

National Bridge Inventory: Illinois

- The state has identified needed repairs on 4,154 bridges.
- This compares to 4,083 bridges that needed work in 2020.
- Over the life of the IIJA, Illinois will receive a total of \$1.5 billion in bridge formula funds, which will help make needed repairs.
- Illinois currently has access to \$891.8 million of that total, and has committed \$438.7 million towards 104 projects as of June 2024.
- Of the 26,928 bridges in the state, 2,517, or 9.3 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 2,374 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 11.4 percent of total deck area on all structures.

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

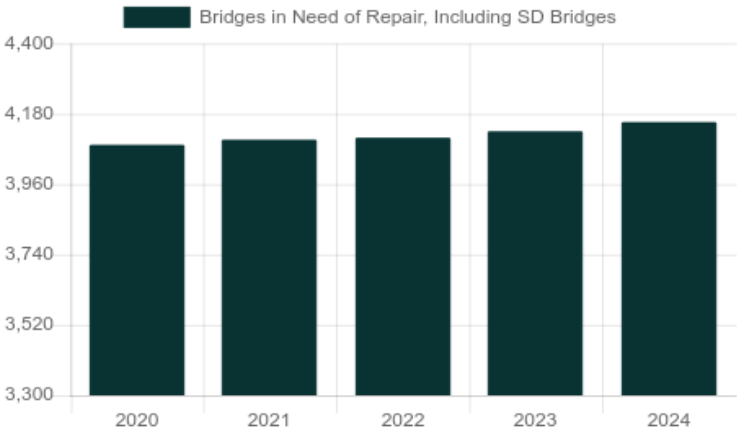
5

Compared to 3 in 2023

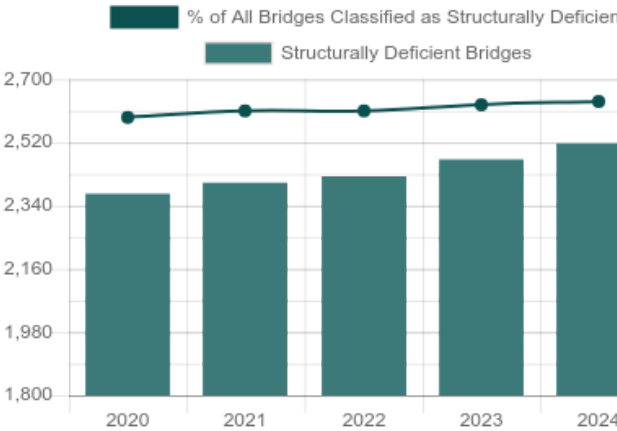
in the nation in % of structurally deficient bridge deck area

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

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



Number of Structurally Deficient Bridges



Top Most Traveled Structurally Deficient Bridges in Illinois

County	Year Built	Daily Crossings	Type of Bridge	Location
Cook	1962	256,900	Urban Interstate	I- 90,94 Ryan Elev over Canal to Stewart Sts
Cook	1949	166,900	Urban Interstate	I- 94 Bishop Ford over RR - Ihb & CSXt
Cook	1963	120,000	Urban freeway/expressway	IL 53 NB over Kirchoff Rd
Cook	1963	120,000	Urban freeway/expressway	IL 53 SB over Kirchoff Rd
St. Clair	1966	117,700	Urban Interstate	I-55/64; US 40 Psc over Trra
Cook	1963	109,900	Urban freeway/expressway	IL 53 SB over Industrial Ave
Cook	1964	109,900	Urban freeway/expressway	IL 53 SB over US 14&UPRR Fau3512
Cook	1964	109,900	Urban freeway/expressway	IL 53 NB over US 14 NW Hwy & UP RR
Cook	1963	109,900	Urban freeway/expressway	IL 53 NB over Industrial Ave
Will	1980	106,200	Urban Interstate	I- 55 over IL 53
Cook	1937	105,000	Urban other principal arterial	Lake Shore Drive over Main Br Chicago Riv
Cook	1986	105,000	Urban other principal arterial	Lake Shore Dr over Wacker Drive
Cook	1941	103,700	Urban other principal arterial	Lake Shore Dr over Belmont Av
Cook	1964	100,600	Urban freeway/expressway	IL 53 SB over Palatine Rd
Cook	1964	99,200	Urban freeway/expressway	IL 53 NB over Palatine Rd
Cook	1986	98,900	Urban other principal arterial	Lake Shore Dr over Lower Lsd & Land
Cook	1986	98,000	Urban other principal arterial	Lsd-Ramp 3 over Land
Cook	1967	94,100	Urban other principal arterial	Lake Shore Dr over Irving Park Rd
Cook	1965	92,600	Urban freeway/expressway	IL 53 Fap 342 over Anderson Dr Ms 3240
Cook	1965	84,000	Urban freeway/expressway	IL 53 NB over US 12 (Rand Road)
Cook	1949	83,450	Urban Interstate	I- 94 NB Bishop Fo over Little Cal River
Cook	1954	80,900	Urban other principal arterial	I-290 Ike(Congress over Between Riv & Po
Cook	1954	80,900	Urban other principal arterial	I-290 Ike,Congress over Thru Post Office
Cook	1956	80,400	Urban other principal arterial	Ohio St Feeder E A over Kingsbury St
Cook	1961	80,400	Urban other principal arterial	Ohio St Jfk Feeder over N Br Chicago River

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	869	778,693	10,052,835	64	110,313	605,525
Rural arterial	872	506,157	3,948,550	61	48,524	290,650
Rural minor arterial	1,561	760,125	3,807,075	94	67,365	227,000
Rural major collector	3,212	1,045,955	2,944,350	267	106,544	226,300
Rural minor collector	1,460	393,673	747,815	166	46,393	103,690
Rural local road	12,186	2,074,870	1,297,653	1,144	173,273	123,819
Urban Interstate	1,444	3,094,741	60,536,250	85	183,107	2,664,950
Urban freeway/expressway	218	300,342	5,712,100	22	25,711	1,439,850
Urban other principal arterial	1,364	2,150,469	28,152,730	122	337,633	3,172,160
Urban minor arterial	1,278	1,330,011	12,136,250	123	227,813	1,299,225
Urban collector	1,091	818,765	4,719,225	169	180,551	823,125
Urban local road	1,373	509,799	1,452,542	200	59,799	166,330
Total	26,928	13,763,601	135,507,375	2,517	1,567,026	11,142,624

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	1,390	\$3,756	10,309,984	1,254,716
Widening & rehabilitation	275	\$751	3,765,065	358,187
Rehabilitation	2,289	\$3,120	12,882,144	1,526,651
Deck rehabilitation/replacement	63	\$336	3,402,250	156,522
Other structural work	137	\$433	1,852,620	211,013
Total	4,154	\$8,397	32,212,063	3,507,088

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.
