

National Bridge Inventory: Missouri

- The state has identified needed repairs on 4,435 bridges.
- This compares to 4,662 bridges that needed work in 2020.
- Over the life of the IIJA, Missouri will receive a total of \$523.4 million in bridge formula funds, which will help make needed repairs.
- Missouri currently has access to \$314.1 million of that total, and has committed \$16.9 million towards 188 projects as of June 2024.
- Of the 24,618 bridges in the state, 2,203, or 8.9 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 2,190 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 7.6 percent of total deck area on all structures.

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Compared to 12 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
12. Illinois	9.0%
13. Missouri	9.0%
14. Massachusetts	9.0%

4

Compared to 4 in 2023

in the nation in # of structurally deficient bridges

1. Iowa	4,544
3. Illinois	2,517
4. Missouri	2,203
5. Oklahoma	1,764

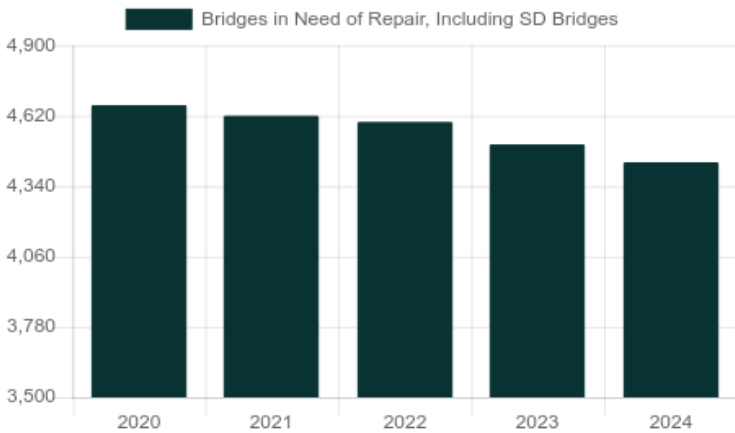
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Compared to 11 in 2023

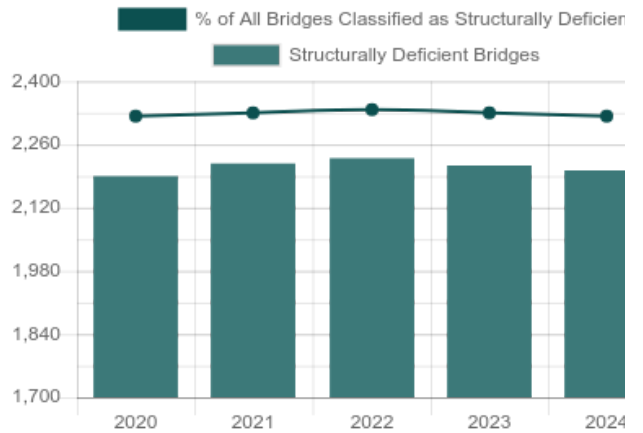
in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
11. Michigan	8.0%
12. Missouri	8.0%
13. Washington	7.0%

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
St. Louis	1964	188,530	Urban Interstate	IS 270 E over CST Conway Rd
St. Louis	1965	137,730	Urban Interstate	IS 270 E over CST West Port Plaza Dr
St. Louis	1931	113,831	Urban Interstate	IS 270 E over Maline Cr
St. Louis	1968	94,602	Urban Interstate	IS 170 E over Rvr Des Peres
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
St. Louis	1961	86,368	Urban Interstate	IS 270 E over Mo 367
St. Louis	1985	69,731	Urban Interstate	IS 64 E over Co North Forty Dr to Sor
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
St. Louis	1976	53,654	Urban Interstate	IS 44 W over CST Park Ave, Mo 1,
Jackson	1960	52,204	Urban Interstate	IS 70 W over CST Van Brunt Blvd
St. Louis	1956	46,556	Urban Interstate	IS 64 E over CST Vandeventer Ave, Cst
St. Louis	1937	45,900	Urban other principal arterial	Kingshighway over Metrolink
St. Louis	1963	44,181	Urban Interstate	IS 55 N over Mo Pac RR
St. Charles	1971	39,184	Urban Interstate	IS 64 W over IS 70
St. Louis	1968	38,033	Rural Interstate	IS 44 W over Meramec Rvr, South Outer
Platte	1958	36,821	Rural Interstate	IS 29 S over Owl Cr
Franklin	1949	35,766	Urban Interstate	IS 44 E over Br of Bourbeuse Rv
Jackson	1968	35,595	Urban Interstate	IS 435 S over UP RR, Kct RR
St. Louis	1961	33,500	Urban minor arterial	Lindell-Union over Forest Park Pkwy
St. Louis	1929	30,000	Urban minor arterial	Lindell-Union over Metrolink
Jackson	1979	30,000	Urban local road	Arlington St over Rock Cr
St. Louis	1968	29,942	Urban other principal arterial	US 67 S over Br Coldwater Cr

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	472	545,155	7,070,018	22	34,021	277,622
Rural arterial	1,166	1,160,653	7,618,336	61	71,010	359,886
Rural minor arterial	1,103	680,902	2,969,906	84	59,733	169,642
Rural major collector	3,869	1,386,524	3,879,107	364	168,843	384,868
Rural minor collector	1,004	222,632	369,392	93	23,109	34,577
Rural local road	12,249	1,758,392	1,027,469	1,306	138,655	97,626
Urban Interstate	906	1,902,083	35,684,341	35	139,019	1,483,155
Urban freeway/expressway	652	955,909	13,177,676	18	37,070	256,839
Urban other principal arterial	490	653,713	7,743,675	31	32,380	472,341
Urban minor arterial	886	862,926	7,842,724	48	54,638	476,056
Urban collector	810	451,511	3,110,514	51	37,341	180,586
Urban local road	1,011	291,920	1,338,710	90	27,277	156,648
Total	24,618	10,872,322	91,831,868	2,203	823,096	4,349,846

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	2,397	\$1,302	3,051,609	709,267
Widening & rehabilitation	0	\$0	0	0
Rehabilitation	1,995	\$1,358	9,982,693	1,072,828
Deck rehabilitation/replacement	0	\$0	0	0
Other structural work	43	\$11	11,653	9,264
Total	4,435	\$2,671	13,045,955	1,791,359

About the data:

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.
