

June 27, 2011

Toll Brothers  
1125 Hudson Street  
Hoboken, NJ 07030

Attn: Jonathan Margolis

email: [Jmargolis@tollbrothersinc.com](mailto:Jmargolis@tollbrothersinc.com)

Re: Hoboken Waterfront Inspection  
MEG File No. 110091.01

Dear Mr. Margolis,

We are grateful for the opportunity to meet with Boswell Engineering at the Toll Brothers office on June 23<sup>rd</sup> and are pleased to report a general concurrence of opinion with Boswell after we were able to discuss our findings and subsequent engineering analysis.

We reviewed their Condition Report and agree in general with the findings by Boswell, however, based on further engineering analysis, which we were able to describe to Boswell, we believe that some of the recommendations for in-kind repair by Boswell are not necessary at this time. It is our full intention to advise Toll Brothers that the Esplanade must be rehabilitated where inadequate structural support was indicated and to monitor all other areas under your jurisdiction.

McLaren Engineering Group's (MEG) inspection of the Hoboken Tea Building Bulkhead revealed two areas in need of structural repairs. The first area is located at the northeast corner of the site. This location requires repairs to piles that support the seawall. The second location is the low level platform, located on the northern boundary of the site. We are generally in agreement with Boswell's recommendation on these two areas. We do not agree, however, with the recommended repairs. Boswell did not perform calculations as it was not in their scope of work, nor did they benefit from some of our previous experience in these areas. MEG performed an analysis of these areas, and designed repairs to stabilize the structure and support the current loading conditions of the platform. It was also noted that the existing concrete seawall in this area exhibits failed repairs in the tidal zone. These areas of concrete deterioration do not decrease the wall's load carrying capacity and therefore do not require repairs at this time.

In addition to the above findings, the Boswell Engineering condition report specifies that the timber cribbing, which supports the concrete seawall, is in need of remediation. MEG's inspection of this element revealed that, currently, no repairs are necessary. The timber cribbing is filled with large portions of rock, which in turn support the concrete seawall. Although some loss in cross-section area of the timber was observed, no loss of stone was evident; therefore the timber cribbing is performing its intended function of containing the rock.

Inspection of the Maxwell Place Waterfront included a visual inspection of the west pier and the adjacent sheet pile bulkhead. The pier underdeck exhibits intermittent surface spalls. Due to the decrease in loading, in comparison to the pier's original uses, the minor spalls do not have a significant impact of the pier's ability to support the current loading conditions; however, the original contractor is making the requested repairs to the spalling.

The second area of deterioration observed at the Maxwell Place Site was the northernmost section of the steel sheet pile cut-off wall. Corrosion and holes were observed in the steel sheet piles just above the mudline. Although no loss of fill was observed adjacent to the exposed steel sheet pilings, repairs are underway to prevent any soil migration in the future.

To summarize our opinion, the following should be performed presently:

1. Repair the low level platform on the north side of the Tea Building, a short distance of approximately 80 feet.
2. Structurally repair the king piles on the eastern side of the Tea Building.
3. Monitor the seawall which rests upon the crib wall for any movement. Any failure of the wall would be a slow process and it can be effectively monitored. The size and shape of the wall provides great stability even at it begins to rotate.

In the near future, we will provide a sketch of the areas we believe could be opened to the public and will provide this recommendation to Joe Pomante at Boswell.

Please feel free to contact me with any questions.

Very truly yours,

The Office of

**McLaren Engineering Group**  
**M. G. McLAREN, P.C.**



MGMcL/jmg  
President

cc: CPP, JVG – Internal  
cc: Tom Mulvey, Henry Waller

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