

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
 Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

New York [36]	New York County [061]	New York [51000]	WILLIAMSBURG BR EAST RVR	40-42-53.93 = 40.714981	073-58-34.61 = -73.976281
2240039	Highway agency district: #Num!	Owner	City or Municipal Highway Agency [04]	Maintenance responsibility	City or Municipal Highway Agency [04]
Route 0	Delancey Street	Toll	On free road [3]	Features intersected	BARUCH DRIVE, BEDFORD AV
Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	0 km = 0.0 mi
9	Suspension [13]	44	Stringer/Multi-beam or girder [02]	Year built	1903
				Year reconstructed	2002
				Skew angle	2
				Structure Flared	Yes, flared [1]
				Historical significance	Bridge is not eligible for the NRHP. [5]
Total length	2033 m = 6670.3 ft	Length of maximum span	487.6 m = 1599.8 ft	Deck width, out-to-out	35.7 m = 117.1 ft
Inventory Route, Total Horizontal Clearance	6.1 m = 20.0 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Bridge roadway width, curb-to-curb	23.3 m = 76.4 ft				
Deck structure type	Closed Grating [4]				
Type of wearing surface	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Inventory rating	24.5 metric ton = 27.0 tons
0.4 km = 0.2 mi	Method to determine operating rating	Operating rating	51.6 metric ton = 56.8 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	Other [C]

Functional Details

Average Daily Traffic	84421	Average daily truck traffi	2	%	Year	2011	Future average daily traffic	93707	Year	2038
Road classification	Principal Arterial - Other Freeways or Exp		Lanes on structure	8	Approach roadway width	29.9 m = 98.1 ft				
Type of service on bridge	Highway-railroad [4]		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 [6]		Lanes under structure	57	Navigation control	Navigation control on waterway (bridge permit required). [1]				
Navigation vertical clearanc	41.1 m = 134.8 ft			Navigation horizontal clearance	396.2 m = 1299.9 ft					
Minimum navigation vertical clearance, vertical lift bridge					Minimum vertical clearance over bridge roadway	4.11 m = 13.5 ft				
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	0 = N/A				Minimum lateral underclearance on left	3 m = 9.8 ft				
Minimum Vertical Underclearance	3.2 m = 10.5 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]								
Widening of existing bridge with deck rehabilitation or replacement. [34]	Bridge improvement cost	500000000	Roadway improvement cost	292800000						
	Length of structure improvement	2032.4 m = 6668.3 ft		Total project cost	792800000					
	Year of improvement cost estimate	2018								
	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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
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	Equal to present minimum criteria [6]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	41.8
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	October 2018 [1018]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	July 2013 [0713]
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	October 2018 [1018]
Other special inspection	Not needed [N]	Other special inspection date	

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
 Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

New York [36] New York County [061] New York [51000] WILLIAMSBURG BR EAST RVR 40-42-53 = 40.714722 073-58-34 = - 73.976111

2240039 Highway agency district #Num! Owner City or Municipal Highway Agency [04] Maintenance responsibility City or Municipal Highway Agency [04]

Route 0 DELANCY STREET Toll On free road [3] Features intersected FDR DRIVE, EAST RIVER, L

Design - main Steel [3] Design - approach Steel [3] Kilometerpoint 0 km = 0.0 mi

21 Suspension [13] 32 Stringer/Multi-beam or girder [02] Year built 1903 Year reconstructed 2002

Skew angle 0 Structure Flared Yes, flared [1]

Historical significance Bridge is not eligible for the NRHP. [5]

Total length 2032.4 m = 6668.3 ft Length of maximum span 487.6 m = 1599.8 ft Deck width, out-to-out 35.6 m = 116.8 ft Bridge roadway width, curb-to-curb 23.2 m = 76.1 ft

Inventory Route, Total Horizontal Clearance 6 m = 19.7 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft

Deck structure type Closed Grating [4]

Type of wearing surface Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 0.4 km = 0.2 mi Method to determine inventory rating No rating analysis performed [5] Inventory rating 22 metric ton = 24.2 tons

Method to determine operating rating No rating analysis performed [5] Operating rating 51.2 metric ton = 56.3 tons

Bridge posting Equal to or above legal loads [5] Design Load

Functional Details

Average Daily Traffic	96576	Average daily truck traffi	7	%	Year	2008	Future average daily traffic	135206	Year	2028
Road classification	Principal Arterial - Other Freeways or Exp		Lanes on structure	8	Approach roadway width	29.8 m = 97.8 ft				
Type of service on bridge	Highway-railroad [4]		Direction of traffic	2 - way traffic [2]		Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Highway-waterway [6]		Lanes under structure	40	Navigation control	Navigation control on waterway (bridge permit required). [1]				
Navigation vertical clearanc	41.1 m = 134.8 ft			Navigation horizontal clearance	241.7 m = 793.0 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	3.91 m = 12.8 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	3.2 m = 10.5 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]								
Widening of existing bridge with deck rehabilitation or replacement. [34]	Bridge improvement cost	6041000	Roadway improvement cost	3545000						
	Length of structure improvement	2032.4 m = 6668.3 ft		Total project cost	9586000					
	Year of improvement cost estimate	2009								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Very Good [8]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for assessed or calculated scour condition. [5]"/>		
Channel and channel protection	<input type="text" value="Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text" value="None present but re-evaluation suggested [5]"/>	Sufficiency rating	<input type="text" value="47.1"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="October 2008 [1008]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Unknown [Y60]"/>	Underwater inspection date	<input type="text" value="September 2008 [0908]"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="October 2008 [1008]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>