

## CORCON INC. – TN-85 THROGS NECK BRIDGE PROJECT

Corcon Inc. is repairing cables and repainting New York City's TN-85 Throgs Neck Bridge.



# Fine-Tuning NYC Bridges

Working on high-profile projects in the Northeast, Corcon Inc. brings more than 30 years of industrial painting expertise to the market. Its No. 1 priority is its employees' safety, it says.

BY FERNIE GRACE TIELIS

**G**rowth is the key word for Lowellville, Ohio-based industrial painter Corcon Inc. Established in 1979, it grew from a \$50,000 company its first year to a multimillion-dollar firm today, working mainly on bridges, power plants, electrical towers and substations, factories and tanks.

A leading contractor in industrial painting, the company also recently ventured into removing lead on bridges and structures with recyclable steel grit blasting machines.

"[In addition,] major accomplishments [include] the development of a containment platform for the containment of blast debris and the development and painting of recyclable abrasive blasting systems with steel abrasive as the blast media," the company says.

Corcon is known for working on high-profile projects in the Northeast. "We have been painting bridges for [more than] 30 years," President and CEO Lou Lyras says. "In the '80s, we painted five of the major river crossings in Philadelphia, and two years ago, we completed the cleaning and painting of the Ben Franklin Bridge in Philadelphia

for \$24 million. In 2002, we joint ventured with another contractor and painted the Verrazano Narrows Bridge for a little over \$50 million."

The company is currently repairing cables and repainting TN-85 Throgs Neck Bridge. New York City's Throgs Neck Bridge is a suspension bridge with three lanes of traffic in each direction, carrying traffic between the New England Thruway, George Washington Bridge and Long Island.

"The project is very similar to our Ben Franklin Bridge project with the exception of the towers," Lyras explains. "In this project, we will be painting the 347-foot towers

with a high-tech coating, Polysiloxane Interfine 979, manufactured by International Paint LLC. This coating will provide a high gloss for many years and resist fading that is typical on many bridges.

"Additionally, we are testing the main cables," he continues. "This work will be done by our subcontractor, GCCOM. The project will also be done mainly from barges and we will utilize many of the

**Corcon Inc. – TN-85 Throgs Neck Bridge Project**

[www.corconpainting.com](http://www.corconpainting.com)

**Project value:** \$40 million

**Location:** New York City

**Employees:** 75

**Service:** Industrial painting

**Lou Lyras, president and**

**CEO:** "We expect to complete the project two years ahead of schedule by utilizing extra equipment and manpower."



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engineering and equipment advancements from the Ben Franklin and Verazano projects, such as the unique ARS modular 30,000 cubic feet per minute dust collectors that can be placed on the bridge parapet. We work closely with our equipment supplier, Advanced Recycling Systems, to provide us with the newest and best technologies.”

The \$40 million project is expected to use about 50,000 gallons of paint and 245 tons of recyclable grit. “We expect to complete the project two years ahead of schedule by utilizing extra equipment and manpower,” Lyras states. “This is what we did on the Ben Franklin project.”

### Ben Franklin Project

In April 2004, Corcon worked on Phase IV of the 80-year-old Benjamin Franklin Bridge. Connecting downtown Philadelphia and Camden, N.J., the suspended bridge had been painted an average of once every seven years since its construction, according to the Delaware River Port Authority (DRPA).

The DRPA divided the Benjamin Franklin Bridge project into five phases.

“[Phase IV encompassed] the removal and replacement of coatings on the stiffening truss over the Delaware River,” DRPA says. “The project included total removal of the coatings to an SSPC-SP 10 finish and the application of a three-coat organic zinc-epoxy-urethane system to a total dry film thickness range of 250 to 300 micrometers.”

The project was scheduled to be completed by December 2006, but Corcon finished a year ahead of schedule, thanks to the company’s crew on-site. “[Corcon] employed approximately 50 workers for abrasive blasting and coating operations,” Project Manager Steve Lyras explained in a statement. “Two blasting crews of six workers each abrasive-blasted the bridge using recyclable grit. The remaining workers made up the containment crew and two painting crews. Once the blasting was completed on one section, the blasting crew helped the painting and containment crews with their work. This helped the contractor

### GCCOM CONSTRUCTION CO. INC.

GCCOM Construction Co. Inc. performs all aspects of structural steel work; which goes hand-in-hand with Corcon’s large scale lead abatement and painting capabilities. Currently, Corcon and GCCOM are combining their respective talents on both the Throgs Neck Bridge and the Brooklyn Bridge rehabilitation projects in New York City.

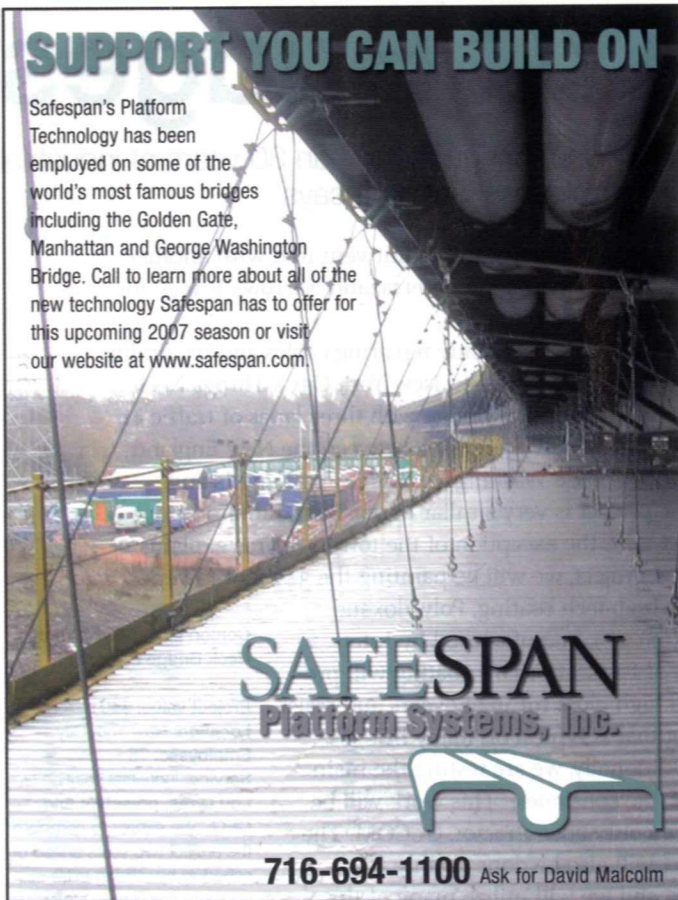
keep ahead of schedule by ensuring the timely removal and re-erection of the containment at subsequent work areas.”

### Staying Healthy

Because Corcon works on projects that expose its employees to high levels of lead generated from blasting aged coatings, the company says its workers’ health has always been the No. 1 priority.

For example, Corcon saw a few spikes in the blood lead levels of some of its employees during the first stage of the Benjamin Franklin project. “We were aggressively controlling lead exposure on this project, and not at the expense of production,” Lyras recalls.


“The potential for high lead levels was given serious consideration due to the high lead content of the existing coating. This was one of the reasons dust collectors were developed that could be placed close to the work zone. Also, blood tests were taken on a monthly basis and each man was carefully monitored.” ■



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