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A small but important project at Ground Zero's PATH station

BY DAVID BURTON

In six months or so, the new PATH station under the World Trade Center Site will reopen for commuters and others traveling to and from New Jersey. It will be the first step in the rebuilding of the area around Ground Zero.

Politicians will orate, city officials will puff out their chests and editorial writers will pontificate about the return to service of the five tracks and three platforms. But perhaps the greatest sense of satisfaction and pride will be felt by an almost anonymous group, the companies and workers who labored to bring the station back to life.

The tubes under the Hudson had to be drained of the flood that poured in on September 11, 2001 and remained for 40 days. New tracks had to be laid as well as power and communication lines, signals and extensive repairs undertaken, all part of the \$544 million project.

Just one small aspect of the rebuilding task gives a little insight into the complexity of restoring the station.

A large part of the task fell to a joint venture group called Yonkers/Tully/Pegno Pegno. This consisted of three firms, Yonkers Contracting, Tully Construction and A.G. Pegno Construction. Because of the size of the job, the skilled and experienced companies combined to bid successfully for the PATH station work.

When they won the contract, they started shopping around for materials, among them waterproofing around the walls which descend into the 70-foot-deep "bathtub" in which the Station sits. A salesman, John Hunt, of S & J Sheet Metal Supply, had a relationship with the companies from past business dealings and made a bid.

He offered a waterproofing membrane called CCW Mira DRI 860, a self-adhering material consisting of a specially formulated rubberized asphalt laminated to a high-impact resistant plastic film. This is designed for below grade application to inhibit the free flow of moisture through a masonry wall.

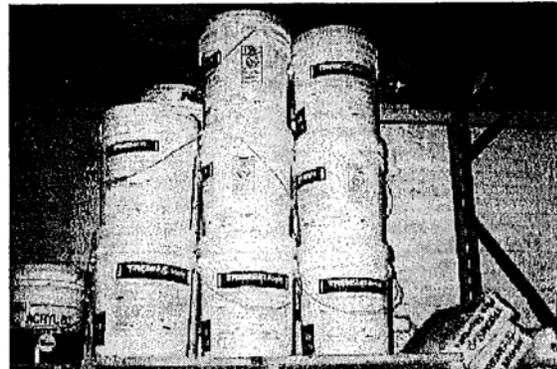
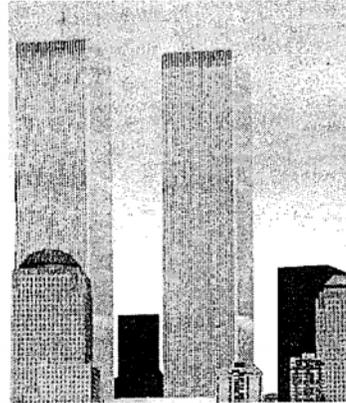
Hunt's bid was the lowest and was accepted. Here, to declare my interest, I should add that I am employed by S & J which has four locations in Brooklyn and the Bronx. From a sheet metal manufacturing facility launched in 1955, it has expanded into roofing materials, waterproofing and restoration products.

The waterproofing membrane was delivered and has been installed. Also included in the order was a fire-stopping sealant known as Tremstop Acrylic. Manufactured by Tremco, this sealant is designed to withstand extremely high temperatures. The sealant was delivered shortly after the waterproofing.

It was a nice order in the range of \$20,000. But there was something special about it because it was for Ground Zero with all the symbolism that entailed.

In fact, the restored station will be a stopgap with no heat or air-conditioning and just one newsstand. Eventually, when the future of the World Trade Center Site has been decided, the temporary Station will be replaced with a more attractive and imposing version.

But for a sheet metal supplier in the outer boroughs, highly respected in the industry but little known outside, the opening towards the end of the year will be a cause for deep satisfaction because it played a small but vital role in PATH's return to business.



Tremstop Acrylic. Manufactured by Tremco, this sealant is designed to withstand extremely high temperatures.



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