



The LiRo Group

Client:

New York City Economic
Development Corporation
110 William Street
New York, NY 10038

Reference:

Nazir Mir
Vice President, Capital
Program Division
212-619-5000

Total Project Cost:

\$40,000,000

Completion Date: 2005

Project Overview:

LiRo provided Construction Management Services for the Reactivation of the Staten Island Railroad. On a fast-track schedule of 18 months, the project included construction of a ten-track yard, seven miles of signalized mainline track adjacent to DEC Wetlands and four precast box-beam bridges located under Con Ed transmission lines. (NYCEDC, 2005, \$40M)

Reactivation of the Staten Island Rail Road Staten Island, NY

LiRo was responsible for the Construction Management of the contractor activities for the Reactivation of the Staten Island Railroad. The construction contract, on a fast-track schedule of 18 months, was awarded at \$40M.

The Construction Management scope of services included the following activities.



- Owners on-site representative
- Construction Supervision and Inspection
- Coordinated USCG and NYS DEC permits
- Monitoring the contractors' activities
- Contract Document Review to identify long lead procurement items and special conditions
- Expediting and tracking of shop drawing submittals
- Providing project controls support to monitor a baseline schedule and construction progress
- Develop coordinated and maintain work plans for each work element
- Estimating changes in scope
- Scheduling and review of contractor schedule updates

Scope of Work - Major work elements of this project included;

Arlington Yard - This element of the existing infrastructure was demolished and a new 10 - track yard was constructed. The yard was raised several feet from its original elevation by removing fill from the Cut-East Area of the project. Other elements of the yard included:

- High-Mast Yard lighting
- Compressed Air System
- Wye Connector
- Yard walkways
- Fire Hydrants
- Drainage

Cut East Area - This cut area is approximately 2,400 LF. The track bed was lowered to allow for vertical clearances under several roadway bridges. The bridges were underpinned and new foundations were constructed for each structure. Included were 20



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high retaining walls on both sides, Fire Hydrants, High Mast Lighting and High Security Fences.

Travis Branch - This seven-mile stretch of track connects the Howland Hook Terminal and lift bridge to the new Department of Sanitation transfer facility at Fresh Kills. Included in this work was signalized grade crossings, rail work in two easements, access roadways and high security fences. In addition, a new twin arch culvert will be installed near the project's southern terminus.

Bridges - Four, timber trestle and concrete structure bridges were replaced with pre-cast concrete box-beam type structures. Pile driving was required. One of the structures spans the entrance to the Howland Hook Terminal, one of the most active terminals in New York. This span could only be constructed by first building a by-pass roadway to maintain traffic.

