

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

Maryland [24]	Frederick County [021]	Unknown [00000]	2.5 MI S OF KEYSVILLE RD	00-00-00 = 0.000000	000-00-00 = - 0.000000
200000F-0503010	Highway agency district 7	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 61	SIXES BRIDGE ROAD	Toll On free road [3]	Features intersected	MONOCACY RIVER	
Design - main Steel [3]	Design - approach	Kilometerpoint 469.8 km = 291.3 mi	Year built 1910	Year reconstructed 1995	
2	Truss - Thru [10]	0	Other [00]	Skew angle 0	Structure Flared
		Historical significance Bridge is eligible for the NRHP. [2]			
Total length 73.2 m = 240.2 ft	Length of maximum span 36.3 m = 119.1 ft	Deck width, out-to-out 4.9 m = 16.1 ft	Bridge roadway width, curb-to-curb 4.6 m = 15.1 ft		
Inventory Route, Total Horizontal Clearance 4.6 m = 15.1 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Wood or Timber [8]				
Type of wearing surface					
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 1.1 km = 0.7 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	14.4 metric ton = 15.8 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	24.3 metric ton = 26.7 tons
Bridge posting	20.0 - 29.9 % below [2]		Design Load	

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Good [7]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
Scour	Countermeasures have been installed to mitigate an existing problem with scour. [7]		
Channel and channel protection	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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	40.6
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	November 2010 [1110]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	November 2010 [1110]
Other special inspection	Not needed [N]	Other special inspection date	