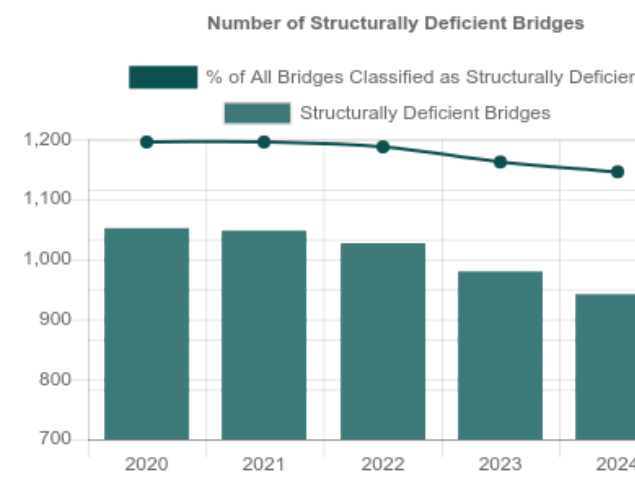
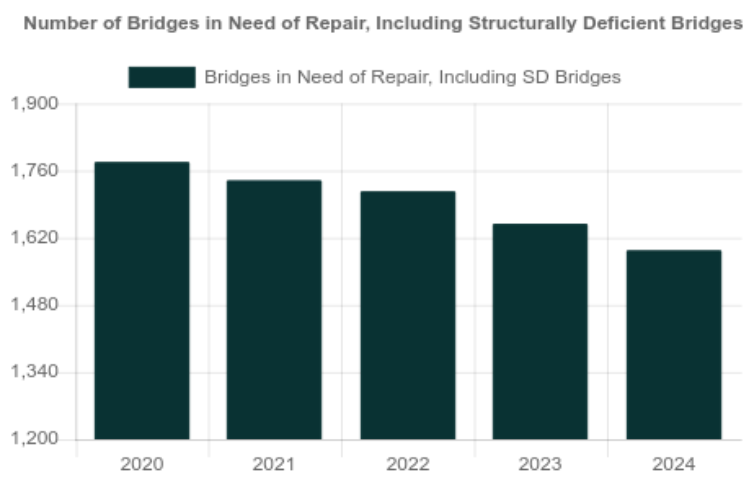
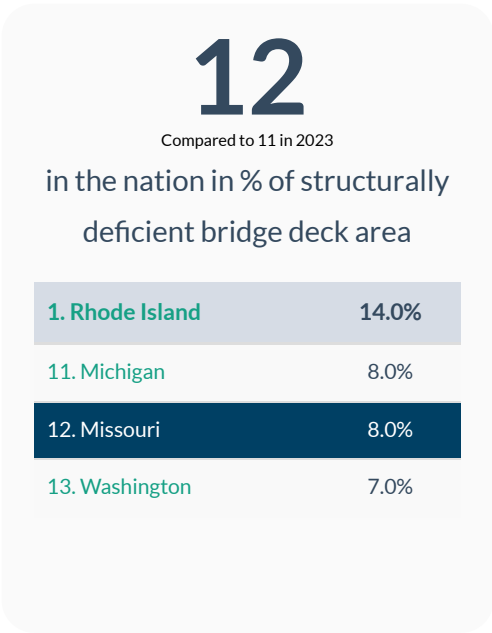
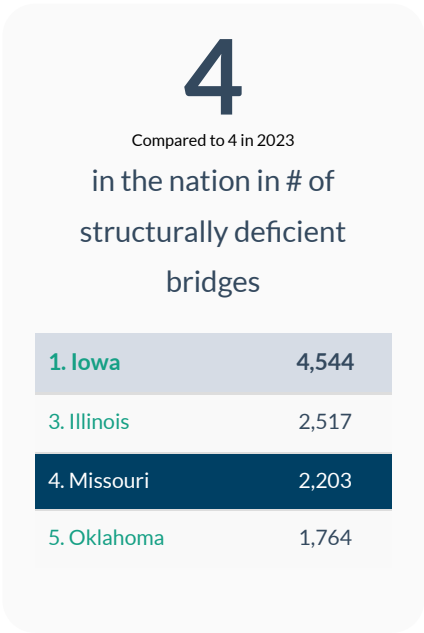
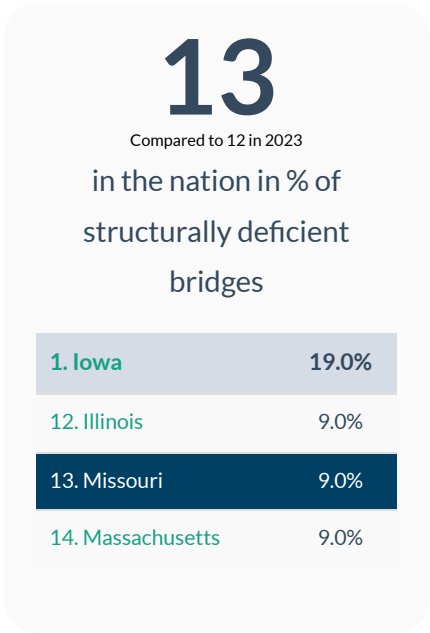


