



Liberty Street Bridge Access: Making Changes to Move Ahead

The New York State Department of Transportation (NYSDOT), working with The Port Authority of New York and New Jersey, will be relocating the eastern access point of the Liberty Street Bridge. Currently located at the intersection of Liberty and Greenwich streets and spanning West Street, the access will be relocated in the spring of 2010 to allow The Port Authority's Vehicle Security Center (VSC) construction to proceed.

The existing Liberty Street Bridge is currently accessed through a sidewalk shed that leads through the VSC site and lets out on the south side of the World Trade Center site. The new eastern entrance/exit will be relocated to West Street between Albany and Cedar streets in front of the 90 West historic landmark residential building. Pedes-

trians will thus be routed south at the eastern end of the bridge to Albany Street. Only the access will be relocated; the Liberty Street Bridge itself will remain in place.

The east access shift will allow for further excavation of the VSC – an important next step in pushing forward the construction at the WTC site. The temporary pedestrian access shed that currently goes through the VSC site will be removed. The operation is a complex one, and will require tight collaboration between The Port Authority, NYSDOT, LMCCC, NYCDOT's Office of Construction Mitigation and Coordination and the contractors involved.

The new access will connect the entrance stairs to the Liberty Street Bridge. This access consists of two

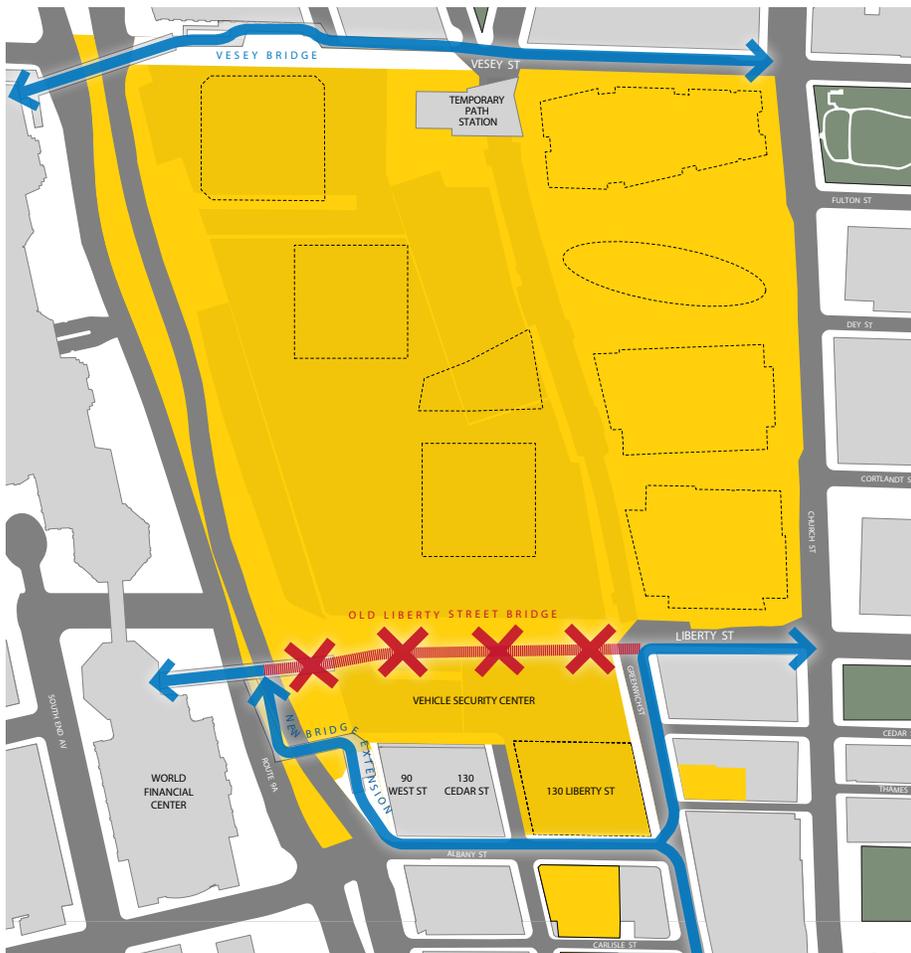
structural segments. The east/west segment is a truss and spans the northbound Route 9A lanes; it will be lifted and installed by a crane. The north/south segment is comprised of structural frames and will be erected in the area between the north and south traffic lanes. It will be connected to the first segment, providing a safe environment for pedestrians.

