INSIDE

O&G builds “no others like them” specialty trucks 6

A Company on the Go
A TRADITION OF CARING FOR PEOPLE

BUILDING A DESTINATION
O&G leverages its PM and CM experience to propel concrete construction ahead on a massive, fast-track retail project 3

South Leonard expands asphalt capacity 7
Masonry Division’s Westerly granite 10
On spring, roots and the future

As I write this I’m looking out at a yard with an insane amount of snow combined with some truly impressive icicles reaching for the ground. Welcome to spring in New England!

While we often think of spring as a time of renewal and the traditional beginning of the construction season, we all know our work no longer waits for cooperation from the weather. That is certainly true of our project in South Norwalk, The SoNo Collection Retail Development, where we have been working at a good clip without pausing for winter, since mid-summer 2017. The project represents a return to the Building Division’s roots and is emblematic of our efforts to re-emphasize specialty construction and self-performing work.

Of course, larger projects like The SoNo Collection only represent one of the ways we are polishing our reputation for both high quality construction management and the ability to efficiently execute the most complicated, self-performed work. Our Special Projects Division continues to provide our clients with best-in-class service in health care, industrial, water treatment, transportation and tenant fit-out projects.

I recently celebrated my 20th year of service to O&G. I am both honored and privileged to continue to share my work life with a group of intelligent, enterprising and highly committed people focused on making great things happen on behalf of our clients.

As the snow melts this spring I can say without reservation that our future is bright across all lines of our business, and that the next 20 years will be better than the last.

Jason Travelstead
Assistant Vice President
On a Thursday afternoon in February, the veterans running this massive concrete project in South Norwalk sit in rented office space around a conference table covered in schedules and paper cups, working out their response to the latest changes to the project plans.

Their offices are remote from the job site, not the usual trailer camped next to the work. There just is no room on this urban project, a 26-acre development hemmed in by commercial and residential buildings, Metro North rail lines and two highways. So they walk the half mile between the site and their offices, through upscale South Norwalk, SoNo for short, in their safety vests and hard hats.

Since the project kicked off last July, O&G has been working extra shifts – usually six days a week, sometimes seven – as the concrete contractor for the fast-paced and changeable SoNo Collection Retail Development. O&G’s $70M contract covers the building of structural concrete footings, walls, columns and shear walls. It also includes erecting 1.2 million square feet of filigree precast parking garage structure. Altogether, 88,000CY of concrete will be supplied and installed by O&G, with 8,000 tons of rebar in the mix and 2.2 million square feet of flatwork that includes concrete slabs installed over filigree precast panels, over metal decking and on grade.

Dave Cravanzola, who has guided complicated, multi-year projects in O&G’s Building Division to successful completions, has taken on project management responsibilities at The SoNo Collection. The challenges he and his team face are significant.

First is the shear size of the job. O&G and its specialty construction crews are servicing a build area that is 700 feet wide and 1,000 feet long. Work is happening simultaneously from one end to the other. Formwork is built by carpenter crews, rebar is set within the forms, shoring is carefully erected to support filigree panels and subsequent pours over them. Mixers deliver concrete, pumpers send the concrete where it’s needed. Cranes lift and lower rebar and heavy equipment. The challenge, says Cravanzola, is “aligning” all the resources his team has at their disposal and keeping all the scheduled tasks moving in parallel across that 700,000SF area.

“Site logistics is hugely important,” says Cravanzola, in his mind the second largest challenge O&G faces. Site logistics is strategically making the available spaces work to accomplish tasks as efficiently as possible. Open space is at a premium. It’s all spoken for at different times in a sprawling, always-changing game of logistical chess. When managing all aspects of a building project as a construction manager or project manager, O&G has total oversight and “sets the table” for work to hit a flow – a smooth progression from task to task and smooth forward motion. At The SoNo Collection, O&G is performing as a specialty contractor for all the concrete work and the concrete work alone. It requires O&G to be particularly calculated in how and when materials are ordered and deliveries are scheduled. There is no luxury of extra laydown areas for materials. “We communicate what we need
to the project’s construction manager so we can deliver the end product they expect,” says Cravanzola.

