

***HOLLAND TUNNEL –
REPLACEMENT OF
PROTECTIVE PIERS 9 & 204 –
PROJECT AUTHORIZATION***

Committee on Capital Planning, Execution and Asset Management
May 28, 2014

Overview

- Pier 9 is a 1926 timber structure, beyond its useful life
- Provides principal means of access to the New Jersey River Ventilation building, supporting maintenance and operations
- Cyclical inspections of the structures are performed
- Increase in marine borer activity has caused rate of wooden pile deterioration to increase prompting additional inspection work and repairs
- The majority of Pier 9 has restrictions placed on it with only the center section available for access to the New Jersey River Ventilation Building

Scope of Work



- Existing Piers 9 & 204 –
- 88 year old wooden piers
 - maintenance intensive
 - increased deterioration



- Replacement Design – (Pier 34, NYC)
- concrete/steel, 50 year life
 - full vehicle access
 - low maintenance

Benefits and Impacts

Benefits

- Provides a State-of-Good-Repair structure with a basic life of 50 years
- Guarantees safe reliable access to the New Jersey River Ventilation Building for operations, maintenance, and emergency response
- Eliminates threat of pier collapse
- Positively affects the quality of life for neighboring community

Impacts

- Pier 9 work restricts access to the NJRVB to either the tunnel catwalk or waterborne vessels for three years

Economic Impacts

- Generate 320 direct job-years (both on-site and off-site)
- Direct payroll wages of \$28 million

TOTAL REGIONAL IMPACT

- 590 job-years
- \$41 million in wages
- \$136 million economic activity

Project Cost / Schedule

- Total Project Cost: \$89.6 Million
- Construction Costs: \$64.1 Million
- Staff Costs - \$6.6 Million
- Consultant Costs - \$2.4 Million

- Demolition Contract
 - Start/Completion– July 2014 - January 2015
- Construction Contract
 - Start/Completion – 3QTR 2015 - 3QTR 2017