



The Deep Foundations Institute is a not-for-profit association of contractors, engineers, manufacturers, suppliers, owners and academia.

DFI's membership promotes understanding and advancement of the deep foundations & excavations construction industry through conferences, publications, and community.

The technical committees, Augered Cast-In-Place Pile, Drilled Shaft, Driven Pile, Helical Foundations & Tiebacks, Marine Foundation, Micropiles, Seismic and Lateral Loads, Slurry Wall, Soil Mixing, Testing and Evaluation, and Tiebacks & Soil Nailing provide industry leadership for these foundation systems, through the publication of Guides, Specifications and References and by providing educational programs.

The membership is international.

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For Immediate Release

DFI's 2008 Outstanding Project Award Winner The Opening of the New South Ferry Subway Station

August 26, 2008, Hawthorne, NJ: This \$400 million design/build project was chosen from 13 nominated projects for its ingenuity in overcoming challenging urban conditions. The project, led by the Schiavone/Granite Halmar joint venture, with Mueser Rutledge Consulting Engineers (MRCE) as the geotechnical and foundation engineering consultant for temporary structures, corrects the operational limitations of the existing New York City Metropolitan Transportation Authority's (MTA) South Ferry station and provides a modern new station with numerous commuter benefits.

DFI is pleased to present the 2008 Deep Foundations Institute Outstanding Project Award to MRCE, the firm who nominated The Opening of the New South Ferry Subway Station project, at the Awards Banquet during DFI's 33rd Annual & 11th International Conference on Deep Foundations in New York, NY, October 16, 2008.

The station was chosen as recipient of the award for its design and construction of complex temporary excavation support and underpinning systems plus the careful coordination between the design/build team and the project owner.

The team was confronted with an extremely complex urban site at the southern tip of Manhattan, a historically rich area that is already heavily built both above and below ground. The space for the new approach tunnel and station had to be created through a maze of existing subway tunnels, stations, utilities and other underground obstructions, as well as nearby historic buildings that required protection during construction. The challenges included a high groundwater table, deep organic soils, soft varved deposits and highly variable rock elevations. Also, the contract imposed strict limitations that impacted the work. In particular the existing subway lines had to continue to operate during construction and only weekend shutdown periods were permitted.

All existing structures in the vicinity had a different type of construction, and each required a unique underpinning solution, including minipiles, underpinning piers and bracket piles. Construction began on the project in 2005 and the new station will open in December 2008. The work involved the use of innovative engineering techniques to overcome the project's site and scheduling constraints. Thanks to the concurrent design and superior coordination, the design/build team met the fast-track design schedule and created a modern station of which New York City can be proud.

For more information on this winning project or for a copy of the article from DFI's magazine, Deep Foundations Fall 2008 issue, contact DFI at 973-423-4030.

The Deep Foundations Institute, incorporated in 1976, is a not-for-profit professional association of over 2,000 members from the deep foundation and related industries. Those interested in becoming a member or who would like more information on DFI, please visit www.dfi.org or call 973-423-4030.



Contact DFI HQ for an electronic photo

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