

Highlights from FHWA's 2023 National Bridge Inventory Data

- The state has identified needed repairs on 4,125 bridges.
- 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 \$594.5 million of that total, and has committed \$262.4 million towards 38 projects as of June 2023.
- Of the 26,873 bridges in the state, 2,472, or 9.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 2,407 bridges classified as structurally deficient in 2019.

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	876	788,514	10,185,625	68	115,854	643,650
Other principal arterial	857	558,980	3,996,450	62	47,909	305,100
Minor arterial	1,555	775,279	3,833,700	94	77,136	243,350
Major collector	3,213	1,043,009	2,970,450	269	110,324	239,700
Minor collector	1,461	394,365	740,375	158	42,181	97,645
Local	12,200	2,079,643	1,315,331	1,101	163,364	120,789
Urban Bridges						
Interstate	1,429	3,070,216	60,056,000	90	192,753	2,671,900
Freeway/expressway	218	300,357	5,318,000	24	26,626	1,315,150
Other principal arterial	1,368	2,094,325	27,441,200	130	360,197	3,244,745
Minor arterial	1,279	1,301,018	12,236,075	135	213,542	1,422,650
Collector	1,083	815,356	4,702,037	165	164,899	812,112
Local	1,334	488,323	1,438,532	176	54,520	155,080
Total	26,873	13,709,386	134,233,776	2,472	1,569,306	11,271,871

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	1,424	\$3,644.4	10,262,284	1,256,297
Widening & rehabilitation	277	\$713.3	3,807,870	359,063
Rehabilitation	2,214	\$3,029.3	13,192,466	1,532,420
Deck rehabilitation/replacement	63	\$312.8	3,300,550	156,522
Other work	147	\$437.0	1,865,220	221,286
Total	4,125	\$8,136.8	32,428,390	3,525,588

Top Most Traveled Structurally Deficient Bridges in Illinois

County	Year Built	Daily Crossings	Type of Bridge	Location
Cook	1949	156,300	Urban Interstate	I- 94 Bishop Ford over RR - Ihb & CSxt
DuPage	1959	144,600	Urban Interstate	I- 55 over Madison St
DuPage	1960	124,700	Urban Interstate	I- 55 over Lemont Rd
Cook	1937	107,600	Urban other principal arterial	Lake Shore Drive over Main Br Chicago Riv
Cook	1986	107,600	Urban other principal arterial	Lake Shore Dr over Wacker Drive
Cook	1964	105,000	Urban freeway/expressway	IL 53 SB over US 14&UPRR Fau3512
Cook	1964	105,000	Urban freeway/expressway	IL 53 NB over US 14 NW Hwy & UP RR
Cook	1963	105,000	Urban freeway/expressway	IL 53 SB over Industrial Ave
Cook	1963	105,000	Urban freeway/expressway	IL 53 NB over Industrial Ave
Cook	1986	102,300	Urban other principal arterial	Lake Shore Dr over Lower Lsd & Land

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on February 1, 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.