Flux is another obstacle with which both the developer and O&G must deal. The nature of the retail development beast is flux. Plans suddenly change as tenants alter what they require in their space or as tenants themselves come and go. Sometimes it means that finished footing and foundation work has to be ripped out and redone as the schedule ticks on relentlessly.

Managing the changes, pulling the work forward into a flow that boosts productivity, is a focus of Cravanzola and his team members. Jason Travelstead is the Project Executive. Superintendent Jim Perault manages all the self-performed work, Superintendent Corey Morin the work of subcontractors. Zach Mordenti and Danielle Morin are project engineers. There are also seven carpenter and two labor foremen.

Thankfully the supply of the most critical component, the concrete, is not another variable in the workflow equation. It is a constant. Self-supplying from plants in Bridgeport and Stamford, concrete delivery has always been in the company’s control. “It goes without a hitch here,” says Jim Perault. “We poured all through the winter. We’ve had big days where we’ve poured about 625 yards. The service from our Materials Division is impeccable. Always what we need. And there hasn’t been one failed batch out of the 38,500 yards we’ve poured so far. That’s a real testament to quality control.”

For O&G’s Materials Division, The SoNo Collection is one of a number of large-scale projects they’ve supplied concrete to over the past year. Diverse projects like the Waterbury Bus Maintenance Facility, the Towantic Power Plant in Oxford, the PSE&G Gas Conversion Project in Bridgeport and several highrise towers in Stamford all used concrete produced by O&G. “O&G Ready Mix has been very busy,” says Materials Division Assistant Vice President T.J. Oneglia who oversees production. “Each of these projects has required our team to continually meet the demands of high volume pours, tight schedules and challenging technical specifications. I give a lot of credit to our sales, quality control, dispatch, plant and driver staff for never letting our customers down.”

Despite the challenges at SoNo – the giant project size, the congested work area and the volatility inherent in retail development – an army of O&G and subcontractor personnel are still on schedule. They will wrap their concrete work this summer and move out to make room for the contractors who will build out the retail spaces atop their work. Although executing only the concrete portion of the project, the volume and complexity of that work has benefited from the skills of a company with deep experience managing entire fast-track, multi-phased jobs as construction and project managers.

“We bring really extensive overall project management experience. We understand how the whole process works,” explains Cravanzola, standing in front of one of many project schedule boards lining the office conference room. “When you get into a mammoth job like this one, you really need that experience to be successful. It’s not just about putting in a foundation, getting rebar and those kinds of things. It’s the whole process of making sure that all the enabling work is ready for us, that we’re scheduling our crews intelligently, that we’re managing our resources the best way we can – like we do when we oversee an entire project.”

O&G has been able to translate their project management know-how into turning the work out. There are four major subcontractors under O&G’s direction. There are over 80 direct O&G employees. Most days there are just as many more putting up iron, shoring and erecting filigree and installing concrete slabs. “When it comes to situations like this one where you have many large crews of skilled tradespeople working on multiple tasks, it’s imperative to employ advanced scheduling and understand how to read construction documents to confirm that they are able to be constructed – our total project management experience is a huge strength. That’s what we have added to this project.”
The work at The SoNo Collection is just the latest in a steady line of specialty concrete construction projects at O&G going back to the 1960s. Where there was once a single plant batching Readi-Mix concrete, today eight modern facilities and more than 90 mixers stationed around the state deliver any mix customers in Connecticut and Westchester County require. Here’s a look back at some of the more recent, concrete-heavy projects O&G has completed.

