



Goethals Bridge rendering

Commitment to Modern Design and Construction Safety

Modern Design for the Modern Commute

The Goethals Bridge, built in 1928 to accommodate interstate vehicle traffic, was constructed to the criteria and standards of that time. However, with the increased traffic volume and the advanced age of Goethals Bridge, The Port Authority of New York and New Jersey saw the need to modernize the bridge and re-imagine its design to meet 21st century commuting and commerce needs. To do so, the Port Authority worked with developer NYNJ Link to create a unique “cable stayed” design. With the cable stayed design, cables from the main towers of the Goethals Bridge will be attached directly to the bridge deck, creating stability by transferring the weight of the bridge and vehicle traffic to the main towers, then down to the bedrock.

The new Goethals Bridge design is highly modern in both function and appearance, and will feature six 12-foot travel lanes, two 12-foot outer shoulders, two five-foot inner shoulders and space between the eastbound and westbound roadways so as not to preclude mass transit in the future. The new structure will also restore pedestrian access to the bridge with a 10-foot shared use path along the northern edge of the New Jersey-bound side, providing a safe, scenic passageway for pedestrians and cyclists.

The cable stayed design presents a cost-effective, lower-maintenance, structurally efficient option that will increase the structural reliability and long-term durability of the Goethals Bridge. The elevated sections of the bridge that approach the main span on both the New Jersey and New York sides will include precast concrete girders, rather than steel. The cable stays incline outward,

making them less prone to shedding ice onto the roadway. This design also increases roadway clearance for over-height vehicles.

In addition, the Goethals Bridge’s cable stayed design combines structural and aesthetic simplicity with high functionality, and will be equipped with 21st century “smart” bridge technology that will improve safety, traffic control and incident response. The bridge will be equipped with a weather information system that collects environmental data such as wind speed, visibility, and roadway conditions so the Port Authority can best maintain commuter safety and communications. A traffic detection system will use sensors to provide alerts to the Port Authority on traffic conditions in order to improve incident response times.

Goethals Bridge Quick Facts:

- Tower height = 272 feet, about 25 stories tall
- Total length = 7300 feet, the length of more than 24 American football fields



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Contact Information

- Visit www.panynj.gov/GoethalsBridgeReplacement
- Follow us on Twitter @PANYNJ
- Email GoethalsBridge@panynj.gov
- Get visual updates through our webcam

<http://www.panynj.gov/bridges-tunnels/goethals-bridge-replacement.html#webcam>



Comprehensive safety training held in July 2014

For the Goethals Bridge Replacement Project, Construction Safety is the #1 Priority

The Port Authority, together with developer NYNJ Link, has developed a comprehensive safety program and philosophy for the Goethals Bridge Replacement Project. This philosophy is based on the principle that prioritizing safety leads to a more productive, unified workforce.

through proper planning and open communication. Reporting even the smallest safety incidents is mandated and positively reinforced by the entire project leadership. The “Nobody Gets Hurt” program applies not only to employees but to subcontractors, suppliers, the traveling public, Authority personnel and private and public utilities.



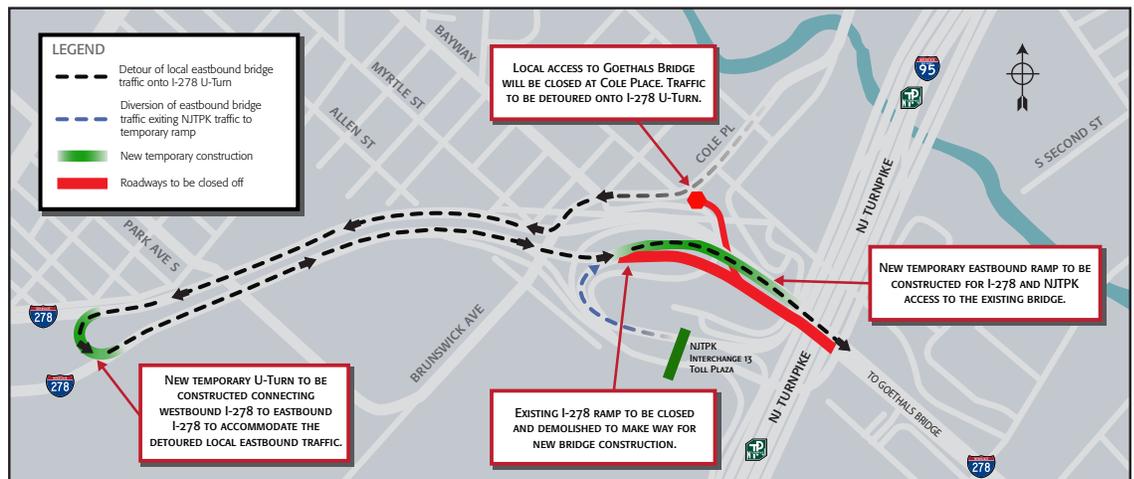
Prior to the start of construction activities on the Goethals Bridge, NYNJ Link prepared the Health and Safety Plan (HASP), a key component of project management efforts and the basis of the governing safety program. HASP defines the key safety requirements for all individuals on the project and the surrounding community.

The Project has further emphasized the importance of safety planning through the hiring of senior full-time safety managers, all of whom have vast experience in applying safety measures for complex construction projects. Importantly, all project personnel have the authority to halt and report any unsafe practice or operation.

A centerpiece of the safety effort is the appropriately named “Nobody Gets Hurt” program. Construction leaders believe that all safety hazards can be eliminated

In addition to a full-time safety manager, a committee of experienced off-site safety experts has been selected to evaluate safety compliance. Providing an outside perspective and a fresh set of eyes, the committee will oversee efforts from a safety perspective, ensuring that all protocols are followed precisely, and training occurs on a regular basis.

GOETHALS BRIDGE TEMPORARY RAMP DETOUR



It is anticipated that by early 2015, motorists traveling eastbound to Staten Island will be re-routed as the Goethals Bridge Replacement construction proceeds. Stay up to date on this and other Goethals Bridge changes by signing up for alerts at <http://www.panynj.gov/alerts-advisories/advisories.html?tabnum=4>.