

GARDEN STATE PARKWAY RARITAN SPAN SUBSTRUCTURE



Steel for the construction of an added bridge span to expand the Garden State Parkway crossing of the Raritan River is shown being delivered to the Raritan River Rail-

road, southerly end of the bridge, off Bordentown Ave. Three flat cars are needed to carry one girder. The girder is then transferred to a flat bed truck.



The truck, as pictured above then is routed up Bordentown Ave. on to So. Pine Ave. and then on to Portia St. to Route 35. State Police,

as well as police from South Amboy and Sayreville, are needed to re-route traffic around the girder.

Construction of an added bridge span to expand the Garden state Parkway crossing of the Raritan River from six to ten traffic lanes has passed the halfway mark with the pouring of concrete for the last of 28 piers.

Chairman John P. Gallagher of the New Jersey Highway Authority, which operates the Parkway, said the completion of the final pier--one of the two tallest at 135 feet -- climaxed concrete pouring for all bridge supports and finished the substructure work.

The supports include two abutments along with the 28 piers, which were erected on extra-long footings set when the foundation was built for the Parkway's original Raritan River span 17 years ago. The ready footings speeded the work on and cut the costs of the new bridge project, which are now figured at a total of some \$16,500,000.

The next phase of the bridge construction is installation of steel for the deck or superstructure. Already underway at land ends, this work will involve 8,400 tons of steel extending a length of 4,385 feet over the waterway between Woodbridge and Sayreville.

The new span, cantilevered along the west side of the existing one, is to be done by late next summer but full use of the combined bridge is not slated until 1972. When the new span is ready for traffic use, southbound travel across the Raritan River will be switched to it in order to permit conversion repairs on the old one.

When the conversion work is done, the existing bridge



Here is the partially completed span.

wider lanes for northbound traffic only while the new span will offer five southbound travel lanes exclusively.