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>WATERBURY BUS MAINTENANCE FACILITY</td>
<td>276,000SF facility for 98 mass transit vehicles and 150 cars required 18,000CY of concrete</td>
</tr>
<tr>
<td>MOSES WHEELER BRIDGE FOUNDATIONS</td>
<td>36, ten-foot-diameter drilled shafts up to 125 feet deep, with 855CY of in-water concrete</td>
</tr>
<tr>
<td>HEAVY-LIFT HELICOPTER TEST CENTER</td>
<td>Specially designed and constructed concrete foundations for testing gearboxes under full load</td>
</tr>
<tr>
<td>UCONN CAMPEL PAVILION SEATING EXPANSION</td>
<td>2,200-seat expansion with cast-in-place concrete and follow-on 140-seat addition</td>
</tr>
<tr>
<td>QUINNIPIAC UNIVERSITY YORK HILL CAMPUS</td>
<td>510,000SF development included site work, foundations and a five-story parking garage</td>
</tr>
<tr>
<td>TD BANK SPORTS CENTER</td>
<td>40-acre fast-track project with extensive site work and 3500CY cast-in-place concrete</td>
</tr>
<tr>
<td>HARTFORD RIVERFRONT RECAPTURE</td>
<td>Pedestrian promenade and a tiered, elevated platform linked to the Connecticut River</td>
</tr>
<tr>
<td>WALLINGFORD ENERGY</td>
<td>Gas turbine plant with 3,200CY of concrete and 36,000SF of noise attenuating walls</td>
</tr>
<tr>
<td>ECSU SCIENCE BUILDING</td>
<td>174,000SF, LEED Silver Certified facility with one mechanical and five academic stories</td>
</tr>
<tr>
<td>YANKEE GAS LNG FACILITY</td>
<td>14.6 million gallon tank is 158 feet in diameter with post-tensioned concrete walls</td>
</tr>
<tr>
<td>YALE BOWL</td>
<td>Historic restoration of entrance portals, walkway, retaining walls and interior concrete structure</td>
</tr>
</tbody>
</table>

14.6 million gallon tank is 158 feet in diameter with post-tensioned concrete walls.
It spins, it lifts, it folds... The amazing, no-other-like-it Snorkel Truck

When one of O&G’s newest asphalt trucks has fed its load of asphalt to a crew installing new curbing alongside a road, the driver activates switches in the cab that fold up the truck’s snorkel – the “nose” that projects from the front of the truck to direct a steady stream of asphalt to where it’s needed – and drives away.

Unless you were in the know, one of the things this truck does that makes it unlike any other in the world, literally, could have just escaped your notice: having a snorkel that swings left to right and up and down, and that also stows away for transport, makes the truck highly maneuverable on the road and at tight job sites inaccessible to other asphalt trucks.

Maybe it’s because nobody else had the idea before. Or if they did, the technical challenges of getting it to work seemed too great. Or maybe nobody understood all that a truck with this kind of snorkel could do beyond delivering asphalt. But Foreman Keith Woolford did, and was undaunted by the mechanical puzzle that awaited him.

Woolford has been mechanical his entire life, admitting he’d much rather see something and build it than see it and buy it.

He began with an older, stripped down, front discharge Oshkosh mixer. Versatility and reliability. Those were the two must-haves as he set about designing and building a new kind of truck on that chassis.

He initially met with resistance from E.D. Etnyre, the company who builds one of the most critical items he would need, the live-floor body. (“Live floor” refers to the belt system at the bottom of the body that works like a conveyor to shuttle the contents of the body toward a discharge chute at one end.) What were you wanting to do with it, company president Don Etnyre asked. When Woolford said he needed a hopper and an extended belt and would install the body backwards on the Oshkosh frame, Etnyre balked. “He told me, ‘I don’t think we can help you,’” remembers Woolford. But because of his long-time relationship supplying O&G, and with assurances from Vice President Jim Zambero, he reluctantly agreed. Since then, visiting the South Main high bay several times to watch Woolford’s vision take shape, Etnyre has become an enthusiastic snorkel truck convert.

Many of the parts were salvaged or procured. But just as many were designed by Woolford and fabricated from raw stock in the machine shop according to his drawings.

Woolford credits apprentice Blake Arel and mechanic Zach Wheeler, the young blood who helped build the vehicles under his direction. They became very good welders and machinists through the process, he says.

