Preservation Group of Middletown, turned to Facility Manager John Baranoski and his team at O&G’s Beacon Falls Fabrication Center with a list of the custom stonework they needed. They also had a tight production schedule.

Tony Santangelo of Universal Preservation Group was pleased with both the product quality and delivery. “O&G did a great job. We called this project a ‘summer slammer’ because of the three-month schedule. It was critical that we had the materials when we needed them and we did. The whole process was very streamlined, from ticketing to quality...”
control. Some of the products were made internationally with weeks of travel time on a barge to get here. O&G coordinated lead times very well and everything arrived exactly as specified. The brownstone product was excellent.”

The majority of the stonework – the window sills, window headers, banding, water table, base panel, buttress caps and coping, about 240 pieces in all – were outsourced to keep the project on schedule. The fabricator worked from shop tickets (dimensioned computerized drawings for every piece being made) that were prepared by CAD specialist and technical draftsperson Katie Palmieri. The balance, those items under 18 inches thick and three capitals whose details called for hand carving, was made in Beacon Falls.

Charles H. Barrows STEM Academy Construction. An architect bidding to design a regional science/technology/engineering/mathematics (STEM) magnet school for the Town of Windham envisioned a campus that used ample stone throughout. They called on the O&G Masonry Division to help flesh out that vision.

Kathyann Cowles is a principal of id3A, the architectural and interior design firm awarded the project. “By all accounts the stonework and design has been well received. We’ve gotten lots of compliments on quality and how well it was executed.” The Academy, in fact, received a Blue Ribbon Best Overall Project from CREW CT/The Real Estate Exchange and a Project Team Award for Extraordinary Collaboration from the CT Building Congress.

Collaboration was central to the project’s success. “The first step was to select stone at O&G’s showroom in Hartford,” says Cowles. “Then they made a mockup on site for us. When we saw it in the environment we asked them to change the look to be more random and to lay a little differently. The changes they made were quite good. O&G was very accommodating all along the way.”

O&G’s Scott Lockwood, a sales professional working out of the Hartford showroom, worked closely with the designers from id3A. “We got together numerous times in Hartford and ultimately decided on stone from the Liberty Hill quarry. Knowing what they were imagining, we put together a blend of two stones from Liberty Hill that they liked. We named it the Windham Blend. We’ve got the formula for their future needs should they arise.”

The team took it a step further. The facing stones coming from the quarry needed to be thinned to allow masons to create a drainage cavity between the stones and the block wall beneath that would permit moisture to weep out. O&G was able to slice the stones in its Bridgeport stone cutting facility before delivering them to the project’s mason contractor, Connecticut Masons, at the site. “It was a challenge keeping up with production because of the labor required to make the stones to tolerance,” says Lockwood, “but we did it.”

Theatergoers at Yale and aspiring technology students in eastern Connecticut are pursuing their passions in beautiful facilities, the fruit of collaboration and capability.

From custom restoration to new themed construction. The Masonry Division supplied exactly what was needed for two unique projects. (left) At Yale Repertory Theatre in New Haven, some 300 crumbling architectural stone elements were expertly recreated to maintain the building’s historic character. The project required very close scheduling to ensure that the intricate pieces arrived when needed. (above) The award-winning STEM Academy was given a unique appearance with a custom blend of stone faces, developed in tandem with the architect to actualize their vision for the campus.
Aaron Mednick recalls taking the baton from Reece Hoben eight years ago. Hoben, then a Vice President in the Building Division, had begun the business of seeking out potential engineering and construction management talent among regional colleges and placing them in summer internship positions. It would give the “kids,” he called them, a chance to jump into the work waters between their junior and senior years and, for most, satisfy their degree requirements. More importantly, getting their hands dirty outside of the classroom would test their resolve: would they find themselves cut out for construction? It would also allow O&G to sift through resumes, select candidates presenting the best fit and test them in the field. Were it to work out for both parties, an intern could potentially become a full-time employee.

