

## Highlights from FHWA's 2019 National Bridge Inventory Data

- Of the 26,825 bridges in the state, 2,407, or 9.0 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 2,147 bridges classified as structurally deficient in 2015.
- The deck area of structurally deficient bridges accounts for 12.4 percent of total deck area on all structures.
- 186 of the structurally deficient bridges are on the Interstate Highway System.
- 1,203 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 4,129 bridges at an estimated cost of \$5.8 billion.
- This compares to 4,049 bridges that needed work in 2015.

## Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
<b>Rural Bridges</b>						
Interstate	877	749,032	10,027,550	71	102,085	660,575
Other principal arterial	852	529,967	4,181,350	60	57,363	328,200
Minor arterial	1,521	718,010	3,978,475	121	90,856	327,900
Major collector	3,229	1,056,424	3,165,200	260	110,628	253,250
Minor collector	1,429	391,379	713,945	130	31,910	81,535
Local	12,206	2,180,884	1,436,269	1,031	135,550	115,364
<b>Urban Bridges</b>						
Interstate	1,448	2,943,223	66,349,425	115	361,548	4,339,975
Freeway/expressway	216	294,605	6,021,500	23	60,296	1,379,050
Other principal arterial	1,356	2,027,926	30,237,045	150	335,173	3,484,270
Minor arterial	1,275	1,267,251	13,189,150	130	169,635	1,573,300
Collector	1,075	796,135	5,073,785	145	156,123	811,295
Local	1,341	501,462	1,541,982	171	55,103	185,170
<b>Total</b>	<b>26,825</b>	<b>13,456,298</b>	<b>145,915,664</b>	<b>2,407</b>	<b>1,666,271</b>	<b>13,539,884</b>

## Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	1,573	\$2,677	11,593,144	1,323,121
Widening & rehabilitation	290	\$489	4,264,955	355,555
Rehabilitation	2,052	\$2,128	14,939,557	1,547,040
Deck rehabilitation/replacement	66	\$215	3,863,025	156,451
Other work	148	\$336	2,074,235	244,285
<b>Total</b>	<b>4,129</b>	<b>\$5,845</b>	<b>36,734,916</b>	<b>3,626,453</b>

## Top Most Traveled Structurally Deficient Bridges in Illinois

County	Year Built	Daily Crossings	Type of Bridge	Location
Cook	1962	230,000	Urban Interstate	I- 90,94 Elev Exp over Stewart Ave to 28 Pl
Cook	1962	203,900	Urban Interstate	I- 90,94 Ryan Elev over 18th to 22nd Sts
DuPage	1959	168,700	Urban Interstate	I- 55 over Madison St
Cook	1949	158,300	Urban Interstate	I- 94, US 41 Edens over Skokie River
Cook	1963	156,000	Urban freeway/expressway	IL 53 NB over Kirchoff Rd
Cook	1963	156,000	Urban freeway/expressway	IL 53 SB over Kirchoff Rd
DuPage	1970	152,600	Urban Interstate	I-290 over Salt Creek
DuPage	1960	150,400	Urban Interstate	I- 55 over Lemont Rd
Cook	1964	142,800	Urban freeway/expressway	IL 53 NB Fap 342 over US 14 NW Hwy & UP RR
Cook	1964	142,800	Urban freeway/expressway	IL 53 SB over US 14&UPRR Fau3512

**About the data:** Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020. 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 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 2018 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.