It’s one of Woolford’s favorite things to relate: the way drivers taking the trucks – there are two of them now – down highways and back roads report they drive “as smooth as a Honda Civic at 65 miles per hour.”

The first truck out of the garage was immediately trumped by the second he built. “I always see things to improve, that’s how I am. There are improvements all through the second one. If they want me to build a third I already know some more improvements I’ll make,” says Woolford.

It’s when Woolford explains the versatility of his trucks that he really gets animated. They can maneuver into narrow spaces between buildings, backing out as they discharge their loads. They can deliver through openings in walls and foundations, or over the tops of Jersey barriers or fences. They can feed asphalt, of course. But because the nose is so maneuverable, they just as efficiently transfer fill, topsoil, compost, stone, gravel or sand right where its needed. With an extra wide live floor belt they move material faster than other trucks built only to move asphalt.

Along the way there were times of tension, Woolford recalls – design roadblocks that threatened to derail the job as he forged ahead: the driveline with the angles it needed to get underneath the live floor; the steering column that had to travel from one side to the other; the stow-ability of the rotating conveyor system at the snorkel.

Through the technical hurdles and despite the skepticism of a few, Woolford persevered. Building a new kind of truck that would be reliable and versatile was a legacy project for him. Coming as he winds down his long career with O&G it was especially meaningful, a high water mark of sorts. Leaning back in his chair in his crowded office, Woolford can’t help but boast a little. “These two trucks set an all-time record for curbing put down in a day. They doubled what the company ever put down before. I’m proud of that. They’re phenomenal.”

FOREMAN KEITH WOOLFORD WITH MECHANIC ZACH WHEELER (LEFT) AND APPRENTICE BLAKE AREL
a winter project that boosted asphalt capacity

More silos rise at South Leonard

With a commitment to increasing the speed and productivity of asphalt supply in Waterbury, O&G erected new twin silos at its South Leonard Street asphalt plant over the winter. This increased capacity for storing hot asphalt, an extra 600 tons of it, will get more trucks loaded and to their job sites more quickly when the plant kicks off 2018 operations in April.

The first order of business in installing the silos was engineering the site to accommodate them. Boring and designing began in the winter of 2017, nearly a year before the actual installation took place. Measuring 14 feet in diameter and 88 feet tall, more than 600,000 pounds of force in each fully loaded silo is directed downward in a fairly narrow column, not dispersed over a wider area. John Regan of Geosciences Testing and Research was called in to design footings and foundations capable of withstanding the concentrated maximum load.

The silos were built by Gencor Industries in their Iowa manufacturing plant. While a trip from Marquette to Waterbury is about 1,000 miles as the crow flies, the trucks hauling the oversize silos had to travel alternate roadways, turning it into an 1800-mile trek to reach their destination.

When the trucks arrived in Waterbury a challenging entry into the plant awaited them. The nearly ninety-degree turn into the site coming up hilly South Leonard Street would be impossible given the dimensions of the load and the four-inch clearance of the trailer above the road. Plant Maintenance Manager Tony Blanchard and veteran fabricator Barry Squinobal, talking with Gencor, arrived at a solution: employ a steerable axle with a hydraulic lift at the rear of the silo and a fifth wheel with hydraulic lift at the front to raise the trailer more than two feet. The trailer turned into the plant and squeezed past the scale house with just three inches to spare.

Squinobal, who has helped install nine other silos at O&G facilities, took the lead in the project, planning the installation, designing and fabricating a heavy-duty dolly and mounting plates that would allow the silos to be moved into position and hoisted by twin cranes. Squinobal and his crew also installed a bucket elevator and transfer conveyor to carry hot asphalt from the batch plant to the peak of the new silos to topload them.

When the trailer returned with the second silo fourteen days later, crews were able to move it in and crane the silo off without any disturbance to the plant which was busy supplying asphalt for customers.

After the silos were set in their final position on the new foundation, electricians stepped in to install computerized controls and other items while staircases, guardrails and other finishing items were taken care of.

