

Trevcon Construction: Ingenuity on the Waterfront

By Carol Fulton, Membership Development Director

For most of its 30 years, Trevcon Construction has been building on the waterfront in New Jersey and New York. Company founder and President Ronald Treveloni, Sr. has seen waterfronts become a major draw, offering enough opportunity that expanding to other territory wasn't necessary.

While the firm started out in 1987 in marine and heavy construction, the focus shifted in the 1990s to marine work, "because it seemed like a more open niche," Treveloni reminisces.

"It requires ingenuity...you can use the tide, the water and the wind, as your friends," says the engineer who got his degree from Tufts.

The Tool: A Patented Conveyor

Although Treveloni claims the TREVCON-VEYOR® came about "by accident," his ingenuity led to its creation as he figured out a way to stabilize pilings and bulkheads without shutting down operations or using dock space.

"We were bidding on a job to place rocks to stabilize the berths," he explains. "As the ships' thrusters would turn 90° to move in and out of the berth, they would wash away the stabilizing stones."

The conventional fix to restore the stone, he continues, was to cut holes in the berth deck and dump the stone in, thus rendering the berth unusable for a couple of months and resulting in a lot of lost revenue and expense.

"The Port Authority wanted a better way," he says flatly.

Pondering a solution, Treveloni went to a quarry, bought a conveyor, put it on a couple of barges, loaded the stone, floated it up to the pier – and patented the idea.

The neutrally buoyant TREVCON-VEYOR can extend more than 100 feet under a pier, gain access through spaces between piles as narrow as 12 inches and carry aggregate as fine as sand to 12-inch stone. It's precise, cost-efficient, easily transported on land or water. Its unique features allow Trevcon to repair piers, bridges and wharves and prevent further damage caused by heavy currents, dredging and propwashing.

Marketing the TREVCON-VEYOR has brought business, including the recent rehabilitation of the prestigious Pier 57 in Manhattan, a mixed-use



The TREVCON-VEYOR at work.

redevelopment that will house Google headquarters and an Anthony Bourdain Food Market.

The Challenge: Using the Hammer of Giants at the Tappan Zee

Evidence of Trevcon's success can be seen on the Newark and Elizabeth ports, from the George Washington Bridge to the South Street Seaport, and along five-and-a-half miles of Rockaway Beach boardwalk damaged by Superstorm Sandy.

Up at the Tappan Zee Bridge, now the Gov. Mario M. Cuomo Bridge, it was the Tappan Zee Test Pile Program that Treveloni calls the "most challenging" project.

To install 300-foot piles in rock, some as large as 10 feet in diameter, Trevcon needed 60-ton hammers – not available in the US. Trevcon rented German-made hammers and brought them in from Singapore. In a tight, four-month window, in the slush and cold of winter and early spring, "with Herculean effort in 24-hour work days," relates Treveloni, the piles were driven and static load-tested to 3200 tons.

"Maybe if windmills become more prevalent in the US," he says wryly, "we might make hammers like that here."

The Most Rewarding: Remembering 9/11 at the Piers

Early in September of 2001, Trevcon began a contract to repair Piers 88, 90 and 92 north of the Intrepid Museum on the Hudson in Manhattan. When the Towers were attacked on 9/11, the piers became a command center filled with dozens of Humvees and thousands of personnel.

"The order came down from the New York City EDC to get those piers repaired!" Treveloni remembers. And the company did, working amidst the organized chaos for the next two years.

"It was rewarding to make sure Mayor Giuliani and 5,000 people working on the piers were safe during that time," he says.

The Risk: Three Kids and a New Company

When Treveloni started the company in 1987, he brought with him his engineering degree and 19 years of history and experience in utility and heavy construction, both land and marine. But he also had a family.

"He's a very driven man," affirms his son, RT (Ron Treveloni Jr.), who serves as Executive Vice President and currently runs the day-to-day operations. "I admire him for taking a big risk to start the company – with three kids, a second mortgage...he was not afraid of the challenge."

Today, Trevcon has about 250 employees and three offices: in Liberty Corner in idyllic North Jersey, on the waterfront at T-Port in Elizabeth, and Downtown Manhattan at 125 Maiden Lane.

T-Port is a six-acre transloading facility on the Arthur Kill, developed and operated by Trevcon for use by the company and its clients to move materials to and from trucks and barges. It also serves as a staging point for construction crews. Its features are impressive – a 425-foot high load capac-



Trevcon on the waterfront at T-Port in Elizabeth.

ity wharf, an enclosed full-service repair shop for all types of construction equipment, and even an NJDEP-licensed Class B recycling facility.

As T-Port expands from 425 feet of berthing and 500-ton crane service capacity to more than 1,200 feet of berthing, the risk Ron Treveloni took all those years ago is muted by success.

The Next Generation: Growth in Family and Firm

The next generation, represented by RT and Justin Lijo, Project Manager, who also serves as the "face" of the company in ACCNJ, values the tangible signs of that success.

"You can see the fruits of your labor," comments Justin with pride. And, "My Wall Street friends are pretty jealous that I can point out what I've done," adds RT.

RT and Justin also represent the close sense of family Trevcon has fostered, even as the company expanded. Both warmly express their appreciation of the leadership they received from Ron Sr., which helped them grow alongside the firm.

"He has worked with three generations of my family," remarks Justin. "He has been my mentor. I appreciate everything he's done for me."

Shared Goals: Membership in ACCNJ

ACCNJ is just one of the organizations in which Trevcon holds membership. But Treveloni appreciates being part of the Association because it brings him in contact with a group of people "who share the same goals and drive."

RT echoes the sentiment, adding ACCNJ helps the company resolve issues they face in the industry.

"ACCNJ is very much on the side of the union contractor," he expands, "and the staff and members are active in GCA of New York and Moles, which gives us good dialog with people across the river in New York."



Trevcon brought in 60-ton hammers from Singapore for the Tappan Zee Test Pile Program.