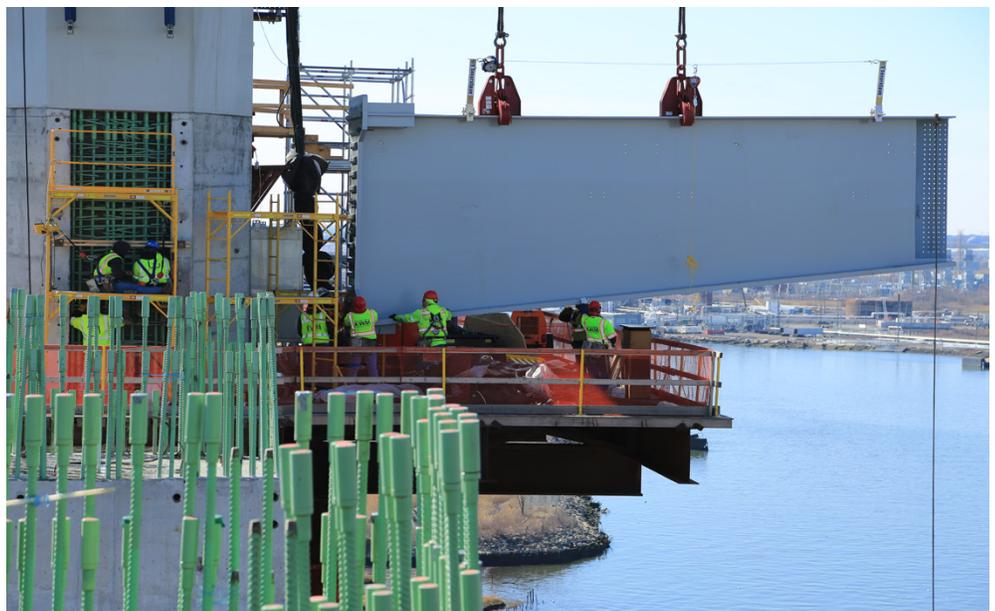


# The New Goethals Bridge Reaches Skyward

Work on the Goethals Bridge Replacement Project is 53 percent complete, with \$497,459,365 of construction in place, according to Chris Jenkins, Construction Quality Assurance Director for NYNJ Link Developer LLC, the public-private partnership overseeing the new Goethals Bridge construction.

The entire eastbound approach over the New Jersey Turnpike of the original Goethals Bridge has been demolished. Drilled shafts on the New Jersey Turnpike approach to the bridge are under construction, with five shafts completed and bridge column work begun. For the New Jersey approach, bridge girder installation that began in January continues. In April, construction began on the bridge deck and will continue through the summer. The identical process is in progress on the New York approach, where girder installation also began in January, and installation of the New York approach bridge deck began in April, and will continue through the summer. A total of 56 eastbound, pre-stressed, precast approach girders have been erected, and approximately 150 precast, pre-stressed panels constructed atop the girders. New Jersey and New York eastbound towers have risen up to Lift 12 (just below the cable anchor boxes) and the corresponding westbound towers are up to Lift 8. Cable installation is anticipated to begin in May.



**Installation of Edge Girder on the New York Eastbound Tower**

*The edge girder is lifted and mated with the tower. The edge girders support the pier table which will allow for the commencement of the erection of the cable-stayed elements of the bridge.*

“It’s very rewarding to see our hard work materialize as the new bridge rises around us. Throughout the next several months, additional elements of the bridge will be set in place, promising an exciting spring and summer,” said Lou Franco, Senior Project Manager with The Port Authority of New York and New Jersey.

# Progress on the Bridge



A view from New York Eastbound/Westbound Pier 13  
Reinforcement steel and concrete will be installed between the two girders, which connects the spans on either side of the pier.

