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New Rail Projects Roll In O&G digs into three ConnDOT contracts

As the Connecticut Department of Transportation (ConnDOT) continues upgrading and expanding its commuter rail service across Connecticut, O&G continues its partnership with the state in support of that effort, most recently on a trio of high-profile railway programs in New Haven and Milford.

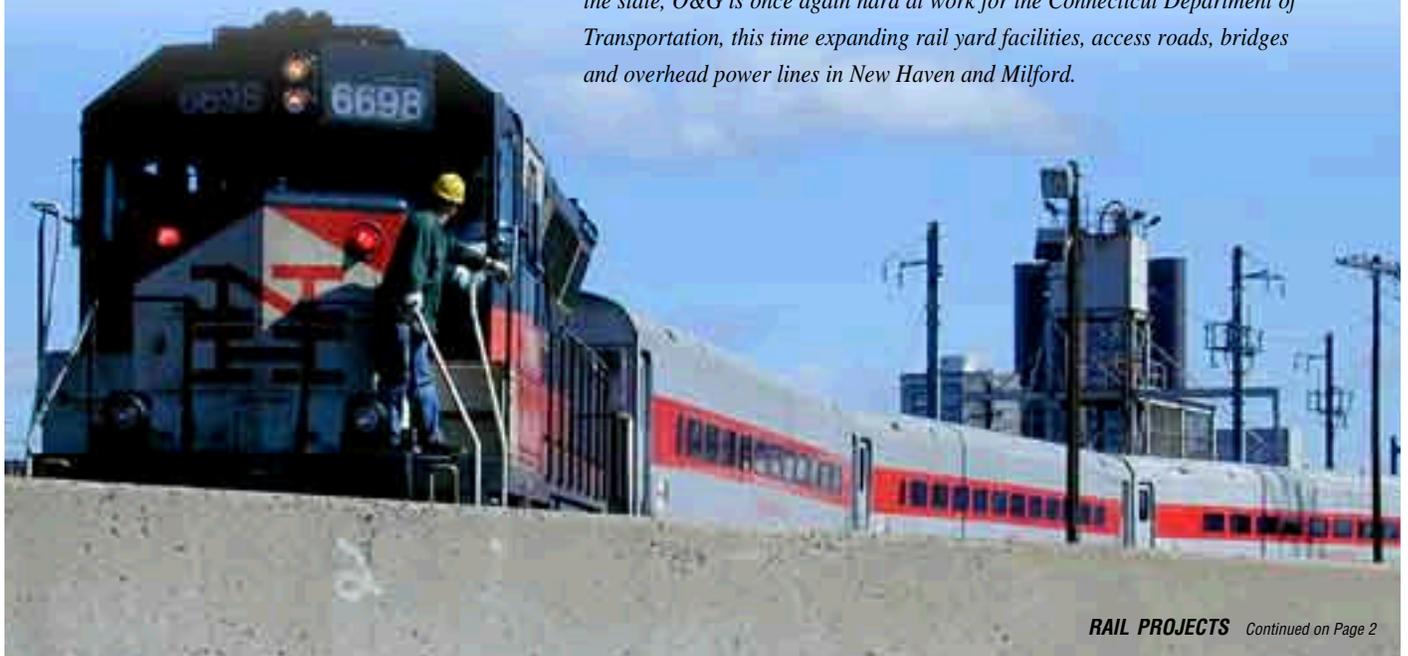
Against a backdrop of locomotives and new hi-speed Acela trains, with a web of power lines overhead and the smells of diesel and dust in the air, workers from O&G and its subcontractors are busy

laying the groundwork for a new bridge that will span the New Haven Rail Yard Complex. They are also improving the yard to handle an increased demand for railcar storage, maintenance and opera-

tions – a total of *eleven* interrelated projects being run by O&G on that site.

And while everyone is bustling in New Haven, another O&G team is ramping up in nearby Milford on another new project. Working their way across the city, O&G crews will build a new rail platform, replace or upgrade almost a dozen miles of outdated catenary – the towers and overhead electric lines that motorize the trains – and repair or replace three rail bridges as well.

Keeping the trains moving: *Building on a succession of rail projects across the state, O&G is once again hard at work for the Connecticut Department of Transportation, this time expanding rail yard facilities, access roads, bridges and overhead power lines in New Haven and Milford.*



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RAIL PROJECTS *Continued from Page 1*

New Haven Rail Yard Complex and Church Street Extension

O&G is no stranger to rail projects, having successfully completed a string of station, catenary, and repair facility projects across southern Connecticut for ConnDOT over the past decade.