It has been working out for many. Mednick, along with the Human Resources Department, has nurtured the recruiting of interns. It has developed into a targeted program, aspiring to cast a net over a broader geographical area. O&G representatives set up shop at job fairs every fall at universities that offer construction management and civil engineering and programs – primarily the University of Connecticut, Central Connecticut State University, Roger Williams University in Rhode Island and Wentworth Institute of Technology in Boston. Other interns, through various connections to the company, have come from more distant schools like the University of Michigan and Brigham Young University. Often it is the interns-turned-employees who visit the job fairs at their alma maters as O&G representatives.

The busy summer season is the best time for internships. Aside from the students being on break, there is lots of activity. “Reece said, ‘It’s good to start kids in the summer,’ and I agree,” says Mednick. “We assign interns to projects where they’ll learn. We avoid jobs where the schedule is too tight and the job too demanding because they can’t be taught as well there. It’s our responsibility to teach them.”

It’s not just the skill set interns are graded on. Intangibles like team play, conflict resolution and dedication are revealed as a three-month summer internship plays out. Mednick elaborates: “We’re looking for someone who is involved with extra-curriculars. They need to be doing well in their classes but they’ve got to be well-rounded. We want to know that they can communicate well, too, and we’re look for an eagerness to be in this business.”

In the Heavy Civil Division it’s the same. Aspiring civil engineers and construction managers, says Vice President Walt Koziol, “have a great way to get into the business and try it out without a huge commitment. We get to see how they work. It’s beneficial to both parties. They get the experience, we see how they fit here.”

Do you know a college upperclassman or a recent college graduate who is eager to intern in construction? Refer him or her to our Human Resources Department to discuss the possibilities.

Jim Nardi Named AGC 2014 Project Superintendent of the Year

The Connecticut Chapter of the Associated General Contractors of America selected Nardi from a large pool of nominees as its Superintendent of the Year. Nardi is currently superintendent of the challenging New Haven Rail Yard Facilities Improvement Project. In his 34 years with O&G he has been a foreman and superintendent for an array of projects, from hockey rinks to large-scale timber frame buildings to rail facilities. Seeing jobs progress from drawings to finished, operating buildings gives him the most satisfaction. “I’m humbled – I never expected the award,” says Nardi. Jim is the elder brother of O&G General Superintendent Leo Nardi.
PETE GALLAGHER’s internship in 2013 helped him find his niche in construction. He interned in the Building Division but switched to roadwork in the Heavy Civil Division when hired in the spring of 2014 with a degree in civil engineering from UConn. It better suited his interests. “The internship definitely let me get my hands into it. I figured out what I liked. I’m seeing that O&G is a quality company to work for.”

“People helped me along the way and I picked things up on my own, too,” says MEGAN SEMENETZ of her internship immediately after graduating from CCSU with a civil engineering degree in 2012. She interned in the Building Division at the Trumbull High School project and is now working at Platt High School Additions and Renovations. “It’s a good team at Platt. I’m being tested in certain areas and my confidence level’s going up. You learn so much more in the field than what the classroom can teach you,” she says.

The most senior of interns-turned-employees, RYAN BENOIT’s career path was anything but a straight line. Beginning college studies in construction management, he ended up leaving school, switching universities and majors and earning a degree in social work from UConn. He worked for three years counseling teen offenders before, “emotionally burnt out,” he decided to get back working on a construction management degree. “I interned 28 hours a week while I took six night classes my senior year at CCSU. It was hellish but I needed to do it to get where I wanted to be. The internship helped cement my decision.”

Benoit graduated in 2009 magna cum laude and is now a project engineer in the Building Division.
Milestones

Valued and experienced employees are one of the hallmarks of O&G Industries. With gratitude and admiration we recognize these employees who have reached a significant career milestone during 2014.

