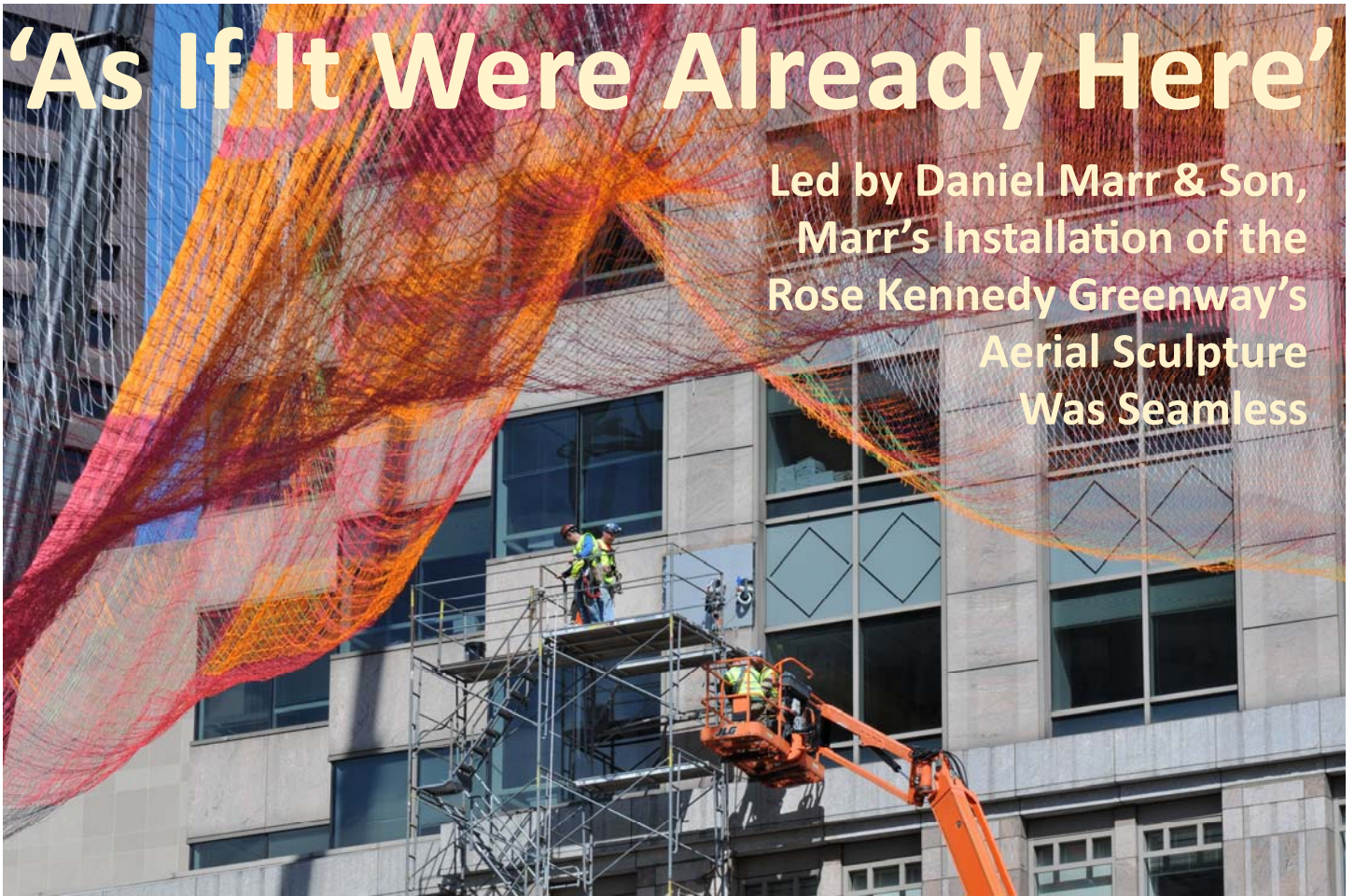


'As If It Were Already Here'

Led by Daniel Marr & Son,
Marr's Installation of the
Rose Kennedy Greenway's
Aerial Sculpture
Was Seamless



One of the most unique installation projects in Boston and the Marr Companies' history took place on May 3rd at the Rose Fitzgerald Kennedy Greenway. The project involved the installation of an aerial sculpture that suspends 600 feet over the northern end of the Greenway's Fort Point Channel Park. Made of fiber 15 times stronger than steel, yet light enough to move with the wind, the colorful sculpture was made by hand-splicing rope and knotting twine into an interconnected mesh of more than a half-million nodes. Janet Echelman, the Brookline-based artist commissioned by the Greenway Conservancy, was inspired by the



location and wanted the art to speak to the transformation of Boston's waterfront. She named the piece, "As If It Were Already Here" a few days after the installation. Echelman says, "The sculpture's form echoes the history of its location. The three voids recall the 'Tri-Mountain' [the three peaks of Beacon Hill] which was razed in the 18th-Century to create lands from the harbor. The colored banding is a nod to the six traffic lanes that once overwhelmed the neighborhood, before the Big Dig buried them and enable the space to be reclaimed for urban pedestrian life."