One of those projects, a 62,000 SF “Car Shop” repair facility which opened in 2000, happens to have been built at this same bustling site.

John Gemetro, Vice President, who is overseeing all work at the rail yard, clarified the scope of ConnDOT’s ambitious upgrade effort. “We have a lot of people and subcontractors here at this site, working on two different contracts with the state. One contract, which will wrap up in 2004, is for the construction of a bridge that will take traffic from Church Street, coming out of downtown New Haven, up and over the whole rail yard and exit it onto Sargent Drive at Long Wharf. As it stands now, cars have to drive around the complex. John Hensel is our Project Superintendent on that job.

“John Rouleau is our Project Superintendent on the other contract which will make improvements to the yard facilities. The old facilities really won’t be able to keep up with the demand for storing the trains and servicing them, especially with the future high-speed rail service that will

pass through here. Work on that contract will wrap up in 2003.”

The improvements are considerable: removing old track; building a new nine-track storage yard with new catenary for cars and engines that are off-line; constructing a smaller MU (multiple unit) storage yard next to the existing car shop; and building pairs of access, fueling and overhaul tracks with supporting utilities that include a sanitary sewer system and a storm drainage system.

Under a separate program administered by ConnDOT, the complex that O&G is developing will be connected to “the interlocking” via an additional track and a diamond crossing. (A railroader’s term, “the interlocking” refers to a grid of multiple tracks and switches used to reroute trains from track to track.)

Demand will be high, with Amtrak, Metro-North and Shoreline East all using the tracks that pass through New Haven.

Always a challenge on jobs of this nature are the safety factors – high-power electrical lines overhead, rail traffic in and out of the yard, a maze of active and inactive underground utilities, coupled with the normal construction site safety concerns – as well as phasing work around the busy daily operations of the existing facility.

Care also needs to be taken in planning work in areas of contaminated soils, which is a sizeable percentage of the project foot-

print. Soils and extracted materials like railroad ties must be removed from suspect areas and stored in a limited number of bins where they await time-consuming testing. When the bins fill up, as they often do, workflow must shift from site preparation to other tasks – and then quickly back as bins are emptied and their contents either removed from the site or deemed acceptable to use as fill elsewhere on the project.

These are the types of challenges that veterans like Gemetro, Rouleau and Hensel are used to.

There is an upcoming challenge that has gotten Gemetro both excited and a little apprehensive. It’s “the pick,” as in “*the* pick,” referring to the use of one of the world’s largest cranes to lift a 320-foot long, 56-foot-wide, 840-ton premade steel bridge from its assembly area up and onto its supporting structures in one single piece, in one shot or pick. “That will be a big day,” says Gemetro. “There will be a lot of people here watching and a lot of media coverage!”

But while there are certain challenges unique to these two rail contracts that give him cause to do a little extra worrying, Gemetro remains assured because of his veteran team. “The success of the bridge work will come down to the night we set the truss span. With my superintendents and with engineers Kevin Mierzejewski, Doug Franklin, Dick Belcher, Giovanni



BIG doings at the New Haven Rail Yard

(l) Panorama across the complex – approximately 20 acres of work area. (r) This Lampson LTL2600 crane will come to New Haven to place the 320-foot-long center truss of the new bridge that spans the rail yard. Shown lifting another crane, the LTL2600 boasts 340 LF of boom and a lifting capacity of 2,600 tons, making it one of the world's largest and strongest "heavy lifters"

Bernardinelli and Kevin Voelker, I have the utmost confidence that our work here will overcome any challenge put in our path.”

Metro North Bridges and Catenary

A dozen or so miles away from the rail yard activity in New Haven, Project Manager Chris Tuomey is marshalling his troops for the start of another ConnDOT project.

Over a span of fifty-six months, the O&G team of Tuomey, Project Superintendent Bob Schroeder and Project Engineer Marty Page will direct the repair or replacement of three Metro North bridges, build a new rail platform in the center of the town of Milford, and replace or upgrade over eleven miles of catenary as part of a \$38.4 Million contract.

This work is especially important to the future of hi-speed rail traffic. Amtrak's Acela Express, which routinely rumbles over these lines, is capable of speeds of 150 mph, but can only hit full throttle in two spots – one in Rhode Island and the other in Massachusetts – because of track and overhead power lines that are outdated. Compared to the regular trains on the trip from Boston to New York, Acela now shaves 30 minutes off the trip; as catenary and track along the corridor are upgraded, the time savings will

become truly impressive.

