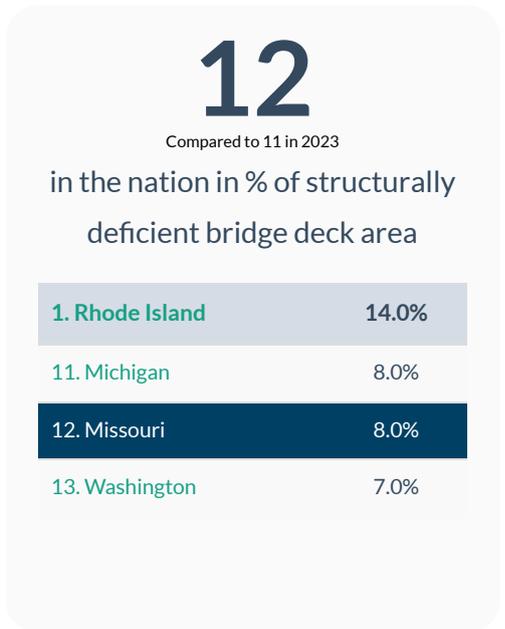
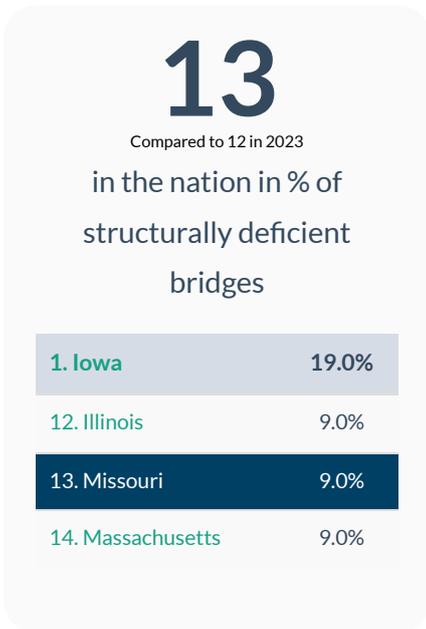
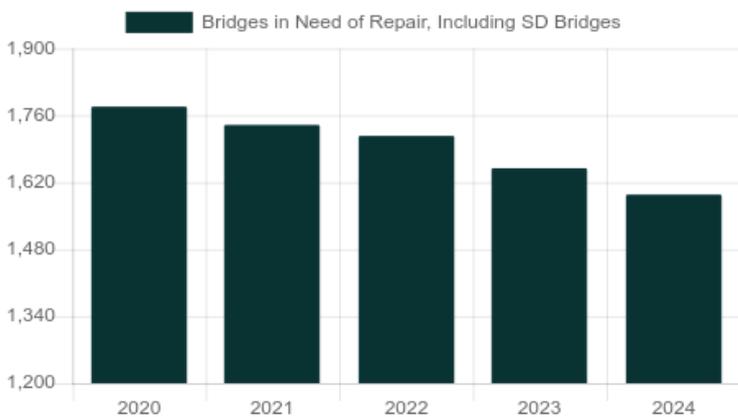


# Missouri Congressional District 6

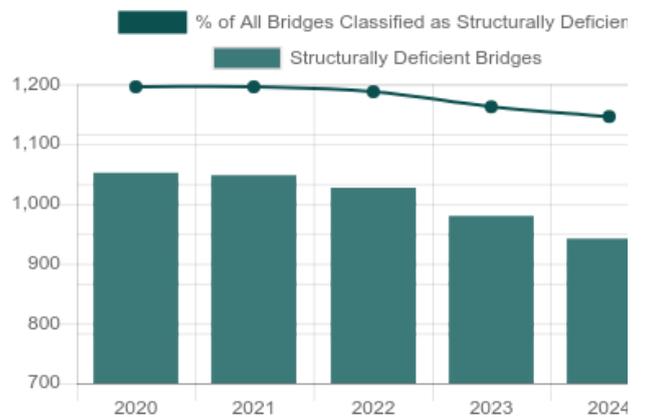
- Of the 8,786 bridges in the counties of this district, 942, or 10.7 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,052 bridges classified as structurally deficient in 2020.
- Repairs are needed on 1,594 bridges 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.



Number of Bridges in Need of Repair, Including Structurally Deficient Bridges



Number of Structurally Deficient Bridges



## 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	Belleview 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
<b>Total</b>	<b>8,786</b>	<b>3,808,503</b>	<b>28,029,526</b>	<b>942</b>	<b>295,249</b>	<b>1,065,304</b>

## 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
<b>Total</b>	<b>1,594</b>	<b>\$873</b>	<b>3,955,320</b>	<b>580,465</b>

---

**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.