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Basic Information

New York [36] Kings County [047] New York [51000] JCT I278 & NEWTOWN CREEK 40-43-40 = 40.727778 073-55-45 = - 73.929167

1075699 Highway agency district #Num! Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 278 RTE I278 Toll On free road [3] Features intersected MORGAN AVE., NEWTOWN CRE

Design - main Steel [3] Design - approach Concrete continuous [2] Kilometerpoint 18141.5 km = 11247.7 mi

22 Truss - Thru [10] 81 Slab [01] Year built 1940 Year reconstructed 1973

Skew angle 0 Structure Flared Yes, flared [1]

Historical significance Historical significance is not determinable at this time. [4]

Total length 1687.3 m = 5536.0 ft Length of maximum span 91.4 m = 299.9 ft Deck width, out-to-out 26.2 m = 86.0 ft Bridge roadway width, curb-to-curb 24 m = 78.7 ft

Inventory Route, Total Horizontal Clearance 12 m = 39.4 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft

Deck structure type Not applicable [N]

Type of wearing surface Monolithic Concrete (concurrently placed with structural deck) [1]

Deck protection Not applicable (applies only to structures with no deck) [N]

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 2.7 km = 1.7 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 32.7 metric ton = 36.0 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 47.2 metric ton = 51.9 tons

Bridge posting Equal to or above legal loads [5] Design Load MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	142100	Average daily truck traffi	12	%	Year	2011	Future average daily traffic	198940	Year	2031
Road classification	Principal Arterial - Interstate (Urban) [11]		Lanes on structure	6		Approach roadway width	24 m = 78.7 ft			
Type of service on bridge	Highway [1]		Direction of traffic	2 - way traffic [2]		Bridge median	Closed median (no barriers) [2]			
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Highway-waterway-railroad [Lanes under structure	15		Navigation control				
Navigation vertical clearanc	0 = N/A		Navigation horizontal clearance	0 = N/A						
Minimum navigation vertical clearance, vertical lift bridge			Minimum vertical clearance over bridge roadway	4.26 m = 14.0 ft						
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	0 = N/A				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	4.01 m = 13.2 ft		Minimum vertical underclearance reference feature	Highway beneath structure [H]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrective action [3]									

Repair and Replacement Plans

Type of work to be performed	Work done by			Work to be done by contract [1]		
Bridge deck replacement with only incidental widening. [37]	Bridge improvement cost	500000000	Roadway improvement cost	292800000		
	Length of structure improvement	1687.3 m = 5536.0 ft		Total project cost	792800000	
	Year of improvement cost estimate	2011				
	Border bridge - state			Border bridge - percent responsibility of other state		
	Border bridge - structure number					

Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Fair [5]		
Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]		
Channel and channel protection	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]		
Appraisal ratings - water adequacy	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	46
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	November 2010 [1110]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	October 2010 [1010]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2010 [1110]
Other special inspection	Not needed [N]	Other special inspection date	