Squinobal balks at being called the project lead. “There were four of us making it happen. Jared Boccardi operated our crane, J.J. Alciati layed out the job right on the money and Ziggy [Dwayne] Suminski helped weld all the rigging and the mounting and dismounting of attachments to move the silos into place. Brian Donovan came from South Main Maintenance and was the lead welder to secure the silo legs to the pads with the help of Ray Ruot. No one guy was the lead.”

This April, as paving resumes across Connecticut, the new silos at South Leonard will be preloaded and ready to serve customers more efficiently than ever before.
Rail cars wait to be unloaded as the CAT 980F loader is warmed up and preparations are made. The loader pulls the string belt waiting below. Sand just unloaded from a rail car travels from the pit conveyor to the overhead conveyor and tripper system for placement in a storage bin. The long overhead conveyor fills six in-line bins. With freezing temperatures, the gear mechanism that holds back the load inside each car freezes tight and requires heat and muscle to get it to release the

Foreman/Loader Operator Steve DeAngelis, welder Jeffrey King, Sr., and laborer Harold Staley.
early morning at O&G’s Milford rail unloading facility

The clock strikes six am. It’s March 20 and in a few more hours spring will begin. The temperatures, entrenched in the low twenties, did not get that message. With a train of rail cars waiting to unload, the three-man crew wastes no time warming up their loader and getting to work thawing frozen compartment releases in the cars. The new rail unloading site, completed in 2017, is a critical component that ensures O&G’s operations and the local construction market have access to a steady and reliable supply of the highest quality sand and stone.
There are certain domestic stones held in high regard by landscapers, builders and architects. Indiana limestone for carved and trim pieces in buildings. Connecticut fieldstone for walls and veneers. Bluestone from Pennsylvania and New York for walkways and patios. And granite from Westerly, Rhode Island.

It was 1845 when a Connecticut stonemason discovered an outcropping of granite over the border in Westerly, Rhode Island. He began working the vein and in short order sowed the seeds of a vibrant mining industry with a national reputation. Westerly granite in its different hues found its way into monuments to memorialize Civil War dead, into monuments throughout the five boroughs of New York City, in the capitol building in Hartford, the Congressional Library in Washington, the National Soldiers’ Monument in Gettysburg and in mausoleums memorializing the grand deceased.

Granite from Westerly tends to any of four distinct shades – blue, grey, red, pink – but its most famous is “Westerly pink,” a very hard but workable stone whose minerals cast a soft, speckled grey-pink tone. Once a favorite for sculptors and monument makers, it’s most commonly used today in landscaping and buildings veneers.

Thanks to a recent agreement with the quarry owner, Westerly granite has become a staple offering of the company’s Masonry Division. “We’re in a great position to act as a sales and marketing agent for Westerly granite,” says O&G Vice President Kara Oneglia, enthused over the new ability to supply large amounts of the stone. “It’s an elegant architectural and building stone that we can offer through our seven mason yards and Earth Products Showcases.”

Westerly granite is available in a number of products, from architecturally driven stone to thinstone and full bed veneer, for local architects, masons and contractors. Additionally the high-quality granite aggregate produced at the quarries is ASTM compliant and approved by Connecticut, Rhode Island and New Jersey DOTs.

According to Assistant Vice President Bob Rizzo, “We offer not just a beautiful granite with a rich history but we have a consistently high-quality supply of it for architects, masons and contractors who can count on our Westerly granite being available for many years to come. Knowing they can match the stone perfectly if they have additions and alterations years down the road is a significant benefit.”
Crane Safety

When something goes wrong with a crane, too many times it’s something significant. Under load, cranes can tip, crack a mast or snap a cable because the operator missed something along the chain of do’s and don’ts that are critical to safely operating the large, high-torque machines.

The safe operation of cranes is a priority at O&G, where 59 cranes are in the company’s inventory. Through formalized training, safe operation is addressed from many perspectives, be it properly sizing cranes when estimating projects, rigging and running them on job sites and at company facilities, or the training of safety managers covering the sites where cranes are deployed.