Missouri Congressional District 6

- Of the 8,786 bridges in the counties of this district, 942, or 10.7 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,052 bridges classified as structurally deficient in 2020.
- Repairs are needed on 1,594 bridges in the district, which will cost an estimated \$872.6 million.
- This compares to 1,778 bridges that needed work in 2020.
- The state has committed \$11.9 million in IJA bridge formula funds to support 104 projects in the District.



Top Most Traveled Structurally Deficient Bridges in Missouri

| County | Year Built | Daily Crossings | Type of Bridge | Location |
|----------|------------|-----------------|--------------------------------|---|
| Jackson | 1964 | 94,457 | Urban Interstate | IS 435 S over Grave Cr |
| Jackson | 1969 | 87,807 | Urban minor arterial | Rt W E over Br Blue Rvr |
| Clay | 1956 | 67,766 | Urban Interstate | IS 35 S over Rock Cr |
| Jackson | 1959 | 57,043 | Urban Interstate | IS 70 W over Kct RR |
| Clay | 1957 | 54,703 | Urban Interstate | IS 29 N over Rp US169S to Is29S, US 1 |
| Jackson | 1960 | 52,204 | Urban Interstate | IS 70 W over CST Van Brunt Blvd |
| Platte | 1958 | 36,821 | Rural Interstate | IS 29 S over Owl Cr |
| Jackson | 1968 | 35,595 | Urban Interstate | IS 435 S over UP RR, Kct RR |
| Jackson | 1979 | 30,000 | Urban local road | Arlington St over Rock Cr |
| Platte | 1959 | 26,006 | Urban Interstate | IS 29 N over Platte Rvr |
| Clay | 1983 | 22,214 | Urban Interstate | IS 435 S over Fk of Wilkerson Cr |
| Clay | 1956 | 19,434 | Urban freeway/expressway | US 169 N over BNSF RR |
| Buchanan | 1951 | 17,137 | Urban freeway/expressway | US 36 E over IS 229, CST 6th St, Is |
| Jackson | 1949 | 15,999 | Urban freeway/expressway | Mo 291 N over Missouri Rvr |
| Marion | 2000 | 15,906 | Urban Interstate | IS 72 E over Mississippi Rvr, CST 410 |
| Jackson | 1962 | 14,018 | Urban minor arterial | Blue Ridge Blvd S over IS 70, Rp US40E to Is70E |
| Macon | 1971 | 12,582 | Urban other principal arterial | US 63 S over US 36 |
| Buchanan | 1973 | 11,079 | Urban other principal arterial | Rt Ac S over US 36 |
| Jackson | 1931 | 9,912 | Urban other principal arterial | Rt V S over Br Lit Blue Rvr |
| Buchanan | 1976 | 9,886 | Urban Interstate | IS 229 S over CST Mcarthur Dr, CST Mon |
| Jackson | 1983 | 9,752 | Urban minor arterial | Rt W E over Dykes Br |
| Jackson | 1920 | 9,650 | Urban minor arterial | Raytown Rd over UP RR |
| Jackson | 1980 | 9,498 | Urban minor arterial | Colbern Rd over UP RR, drainage Waterway |
| Jackson | 1955 | 9,432 | Urban other principal arterial | Bellevue Ave over Brush Cr |
| Linn | 1924 | 8,727 | Rural arterial | US 36 E over Sights Br |

