

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Pennsylvania [42]		Lancaster County [071]		East Cocalico [20984]		EAST COCALICO TWP		40-12-38.36 = 40.210656		076-02-43.20 = -76.045333	
21798		Highway agency district: 8		Owner State Toll Authority [31]		Maintenance responsibility		State Toll Authority [31]			
Route 959		T-959		Toll On free road [3]		Features intersected PA TPK (I-76)					
Design - main Steel [3]		Design - approach		Kilometerpoint 0 km = 0.0 mi		Year built 1949		Year reconstructed			
1		Girder and floorbeam system [03]		0		Other [00]		Skew angle 30		Structure Flared	
								Historical significance Historical significance is not determinable at this time. [4]			
Total length 29.3 m = 96.1 ft		Length of maximum span 28.7 m = 94.2 ft		Deck width, out-to-out 8.2 m = 26.9 ft		Bridge roadway width, curb-to-curb 6.7 m = 22.0 ft					
Inventory Route, Total Horizontal Clearance 6.7 m = 22.0 ft		Curb or sidewalk width - left 0.2 m = 0.7 ft		Curb or sidewalk width - right 0.2 m = 0.7 ft							
Deck structure type		Concrete Cast-in-Place [1]									
Type of wearing surface		Monolithic Concrete (concurrently placed with structural deck) [1]									
Deck protection											
Type of membrane/wearing surface											

Weight Limits

Bypass, detour length 0.6 km = 0.4 mi		Method to determine inventory rating		Load Factor(LF) [1]		Inventory rating 34.5 metric ton = 38.0 tons	
		Method to determine operating rating		Load Factor(LF) [1]		Operating rating 58.1 metric ton = 63.9 tons	
Bridge posting		Equal to or above legal loads [5]		Design Load MS 18 / HS 20 [5]			

Functional Details

Average Daily Traffic	200	Average daily truck traffi	8	%	Year	1992	Future average daily traffic	315	Year	2030
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	7 m = 23.0 ft			
Type of service on bridge	Highway [1]		Direction of traffic	2 - way traffic [2]		Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Highway, with or without ped		Lanes under structure	4		Navigation control	Not applicable, no waterway. [N]			
Navigation vertical clearanc	0 = N/A			Navigation horizontal clearance	0 = N/A					
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft				Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft				
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	2.9 m = 9.5 ft				Minimum lateral underclearance on left	1.2 m = 3.9 ft				
Minimum Vertical Underclearance	4.58 m = 15.0 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 owner's forces [2]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	14000	Roadway improvement cost	42000						
	Length of structure improvement	37 m = 121.4 ft		Total project cost	192000					
	Year of improvement cost estimate									
	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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Fair [5]		
Scour	Bridge not over waterway. [N]		
Channel and channel protection	Not applicable. [N]		
Appraisal ratings - water adequacy	N/A [N]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	69.9
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	April 2017 [0417]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	April 2017 [0417]
Other special inspection	Not needed [N]	Other special inspection date	