

**Local Concept Development Study for Monmouth County Oceanic Bridge (S-31)  
On Bingham Avenue - Locust Point Road (CR8A) over the Navesink River  
Borough of Rumson and Township of Middletown**

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**PROJECT INFORMATION**

**UPDATED – 9/27/19**



The North Jersey Transportation Planning Authority (NJTPA) and Monmouth County are conducting a study for major rehabilitation or replacement of the existing Monmouth County Oceanic Bridge (S-31) on Bingham Avenue – Locust Point Road (CR8A) over the Navesink River to address its structural deficiencies and to maintain an important transportation connection between the Borough of Rumson, Township of Middletown, and the surrounding communities. Due to its age, the bridge has deteriorated over time and routine maintenance is no longer sufficient.

Constructed in 1939, repaired and rehabilitated at various times, the bridge is in need of a major rehabilitation or replacement. The most recent Bridge Re-Evaluation and Structural Inventory and Appraisal (SI&A) (2015) concluded that the overall condition of the bridge is critical due to the condition of the superstructure and substructure.

The condition of the superstructure is “serious” due to heavy rust throughout steel members with small corrosion holes in girder webs, section loss to floor beam bottom flanges, and areas of severe section loss to rivet heads at connections and bottom flanges. There are several concrete approach spans that exhibit large spalls with exposed rebar and cracking in T-Beams. The counterweights in flanking spans exhibit up to 60% section loss to rivet heads and knife edge web plates. The steel approach spans feature main girders, floor beams, stringers, and cantilever brackets which exhibit heavy paint peeling, severe rusting with section loss and steel delamination. Girders show through-hole rust in the web and in the bottom lateral bracing, and heavy rust with up to 80% section loss to rivet heads at the girder to floor beam connection at the piers. Floor beams, shear keys, and suspended span rocker bearings exhibit heavy rust as well.

The substructure was found to be in “poor” condition due to wide cracking and deep spalls with exposed and severely rusted reinforcing steel (100% section loss to many bars) in the concrete columns, towers, and pier caps; severe spalling, missing or severely deteriorated steel pile jackets; heavy spalling of concrete encasements exposing steel H-piles; severe decay in timber piles in tidal zone with 75% section loss; deteriorated fender systems at the bascule piers and; missing fenders in bascule and flanking spans. Steel jackets have been installed around numerous piles to repair severe section loss in the tidal zone. This section loss is due to constant wetting and drying from tide cycles.

**The Proposed Study**

The current phase of this project is Local Concept Development (LCD). During this phase a Purpose and Need Statement will be developed focusing on the need to address structural and operational deficiencies of the Oceanic Bridge (S-31) over the Navesink River. The LCD Phase also includes data collection; coordination with the New Jersey Department of Transportation, Federal Highway Administration, local stakeholders, and permitting agencies; the development of a reasonable number of sensible and practical conceptual alternatives; and the selection of a Preliminary Preferred Alternative. Other considerations during this phase include; environmental screening, right of way, access, utilities, community involvement, constructability review, and cost estimates.

Community outreach is an essential component of the LCD Phase. To best gather and incorporate input, community outreach will take place on three levels: Outreach with Local Officials, Outreach with Community Stakeholders, and Public Information Center Meetings for members of the general public. The community outreach efforts will provide an open forum to discuss topics, provide comments, collaborate on ideas, ask questions, and stay informed. The project team will provide opportunities for the community to provide feedback and participate in the LCD Phase.

**Concept Development Project Schedule (Major Milestones)**

Develop Project Purpose and Need Statement	Fall 2016
Development of Conceptual Alternatives	Winter 2017
Recommendation of Preliminary Preferred Alternative	Fall 2019
Submission of Draft Concept Development Report	Spring 2020
Completion of Concept Development Phase	Summer 2020

**Anticipated Community Involvement Schedule**

<b>Project Initiation</b>	
Community Stakeholder Survey	Spring 2016
<b>Existing Conditions and Project Purpose and Need</b>	
Local Officials Meetings	Spring & Fall 2016
Community Stakeholders Meeting	Fall 2016
Public Information Center	Fall 2016
<b>Input for Conceptual Alternatives</b>	
Local Officials Meeting	Spring 2017
Community Stakeholders Meeting	Spring 2017
Public Information Center	Spring 2017
<b>Alternatives Analysis and Preliminary Preferred Alternative (PPA)</b>	
Local Officials Meetings	Winter 2020
Public Information Center	Winter 2020

Resolutions of Support for the Preliminary Preferred Alternative will be requested from the Borough of Rumson, Township of Middletown, and the Monmouth County Board of Chosen Freeholders prior to the completion of the Concept Development Report.

**Contact Information**

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**For additional information visit the project website: [www.MonmouthCountyOceanicBridge.com](http://www.MonmouthCountyOceanicBridge.com)**