35 Years
David Kibbe
Walter Kozioł
David Manzolli
Frank Rubino
Lynn Besanceney

30 Years
Richard Hall
Richard Thibault
Stephen Loyot
James Duffy

25 Years
Steve Torres
Kenneth Faroni
Timothy Goss
Sharon Okraska
Suzanne Duffy
Chris Tuomey
Fred Manteghian
Kevin O’Connell
João DeCampos

20 Years
Gerald Traub
James Miklos
David Olsen
Barbara Walton
Michael Ruppel
Craig Walton

15 Years
Jack Harding
Frank Scala
Alan Tracy
Michael Williams
Hristo Miljovski
Mark Jeffko
Thomas Alexson

10 Years
Joseph Vetro
Fabrizio Ventimiglia
Roger Johnson
Janet Québeck
Firmino Garcia
Benjamin Gordon
John Newsome
Jose Fragoso
Lee Soucie
Glenn Downs
Dewayne Grant
Richard Iffland, Jr.
Scott Renner
Dennis Severino
Wilton Atkinson
Michael Santello, Jr.
Garett Jacques
Jay Miaszek
Anthony Ellis
Bryan Anstett
João Goncalves
Gus Kotait

The median years of tenure for O&G employees is approximately two-and-a-half times longer than the U.S. national median for construction workers.
Welcome to Our Team

Please welcome these new members of the O&G team:

- Michael Travaglini, Labor Foreman
- Peter Hock III, Counter Sales, Danbury
- Mark Durkin, Assistant Dispatcher
- Michael D’Angelo, Project Engineer
- Brian Pudelka, Project Superintendent
- Ulysses Garcia, Architectural Sales Rep
- Brittney Gondek, Inside Counter Sales
- Peter Gallagher, III, Junior Estimator
- Jason D’Andrea, Project Manager
- Michael Gath, Project Superintendent
- Emily MacDonald, Accounts Receivable Clerk
- Jose Romero
- Melissa Nowak
- Robert Hall
- Patrick Lucas
- Laura Bennett
- Katie Parrott
- Seth Duke
- Jennifer Donovan
- David Cotharin
- Charles Alberico
- Sara Wright
- Jeffrey Desrochers
- Mansueto Paganini, Jr.

Promotions

**Dan Cretella, Corporate Insurance Manager**

Dan joined O&G as a Financial Analyst in 2007. Since that time, he has taken on an increased role and greater responsibility with the company’s insurance purchases and management. Please welcome Dan to this new role.

**Holly Hunt, Accounting Manager**

Holly joined O&G in 2003 and has been a vital member of the accounting team over her 11 years. Holly’s consistent, skilled and dedicated performance have earned her this new position. Congratulations, Holly.

**Denayr Gant, Sales and Operations**

Denayr joined O&G at Kleen Energy in 2008 and became a prominent contributor. In 2011, he transitioned into Human Resources, handling recruiting, training and equal opportunity. Denayr is excited for his new challenge in the Mason Division.

**Jan Vlasto, Controller**

Jan joined O&G in 2011 as our Internal Audit Manager. He has brought a rigor to our accounting practices and has led multiple important projects for the company since his arrival. Please join us in congratulating Jan on his new position.
When you step outside the dome of glaring white light from the portable light towers, nighttime along the Merritt Turnpike is deep, deep black. There is no overhead lighting, in keeping with the historic character of the roadway, while a thick canopy of trees over much of the road stifles any moonlight.

The near total darkness is a challenge that Night Superintendent Bill Hurley and his crews working the Merritt bridge rehabilitation and safety improvements project deal with. But it isn’t their biggest. There are the hazards crews working on any road face, day or night – inattentive motorists who text or speed thru work zones, operators under the influence and other dangers. The roadway is also skinny and winding. Lines of sight are truncated, creating blind spots that sneak up on motorists. But these aren’t the biggest challenges to the job.

