Illinois Congressional District 13

- Of the 4,466 bridges in the counties of this district, 380, or 8.5 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 353 bridges classified as structurally deficient in 2020.
- Repairs are needed on 582 bridges in the district, which will cost an estimated $767.0 million.
- This compares to 555 bridges that needed work in 2020.
- The state has committed $14.6 million in IIJA bridge formula funds to support 8 projects in the District.

12

Compared to 11 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
11. New York	9.0%
12. Illinois	9.0%
13. Missouri	9.0%

3

Compared to 3 in 2023

in the nation in # of structurally deficient bridges

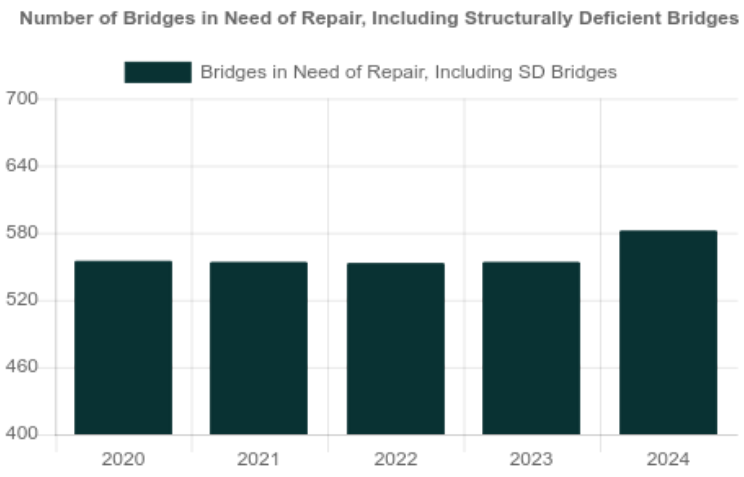
1. Iowa	4,544
2. Pennsylvania	2,932
3. Illinois	2,517
4. Missouri	2,203

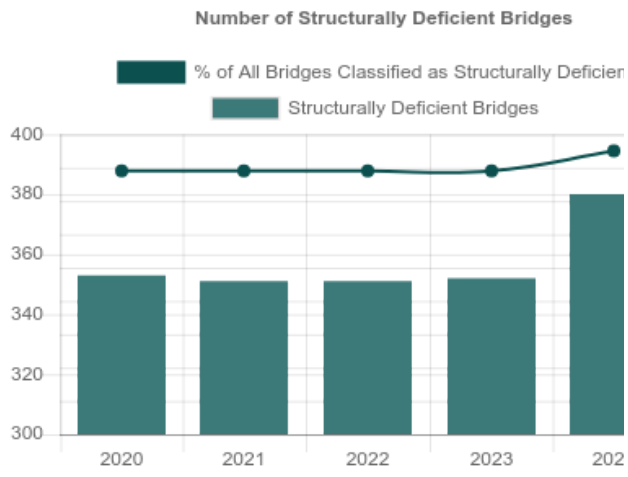
5

Compared to 3 in 2023

in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
4. Puerto Rico	12.0%
5. Illinois	11.0%
6. Massachusetts	11.0%





Top Most Traveled Structurally Deficient Bridges in Illinois

County	Year Built	Daily Crossings	Type of Bridge	Location
Champaign	1956	41,900	Urban Interstate	I-74 over US 45(Fap 8)
McLean	1940	25,000	Urban other principal arterial	I-55 Busn Loop over Norfolk Southern Railway
Madison	1963	24,900	Urban Interstate	Fai 270 EB over County Ditch
Madison	1963	24,900	Urban Interstate	Fai 270 WB over County Ditch
Macon	1954	20,900	Urban other principal arterial	US 36(Fap 320) over Lake Shore Dr(U 7390
Madison	1987	20,250	Urban Interstate	I-255 SB over 162,Abandon UPRR,2 Trail
Madison	1987	20,150	Urban Interstate	I-255 NB over 162,Abandon UPRR,2 Trail
Sangamon	1971	17,850	Urban Interstate	I-55 (SB) over Illinois Central RR
Madison	1958	17,200	Urban other principal arterial	Il 111/3-Homer Ada over Rogers Av & Bloomer
Champaign	1960	16,350	Urban Interstate	I-74 Ramp17.79&17. over I-74 & Rmp 17.17
Sangamon	1972	15,550	Rural Interstate	I-55 (SB) over IL 104 / I & M RR
Sangamon	1972	15,550	Rural Interstate	I-55 (NB) over IL 104 / I & M RR
Sangamon	1963	14,600	Urban Interstate	I-55 SB over Sangamon River
Sangamon	1963	14,600	Urban Interstate	I-55 (NB) over Sangamon River
Sangamon	1962	14,600	Urban Interstate	I-55 (NB) over Bl 55 & UP RR
Bond	1967	13,100	Rural Interstate	Fai 70 EB over Mid Fk Shoal Creek
Bond	1967	13,100	Rural Interstate	Fai 70 WB over Mid Fk Shoal Creek
Madison	1989	12,600	Urban collector	Cntr Grove/ FAU 88 over Mct Bike Trail
Champaign	1940	12,100	Urban other principal arterial	Fau 7123(Il 10) over Copper Slough
Champaign	1963	11,550	Rural Interstate	I-57(SB) over US 45(Fas 1671)
Champaign	1963	11,050	Rural Interstate	I-57(NB) over Fap 804(US 45)
Champaign	1966	10,900	Urban other principal arterial	Fap 725 (WB) over Cn Railwy & Copper Sloug
Champaign	1966	10,900	Urban other principal arterial	Fap 725(EB) over Canadian National Railwa
McLean	1975	10,800	Rural Interstate	I-55 SB over US 136/Fap 315
Madison	1933	10,600	Urban other principal arterial	Il 157 / IL 162 over Judy S Branch Creek

Bridge Inventory: Illinois

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	146	88,173	2,036,900	7	7,993	90,700
Rural arterial	110	51,919	490,100	7	5,516	32,950
Rural minor arterial	215	103,662	522,825	9	7,636	18,925
Rural major collector	570	202,809	524,550	45	18,469	36,675
Rural minor collector	243	73,868	109,810	21	6,248	18,625
Rural local road	2,169	400,817	223,070	200	27,692	20,400
Urban Interstate	201	291,674	3,476,225	17	29,044	252,175
Urban freeway/expressway	80	108,121	1,267,050	0	0	0
Urban other principal arterial	187	238,917	2,303,500	10	9,115	120,250
Urban minor arterial	171	128,042	1,020,100	14	11,383	74,450
Urban collector	155	77,212	353,875	24	11,270	59,850
Urban local road	219	64,213	107,335	26	13,446	11,675
Total	4,466	1,829,428	12,435,340	380	147,813	736,675

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	182	$341	482,290	114,031
Widening & rehabilitation	29	$50	156,980	23,976
Rehabilitation	359	$364	947,680	180,686
Deck rehabilitation/replacement	0	$0	0	0
Other structural work	12	$11	21,600	6,247
Total	582	$767	1,608,550	324,940

About the data:

Data includes information for the following area(s): Bond County, Calhoun County, Champaign County, Christian County, De Witt County, Greene County, Jersey County, McLean County, Macon County, Macoupin County, Madison County, Montgomery County, Piatt County, Sangamon 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.