

George Washington Bridge and Port Authority Bus Terminal

Seismic Retrofit Program – Project Re-authorization and
Increase in Authorization for Contract BT-254.220

Committee on Construction
August 5, 2010

Seismic Retrofit Program – Port Authority Bus Terminal & George Washington Bridge

Overview

FEMA Grant

- \$46.3 million
- 2004 Original Project Authorization
 - \$75.9 million total
 - PABT - \$49.2 million
 - GWB - \$26.7 million

Scope of Work

- PABT – Interior / exterior bracing & Concrete Walls
- GWB – Replace bearings, reinforce columns & install cable restraints



40th street – Fin trusses and concrete wall

Seismic Retrofit Program – Port Authority Bus Terminal & George Washington Bridge Status



Cable Restrainer at Expansion Bearing - GWB

GWB

- Contract awarded in 2004
- All work completed in 2008
- \$12.3 million final cost



Completed interior steel bracing in a tenant area – Greyhound Ticketing - PABT

PABT

- Contract awarded in 2005
- Increased to \$86.4 million in 2009
- Currently 95% complete

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PABT Ongoing Issues

Key Issues since January 2009

- Tenant areas work took longer due to additional time required to relocate and reconfigure tenant space.
- Coordination with MTA #7 subway held up work in the Long Distance Bus Level



Completed interior steel bracing in a tenant area – Duane Reade



Temporary Deck for MTA #7 subway at Lower Bus Level

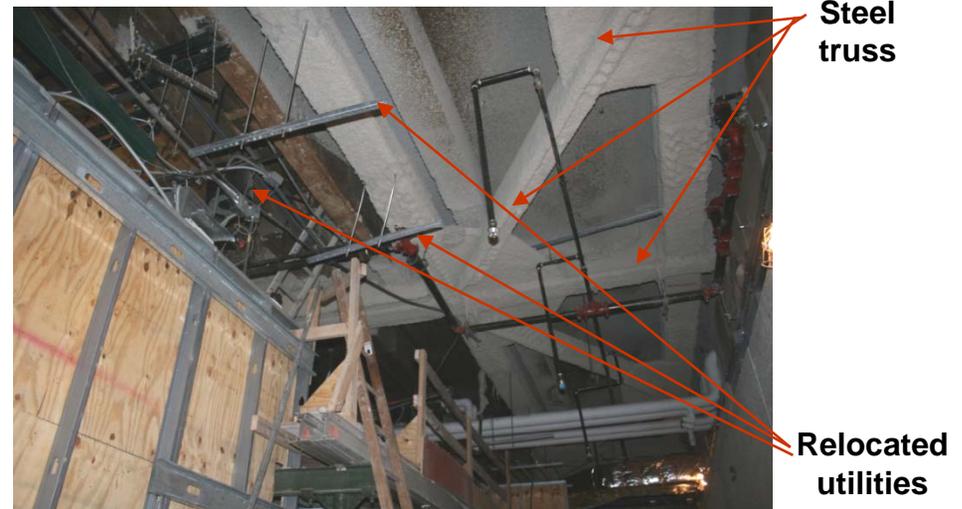
Seismic Retrofit Program – Port Authority Bus Terminal & George Washington Bridge **PABT Ongoing Issues**

Key Issues since January 2009 (continued)

- Asbestos design and abatement
- Additional steel design due to utility interferences that could not be relocated



Work in tenant area with temporary partitions



Horizontal steel truss installed in ceiling with relocated utilities

*Seismic Retrofit Program – Port Authority Bus Terminal
& George Washington Bridge
Project Reauthorization*

Previously Authorized	\$98.7 million
Requested increase	\$9.3 million
Total	\$108 million