Ask Hurley and Project Superintendent Craig Miller to name the biggest challenge working out on the road over night presents and they’re likely to tell you its being out on the roadway without the ability to connect to a safety net – for supplies, for backup, mostly for answers to unexpected conditions and situations encountered. It’s being in another kind of dark. “It’s like going into battle,” says Chris Tuomey, Vice President in the Heavy Civil Division. “Each crew has
to be self-sufficient and bring its own ‘weapons’ every night and adapt the battle plan as needed to whatever they encounter.”

The current project through Stamford and New Canaan continues an earlier project along the parkway that ran from Fairfield to Trumbull, also performed by O&G and overseen by Miller. It extends the work of its predecessor, continuing to add safety features, beautify the road and restore historically significant bridges. Six-and-a-half miles long, north and southbound for a total of 13 miles being worked, it is the latest link in the parkway restoration that is anticipated to eventually run to the New York border.

Seventy-five percent of the work is performed at night. Of the 92 men and women working here, 52 work at night. The other 40 push the job ahead during the day, working in contractually defined areas off the parkway proper or resolving issues and staging materials and equipment for the night crews – as Miller

**Artist on treads.** Wielding the arm of his 22-ton excavator in dark work lanes as narrow as ten feet, Operator Gary Parmalee deftly spreads topsoil on the slope of a recently widened roadside along the Merritt Turnpike in New Canaan
describes it, “doing whatever we can do to support the night crews.”

“We’re fortunate that we’ve got many of the same crew back here from the first Merritt project. These guys have been able to jump right in without having to come up to speed. That really gives us an edge,” says Tuomey. Their familiarity with the unique conditions the Merritt presents has enabled them to leapfrog over what would have been an acclimation period when the job began in August of 2013.

“These guys are very experienced,” says Miller, referring to Hurley, Aldo Tartaglino and all the other night foremen. “That’s what you need. There’s nobody to give you answers in the middle of the night. And ninety-nine percent of the time these guys make the right call.”

Making the right call, quickly, has kept the job on schedule, and even ahead. As the winter approaches with its unworkable conditions, the crews are hustling five nights a week rather than the usual four, pushing deeper into the schedule, into tasks of the second and final stage like median work and pouring concrete curbing.

As night superintendent, Hurley becomes the hub at the Merritt after dark. Spry, slight even, controlled more than commanding, he resembles an accountant rather than a man who directs heavy highway construction. But with 44 years of construction field work, begun in the same kinds of trenches his laborers work every night, he speaks with authority.

Hurley has been with O&G in important positions before and is perfectly positioned for his current role as night superintendent. Tuomey admires his abilities: “Bill’s wealth of knowledge is critical to night work, absolutely critical.” He is able to make quick, confident decisions every night because of the knowledge he has acquired over the decades. Hurley recalls one of his first jobs as a young man. “My boss would say, ‘That’s not right, move it here,’ and I would wonder how would he know just looking at it. So I’d measure it when he left and he’d be right. It happened because of years of experience. Of course you need to back it up with facts but after awhile you just know.”

He continues, in his thick Boston accent: “There are lots of changes out here when conditions aren’t what the plans show. You have to be able to alleviate and orchestrate. I have to have an answer when my guys call me. The biggest thing is keeping the job moving. You have to think fast and take care of problems right away.”

Decisions at night – when conditions don’t match the plans, a piece of equipment fails or a crew is short personnel – must be made correctly. ConnDOT is not around to approve a decision, replacement equipment isn’t available – you name it – but the clock still ticks, winter is still coming and the show must go on. Situations could “go to chaos in a heartbeat if the boss gets riled,” says Tuomey. “Bill just doesn’t let things rattle him.”

On any given night he continually loops his spotless gold pickup north and south on the parkway. He checks on 12 to 20 worksites depending on the night, including those of the drainage, land clearing and guardrail subcontractors he oversees. In between he jets back to his office to take care of related business. He’s constantly talking with his foremen, either on his phone or standing with them at their worksites.

