Illinois – Congressional District 14

American Road & Transportation Builders Association

District Bridge Profile

Highlights from FHWA's 2023 National Bridge Inventory Data

- Of the 2,185 bridges in the counties of this district, 232, or 10.6 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 211 bridges classified as structurally deficient in 2019.
- Repairs are needed on 422 bridges in the district, which will cost an estimated $727.3 million.
- This compares to 412 bridges that needed work in 2019.
- There currently are now projects in the District that use IIJA formula bridge funds.

Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	9	4,637	225,900	0	0	0
Other principal arterial	35	11,576	200,500	0	0	0
Minor arterial	37	10,363	132,300	2	630	6,200
Major collector	74	20,375	150,300	9	1,567	19,875
Minor collector	88	28,896	158,275	13	3,107	18,475
Local	300	53,416	87,165	44	8,016	12,835
Urban Bridges						
Interstate	224	355,639	10,611,550	20	45,325	967,050
Freeway/expressway	18	22,924	441,650	2	4,674	76,200
Other principal arterial	367	395,677	7,876,480	15	31,282	263,670
Minor arterial	350	302,583	4,051,950	24	23,903	276,100
Collector	235	118,016	1,066,875	40	19,092	161,750
Local	448	129,573	559,290	63	16,750	59,960
Total	**2,185**	**1,453,676**	**25,562,235**	**232**	**154,345**	**1,862,115**

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	139	$312.4	1,735,705	108,104
Widening & rehabilitation	37	$61.0	286,000	31,020
Rehabilitation	222	$299.9	2,114,860	151,578
Deck rehabilitation/replacement	0	$0	0	0
Other work	24	$53.9	645,820	27,359
Total	**422**	$727.3	**4,782,385**	**318,060**

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Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
DuPage	1959	144,600	Urban Interstate	I- 55 over Madison St
DuPage	1960	124,700	Urban Interstate	I- 55 over Lemont Rd
Will	1980	101,600	Urban Interstate	I- 55 over IL 53
Will	1955	68,700	Urban Interstate	I- 55 over Joliet Rd
Will	1965	45,600	Urban Interstate	I- 80 WB over Hickory Creek
Will	1964	45,600	Urban Interstate	I- 80 EB over RR & Gardner St
Will	1967	45,600	Urban Interstate	I- 80 WB over IL 53
Will	1964	45,600	Urban Interstate	I- 80 WB over RR & Gardner St
Will	1965	39,850	Urban Interstate	I- 80 WB over RR & Rowell Ave
Lake	1961	38,900	Urban minor arterial	Washington St over RR - Up

Data includes information for the following area(s): DeKalb County, DuPage County, Kane County, Kendall County, Lake County, McHenry County, Will County

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About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on July 3, 2023. Note that specific conditions on bridges may have changed because 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 surface transportation law 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 2020 and 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.