

West Front Street Bridge FAQ



Monmouth County began the project to replace the West Front Street bridge (S-17) over the Swimming River in August 2013. The bridge will remain open to vehicle, bicycle and pedestrian traffic until January 2015 when the new bridge is completed and must be connected to the shoreline.

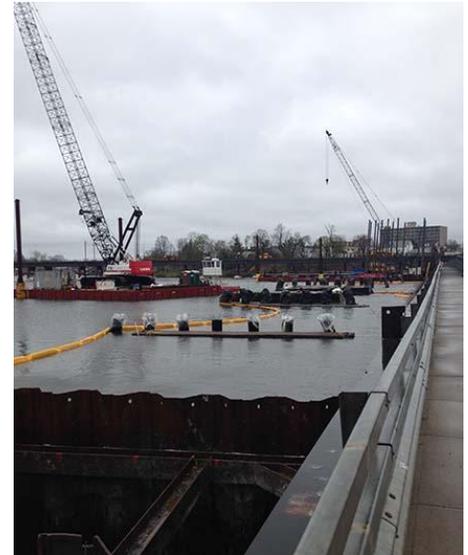
What type of work is being done?

A new 488-foot long steel girder bridge is being constructed to the north of the existing West Front Street bridge on a curved alignment. When a majority of the new bridge is completed, the current bridge will be closed and the new bridge will be connected to the shoreline. The existing bridge will then be removed.

What is the status of the work?

The project remains on schedule with all the driving of the pier piles, bridge abutment cofferdams and permanent steel sheet pile completed. The extended cold weather prevented the contractor from being able to pour concrete into the pier piles as planned. However, with the onset of better weather, concrete was poured into piers 4 and 5 the week of March 17. Piers 2 and 3 were poured in early April. The pier 1 piles will be poured concurrently with the western abutment. Meanwhile, the contractor is working on forming the pier caps on piers 4 and 5 with piers 2 and 3 to follow.

Excavation for the east abutment is complete and installation of the abutment concrete filled steel pipe piles is ongoing and expected to be completed by the end of April. Excavation of the west cofferdam is also complete. Once the pile driving operations have been completed at the east abutment, pile driving will then begin at the west abutment location.



West Front Street bridge looking east 4/2014

Demolition and removal of the building and foundation at 3 Rector Place has been completed. Excavation of the soil and removal of the retaining walls on the property is ongoing.

When will the existing bridge be closed to traffic?

The existing bridge will remain open to traffic for the majority of the project, with the exception of a four month period from January to May 2015. At that time, it is expected that traffic will be detoured so that the new bridge can be connected to the Middletown and Red Bank shorelines.

What will the new bridge look like?

The new bridge will be 32-feet wide with two 12-foot travel lanes and four-foot shoulders and six-foot sidewalks in both directions. The new bridge will provide approximately nine feet of vertical clearance above mean high water elevation; there will be approximately 72 feet of horizontal clearance within the navigable channel of the Swimming River.



24" diameter steel pipe piles at low tide 11/14/2013

Architectural enhancements for the new West Front Street Bridge include ornamental lights and a decorative recessed brick panel parapet with a decorative ball and cap railing. The look will complement the Rt. 35 Bridge. The overhead wires that now cross the Swimming River will be removed and placed under the bridge deck. Additional improvements will be minor roadway widening on the bridge approaches, improved storm water drainage, highway lighting and new guide rail treatments. The bridge's concrete sidewalks will provide an ADA accessible route from Hubbard Avenue in Middletown to Rector Place/Shrewsbury Avenue in Red Bank.



Artist rendering of new West Front Street Bridge between Middletown and Red Bank – looking west

Why does the bridge need to be replaced?

Hubbard's Bridge, as it is known locally, was originally constructed in 1921 as a six span, simply supported, through girder, floor beam, stringer structure 339 feet - 4 inches long. The deck was a steel open grid deck. Each span was 55-feet long between bearings. The original substructure consisted of pile supported concrete abutments and piers and wing walls.

Due to the bridge's age, severe corrosion required that the bridge's superstructure be replaced. This was completed in 2004. A temporary Acrow® panel truss superstructure was erected and substructures were adapted to carry the trusses. This temporary installation was made to keep the bridge crossing open to traffic while a permanent replacement structure could be designed.

How many vehicles travel across the bridge a day?

Currently, the bridge has an average daily traffic flow of more than 17,000 vehicles at a posted speed limit of 35 mph. The bridge is 24-feet wide and load posted for 15 tons. There is an advisory speed limit of 20 mph near the NJ Transit bridge at the east end of the structure where the vertical clearance is just 10 feet 11 inches.

Why is this a Monmouth County project?

West Front Street (CR10) is a County road that travels from Middletown to Red Bank. The bridge is a connector between the two towns. Monmouth County owns and maintains this bridge as well as 980 other bridges and culverts throughout the County's 472 square miles. 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 Agate Construction Company, Ocean View, NJ. The project is being funded by the Federal Highway Administration and NJDOT's Transportation Trust Fund. The North Jersey Transportation Planning Authority is assisting with the project as well. The County's Department of Public Works and Engineering is overseeing this project.

Where may I get more information about this project?

Information about the West Front Street Bridge and other County road and bridge projects is available in The Public Works - [Roads and Bridges section](#) of the County website at www.visitmonmouth.com. Specific questions about the project should be addressed to jon.moren@co.monmouth.nj.us or you should call the County's Engineering & Traffic Safety Division 732-431-7760, ext. 2963.