Going from site to site, about a mile’s distance from each other up and down both sides of the parkway, you pick up on the camaraderie of the night crews. Miller, an 18-year O&G veteran who worked nights at the first Merritt project, speaks of his night crews with respect. “Working nights,” he says, “you can feel a little like a forgotten soldier. You’ve got to leave your routines behind. It impacts your whole life.”

Hurley acknowledges those challenges but sees the upside. “I don’t think anybody really likes nights, maybe a few guys do but you can grow used to it. It’s where a good percentage of the road work in Connecticut is. That’s a fact of life. The good thing is there is a larger window to work in, about ten hours, so you can accomplish more than days. You just have to plan the work the best you can so there are as few snags as possible. It’s challenging but you can get so you love it.”
The Merritt’s night warriors. (opposite) Assembled before heading to the turnpike for night work are (l to r) Foreman Mike Travaglini, Paving Foreman Dave DuFore, Jr., Foreman Victor Calabrese, Foreman Mark Royce, Project Engineer Chris Flannery and Night Superintendent Bill Hurley. Missing from photo: Project Superintendent Craig Miller, Foreman Gary DePaul, Foreman Aldo Tartaglino, Foreman Chris Eucalitto and Foreman Pete DaDonna. (This page, top to bottom, left to right) Hurley and Travaglini discuss the bridge restoration work his crew is performing; Greg Kilmer, Caesar Guzman, LeRon Freeman and Lloyd Thompson set out one of the four sign patterns that go up, and then down, every night; Operator Nick Panella works the edge of the highway, just a few feet away from turnpike traffic; a crew excavating for shoulder widening and slope mass excavation; Hurley checks in at one of the dozen to twenty worksites along the turnpike on any given night.
Dave Robinson

Talk to newly minted retiree Dave Robinson and you’ll quickly catch the joy and the gratitude he exudes. He hardly goes a sentence without a chuckle and something upbeat to say. Retirement more than agrees with him: “I am having a TOTAL blast! I’m so thankful for what my wife and I have. I’m just running with it.” Dave retired at the end of August after more than 26 years with O&G as an operating engineer. He still logs some hours when he gets the call to come in. “Joey Damiano will ask if I can help him out. I tell him, ‘You bet.’ I’d do anything to help him out. I’m very fortunate to have worked for him. I’ve actually had a lot of great bosses – Pat Patterson, Frank Casby, Tony Damiano. Those guys made it easy to work here.”

Dave likes cigars, often chewing one when he worked (he had, it should be said, a “total clean” record operating heavy equipment). He laughs, again, remembering how Ray Oneglia, Sr., would hand him a cigar whenever he stopped at Quarry 1. “He’d have good cigars, you know. He’d say to me, ‘Here, throw that thing out and smoke this!’” These days you’ll find Dave with his wife, Fran, traveling in their 2013 motorhome to NASCAR races, touring New England, tailgating at UConn games. “My wife is the best. I’ve got everything I need. I’m thankful for what life brings me.” We appreciate your service, Dave. Keep coming around.

Gerald “Gerry” McGuire. Gerry passed away on July 1 at the age of 77. He had worked for O&G more than 30 years as a carpenter, retiring in 2011. Gerry was by all accounts as much an unforgettable character as he was a superior craftsman who could do anything asked of him. He was highly conscientious and would take his work home in his head: he was known to rise at 3 AM to build items in his own workshop and bring them to work later that morning. He loved his dog, Clover, vowing that once Clover was gone, he’d be gone. Clover predeceased Gerry by just a few weeks.

Walter Pulica. Walter Pulica’s working life had been divided between three different manufacturers and a grocer in his native Torrington before he came to O&G in 1987. He was more recruited than hired by George Howe who saw how intently Walter worked at his low-paying grocery job. At O&G Walt faithfully cleaned buildings and, on occasion, delivered parts until he was 68, retiring in 1994. The retired life did not agree with him, though, so he talked his way into another run at South Main where he worked until 2009. Walter was especially proud of his service in the Army during World War II. He passed away at age 88 on the Fourth of July.

