



## West Front Street Bridge FAQ

December 2014

**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.



*View of the New Bridge Deck after installation of the Beams. 8/2014*

### **What is the status of the work?**

The project remains on schedule. During September through November the Contractor, secured all the Structural Steel for the new Bridge and completed pouring the new Bridge Deck and Sidewalks. The contractor has also begun the intersection improvement work at West Front Street & Hubbard, as well as, continued constructing the east and west approaches.

Beginning in January, the Contractor will implement a planned detour as a part of its contract with the County. The Detour which is scheduled to be completed until May 16 will allow the Contractor to tie the new bridge into the existing roadway so that cars may utilize the new bridge this upcoming summer. In addition, the Contractor will continue working on the parapets and sidewalk for the bridge, which include the installation of the new ornamental lighting for the Bridge.



*View of the New S-17 Bridge Deck 11/2014*

### **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 planned detour beginning in January 2015 and ending in mid-May, 2015. During the detour traffic will be re-routed 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 44-foot 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.

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.

### **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.



Artist rendering of new West Front Street Bridge between Middletown and Red Bank  
*Graphics by Parsons Brinckerhoff*

### **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 on the [Roads and Bridges section](#) of the County website at [www.visitmonmouth.com](http://www.visitmonmouth.com). Specific questions about the project should be addressed to [Joseph.Strafaci@co.monmouth.nj.us](mailto:Joseph.Strafaci@co.monmouth.nj.us) or you should call the County's Engineering & Traffic Safety Division 732-431-7760, ext. 3716.



View of the New S-17 Bridge Deck being poured  
9/2014