



## **Semi-Annual Section 106 Status Report:**

- **WTC Transportation Hub (PATH Terminal)**
- **WTC Vehicular Security Center and Tour Bus Parking Facility**

### INTRODUCTION

This semi-annual newsletter reports on the progress made by the Port Authority (PA) since July 2007 and is issued pursuant to the stipulations contained in the two Section 106 Memoranda of Agreement (MOA's) executed by the PA, Federal Transit Administration (FTA), American Council on Historic Preservation (ACHP), and New York State Historic Preservation Officer (NYSHPO), for the WTC Transportation Hub project and for the WTC Vehicular Security Center and Tour Bus Parking Facility (VSC) project. The MOAs for the [WTC Transportation Hub](#) and [WTC VSC](#) projects (collectively the *WTC Transportation projects*) are posted on the [WTC Downtown Restoration Program website](#).

### WTC SITE HISTORIC RESOURCES

From time to time during the design development of the *WTC Transportation Projects*, information about the effect the projects would have on historic elements or properties is posted on the [WTC Downtown Restoration Program website](#) for review by the Consulting Parties.

Location of PATH Emergency Ventilation Shafts - In January 2008 the PA posted a design update to the Consulting Parties regarding relocation of the PATH Emergency Ventilation shafts from the median of Route 9A to the westerly portion of the WTC Site. In particular, the southern PATH ventilation shaft would be co-located with similar functions required for the WTC Memorial Museum project. The posting also noted that FTA planned to issue a determination of de minimis effect. NYSHPO concurred with FTA in finding that the impact of this design change was de minimis.

Further design postings are anticipated in 2008 for the WTC Hub and VSC projects, as to how the project designs may affect historic elements or properties.

### CUMULATIVE EFFECTS ANALYSIS (MOA-Section I)

The PA coordinates the *WTC Transportation Projects* with the projects of other stakeholders and agencies at the WTC site, including the Lower Manhattan Development Corporation (LMDC), National September 11 Memorial and Museum (NS11MM), Silverstein Properties (SPI), New York State Department of Transportation (NYSDOT), MTA NYC Transit, as well as the City of New York and other parties. There have been no additional cumulative effects postings by the PA during 2007, as the various project designs by the PA and other entities have been ongoing. Pursuant to Section I.G. of the WTC Hub MOA, cumulative effects postings will be undertaken as design plans are available for review.

The PA met with FTA and members of the Lower Manhattan Emergency Preservation Fund (LMEPF) in February 2008 to discuss overall design and construction status of the WTC Transportation Hub project in connection with cumulative effects on Section 106 resources.

### TREATMENT PLANS (MOA-Sections I and II)

Resource Protection Plan (RPP) - A RPP was prepared for the WTC Hub Project in 2005, and for the WTC VSC project in 2007. The RPPs outline plans to protect historic resources at the site, including requirements to protect historic elements (such as the Tower perimeter column bases) from damage during construction of the applicable project. The plans specify requirements for inspecting and reporting procedures, construction monitoring and methods and materials to be used for any repairs. The RPPs also provide for the involvement of a Project Historic Architect (PHA) in the design and construction phases of the project. The PHA for the WTC Hub project continues to review designs, observe construction activities and assess the protection of historic elements; and assure that MOA Stipulations are being fully satisfied.

WTC Construction Protection Plans (CPP) - A CPP was prepared for the WTC Hub project in 2006, and for the WTC VSC project in 2007. The CPPs outline plans to protect specific historic properties (Barclay-Vesey Building, Federal Office Building/U.S. Post Office, 30 Vesey Street, former East River Savings Bank, Beard Building, 114-118 Liberty Street and St. Paul's Chapel and Graveyard) from construction-generated vibration. Vibration monitoring equipment has been installed by the WTC Transportation Hub project at key locations to provide data for compliance with vibration limits.

The respective RPP and CPP documents are also posted on the [WTC Downtown Restoration Program website](#). Recent Construction developments are noted below.

### WTC TRANSPORTATION HUB CONSTRUCTION UPDATE

Construction activity at the WTC Site has continued to make tremendous progress through early 2008, with ongoing monitoring of historic resources.

East Bathtub / Site Preparation - In the new East Bathtub, the progress of demolition, excavation and removal work for the former H&M Terminal structure is substantially complete. More than 400,000 tons of soil have been removed for the future Tower 4 and Tower 3 areas. These areas were turned over to SPI in February 2008 to begin office tower construction. Construction activities are now focused on completion of the new North(east) Slurry Wall and tiebacks, that will enable excavation of the Tower 2 area, that will also be turned over to SPI later in 2008.