Henri Thibault. For almost 40 years Henri Thibault was an operator for the company known for his skill with heavy equipment. Whatever project he put his hand to he completed expertly. He worked in the quarries and on road jobs, and was so good with a bulldozer that late Chairman Ray Oneglia, Sr., always made sure he had the newest one in the inventory. Henri was dedicated to the company, friendly, universally liked and remembered as an “excellent human being.” He quietly battled cancer and was able to attend the retiree’s picnic in July (see page 6) to reconnect with old friends before his passing on September 7 at the age of 83. Henri’s son, Richard, works at South Main.
ON THE MOVE  Continued from Page 24

As the facade is removed, special care will be taken to properly handle PCBs that have leached into the concrete surrounding the windows. The project architect is Drumney Rosane Anderson, Inc. Representing the Town of Windsor Locks is Steven Mills, Public Schools Director of Facilities.

New Milford Hospital Lobby and Gift Shop Renovation
New Milford, CT

Beginning this August, O&G’s Special Projects Group has been at work on the complete renovation of New Milford Hospital’s main entry lobby and gift shop. O&G will be self-performing demolition, drywall, millwork and ceilings for the 2,000SF project, with new finishes, MEP, furniture, fixtures and equipment. One challenge is renovating space inside a working hospital; another is installing a new structural beam to carry a new, 30-foot opening in an existing wall which will tie this project to the work presently being completed by O&G for the Hospital’s new Emergency Department. The project architect is the S/L/A/M Collaborative; subcontractors include Kennedy Electric, M. Frank Higgins, Modern Mechanical, HTH Automatic Sprinkler and General Welding & Fabricating. Project Manager Nelson Reis and Project Foreman Michael Gath are leading the project.

American Museum of Tort Law
Winchester, CT

O&G is converting a former bank building into the American Museum of Tort Law, the first museum of its kind in the country. The project, which began in June and ends in October, will renovate a 6500 SF bank building into a modern museum with interactive displays and a video viewing area. The team will transform the building with new interior finishes, restrooms and upgraded MEP. The design-build team, which includes architect id3A, Turri-Masterson Electric and Modern Mechanical, is working with museum designers Eisterhold Associates who has completed such high-profile projects as the National Civil Rights Museum and the Harry S. Truman Presidential Museum. The client is Winchester native Ralph Nader’s The Law Works. Project Managers John Humes and Christina Oneglia Rossi, with Project Superintendent Jim Perazzella and David Olsen of the Special Projects Group, are assigned to the effort. Work is valued at $750,000. Plans are in place for a 2015 opening.

Cathedral of Saint Joseph Elevator Entrance Addition
Hartford, CT

The Archdiocese of Hartford has named O&G Construction Manager of its Cathedral of Saint Joseph’s Elevator Entrance Addition Project. Valued at $3.5M, the project will provide a convenient new passenger dropoff and an elevator entrance to better facilitate handicapped access needs. The new, 11,000SF area will also provide significant additional restroom facilities and storage areas and feature extensive ceramic tiling, wood panel finishes, glass railings and stained glass windows. Otis Elevators/United Technologies has donated the hydraulic elevator. Work began on October 1 and will run 275 days. Structural steel placement and the construction of walls and masonry skin will take place over the winter. Quality control of high-end finishes and working around the operating Cathedral’s schedule will be management essentials. Ken Murcherino represents the Archdiocese. PEPIP Associates is Project Architect. John Humes is the O&G Project Executive, Christina Oneglia Rossi is Project Manager and David Longo is Senior Estimator.

