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CHOREOGRAPHING CONSTRUCTION AT THE WORLD TRADE CENTER

Understanding the complex nature of the World Trade Center (WTC) reconstruction project and the numerous constraints, both on- and off-site, is vital to the logistics planning process throughout construction. The Port Authority must navigate these complexities and constraints on a daily basis. The Port Authority works to facilitate the movement of pedestrians and vehicles around the WTC site; by coordinating between several construction projects, each with their own contractors, on this confined site in the middle of congested Lower Manhattan.

Within the construction site, the Port Authority coordinates the planning and modeling of construction material and truck deliveries among all the project's contractors. As construction peaks, the number of delivery trucks can reach as many as several hundred per day. Off-site, the Port Authority coordinates with city agencies like New York City Department of Transportation (NYCDOT) and the New York Police Department to prepare staging areas for the hundreds of trucks and construction vehicles, part of the just-in-time delivery calls to the site. The Port Authority continuously performs pedestrian, bicycle, and vehicle counts around the WTC site to understand how circulation changes as a result of construction activities and closures. The results of the counts are used to inform sidewalk, bike path, and roadway improvement/mitigation designs, as well as rerouting, signal timing and wayfinding decisions.

The Port Authority serves as the focal point for regular communication with community members, businesses, and elected officials of Lower Manhattan regarding the status of the WTC rebuilding effort. Coordination continues almost daily with several city, state, and federal agencies, including but not limited to the NYCDOT, Metropolitan Transportation Authority, New York City Department of City Planning, New York City Economic Development Corporation, New York City Mayor's Office, New York State Department of Transportation, Federal Transit Administration, and others. The Port Authority provides an open line of communication

with stakeholders and the general public regarding construction at the WTC site. As part of ongoing communication efforts, the Port Authority provides an up-to-date WTC Progress website and creates construction update newsletters, like this one, for internal use as well as external circulation.

Due to the foresight of the Port Authority, construction on the WTC site has been accelerated by the centralized and purposeful logistics planning efforts, coordination among the contractors and project executives of the numerous projects on-site, and communication with external agencies, stakeholders, and the community at large.



View of One WTC construction from Vesey Street at West Broadway (facing west)



Ongoing construction at the WTC site (facing northeast)

ONE WORLD TRADE CENTER: A VIEW FROM THE INSIDE

One World Trade Center (One WTC) is quickly rising in the northwest corner of the World Trade Center site. In March, steel erection progressed to the 60th floor and to approximately 721 feet above grade, more than halfway to the top of the tower. The concrete core is following closely behind and installation of the building's curtain wall is progressing, forming the iconic skin of One WTC. The building is transforming the skyline and its presence can be seen from adjacent streets, the surrounding neighborhood, and even from the East River Bridges and New Jersey. But while the exterior of One World Trade Center often steals the spotlight, the unique features of the interior of the building are also of interest. For the curtain wall, architects worked with industry experts to develop glass of a new monumental scale that is capable of withstanding the wind pressure of a super-tall building as well as stringent security requirements. The 5' by 13'- 4" insulated glass panels span the full floor-to-floor height with no intermediate mullion, which is a first in skyscraper construction. These glass panels allow for maximum daylighting and impart monumental scale to the project. The eight corners of the building are clad with stainless steel panels, with each panel spanning the full height of a floor. Tenants and visitors will also be greeted at plaza level by a state-of-the-art, 50-foot-high public lobby. The lobby forms the cubic base of the building and is topped by a series of mechanical floors; together these will form the 186-foot-high building base.



Construction at the One WTC lobby



Rendering of the One WTC lobby



60th floor



One WTC's glass curtain wall from the inside looking out on the 26th Floor

NATIONAL SEPTEMBER 11 MEMORIAL & MUSEUM (NS11MM)



In less than a year, on the tenth anniversary of September 11, 2001, the Memorial Plaza will become accessible to visitors. Visitors to the Memorial will be able to see into a large glazed atrium (the Pavilion), where two steel tridents recovered from the site will be on display. The structural steel contractor is installing the grand stairs within the Museum's Pavilion. Large quantities of soil for the Plaza have been placed and the delivery of trees continues.

FOUR WORLD TRADE CENTER



Located at the southeast corner of the site, 4 WTC will rise to 975 feet. This month, steady progress will continue on the reinforcement and form work for concrete floor slabs and columns, currently on the 9th floor. The steel erection and installation will also continue through the 19th floor, to what will eventually be a 64-story tower. In preparation of the glass curtain wall, embeds and welding brackets are being installed.

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