Bridge Inventory: Missouri

| Type of Bridge | Number of Bridges | Area of All Bridges (sq. meters) | Daily Crossings on All Bridges | Number of Structurally Deficient Bridges | Area of Structurally Deficient Bridges (sq. meters) | Daily Crossings on Structurally Deficient Bridges |
|--------------------------------|-------------------|----------------------------------|--------------------------------|--|---|---|
| Rural Interstate | 91 | 106,948 | 1,055,871 | 3 | 6,915 | 52,550 |
| Rural arterial | 410 | 391,426 | 2,044,549 | 14 | 12,980 | 64,491 |
| Rural minor arterial | 224 | 147,041 | 466,173 | 13 | 8,957 | 25,226 |
| Rural major collector | 1,154 | 431,194 | 757,369 | 99 | 37,156 | 58,555 |
| Rural minor collector | 253 | 60,614 | 53,801 | 25 | 7,377 | 4,558 |
| Rural local road | 5,077 | 726,074 | 253,945 | 706 | 67,677 | 37,199 |
| Urban Interstate | 419 | 850,822 | 13,478,009 | 15 | 85,380 | 453,652 |
| Urban freeway/expressway | 222 | 312,623 | 4,823,568 | 3 | 18,357 | 52,570 |
| Urban other principal arterial | 119 | 166,882 | 1,351,559 | 5 | 6,267 | 49,799 |
| Urban minor arterial | 310 | 386,903 | 2,647,340 | 18 | 30,906 | 180,035 |
| Urban collector | 179 | 121,434 | 596,931 | 13 | 7,800 | 30,477 |
| Urban local road | 328 | 106,541 | 500,411 | 28 | 5,478 | 56,192 |
| Total | 8,786 | 3,808,503 | 28,029,526 | 942 | 295,249 | 1,065,304 |

Proposed Bridge Work

| Type of Work | Number of Bridges | Cost to Repair (in millions) | Daily Crossings | Area of Bridges (sq. meters) |
|---------------------------------|-------------------|------------------------------|-----------------|------------------------------|
| Bridge replacement | 832 | \$440 | 820,521 | 237,028 |
| Widening & rehabilitation | 0 | \$0 | 0 | 0 |
| Rehabilitation | 750 | \$429 | 3,131,125 | 341,094 |
| Deck rehabilitation/replacement | 0 | \$0 | 0 | 0 |
| Other structural work | 12 | \$3 | 3,674 | 2,343 |
| Total | 1,594 | \$873 | 3,955,320 | 580,465 |

About the data:

Data includes information for the following area(s): Adair County, Andrew County, Atchison County, Audrain County, Buchanan County, Caldwell County, Carroll County, Chariton County, Clark County, Clay County, Clinton County, Daviess County, DeKalb County, Gentry County, Grundy County, Harrison County, Holt County, Jackson County, Knox County, Lewis County, Linn County, Livingston County, Macon County, Marion County, Mercer County, Monroe County, Nodaway County, Pike County, Platte County, Putnam County, Ralls County, Schuyler County, Scotland County, Shelby County, Sullivan County, Worth County

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. Note that specific conditions on bridges may have changed as a result of recent work or updated inspections.

Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 federal aid highway bill Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient.

The new definition limits the classification to bridges where one of the key structural elements—the deck, superstructure, substructure or culverts, are rated in poor or worse condition. During inspection, the conditions of a variety of bridge elements are rated on a scale of 0 (failed condition) to 9 (excellent condition). A rating of 4 is considered "poor" condition.

Cost estimates have been derived by ARTBA, based on 2023 average bridge replacement costs for structures on and off the National Highway System, [published by FHWA](#). Bridge rehabilitation costs are estimated to be 68 percent of replacement costs. A bridge is considered to need repair if the structure has identified repairs as part of the NBI, a repair cost estimate is supplied by the bridge owner or the bridge is classified as structurally deficient. Please note that for a few states, the number of bridges needing to be repaired can vary significantly from year to year, and reflects the data entered by the state.

Bridges are classified by FHWA into types based on the functional classification of the roadway on the bridge. Interstates comprise routes officially designated by the Secretary of Transportation. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways have directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials serve smaller areas and are used for trips of moderate length. Collectors funnel traffic from local roads to the arterial network; major collectors have higher speed limits and traffic volumes and are longer in length and spaced at greater intervals, while minor collectors are shorter and provide service to smaller communities. Local roads do not carry through traffic and are intended for short distance travel.