



One WTC Sees Installation of Jumbo Steel Columns; More Arches for East/West Connector Completed; Memorial Plaza Work Leaps Forward



One World Trade Center jumbo steel columns.

One World Trade Center progress surged ahead as installation of 24 jumbo steel columns began in mid-August. The columns, each weighing around 70 tons and spanning approximately 60 feet in length, are the largest to date for this building.

Steel plates for the columns were manufactured in a Luxembourg factory. They were then shipped to separate shops in North America – one in New Jersey, the other in Canada – where they were assembled. The finished columns were transported to the site via the George Washington Bridge.



New arches installed on the East/West Connector.

Construction personnel are erecting the columns with the aid of a 10-story high, 440-ton latest model Manitowoc M16000 crane. This phase of the project will continue through the month of September.

Over on the East/West Connector, which links the PATH Transportation Hub to One World Financial Center, most of the arches manufactured to support Fulton Street have been installed, including all of the arches made under the original contract. On the east end, four arches have been added as part of a new contract for the extension of the grade slab to create the Fulton Street Construction Access, which will be used during site operations by those requiring access to the Hub and One WTC. Erection of three arches on the west end is also slated for September.

The Memorial Plaza also saw progress recently as The Port Authority of New York and New Jersey approved a major contract to permanently brace the box that encloses the No. 1 subway line, which will form the foundation for the future Greenwich Street extension. The bid came in well below the original budget estimate for the project.

The contract ensures that the public will have access to the 9/11 Memorial Plaza on the tenth anniversary of 9/11. The successful tackling of this key third quarter milestone is the result of The Port Authority's constant quest for faster and more cost-effective ways to complete construction.

The Last Column's Triumphant Return



The Last Column – the final piece of the original Twin Towers to have left the WTC site – made its long-awaited return on the morning of Monday, August 24th, amid much fanfare from the workers, first responders and the media.

With affixed 9/11 remembrances such as writings and photos of fallen heroes still intact, the column was brought in from JFK International Airport's Hangar 17, where it was stored for seven years.

The column will be permanently displayed at the National September 11 Museum. It had to be brought in before the Museum's construction was completed due to its size, which would prevent it from being carried into the finished building. It will temporarily be housed in a controlled temperature casing to protect it from surrounding construction.



Port Authority Program Focuses on Safety, In and Around WTC Site

The safety of the general public, including local community members and commuters, is the greatest concern for the Port Authority of New York and New Jersey. The redevelopment of the World Trade Center complex is possibly the largest and most intricate construction project underway in the United States. In order to ensure that the public is properly protected and the men and women working at the site are safe on the job, the Port Authority is implementing some of the most effective safety policies in the construction industry through its WTC Safety Program.

The program focuses on safety, health and environmental concerns in the WTC area and addresses these topics through a network of several safety committees operating at all levels, established specifically to monitor, coordinate and continually improve safety practices at the site.

The WTC Safety Program, under the leadership of Joe Schwed, WTC Site Safety Director, has put into place regular field and project walkthroughs, noise and dust control monitoring, and job hazard analyses to keep track of site safety and determine which procedures should be upgraded. Thorough investigations help safety committees to compile data and practical knowledge, and determine how to best prevent future incidents.

The World Trade Center Safety Committee (WTCC) launched the Port Authority's Safety Management Strategy, which outlines the steps to assess and mitigate risk at the site. First, risk is identified, as the committee examines and reviews all operations where injuries occur most



The widened Liberty Street Shed.

frequently. Likelihood and consequence are established as trends are isolated and the risks are assessed. Plans to address and eliminate the risks are put into place through job hazard analyses. Site safety is maintained as concerns are reviewed at regular intervals and action is taken in cases of non-compliance.

All employees working at the WTC site undergo a formal safety training and certification process. Site workers also receive weekly updates through toolbox discussions.

Crane operation safety is a concern at all construction sites. At the World Trade Center, The Port Authority has worked closely with the New York City Department of Buildings, Cranes and Derricks Division, to establish a crane inspection and approval process to ensure proper crane operations. All crane jumps at the WTC site require pre-lift meetings, and a full time Port Authority engineer has been dedicated as the WTC Crane Manager to oversee operations. All employees working with cranes receive specialized rigging, signal and inspection training.

The Port Authority's commitment to the safety of the general public can be clearly observed around the perimeter of the WTC site. Pedestrian safety practices have been instituted, and have met with community approval. The Pedestrian Safety Management Program has placed uniformed personnel at intersections around the site, ensuring safe foot traffic while helping to smoothly direct the flow of pedestrians and vehicles. Signage has also been upgraded and improved in the immediate area, with additional

signs displayed on street corners and other pedestrian hotspots along the perimeter.

Liberty Street provides pedestrian access to and from the World Financial Center. In order to protect the public from construction on the south side of the site, a protective shed was erected, running from Greenwich Street on the ground level to the beginning of the elevated enclosure that crosses above West Street. The shed offers safety to those walking along this heavily-travelled route. Originally bare-bones and utilitarian, the ground level structure has recently been transformed into a wider passageway that has become a temporary tribute to downtown Manhattan: its walls, painted a deep blue, currently display artistic wall panels depicting images of the neighborhood and its infrastructure.

"The safety of all those who live around, work in or travel through the WTC site is our utmost concern, and everything the WTC Safety Team does is focused on that fact," says Mr. Schwed. "In order to protect those we serve, we constantly monitor what occurs at the site and implement new practices and procedures as necessary."



New pedestrian sign on Church Street.



Pedestrian Managers control traffic around site.

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