

The Goethals Bridge Replacement Project Takes Another Step Forward

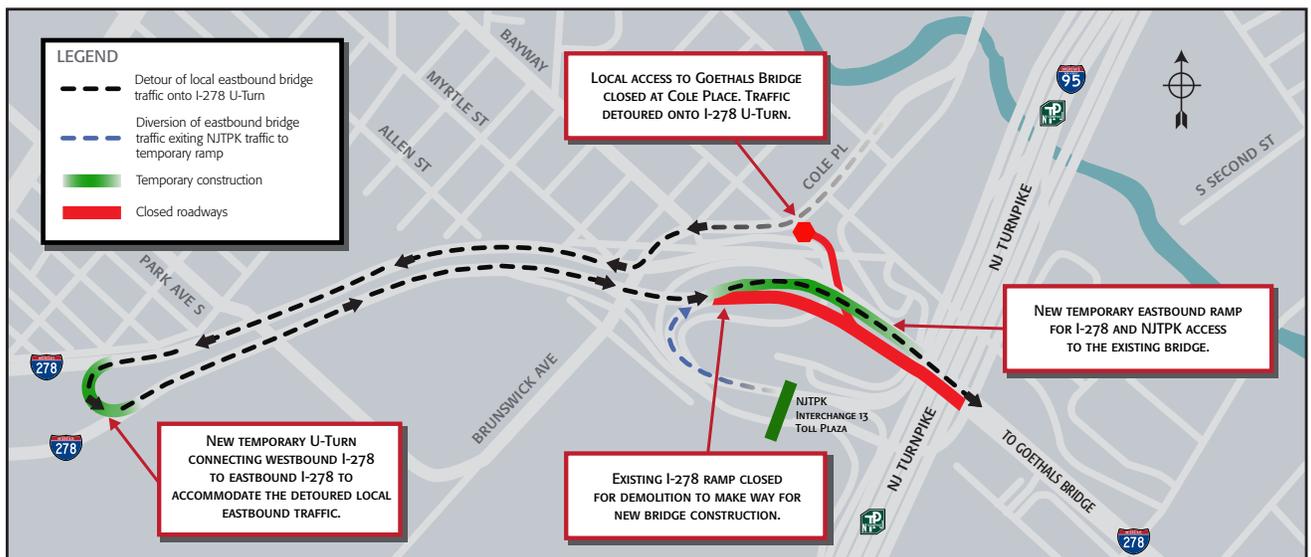
Two-year Access Change for Staten Island-bound Traffic

In early May 2015, a new traffic pattern was implemented for motorists traveling eastbound to Staten Island, that will remain in place for the next two years. Motorists exiting the New Jersey Turnpike at Interchange 13, and motorists on I-278 are now diverted onto a new temporary ramp leading to the Staten Island-bound Goethals Bridge. Local traffic using the ramp at Cole Place in Elizabeth, NJ, are detoured westbound

to I-278 and then follow a newly constructed U-turn connecting I-278 eastbound to the new approach ramp.

The temporary ramp and new traffic pattern is expected to have minimal traffic impact, and will allow significant construction to proceed on the Goethals Bridge Replacement Project.

GOETHALS BRIDGE TEMPORARY RAMP DETOUR



Face of the Goethals Bridge Replacement Project: James Blackmore

James (“Jim”) Blackmore, Program Director of the Goethals Bridge Replacement Project (GBRP) likes to get things done. He is a 20-year-veteran of the Port Authority of NY & NJ, who previously completed the Newark International Airport AirTrain Program. Now, Jim oversees a team responsible for the side-by-side replacement of the original 85-year-old truss structure with what he reports is the first cable-stayed bridge in the region.

A New Jersey shore native with a BS in Civil Engineering from Drexel University, and an MBA in Finance from Columbia Graduate School of Business, Jim brings to bear a deep understanding of “boots on the ground,” large-scale, infrastructure construction and related real estate finance and development.

The GBRP is the first Public-Private Partnership (P3) between the Port Authority, federal agencies, and businesses to develop and finance bridge replacement.

In addition to being the region’s first cable-stayed bridge, Jim reports that the GBRP also marks the first time so many stakeholder groups have been involved. “Most of the region’s major infrastructure projects involve single states or communities,” he notes.

“This project involves two states, two cities, and dozens of stakeholders – all with very important, very specific opinions and needs.” He continues, “Based on the scope alone, it’s a pretty big deal and serves to bring the bridge and the related infrastructure into the 21st Century.”



Two, newly visible rebar structures signal above-ground construction and concrete pour for the main span tower footings. In addition to the two cement mixer trucks in the foreground, note the large crane-like pumps pouring concrete into the footings.



GBRP Program Director Jim Blackmore on one of the large pylon foundations that will support the new Goethals Bridge cable-stayed structure.

What Caught My Eye

Jim Blackmore, GBRP Program Director

We recently poured the concrete for two of the extremely large pylon foundations that will support the new Goethals Bridge cable-stayed structure. The time involved, the quantity of concrete, and the number of trucks required for transport, he says, are huge:

- ▶ 1,900 cubic yards of concrete for each foundation.
- ▶ 24+ hours to pour for each foundation.
- ▶ 180+ concrete trucks were involved for each foundation.

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>