

# A Closer Look Helps Ensure Safety on Kane County Bridges

Bridge inspections ensure safety and are key to maintaining the structural integrity of bridges on Kane County highways.

With sole jurisdiction over 67 bridges, inspections are routine and ongoing by the Kane County Division of Transportation (KDOT). Regular structural evaluations allow KDOT engineers to identify necessary repairs or improvements to make certain bridge traffic is safe.

“Safety is our number one priority at Kane County DOT,” states County Engineer, Carl Schoedel, “We constantly strive to keep our County transportation network in a state of good repair for the motoring public. Regular bridge inspections and maintenance are an important part of our operations.”

Inspections include the roadway, deck of the bridge, safety markings, railings and the substructure for holding up the bridge, according to the U.S. DOT.

Additionally, KDOT also schedules regular maintenance for bridges which includes snow plowing and street sweeping. Any more specific maintenance is done on a bridge by bridge basis. Maintenance and inspections are conducted via competitive bid process as needed.



County bridges measuring more than 20 feet in length are inspected every two to four years, and sometimes more frequently (every six months to every year) if their condition warrants. This measurement is the length that falls under the National Bridge Inspection Standards (NBIS), administered by the Federal Highway Administration (FHWA).



According to the U.S. Department of Transportation (U.S. DOT), the NBIS establish the requirement for structure inspection procedures, frequency of inspections, qualifications of personnel, inspection reports and related matters. Appropriately qualified personnel inspect the bridge structures, and the findings are submitted to the Illinois Department of Transportation for inclusion in the state and national databases.

Kane County also shares jurisdiction on several other structures including County roads over tollways. Structures less than 20 feet in length are inspected under a separate schedule.

KDOT officials also constantly seek federal and state funds to supplement local funds and make local funds go farther. For example, KDOT plans to use federal funds to replace the bridge on Kirk Road over the Union Pacific Railroad in Geneva in the next few years.