

Highlights from FHWA's 2018 National Bridge Inventory Data

- Of the 26,809 bridges in the state, 2,273, 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 2,114 bridges classified as structurally deficient in 2014.
- 167 of the structurally deficient bridges are on the Interstate Highway System.
- 1,191 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 4,032 bridges at an estimated cost of \$4.8 billion.
- This compares to 4,036 bridges that needed work in 2014.

Bridge Inventory

Type of Bridge ⁴	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	878	790,876	9,939,950	64	71,222	587,375
Other principal arterial	852	545,194	4,177,600	52	41,166	272,950
Minor arterial	1,524	754,706	3,997,250	124	95,144	345,700
Major collector	3,227	1,048,689	3,194,300	224	100,617	220,950
Minor collector	1,423	378,677	700,225	117	31,254	67,025
Local	12,203	2,059,473	1,428,219	986	122,480	108,374
Urban Bridges						
Interstate	1,442	2,951,075	65,824,375	103	312,431	3,509,850
Freeway/expressway	216	271,047	6,020,850	16	14,952	639,500
Other principal arterial	1,349	2,131,170	29,617,120	147	333,017	3,242,870
Minor arterial	1,275	1,281,172	13,134,825	122	162,085	1,397,725
Collector	1,073	797,638	5,006,240	142	158,467	794,745
Local	1,347	515,166	1,355,610	176	55,146	160,120
Total	26,809	13,524,885	144,396,560	2,273	1,497,980	11,347,184

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	1,621	\$2,702,787	11,640,194	1,347,447
Widening & rehabilitation	294	\$364,374	4,227,690	356,145
Rehabilitation	1,902	\$1,297,764	13,360,752	1,416,801
Deck rehabilitation/replacement	66	\$183,050	3,916,275	156,450
Other work	149	\$222,863	2,108,760	244,520
Total	4,032	\$4,770,837	35,253,671	3,521,362



Top Most Traveled Structurally Deficient Bridges in Illinois

County	Year Built	Daily Crossings	Type of Bridge	Location
Cook	1962	246,500	Urban Interstate	I- 90,94 Elev Exp over Stewart Ave to 28 Pl
DuPage	1959	164,000	Urban Interstate	I- 55 over Madison St
Cook	1949	158,600	Urban Interstate	I- 94, US 41 Edens over Skokie River
Cook	1963	157,100	Urban freeway/expressway	IL 53 NB over Kirchoff Rd
Cook	1963	157,100	Urban freeway/expressway	IL 53 SB over Kirchoff Rd
DuPage	1970	151,500	Urban Interstate	I-290 over Salt Creek
DuPage	1960	147,600	Urban Interstate	I- 55 over Lemont Rd
Cook	1962	123,250	Urban Interstate	I- 90,94 Elev Loca over Stewart St to 29 St
Cook	1937	123,200	Urban other principal arterial	Lake Shore Drive over Main Br Chicago Riv
Cook	1986	111,000	Urban other principal arterial	SB-Lsd over Randolph St & Land

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released March 15, 2019. 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 2017 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.