You could say that DON DROST is a man of steady habits. He’s been married to one woman, his wife Anne, for 40 years. And he worked at just two places: a Waterbury body shop where he began at 16 after school and summers, and O&G where he started in 2002. “Once I get onto something, I don’t leave,” he says with a smile. He left the body shop only because it changed hands, but having joined O&G he now says, “I should have left there a lot earlier.” Don painted cars and trucks his whole career, up until his retirement as Body Shop Manager at South Main last December. “O&G is very professional in everything they do and I like that,” he says. He took pride in finish work, knowing that the appearance of O&G vehicles and equipment would be a rolling billboard reflecting the professionalism of the company. What lights his fire is painting cars in spectacular schemes and glass-like finishes. Some days Don would work eight hours at South Main, then go home and put in two more painting his latest hot rod project car. Don had no intention of retiring. He loved what he did (“My job was my hobby,” he says), but a health disability sidelined him. Thankfully, he’s feeling much better now – so much so that he and Anne will head to Florida in February for three weeks to tour the state. Your insistence on excellence will be remembered, Don. Thank you!
**On the Move**

**A SAMPLING OF NEW PROJECTS AT O&G**

**UConn Central Utility Plant Upgrade**  
**Chilled Water System**  
**Storrs, CT**

This $4.3M upgrade will increase the capacity of the central chilled water system the University uses for cooling classrooms, offices and other spaces. Work consists primarily of installing a new steam-driven chiller, new cooling tower, new chilled water pump and new condenser water pump with all associated piping, valves and controls. The key challenges will be upgrading the active Combined Heat and Power Plant (a structure completed in 2006), coordinating system shutdowns for short periods and moving large, heavy equipment into position. Work will begin in April of 2015 and conclude eight months later in November. RMF Engineering is the Project Architect; major subcontractors are Johnson Controls, Addison Electric and Modern Mechanical. The O&G team will be led by Project Manager Nelson Reis and MEP Technical Advisor Matt Tobin.

**Sikorsky CAFO Hanger Fire Suppression Upgrade**  
**Stratford, CT**

At two of Sikorsky Aircraft’s aircraft hangars, older deluge-type sprinkler systems will be replaced with closed-head sprinkler systems and a high-expansion-foam fire suppression system, providing superior life safety and property protection. The project includes constructing an accessory storage building at each hangar, relocating existing and installing new underground utilities, and building underground tank farms to capture as much as 30,000 gallons of foam discharge. This highly coordinated effort involves careful planning to maintain aircraft production and flight operations while reducing the risk of foreign object damage to aircraft during construction. Spiegel Zamecnik & Shah Inc. is the project designer; AMEC Environmental and Infrastructure provides civil, fire protection and MEP design. O&G’s Industrial Accounts team is led by Project Manager Steve Torres and On-Site Project Manager Mike Lenhardt. Work is taking place seven days a week in two shifts. The ten-phase, $12.1M project began in September and will conclude in May.

**Window Replacement and Energy Improvements at Windsor Locks High School**  
**Windsor Locks, CT**

O&G Project Executive Ken Biega and Preconstruction Manager Lorel Purcell have been planning a $7.5M project to replace Windsor Locks High School’s 50-year-old windows for improved energy conservation and emergency egress. Improvements to HVAC systems and lighting and the removal and remediation of hazardous materials are also planned. The high school will remain fully occupied for the duration of the year-long construction phase slated to begin in July of 2015. Classrooms will be renovated six at a time, with larger, more critical areas reserved for work during the summer break.

**KEEPING THOSE WHEELS GOING ROUND AND ROUND**  
The Middletown Area Transit – the agency responsible for keeping its buses and handicap vans serving the south-central part of the state – now occupies a brand new, 19,000SF facility where it can manage, clean, maintain and house its fleet. It was built without any interruption of MAT’s existing bus operations. Project Executive Mark Jeffko, Project Manager Hristo Miljovski and Superintendent Chris Rizy turned the facility over at a mid-November celebratory open house.

**Continued on Page 23**