While Tuomey has had his share of orchestrating complicated project schedules, the intricacies of timing seem especially involved in this project. As the teams of subcontractors and O&G personnel make their way from the east shore of the Housatonic River through the town of Milford to the border of New Haven, Tuomey and his management team will have their hands full just staying in constant communication with all involved parties. That means that work progress must be cleared and coordinated with the customer, ConnDOT's Department of Rails, with Metro-North and Amtrak, who will continue to use the tracks as work proceeds, with the town of Milford, with three design firms, and with the five principal utility companies in the area who supply electricity, local and long distance phone service, gas and water. Says Tuomey, "Having to plan with this many parties involved in this tight an envelope presents a unique challenge for our management team."

While work has just begun and won't be completed until February of 2006, Tuomey, like his counterpart in New Haven, knows that he can draw on the skill of veteran managers and an experienced workforce so that this project will take its place with the other successful rail contracts O&G has completed. ■



Just some of the site work in New Haven: *(l) In one corner of the complex an O&G crew installs a new storm drainage line; (r) O&G brings men and machines to bear, preparing the ground for new track. In all, 16,120 LF of old track will be removed and 27,000 LF of new will be installed.*

Design-Build Keeps Growing

Feeling the pressure to add new prison space to its arsenal, the Connecticut Department of Corrections recently tapped O&G to fast-track a 600-bed addition at the MacDougall Correctional Institution in Suffield, CT.

O&G will be Construction Manager for this \$29.5 million design-build contract. Five dormitory facilities, along with controlled passageways and control rooms, will be built to house new inmates. The 300 new two-man cells will be fabricated off-site, perhaps the first of their kind in the area. Made in New Jersey, the prefab steel units will arrive on flatbeds and be installed two-high with relatively simple hookups at the Level 4 security facility.

Says O&G's Earl Raifstanger, "Design-build will enable this project to proceed at a significantly faster pace than with other management methods. We're doing more and more design-build projects because of the control – especially over schedule – that it affords."

Bianco Giolitto Weston of Middletown is the project architect; BVH Integrated Services will provide structural, mechanical and electrical engineering.



Addition at MacDougall: Design-build contract exploits O&G's earlier successes in prison construction

R E C E N T R E T I R E E S

Bob Jones joined the O&G team June 1, 1959, as a grease truck operator, first travelling from job to job. "I worked on numerous jobs for the first 20 or so years with the grease truck." For the last 20 years, he reported to work at the Southbury plant, first for Dave Pellizzari, then Gene McKeon, and most recently Ray Leach. Remembering his first years on the road, Bob says, "I worked for Pat Patterson back then, and Sonny Savanella. I have George Oneglia to thank for putting me on the grease truck; he was my first boss. I enjoyed running the grease truck. It was challenging work but that's good. It must have been good – I lasted forty-two years! They're really great people to work for." Bob's son, Daniel, continues to work for O&G, operating the loader at the Bogue Road plant in Torrington. Now that Bob is retired, he plans on taking some time to catch his breath, and just relax: "I'm going to enjoy a less stressful type of life – I'm going to just lay back, and take one day at a time." You deserve it, Bob. Enjoy!

"I've worked a few years with other contractors, but I always came back to O&G," says **Paul Richards, Jr.**, a mechanic and crane operator who joined O&G in 1959. Fresh out of high school, Paul operated a grease truck, and from there became a mechanic and maintained rock drills on numerous projects. "I go back a long way. Andrew, Raymond, Sr., George, and Francis all used to come around to the job when I first started out at the Thomaston Dam." He went on to work on Route 84 in Waterbury, and on the Arch Bridge in Middlebury where Raymond, Sr., was the superintendent. Most recently, Paul reported to work at the Southbury Plant. He's relaxing and travelling now. A big fan of the Winston Cup, Paul already went down to Florida this past February. He's looking forward to a trip to the Grand Canyon with his wife: "We're riding mules down to the bottom. We went once before with our son, and my wife wants to go again." His son, Paul Richards, III, is a crane operator in Torrington. Says Paul, "I've enjoyed working with everyone there over the years." Thanks for the hard work, Paul!