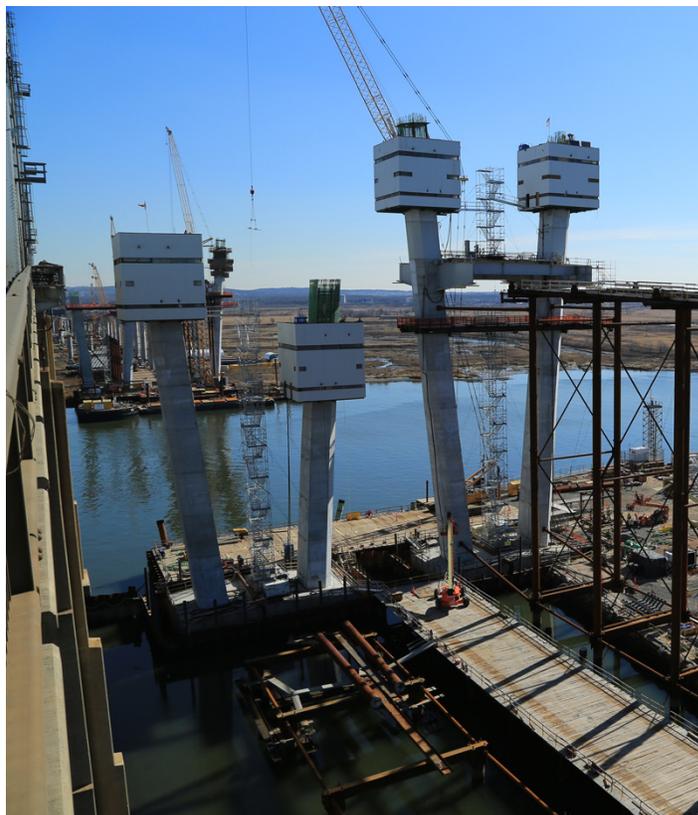


A Close Look at New York Eastbound Span 14  
Four installed girders with intermediate steel diaphragms between each girder, which provide stability during erection.



## The New Jersey Approach Girders

This view shows three spans of girders after installation. The next step in the construction process is to install precast panels on top of the girders, which will allow for the pouring of the cast-in-place deck.



## Progress on the New Jersey Pier 1 Backspan

This view of the New Jersey eastbound tower on lift 12 is just below where the bridge cables will be connected. Also shown is the backspan falsework which supports the structural steel erection.

# Faces of the Goethals Bridge Replacement Project

## Anthony Piechnik, PE, AVP for HNTB Corporation



Among the many components that keep The Goethals Bridge Replacement Project (GBRP) running smoothly is the Technical Oversight of Design and Construction for The Port Authority of New York and New Jersey. HNTB Corporation is the Technical Advisor to the Port Authority of New York and New Jersey. HNTB Project Manager and Associate Vice President Anthony (AJ) Piechnik serves as the Technical Manager, responsible for overseeing the technical components of the design and construction on behalf of the Authority.

A New Jersey native and licensed Professional Engineer, AJ received a Bachelor of Science in Physics from Wake Forest University. Fascinated by bridges, AJ continued his education and obtained a Master of Science in Civil Engineering from the University of Virginia. AJ brings significant bridge experience to the region's first, Public-Private Partnership (P3) transportation infrastructure dual-span cable-stay bridge, having previously worked on major bridge projects such as the Central Artery Tunnel Project's Zakim Bridge in Boston, MA, and the 6th Street cable-stay bridges in Milwaukee, WI.

AJ and his team have worked with Port Authority Program Director Jim Blackmore to develop the GBRP from early concepts and environmental studies through the development of contract and technical requirements for the P3 procurement, and the current oversight of the new bridge's design and construction phase.

One of the most rewarding parts of working on a project of this complexity is the sense of accomplishment when the ribbon is cut and knowing you had a small part in making New York and New Jersey better.

AJ Piechnik

Day-to-day, AJ works closely with developer NYNJ Link, lead contractor Kiewit-Weeks-Massman, and designer of record Parsons Corporation to ensure all technical requirements and job specifications are fulfilled. This includes oversight of design, construction, and contract compliance.

What does he like best about working on the GBRP project? "Working with an elite Authority team, a leading contractor, designer and P3 Developer; We get to solve and build what seems like the impossible to most, while utilizing a new project delivery methodology (P3) for infrastructure projects in the northeast."

# The GBRP is Building Construction Futures

Kiewit, the lead contractor of the Goethals Bridge Replacement Project's (GBRP) joint venture companies, is laying the groundwork for its third Building Construction Futures Program. According to Anne Caprari, Kiewit Compliance Manager and Equal Employment Opportunity Officer, this daylong event brings together participants from local community organizations such as Nontraditional Employment for Women, a nonprofit group based out of Manhattan which trains women to work in the skilled construction trades, and YouthBuild Elizabeth, a nonprofit helping low-income young people to learn construction skills.

The first two Building Construction Futures (held in August and November 2015) organized daylong programs. Anne Caprari delivered an overview of the Replacement Project which included information about the parent companies participating in the joint venture, the project itself, and the various trades used on the Project. Some lead Foremen on the job also came and spoke about their trades, expectations for work in the field, and answered any questions by the participants.

"We had some of the craft Foremen come into the classroom and speak to the attendees," Anne noted, including Laborer Paul Daly and Carpenter John Paradis in Construction. Each discussed their specific trade, and what their expectations were for the workers on their teams before we opened the floor to questions."

In August, attendees toured the site and participated in a series of mock safety scenario drills. "We divided the group into teams and brought out boxes filled with personal protective equipment (PPE)," Anne said. "Each group was given safety scenarios to review, after which they had to identify the PPE appropriate to the scenario and dress one of their members correctly. The first to dress a team member in the correct PPE won. November's safety activity required the group to dress a team member in full fall protection gear, including safety harnesses."

It was more than fun for the attendees and the GBRP team, Anne continued. "In many cases, this was the first time these young people have had to set foot on a construction site and actually picture themselves working here."

Project Safety Manager Dan Hollis teaches members of YouthBuild Elizabeth to properly implement safety harnesses for fall protection.



## Contact Information

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