Last November, Daniel Marr & Son was awarded the contract by GC Shawmut Design and Construction to install the one-ton sculpture including the engineering, fabrication and installation of steel connection points at four locations on three different high-rise buildings.



According to Shawmut Vice President Kevin Sullivan, the project required a high level of support, workforce and equipment in order to be completed successfully over one weekend. Knowing this and having worked with Rich Burns over 20 years, Kevin said it was a no brainer: “Marr was definitely the partner that we needed to help pull this off.” Adding to that, Shawmut Vice President of Field Operations Mark Sanchez said that when it comes to rigging and cranes, “Marr is really the gold standard in the city.” Having committed to the novel work and spending months on planning, Rich Burns and General Superintendent John Seward led a team of over 50 ironworkers, crane operators, drivers, mechanics and scaffold erectors to complete the task, which required the use of six cranes from MC&R and multiple aerial lifts and scaffolding from MSC. MC&R’s John Robertson was instrumental in assisting with the layout of the cranes.

The netting, which consists of over 100 miles of rope, was shipped in a 6x6 foot wooden crate that was strategically positioned on the Greenway Saturday, the day before installation, along with Marr aerial lifts and booms that assisted with the installation. Early Sunday morning, six cranes with four gangs were positioned on the streets surrounding the Greenway parcel. At 5:30 a.m. the first section of netting was picked up and carefully laid out ten separate lines in proper orientation to the four attachment points: the 28th floor of One International Place, between the 7th and 8th floors of 125 High Street and two points on the 5th floor of the InterContinental.

As one crane lifted the center node of the netting, another picked up a different section to help spread it out over trees, which were obstructing the path of the lift. Ironworkers attached chains to the end points of the net’s structural

rope and the remaining cranes lifted the lines so temporary connections could be made on the buildings’ attachment points. Grip hoists and chain come-alongs were utilized to help pull the chains in, while gauges were installed at each connection in order for engineers to determine when the correct tension was reached. Ironworker Foreman Billy McIntyre said

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Mike Sanchez
VP, Field Operations
Shawmut Design

it was very important for all hands on deck to move slowly during this winching process. Once each rope was tensioned to the proper kip loading, the chains were cut and hammer locks attached to make permanent connections. There will be a natural amount of stretching due to the newness of the rope and the weather that will require it to be re-tensioned occasionally.



Laura Jasinski, the Planning and Design Manager for the Greenway Conservancy, was quick to point out how impressed she was with the Marr team and how important it was having Rich Burns on board during the feasibility and pre-construction phases: “Rich has been fantastic coming to meetings and being able to really think creatively,” she said. It was his ability to problem solve and

of the work and how pleased she was with the end result and Marr’s contribution: “This is no simple job to rig and pull up a one-ton sculpture into the sky and attach it to buildings.



“We feel so lucky to have had Marr come and do an incredible job here today. I’m so grateful.”

Artist Janet Echelman

sequence the work that Laura believed was a key reason Shawmut brought Daniel Marr & Son onto the team so early.

The artist herself, Janet Echelman, spoke to the complicated nature

And we looked near and far to determine who would be the qualified group to do this and we feel so lucky to have had Marr come and do an incredible job here today. I’m so grateful.”

The project is certainly a success Daniel Marr & Son and everyone at the Marr Companies can be proud of for years to come. It will also be a project that stands out as a great example of how the different companies at Marr support one another and as Bob Marr said, really have the ability to work “in unity.”

by: Katherine Marr



Photography credits: Harry Brett, Rich Burns and Tracy Seward

THE MARR TEAM

IRONWORKERS

Jason Campbell
Anthony Crisculio
William Egan
Christopher Forbes
Mickey Gannon
Steve Gullage
Roland Hajdellari
Kevin Hoeg
Bernard Lynch
Kenneth Magill
Patrick Mckenna
William McIntyre
John Moorer
Matthew Morin
Matthew Moulton
George O'Reilly
Steven Perini
Joe Phillipino
Scott Queen
Gaston Raymond
Michael Reny
Christopher Savage
John Seward
Tracy Seward
James Young

CRANE OPERATORS and OILERS

Robert Breen
David Brooks
Scott Brooks
Steven DiBenedetto
Scott Doughty
Russell Grant
Ryan MacNevin
Charles McGrath
Steve Palaschak
Dennis Reichert

DRIVERS and MECHANICS

Ken Brodie
Tom Campbell
Paul Cavalowski
Brian Francis
Marty Manning
John Osmer
Ronnie Rae
Matteo Sellitto
Rick Southers

SCAFFOLD ERECTORS

Bob Anderson
Scott Andrews
Matt Ellis
Marc Fuller
Rob Galackis
Jay Hobin
Jay Jacobs
Fred Kelley
Brian Lightfoot
Patrick Marr
Tom Puddister
PJ Welch

Congratulations to everyone who worked on this high profile project.

The precision, coordination and execution of the work makes this a memorable company-wide effort!