Albert Rudolph brought his carpentry skills to O&G on September 10, 1997, where he worked as carpenter foreman until retiring on March 10, 2001. "I was on several locations. I was on the Frog Bridge, during the building of that, with John Hensel, and I also worked with John on the railroad station garage down in New Haven." Albert also worked with at the Adrien's Landing site in Hartford, and later on the parking garage. Now Albert says, "I'm just sitting here in Groton, watching the tide come in and the tide go out. My wife and I plan to renovate this old cottage into a house, or maybe just build one – we're not sure yet. And, she wants to do a little travelling, eventually." Although he's looking forward to his retirement plans, Albert remembers his time with O&G fondly: "It was a happy time – they're all good guys in the company. The superintendents were good to work for, and Leo Nardi was a real gentleman." Thanks, Al, and take it easy!



Harry Stone worked for O&G off and on for about six years before coming on board permanently in 1978 as a driver under Pat Patterson at the Beacon Falls plant. "Growing up I drove oxen and horses. I'm a teamster from the bottom up! I drove my whole life and never put a scratch on a vehicle or had a ticket. I've been very fortunate, and I respect other drivers," says Harry, adding with a chuckle, "I consider myself a truckologist!" Having retired on June 15, Harry is happy about spending a few less hours in the driver's seat. "I sat in the truck for thirty years. I have a beautiful home that I built and now I'm going to enjoy it." As for future plans, "We'll go to Aruba or some other island in the winter. I'd also like to take a plane to Washington and drive back, but not right yet. I want to stop and collect my thoughts." Now that he and his wife have time to relax and reflect, Harry is also looking forward to spending time with an old love: music. "I want to study my music and play my violin. I want to get back to the things I didn't have time to do when I worked." Way to go, Harry!



Working on the railroad

1. New Haven rail yard team: (l to r) Project Engineer Kevin Mierzejewski, Project Superintendent John Rouleau, Vice President John Gemetro, Nick Carrieri, Project Superintendent John Hensel, Don Therrien, Project Engineer Doug Franklin, Jeff Kilson, Bill Noll, Bill Kennedy, Duane Pulica, Project Engineer Dick Belcher, Project Engineer Kevin Voelker, Dan Santoro, George Vasilakos, Jude Dube, Project Engineer Giovanni Berardinelli, Joe Tribanas, Craig Truax, and Bob Scussel. **2. Driving sheet piles:** Sheet piles are used here for shoring one of the seven piers of the Church Street Extension Bridge. The water table at the complex is relatively high, about five feet below grade in most places, often requiring that pumps be installed to remove water before excavation and concrete pours can be performed. Local regulations that determine how much water can exit the site in a day influence the speed at which dewatering and subsequent operations can proceed. **3. More sheet piles:** Here at the southerly end of the project traffic that has crossed over the rail yard will exit onto Sargent Drive at Long Wharf. **4. Milford managers:** (l to r) Project Engineer Marty Page, Project Manager Chris Tuomey and Project Superintendent Bob Schroeder. **5. Street modifications:** O&G crews prepare rebar and forms for the pour of a new concrete retaining wall along Hallock Street at the north end of the site. **6. Ready for the next step:** This view to the southwest shows the bed where large MU (multiple unit) tracks will be placed. The concrete pier in the lower right foreground will hold one element of the 25,400 feet of new catenary (the overhead power grid that energizes the locomotives' engines). **7. Working in Milford:** (l to r) Rachel Tillotson, Steve Loyot, Kerry Hogan, Lee Kilmer and Frank Bonacassio.