An elevator will be installed at the new entrance close to the stairs to ensure easy access for the public. Images of destinations in Downtown Manhattan and renderings of the future WTC site and Route 9A roadway will grace the walls of the new extension as well.

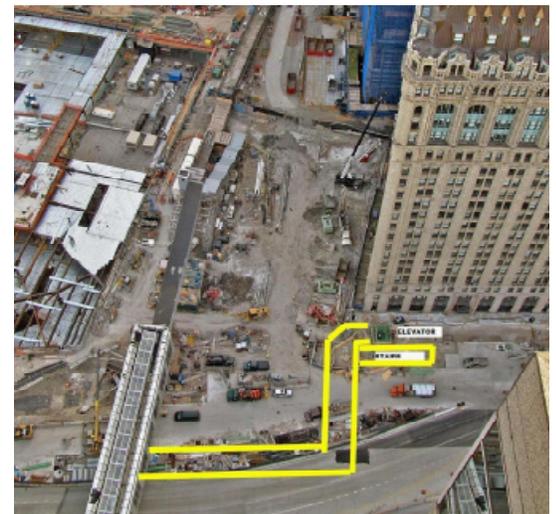
In mid-February, advance notice was placed in the current shed indicating the new access. The

Port Authority also sent notices to stakeholders. Wayfinding signage was placed in the surrounding area as well as inside the Liberty Street Bridge, directing users to the new entrance/exit once it is in place. Pedestrian Managers will be on hand at strategic locations to help direct users and avoid initial confusion immediately after the new access opens. Attention will be drawn to the fact that the Liberty Street Bridge will remain in place, and only the eastern access point will be relocated.

The new Liberty Street Bridge access extension will be enclosed, weather-protected and well-lit, with clear signs to provide pedestrians with safe, convenient and comfortable passage to and from Battery Park City and the World Financial Center.



Map of Liberty Bridge access shift.



The new Liberty Bridge access point will land in front of 90 West.



Rendering of the completed Liberty Bridge extension.

One WTC Surpasses 20th Floor

The Port Authority met a major milestone in early February, when One WTC hit the equivalent height of the 20th floor above ground.

This is significant because floors 20 through 89 will be regular office floors, requiring similar basic construction techniques on every floor. Contractors will be able to get into a rhythmic construction pattern of placing steel and pouring concrete, and each floor between 20 and 89 will rise quickly.

Above-grade core lifts are currently in progress, as is the placement of concrete on the metal deck, which is being installed as structural steel is set. Mechanical, electrical and plumbing trades are fully active.

Construction of this scale is supplemented with constant crane activity. Currently, two massive crawler cranes are erecting One WTC, in addition to two tower cranes. The Manitowoc 18000 – the larger of the two and the biggest crane on site to date – and the Manitowoc 16000 will be relocated for work in the eastern portion of the site in the spring as steel keeps rising. In their place, a large climber crane will be brought in, to continue on the outside of the building.

THE SUBWAY SHOP

Ever since the news of a Subway sandwich shop being installed atop the then-highest level of One WTC hit the wires, the event became a major area of public interest. Many already know that the shop has been installed because it is easier for workers to have food available right where they work, rather than having to travel all the way to ground level, leave the site, buy food, come back to the site and go back up in a lift. (Yes, the shop will adhere to the same sanitary and operational requirements that any food vendor must observe; and yes, it is for construction personnel only, not for the general public.)

However, the Subway shop is also part of a complex construction approach where things sometimes serve more than one function. The sandwich shop is housed in one of several large steel containers that serve a dual purpose: they are platforms to support workers and machinery, and are also used as operational shanties. These will be regularly jumped to the highest level as the building rises. This is one of the things that make construction of One WTC remarkable: The creativity isn't just in what's being built, but *how*.



One WTC on the rise.



Subway sandwich shop is lifted to the top of One WTC.



Who Knew? WTC Facts:

- 1 One WTC will utilize 45,000 tons of structural steel, the equivalent of 22,500 full-size passenger cars.
- 2 The 22,000 tons of steel necessary to build the Transportation Hub is equal to roughly twice the steel used to build the new Yankee Stadium.
- 3 The total weight of the steel reinforcing bars used in the Vehicle Security Center foundation walls is equivalent to 10% of the weight of the Eiffel Tower.
- 4 The Central Chiller Plant will circulate enough river water every minute to fill 750 bathtubs or flush 10,000 toilets.
- 5 The total weight of the trees to be used in the plaza to complement the Memorial and Museum will equal about 30 times the weight of the Statue of Liberty.

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