

# HistoricBridges.org - National Bridge Inventory Data Sheet

2019 Inventory

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

Indiana [18]	Vanderburgh County [163]	Evansville [22000]	00.50 E OF GREEN RIVER RD	38-02-05.78 = 38.034939	087-28-58.01 = -87.482781
8200071	Highway agency district: 6	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	HECKEL RD	Toll On free road [3]	Features intersected BLUEGRASS CREEK		
Design - main 1	Steel [3] Truss - Thru [10]	Design - approach 0	Other [00]	Kilometerpoint 0 km = 0.0 mi	Year built 1893 Year reconstructed 1999
				Skew angle 0	Structure Flared
				Historical significance Bridge is eligible for the NRHP. [2]	
Total length	46.3 m = 151.9 ft	Length of maximum span	45.7 m = 149.9 ft	Deck width, out-to-out	4.7 m = 15.4 ft
Inventory Route, Total Horizontal Clearance	4.7 m = 15.4 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Open Grating [3]				
Type of wearing surface	Other [9]				
Deck protection					
Type of membrane/wearing surface					

## Weight Limits

Bypass, detour length 0.5 km = 0.3 mi	Method to determine inventory rating		Inventory rating	12.7 metric ton = 14.0 tons
	Method to determine operating rating		Operating rating	17.2 metric ton = 18.9 tons
Bridge posting	10.0 - 19.9 % below [3]		Design Load	

### Functional Details

Average Daily Traffic	680	Average daily truck traffi	1	%	Year	2018	Future average daily traffic	906	Year	2038
Road classification	Local (Urban) [19]		Lanes on structure	1		Approach roadway width	4.9 m = 16.1 ft			
Type of service on bridge	Highway [1]		Direction of traffic	One lane bridge for 2 - way traffic [3]		Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Waterway [5]		Lanes under structure	0		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	6.71 m = 22.0 ft			
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	0 = N/A					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	0 = N/A		Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]						
Appraisal ratings - underclearances	N/A [N]									

### Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost

0

Roadway improvement cost

0

Length of structure improvement

0 m = 0.0 ft

Total project cost

0

Year of improvement cost estimate

Border bridge - state

Border bridge - percent responsibility of other state

Border bridge - structure number

## Inspection and Sufficiency

Structure status	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Good [7]"/>		
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 is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Better than present minimum criteria [7]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="45.1"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="October 2018 [1018]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="October 2018 [1018]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>