On the Move *A Sampling of New Projects at O&G*

Taft School Residence Hall *Watertown, CT*

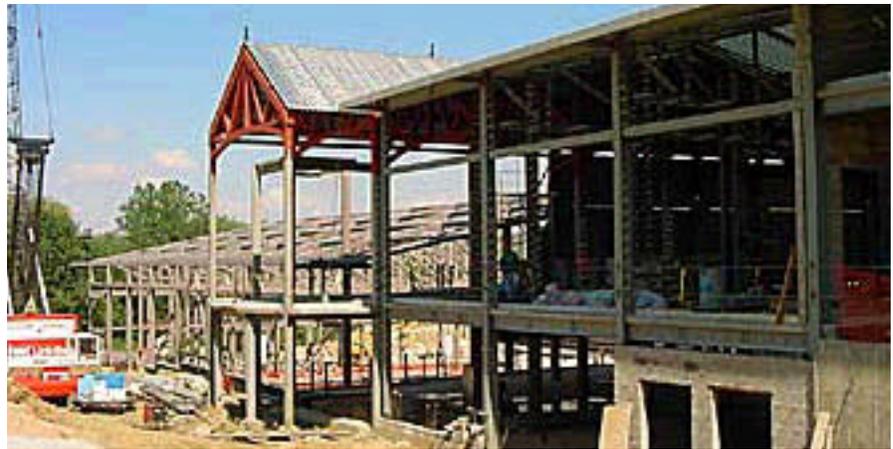
The new, 32,000 SF residence hall at the Taft School will incorporate bedrooms and living spaces for students, faculty apartments and offices, and several classrooms into a four-story, steel frame structure with traditional brick and slate roofing. Designed by Robert A.M. Stern Architects, the hall will complement the existing buildings by utilizing custom wood arched doors, buttressed wall details, and cast stone for copings, window surrounds and band coursing. Renovations to an adjacent building will facilitate the construction of a second-story enclosed connector bridge between the two buildings. When the project is completed in July of 2002, this \$9.9 Million facility will provide a home for 47 students and four faculty families.

UConn Information Technology Engineering Building *Storrs, CT*

O&G has been named Construction Manager for the University of Connecticut's new Information Technology Engineering Building. The project includes construction of a four-story academic teaching and research building, including classrooms, wet and dry laboratories, offices, and an underground lecture hall. The building will be situated between the existing Babbage Library and the new Business School. UConn's George Kraus is managing the project with the help of Jim Scobie from Bechtel/Fusco as University Representative. Preconstruction planning has begun and construction is scheduled to begin in the fall of 2001 with a January 2003 completion. The O&G team will consist of John Olsen, Project Manager, Chris Rzy, Project Engineer, Al Trudel, Superintendent, and Sheree Swanson, Preconstruction Manager. The project consultants include Burt Hill Kosar Rittelmann Associates, Washington, DC, as architect and mechanical/electrical engineers, BVH Integrated Services as structural engineer, and Lenard Engineering as site engineer.

Construction of Route 111/15 Interchange *Trumbull, CT*

O&G was recently selected by the Connecticut Department of Transportation to construct New England's first "single point interchange," a scheme where entrance and exit ramps converge at a single traffic-light-controlled point on a state highway. This \$10 Million contract includes replacing a bridge over the Merritt Parkway that is listed on the National Register of Historic Places. Construction of the proposed bridge is subject to the historic requirements of the Federal Highway Administration, the Connecticut State Historic Preservation Office, the Connecticut Department of Transportation and the Advisory Council on Historic Preservation. O&G will have to replicate the visible elements of the existing bridge: color, texture, and the var-



Hotchkiss School gets a new natatorium: *In Lakeville, CT, O&G crews are building Hotchkiss' new indoor swimming pool. (top) Workers frame in the structure, seen to the left; (bottom) the concrete pool in the middle of its three-day water test for structural integrity.*

ious architectural treatments of the exposed concrete surface. These treatments create the look of overlapping clapboards on the walls, balustrades on the parapets, stone-like voussoirs (wedge-shaped pieces on the arched frame) and raised textured panels on the abutments. Key to the project will be ConnDOT's approval of O&G's revised plan for reducing construction time, minimizing inconvenience to the traveling public and the business area while conforming to all parties' requirements. In addition to the bridge, O&G will build 6,000 LF of new interchange between Main Street and the Route 15 on/off ramps. The project designer is Parsons Brinckerhoff Quade & Douglas, Inc.

Yale University Sterling Power Plant Capacity Increase 2002 *New Haven, CT*

Progress continues at Yale University's Sterling Power Plant Capacity Increase 2002 project where

O&G serves as Construction Manager. A challenging project with close work around existing conditions, it includes the construction of two building additions and installation of key heating and cooling components: a new chiller, a 70,000 lb/hr boiler, and two new cooling towers. The Phase I East Mezzanine Addition, where a new control room will be located, was turned over at the end of August. The intensive coordination effort for the chilled water system upgrade has been successfully completed as well. An earth retention system, necessary to permit the simultaneous demolition of an old building and the mass excavation for the Phase II addition, was recently finished. Project team members working alongside O&G include Yale University's Project Manager David Spalding and Chief Engineer Mike Kieley, and architectural and engineering support members Herbert S. Newman & Partners, WM Group Engineers, and BVH Integrated Services. A mid-summer 2002 completion date is scheduled.