

# COASTAL STEEL CONSTRUCTION BEGINS SECOND DECADE IN CONSTRUCTION

## Firm Recognized For Expertise In Reinforcing Steel Installations

Marcie Shavel and Gerald Mahaffey are construction veterans who collectively possess approximately 65 years of experience in heavy construction. Marcie is a graduate of Rensselaer Polytechnic Institute (RPI) who also completed construction management studies at the University of Florida, while Gerald is a thirty-five year veteran ironworker who has managed challenging heavy projects throughout the region.



Coastal Steel Construction personnel installed this rebar on a Bayonne Bridge project.

These two professionals met nearly twenty years ago on several New Jersey projects where Shavel represented Slattery Skanska as project manager and Mahaffey served as ironworker superintendent for Coastal Steel Construction of Pennsylvania. As each combined their expertise to complete these projects successfully over several years, they developed an appreciation for the professionalism and talent that each possessed.

Over the years, as both individuals developed greater construction experience, they gave thought to operating their own firms. An opportunity presented itself in year 2000 when the owner of Coastal Steel Construction of Pennsylvania decided to retire and close his



Rebar installed prior to concrete pour for a Green Brook Flood gate.

firm. Marcie and Jerry wasted little time in establishing Coastal Steel Construction of New Jersey and filling the void created with the closing of the other firm.

With their impressive resumes and considerable construction experience, the firm quickly secured the various certifications to bid projects for public agencies in New Jersey, Pennsylvania and Delaware including the Port Authority of New York and New Jersey. In that Marcie Shavel is the firm's president and majority owner, the company also received additional certifications as a disadvantaged and woman-owned small business.



Coastal Steel employees installed this rebar for Berth 8 deck at Port Newark.

Coastal Steel Construction landed its first contract in 2001 for the construction of the interchange which connected Route 21, Routes 1 & 9 and Route 78 over NJ Transit's Northeast Corridor as a subcontractor for Union Paving and Construction. The firm successfully installed approximately 3,400 tons of rebar for the new



Rebar in place for Mountain well improvements.

bridges, retaining walls, approach roadways and culverts, and Coastal Steel Construction was off to an auspicious start. Additional rebar installations followed for Spearin, Preston & Burrows for the rehabilitation of the abutment of the Bayonne Bridge and

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rebar installation, ramps and retaining walls for Railroad Construction on the Hudson Bergen Light Rail Secaucus Road Separation project.



Rebar installed for the Driscoll Bridge pier caps.

With Coastal Steel successfully completing various bridge projects over those early years, the firm was prepared for three major challenges that were to follow. Two of these projects involved unique rebar installations for major projects that spanned the Raritan River. The first involved the installation of 4,400 tons of galvanized and stainless steel in 28 piers, some 100 feet tall, and bridge deck for PKF Mark III on the Driscoll Bridge Widening of the South Bound Structure. The second challenge involved the installation of 2,900 tons of rebar for the deck replacement of the rehabilitation of the existing Northbound Driscoll Bridge for Conti Enterprises.

Coastal Steel's third effort involved some unique work for J.Fletcher Creamer & Son for the Route 9 Bridge over the Bass River in New Gretna. This challenge involved the fabrication and installation of caisson cages over 100 feet long, abutments, piers and decks that were constructed in stages and which utilized approximately 620 tons of steel.

In addition to completing numerous bridge projects over the past decade, Coastal Steel has been busy with Port Authority marine related work, rebar installations for wastewater and drinking water treatment plants, dams and parking garages and foundations. Some of this work included the construction of concrete runways for gantry cranes and miscellaneous foundations for Conti Enterprises at Port Elizabeth and two new bridges for the intermodal rail support facility that spanned tidal waters for Union Paving & Construction at Port Newark and Port Elizabeth.

Coastal Steel has also completed a number of projects in the wastewater and water segments of the industry. Rebar installations were completed for Northeast Remsco for the structural foundation and equipment pads for the Cogeneration Facility at the Joint Meeting of Essex and Union Counties Wastewater Plant in Elizabeth and for a Solids and Floatable Structure for the North Hudson Sewerage Authority in Hoboken.

Related work was also completed for Scafara Contracting for the installation of rebar for combined sewer overflow chambers in the City of Newark and the installation of epoxy reinforcing steel for the construction of flood control "U" walls for Carbro Constructors on the Green Brook Flood Control project. Coastal Steel also installed rebar for Kyle Conti Construction on the Green Brook Flood project and will soon provide similar work for Montana Construction. Ma-

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This rebar cage, constructed by Coastal Steel, is raised by a crane.