

Oceanic Bridge FAQ – March 2012

Monmouth County's Oceanic Bridge (S-31) over the Navesink River is closed to motor vehicle, bicycle and pedestrian traffic for repair work to rehabilitate the bridge's 100-foot, center bascule span.



What type of work is being done?

The rehabilitation work on the 72-year old double-leaf bascule span includes the removal of the existing grid deck and construction of a new grid deck. The work also includes the rehabilitation or removal and replacement of stringers, floor beams, supporting steelwork and a catwalk. Additionally, work to strengthen structural steel and to repair mechanical and electrical systems is being done along with cleaning and painting of the existing bascule span steel.

Why does the bridge have to be closed for such a long period of time?

The work requires that the center, movable sections of the bridge be removed and resurfaced and that work to the machinery, motor brakes and bascule span lock mechanism be done. As parts are taken out of service, they are repaired, reinstalled and tested in phases. Work on several bridge elements are being done simultaneously to limit the length of time the bridge is closed.

What is the status of the work?

The project is continuing on schedule with the goal of reopening the bridge for Memorial Day weekend.

In February, the painters restarted operations on the north leaf using hand and power tools to clean, to prime and to touch-up areas. The contractor applied a top coat of paint to the east and west girder elevations including the cantilevered brackets and the remaining areas in the north flanking spans. The temporary platform along both fascias and in the counterweight area of the north leaf was relocated to the south leaf. About 95 percent of the bolted connections and repairs have been checked for torque.

The toe joint diaphragms, rear rack stiffener repairs, bracing connection components, punch list items and the roadway grating have been installed or completed. The attachment of the roadway grating to the top flange of the new stringers by welding is ongoing. The existing toe joint castings were reinstalled. The contractor completed four bascule girder web repairs, except for final tightening, and two additional girder web repairs are in progress on the southern girders. The contractor replaced the steel plates in the north counterweight with the new lead bricks, installed the new counterweight pocket cover and removed the temporary tie downs from the north leaf.

The electrical upgrade work is continuing. The installation of the new north leaf navigation lighting conduit and wiring, limit switches, motor and machinery brake wiring has been completed. The continued installation of the control desk and control cabinet wiring is in progress. The machinery upgrades were completed with the installation of the new coupling grid element and cover and the motor brake and shimming and reinstallation of the electric motor has been completed. The motor mount strap plate retrofit is ongoing. Electrical troubleshooting has also commenced.



How did the bridge get to be in this condition?

The 72-year old Oceanic Bridge is a heavily used bridge in a salt water environment. Cars and other vehicles are much heavier now than when the bridge was built. For that reason there was a 3-ton weight restriction on the bridge prior to the start of this repair work. The bridge's constant exposure to ocean air and salt water has contributed to the oxidation and deterioration of the bridge's metal and cement parts.

When will the bridge reopen to traffic?

Weather permitting, the work is to be completed in time for Memorial Day weekend 2012.

Why is the bridge's center section left open?

There two reasons. First, to accommodate marine traffic, one section of the bridge's double-leaf bascule span will be kept in the upright position. Second, each span will have its power deactivated for repairs.

Why is this a Monmouth County project?

The county-owned Oceanic Bridge connects Bingham Avenue in Rumson to Locust Point Road in Middletown; both are county roads. Monmouth County owns, operates and maintains the Oceanic Bridge and three other movable, draw bridges as well as 976 other bridges and culverts throughout the 427-square mile county. All of these structures are monitored and maintained by the county's Department of Public Works and Engineering. The Monmouth County Board of Chosen Freeholders oversees the operation of county government infrastructure, activities and programs.

Who is doing the work to rehabilitate the bridge?

The work is being done by the Iron Bridge Group, Inc. of North Brunswick with oversight by county's Department of Public Works and Engineering. The contract amount of the rehabilitation project is \$3,554,380.

Where may I get more information about this project?

Information about the Oceanic Bridge and other county road and bridge projects is available on the [Roads and Bridges section](#) of the county Web site at www.visitmonmouth.com.

What is the detour route?

From Middletown, traffic can either travel through Red Bank and Fair Haven to Rumson or through Highlands and Sea Bright to Rumson.

The green route from Rumson is detoured east through Fair Haven and Red Bank on East River Road (CR-10) to East Front Street to Route 35 North to Navesink River Road (CR-12A) in Middletown.

The red route from Middletown is Navesink River Road (CR-12A)/ Locust Point Road (CR-8B) turning onto Locust Avenue and then turning right onto Navesink Avenue and the onto Route 36 South through Highlands and into Sea Bright. Turn right onto the Rumson-Sea Bright Bridge and follow Rumson Road (CR-520) west to Bingham Avenue. Turn right onto Bingham Avenue (CR-8).