According to Mike Ferry, Corporate Safety Director, crane safety is about getting ahead of the potential issues, making sure everyone involved is thoroughly trained and holding the operators and people doing the work accountable. “The biggest myth I’ve heard, and used to agree with until I got formal training, was that the operator is in charge and knows what he or she’s doing.

That may be partially true, but human nature says that certain people are willing to push the limits. Those people think they are saving time or money for the company but they’re overlooking how they’re exposing themselves, their coworkers and the company to harm.”

Both Ferry and Vice President John Gemetro have taken a five-day professional crane operations course conducted by Travelers Insurance. The course prepares participants for a written examination by the National Commission for Certification of Crane Operators and is designed for everyone involved with mobile cranes, including foremen, superintendents, safety personnel and estimators.

To date, a dozen O&G employees have completed the course. Another 38 will be taking it this April. Sending people to a remote site for a week of highly specialized safety training represents a sizeable commitment from O&G but ownership and upper management realize it is an investment in people well worth the price.

2018 Safety Week is May 7-12

O&G will be kicking off the spring construction season with the company’s annual Safety Week, a wide-ranging event that engages workers in every facility and job site, emphasizing the imperative to make safety part of their daily routines.

New vendors, new stand downs and new demos have been booked. In addition, the Safety Department will be working on ergonomic engagement in mason yards aimed at avoiding soft tissue injuries. Also in the Masonry Division, a safety engagement survey will look at employee perceptions about safety within the company.

The week will conclude with the award-winning, big and busy Touch a Truck community event on Saturday, May 12, at South Main in Torrington. The event is open to the public and designed for children and adults. Mark you calendars and see you then!

Safety Hotline

(860) 496-4866

JOB SITE SAFETY IS A CORNERSTONE OF O&G CULTURE

Our Safety Hotline provides a means by which you can contact our Safety Team 24 hours a day, 7 days a week and receive an immediate response. Any issue in need of reporting is welcomed.
Recognized

O&G was honored with a variety of industry awards. The Associated General Contractors of Connecticut recognized the historic renovation and modernization of Miss Porter’s Admissions Center in Farmington with a Build Connecticut Merit Award and the Orville H. Platt High School in Meriden with a Build Connecticut Award, the fourth award earned by the four-year, four-phase project to date. An AGC/CT Industry Recognition Award went to Steve Baranello for a 2017 Construction Supervisor of the Year, recognizing his 24 years of experience and supervisory skill. The O&G/Tutor Perini Contract E Joint Venture in New Haven earned two more significant awards: the National Asphalt Pavement Association’s Quality in Construction Award for exemplary quality in paving the 158,000 tons of asphalt placed and the Connecticut Construction Industry Association’s 2017 Arthur Gruhn Excellence in Construction Award.
O&G’s volunteer extraordinaire Leo Martigneni took his charitable acts to new heights last fall. Strapped into a harness and wearing gloves and a GoPro® helmet, the IT specialist rappelled off the top of Torrington’s tallest building, the 14-story Torrington Towers (built by O&G in the 1970s, by the way). More than a hundred spectators watched as 50 “edgers” clambered “Over the Edge,” part of a fundraiser sponsored by Torrington-area businesses including O&G. Leo has raised money for nonprofits by sleeping outside in a cardboard box in the dead of winter and dipping through ice a penguin plunge, but this was his first venture into rappelling. “I have a fear of heights actually, especially near an edge, so I figured this would be a good way to try and beat it,” he said. Now that he’s a veteran, Leo’s contemplating rappelling a 31-story Mohegan Sun tower to support Special Olympics Connecticut. Humbled by and grateful to all who supported him, Leo raised over $4,500, largely from fellow O&G employees, for three area nonprofits.

You never know where you’ll meet members of the O&G team. That’s how it was one early evening last fall when Seth Duke, the company’s Marketing and Communications Manager, heard the clash of metal on metal outside a coffee shop in Thomaston. Duke was first to run to the three-car accident to render assistance, but within minutes O&G triaxle driver and volunteer fireman Marc DiBenedetto (foreground in gloves) arrived aboard Thomaston’s Engine 5. Paving crew boss Vic Mancini and laborer Sylvester Da’Cruz came upon the scene and put out their own traffic cones to secure the area. The serendipitous convergence of willing workers helped secure the area and attend to those involved and thankfully no one was seriously injured.

