



SEAoNY

Figure D-18 WTC 1 or WTC 2 floor-truss section with seat connection fractured along welds.

It was expected that most steel members from the impact zones would have reached the yards early in the WTC site excavation process because pieces from the higher floors would be removed first from the debris at Ground Zero. However, barges of steel that were being unloaded in February and March at the Jersey City and Newark salvage yards were found to have pieces from the higher floors.

D.5 Conclusions and Future Work

The ongoing volunteer effort of the SEAoNY engineers is securing WTC steel pieces that will provide physical evidence for studies on WTC building performance. As of March 15, 2002, seventeen engineers, visiting four salvage yards, have identified approximately 150 pieces. Pieces have been identified that are from WTC 1, 2, 5, and 7. Documentary photographs and videos have been taken and coupons collected.

Future studies are expected based on the pieces and data collected. Coupons have been collected for metallurgical tests to determine the temperatures to which they were subjected and their steel characteristics. The National Institute of Standards and Technology (NIST) is currently conducting environmental tests, abating asbestos as necessary, and shipping available pieces to its Gaithersburg, MD, facility for storage and further study. As of May 2002, a total of 41 steel pieces had been shipped to NIST.

D.6 References

Gillespie, A.K. 1999. *Twin Towers, 1999, The Life of New York City's World Trade Center*. Rutgers University Press, New Brunswick, NJ. ISBN 0-8135-2742-2.