

Facts & Figures

Owner: MTA New York City Transit, Brooklyn, NY

Type of Project: Reconstruction of a subway line

Engineers: Gannett Fleming Engineers and Architects P.C., New York, NY; The LiRo Group, Syosset, NY

General Contractors: Tully Construction Co. Inc., Flushing, NY; A.J. Pegno Construction Corp., College Point, NY (a joint venture)
Size: 1,400 feet (majority of the project; work was also done on the line from Chambers Street to the South Ferry Loop, and the Rector Street Station was gutted and rebuilt)

Cost: \$160 million (total)

Construction Time: February 2002 - September 2002

The Need: To rebuild the stations and subway line damaged by the World Trade Center towers

collapsing on September 11, 2001
The Challenge: Managing a very tight schedule

Supportive Team Members

BUDDCO Enterprises, Inc.
Structural Steel Fabrication, Erection & Rigging

C.B. Contracting Corp.
Rebar Installation

Cruz Concrete & Guniting Repair Inc.
Concrete & Restoration Contractor

Eagle One Roofing Contractors
Roofing Contractors

Koehler Masonry Corp.
Masonry Contractor

Materials Testing Lab Inc.
QA/QC Testing & Inspection Services

Michelman-Cancelliere
Iron Works

North Star Contracting Corp.
Full-service Railroad Contractor

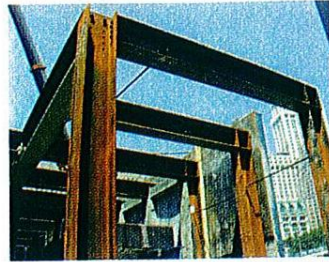


Photo courtesy of Rachel Curnow



Photo courtesy of Richard Panchyk



Photo courtesy of Rachel Curnow

New York, New York

1/9 Interborough Rapid Transit Subway Line

In February 2002, work began on 1,400 feet of the 1/9 Interborough Rapid Transit (IRT) Subway Line that was crushed and destroyed by the collapse of the World Trade Center Towers following the terrorist attacks on September 11, 2001.

There was a sense of urgency to repair the damaged tunnels and resume operation of the stations that had suffered damage. In addition to having to rebuild a section of the tunnel, the project team gutted the existing tunnel from Chambers Street north of the World Trade Center site through the South Ferry loop at the tip of Manhattan. All the existing track as well as the electrical, mechanical and signal systems were demolished and reconstructed. The Rector Street Station, south of the World Trade Center site, was also gutted and reconstructed, and all of that station's mechanical and electrical systems were replaced.

Although the process to rebuild was underway, trains couldn't run below Chamber Street during reconstruction. As a result, service was slower, adding as much as 20 minutes to a one-way commute, and customers were inconvenienced. "Rapid restoration of service was imperative to relieve this condition and boost the morale of the entire city," said

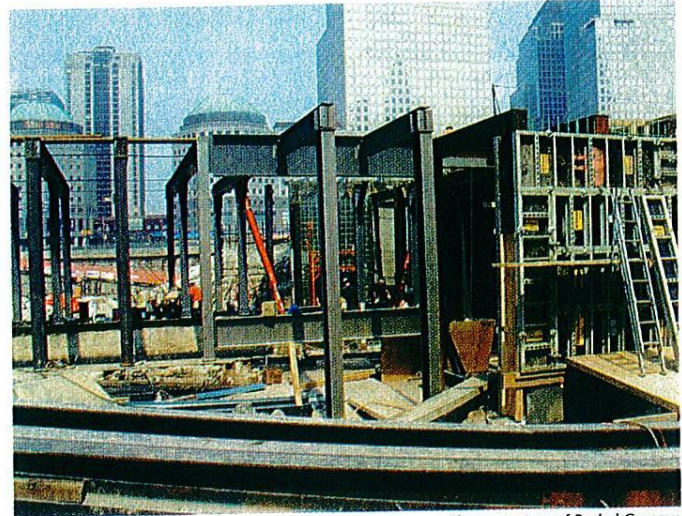


Photo courtesy of Rachel Curnow

Joseph Trainor, vice president and program executive for MTA New York City Transit Capital Construction, the project's owner.

The entire project team worked together to complete the complex project on a short schedule. The project team members encountered several challenges, including managing 300 people who were all completing different tasks; working 10-hour shifts, six days a week; and working in close quarters with trains carrying equipment in and out. "Supervision of the work was critical and on-the-spot decision making was the rule," said Trainor. "Upper echelon management was on site daily together with the construction companies' principals."

Trainor credited the project's successful outcome to the project team members' hard work and

dedication. "There was no time for second guessing or rethinking of decisions," he said. "The team was composed of motivated and empowered individuals."

Thanks to coordination among the team members, the project was finished ahead of schedule. "We paid the contractor an incentive of \$100,000 for each day that the job was brought in ahead of schedule," said Trainor. "We were 30 days early." ■

— Nicole Mathes