When “the tones” came in to Terryville volunteer fire fighter Alan Dominy’s Minitor pager at 5 AM, the urgency was loud and clear: a home was being engulfed in flames with an adult male trapped inside. Riding with his brother firefighters, Dominy and Engine 2 arrived at the home in minutes. Dominy’s training kicked in as he scaled a ladder put to a second story window behind veteran Frank Wolman, who pulled the trapped man head-first out of the window to safety. He passed the man down to Dominy as the pair descended the ladder together, supporting the victim (who survived with mild smoke inhalation). The five men of Engine 2 Hose Company were honored for their quick, heroic response in a ceremony at Plymouth Town Hall last September. Dominy drives O&G’s first snorkel truck (“I LOVE that truck. I’ve got it polished and clean inside and out,” he says enthusiastically).

Joe Sefcik is an engineer in the company’s Heavy Civil Division with a love of building and a love for his kids. So it was a natural that when the eldest Sefcik son, Joe, Jr., decided on an Eagle Scout Badge project it was a building project. With the help of a donation from O&G and having secured the required approvals, the young Sefcik and his team began work on an elevated birdwatching platform. His vision was to benefit the public at Bull Pond Preserve in Harwinton where the Sefciks reside. This spring Joe, Jr., his father and other volunteers under Joe, Jr’s direction have returned to build the platform and railings over the foundation they built last November. Says dad Joe, “Joseph has done me proud, as a Scout and especially as my son.”
Eight O&G plants across the state blend and process raw materials into asphalt. They do it for as many as nine months of the year if the seasons cooperate, sometimes seven days a week, producing epic volumes. But the linchpin of production, the ingredient without which all the tonnage from the plants means nothing, is delivering a product that meets all the requirements of a stable, long-lasting, readily installed mix.

One man oversees that. Which is to say that Materials Operations Supervisor Leighton Davis, for the last 28 years at O&G, has been responsible for planning, sourcing, formulating, monitoring and final verification – all the bits that go into assuring the consistency and quality of the asphalt churning out of all the plants.

Back when he was starting out, Davis had his eyes on “a solid career-oriented position” in construction, thinking maybe operating engineer was it. But he found himself on another path, beginning in a quarry learning about crushing stone. From there he moved to ConnDOT’s Materials Division Central Lab where he learned about testing asphalt. He caught glimpses of the larger materials testing picture out in the field. When a position opened at O&G in 1990, he joined the team.

His job is a 24-7 affair during the nine peak months of paving season. “We pave seven nights a week if necessary. Any issues during the night, I get a phone call.” His day starts early in the morning, reviewing the test reports from the night shift. He gets reports after every shift. The tests are performed by an independent vendor who has worked for Davis the last 15 years. “All our asphalt plant operators know what they’re doing. They’re very good. They’re concerned and hands-on people. They will want to know how the tests are coming out night or day so they can make adjustments and tweaks. Troubleshooting begins immediately if a problem occurs and significant mix adjustments aren’t made until the cause of the issue is found.

The largest consumer of the asphalt O&G produces is the State of Connecticut, and one of things they pay attention to is the consistency of product. They quantify it by the “percent within limit,” or PWL, of the mix relative to their specifications, both coming out of the plants and as it is installed in the field, and they pay accordingly. They examine three elements: air voids, liquid content and gradation. But Davis stays on top of ten, understanding that details like the gravities of the aggregate going into the mix affect the outcome. “You don’t have a lot of time to make the necessary changes – if there is a trend you’ve got to get ahead of the curve or you’re just not going to catch up.”

Besides his lab outsource he oversees a field outsource, an independent company verifying that the density of the asphalt after compaction on a roadway meets contract specifications. ConnDOT requires verification at the plants and in the field before making any payments.

