

BY WAVENEY ANN MOORE and DON MORRIS of the Times staff

After 42 years, St. Petersburg is preparing to build another new Pier, the city's fourth public pier since 1913. Before work can begin on the new \$46-million Pier Park project, though, the inverted pyramid must be demolished. Preliminary work has already begun, but onlookers will not begin to see evidence that the iconic structure is disappearing for at least another week. The \$3.2 million demolition project is expected to take six months, with completion in February.

The tools

It's a massive undertaking, requiring environmental and navigational safeguards and a high-reach excavator that will have to be assembled on site. The equipment will chomp the pyramid and snip foundations that have stood in Tampa Bay for almost 90 years. Rubble by the ton will be trucked out to be recycled and reused.

An excavator with a 90-foot arm will dismantle the five-story pyramid. The boom will also reach down below the mudline to cut the pier head and pier approach pilings.

As it works along the pier head and pier approach, the excavator will move east and west, with the arm pivoting 360 degrees to demolish the areas row by row, first the decking, then the pilings.

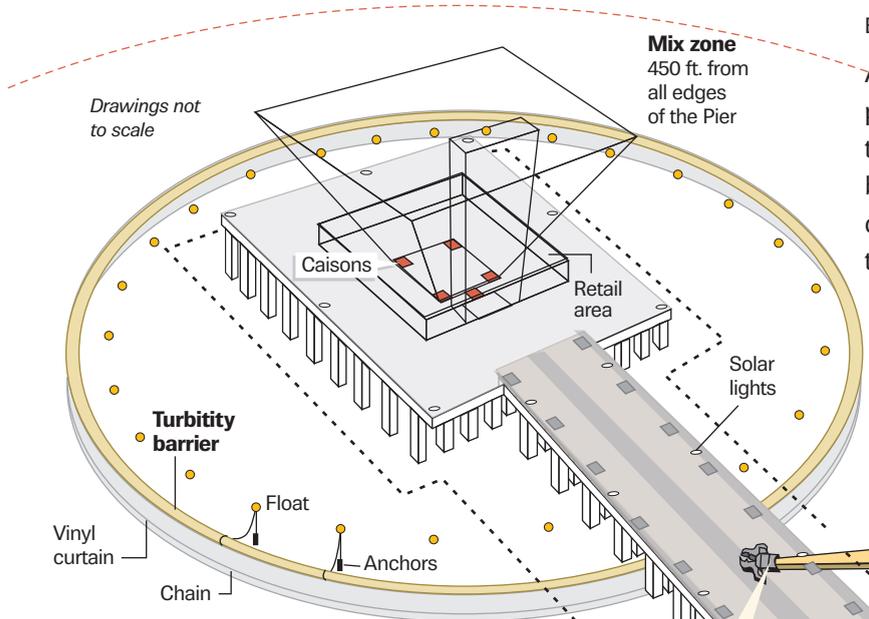
To handle the excavator load, demolition contractor Sonny Glasbrenner Inc. will shore up the deteriorating pier head and pier approach with 20-by-8-foot, 1-inch-thick steel plates. The steel plates will rest on the pile caps, which are 18 feet apart.

The 32 storm drains on the pier head and the approach have been covered with a fabric filter. The grates were first removed, the filter put down and the grates replaced.

Staging area
As demolition begins to wind down, a section of the Pelican Parking lot is likely to be closed. Until then, materials for recycling are being sorted and trucked from the demolition site.

Recycling and disposal

- Concrete from pier approach and deck, with reinforcing steel trimmed, will be trucked to Albert Whitted Airport to rebuild the shoreline. Pieces will be no larger than 6-by-6 feet.
- Glasbrenner sells almost everything it salvages. Small pieces of concrete, bricks and asphalt will be trucked to the company's Clearwater site to be sold for roads and parking lots.
- Glass, plastic, paper and insulation will also be trucked to its recycling center, where it will be separated and sold to buyers.
- Copper, aluminum, brass, metal studs and steel will go directly to the Port of Tampa, to be sold to scrap buyers.
- Hydraulic oils from elevators, fluorescent bulbs and ballasts, paints, air conditioning refrigerants and thermostats, have been sold to a Tampa company that handles hazardous material.
- Carpeting and drywall will not be recycled, but sent to a disposal site.



The environment

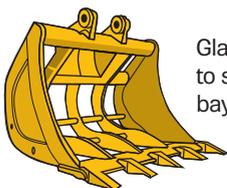
A turbidity barrier will protect the bay. The yellow vinyl tube has an inner foam float. The barrier has a vinyl curtain that hangs down 5 feet and is held in place with a chain running through a seam at the bottom. The barrier has 32 anchors below and crab ball floats above for navigational purposes. The saws used to cut the concrete will have to be sprayed to keep them cool. Concrete dust that falls in the water will settle at the bottom of the bay. The barrier helps keep sediments under the pier, where there are no seagrasses.

The anchors and floats are spaced approximately 50-feet apart. The turbidity barrier will be put in place using two 30-foot, flat deck pontoons before work begins at the pier head and the Pier approach.

The Mixing Zone
Stantec, an engineering firm, will monitor an area 450 feet beyond the pier head and pier approach for unacceptable levels of turbidity. If the levels become too high in this area, referred to as the "mixing zone," work will be stopped.

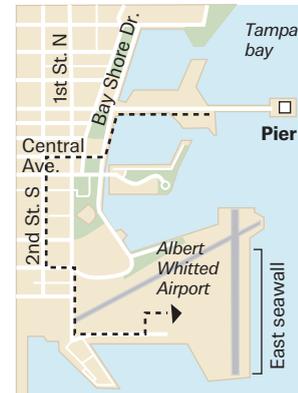
The "jaw" of the excavator can crush a 30-inch concrete piling in 30 seconds.

When demolition ends



Glasbrenner will use a "skeleton" bucket to scrape up any debris that falls into the bay as each row of pilings is cut.

Seagrass beds have to be protected. Those near the Pier have already been marked. Those near Albert Whitted Airport will be marked in about a month, before shore restoration begins. Seagrass beds are marked with white PVC pipes with pink tops.



Concrete taken by trucks to Albert Whitted east seawall

Schedule

PRESENT

The ground floor retail area and outer buildings are gone.

SEPTEMBER 8

Work begins on installing a turbidity barrier around the pier head.

A high-reach excavator will be moved into place and assembled.

Demolition of the wooden fishing pier begins.

SEPT. 14

Demolition begins of the inverted pyramid. That's expected to take six weeks.

OCT. 1*

Demolition of the pier head and pier approach is expected to take four months.

* Approximately

OCT.

Sea grass near Albert Whitted Airport will be marked.

OCT. – JAN.

Concrete from pier approach and pier deck will be trucked to airport for shoreline restoration.

FEBRUARY

Demolition complete