1 Line Subway Underpinning - Major work also continues to underpin the 1 line subway box, including installation of mini-piles and structural steel framing within and around the subway box to support it while excavation and construction takes place below. Construction is coordinated with NYCT subway operations and critical work is performed at night and on weekends when subway service is temporarily suspended.



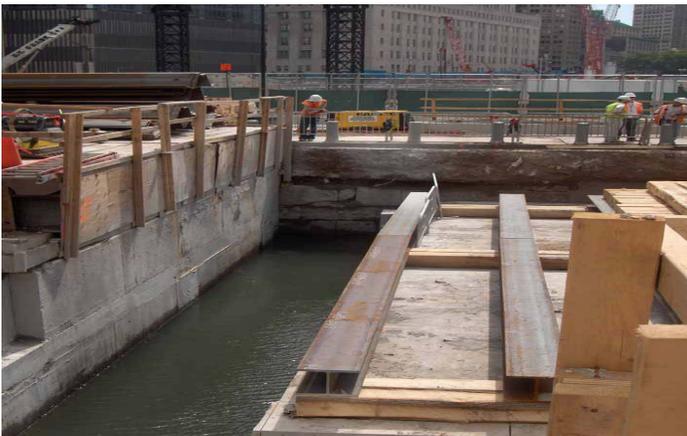
Temporary North Access – To complete the East Bathtub excavation for construction of the WTC Hub and Tower 2, a temporary access for PATH commuters is being installed at Vesey Street (to enable removal of the existing access to Church Street). Final fitout work for this Temporary North Access will be completed shortly, and this area is scheduled to be open for public use by early April 2008.

Route 9A Pedestrian Underpass - Secant pile installation is continuing across Route 9A to install a water tight area for excavation and construction of the underpass structure extending to the World Financial Center. Secant pile installation has been completed on the eastern half of the underpass and excavation has commenced in this area.

## ARCHAEOLOGICAL RESOURCES (MOA-Sections II and IV)

Hudson River Bulkhead (HRB) - The HRB, on the west side of Route 9A, is eligible for listing on a portion of the State and National Register of Historic Places. As discussed in the environmental record, this resource will be impacted by the WTC Transportation Hub project – resulting in preparation of an Archaeological Resource Monitoring, Treatment and Mitigation Plan in 2007. A NYS Museum permit application regarding this work was prepared, submitted and approved in accordance with the requirements of the MOA.

As described in the HRB plan, archaeologists will be present during excavation when the exposed top portion of the HRB takes place. This phase of construction began in February 2008 in accordance with the plan and will be completed in the next several months.



## OTHER PROJECTS AT THE WTC SITE

The PA supports and participates in the LMDC's Consulting Party Meetings as necessary. Since 2006, the PA provided information about construction feasibility, costs, schedules and risks for various treatment options for the Vesey Street Stair Remnant. To facilitate those Section 106 discussions and consultation, the PA met and exchanged technical information about the treatment options with the LMEPF and their consultant.

In 2008, the PA, FTA, MTA Capital Construction, SHPO and ACHP also agreed that the PA will remove and store several architectural elements of the MTA's Cortlandt Street 1-Line Station Remnant, including the token booth facade front and elements from the interior and fare zone, mezzanine area. The PANYNJ is salvaging the elements, with the assistance of the NYS Museum (NYSM), and transporting them to Hangar 17 at JFK Airport until such time as the NYSM, as curator of these particular artifacts, identifies a permanent repository.

## TEMPORARY RELOCATION OF HISTORIC ELEMENTS

### Vesey Street Stair Remnant

As part of its Section 106 Programmatic Agreement consultation process, the LMDC issued its Final Mitigation Plan for Adverse Effects on the Vesey Stair Remnant in October 2007. The PANYNJ and Memorial Museum agreed to work cooperatively to extract intact the entire run of remnant stairs intact and the connector plate, and to store these elements until such a time as they can be installed in permanent locations.

Over the next several months, the PA and NS911MM worked together with SHPO and LMEPF to develop the methodology for the intact move. With their concurrence, the terrazzo level of the connector plate was panelized and stored at Hangar 17 at JFK.

On March 9, the stair run and new steel supporting structure was lifted by crane onto a transport vehicle, which moved it to an interim location on the WTC Site approximately 200 feet from its original location, where it is intended to remain until it can be incorporated into the Museum.



## COMMENTS / QUESTIONS

Please forward any comments or suggestions you have regarding this report by fax to 212-435-5512 or via the WTC Downtown Restoration Program website: [www.PATHRestoration.com](http://www.PATHRestoration.com).