At those rare times when Davis needs to get a decision from management, during the day or the middle of the night, the responses have always been immediate and decisive, with an appreciation for his attention to detail.

“Brad [Oneglia] sees it as a collective effort from everyone and he looks for our input. It’s very much like a family. John Leverty, Jr., me, Tony Blanchard, the plant operators, the loader personnel, Domenic Ulvino and Brian McEvoy – Brad is very open to our input. He looks for it, in fact,” says Davis.

He will tell you asphalt production and quality is all about a team approach. Plant operators watch and tweak their mixes as they mix the asphalt. The lab tests the mixes and provides results at the end of every shift. And Davis oversees it all. “We’re all making our asphalt the best it can be because there’s benefit all the way around,” he says – for O&G, for ConnDOT, for taxpayers, for motorists.

Davis is consistent off the job as well. He’s up at 4:15 AM on weekdays and heads to the gym for spinning and a bootcamp-style workout before starting his routine at Bostwick Avenue in Bridgeport. During peak asphalt seasons, that early morning routine is about as far as he can carry consistency of schedule. He’s often called to go on the road. Phone calls and quality reports come in to his cellphone at any time of day or night, anywhere. He’s fielded calls when in the Grand Canyon on vacation. “It is what it is. It’s all good,” he adds with a smile.
Replacement takes shape in southeast Connecticut

Since work began last June, O&G has been busy clearing and stabilizing the soil for the replacement Ella T. Grasso Technical High School in Groton. Included in the construction is a new maintenance garage for school buses. This $96M, 230,000SF technical school will give students hands-on experience in mechanical design and engineering, biosciences, welding, automotive, culinary, IT, electrical, hospitality and hairdressing. The new facility will be turned over in July of 2019 and fully completed in December of 2020. Moser Plon Nelson is the project architect.

Greater Bridgeport Transit Bus Wash and Steam Room

As general contractor, O&G is renovating a portion of the existing Greater Bridgeport Transit facility located at Cross Street in Bridgeport. The existing bus wash system will be replaced and the steam room renovated to add a new vehicle lift and chassis wash system. Other improvements include an exterior snow melt system, lighting, overhead door replacement, painting and resinous flooring. The project is valued at $1.4M. Work began in January and is scheduled for completion this May. Wendell Architecture & Engineering is representing the owner.

CTtransit New Bus Lifts

This 20-month, $6.8M GC project began in January and will renovate the maintenance area of CTtransit’s Liebert Road facility in Hartford. Twenty bus lifts will be removed and replaced and another new lift added for increased capacity. The maintenance area will remain open during the renovation to accommodate CTtransit’s normal daily operations. These upgrades will not only improve the facility’s capacity but allow it to service larger vehicles than can currently be accommodated.

Routes 6/10 Interchange

The Rhode Island Department of Transportation (RIDOT) awarded a design-build contract to reconstruct the interchange of Routes 6 and 10 in Providence. The new interchange will be safer, allow better traffic flow, contain cyclist-friendly lanes and increase connectivity and mobility in the area. O&G is part of the 6/10 Constructors design-build joint venture, along with Barletta Heavy Construction, DW White Construction and Aetna Bridge Company. Construction is expected to begin in 2019. At $410M, it is the largest contract in RIDOT’s history.

Nonnewaug High School Renovations

O&G is in Woodbury as construction manager at risk for Regional School District 14’s $63.8M renovations to Nonnewaug High School. Work covers 146,000SF of renovations and a new, 1,600SF front entrance addition. Most exterior windows and all MEP systems will be replaced and seven new science classrooms/labs built. The cafeteria, food service, media center, auditorium and gymnasium will undergo major renovations. Site work will bring new utility services, replacement parking lots and drives and changes to the existing athletic fields. The S/L/A/M Collaborative is the project architect. Work will wrap up in April of 2020.
Each holiday season, hundreds of O&G employees from across the company team with area service agencies to be sure that the overlooked and neediest in our communities don’t go without.

Thank you for your faithful, giving spirit.