

National Bridge Inventory: Ohio

- The state has identified needed repairs on 3,196 bridges.
- This compares to 3,263 bridges that needed work in 2020.
- Over the life of the IIJA, Ohio will receive a total of \$521.5 million in bridge formula funds, which will help make needed repairs.
- Ohio currently has access to \$312.9 million of that total, and has committed \$214.8 million towards 250 projects as of June 2024.
- Of the 26,729 bridges in the state, 1,267, or 4.7 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,377 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 3.5 percent of total deck area on all structures.

35

Compared to 38 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
34. Colorado	5.0%
35. Ohio	5.0%
36. Connecticut	5.0%

13

Compared to 13 in 2023

in the nation in # of structurally deficient bridges

1. Iowa	4,544
12. Michigan	1,281
13. Ohio	1,267
14. Nebraska	1,217

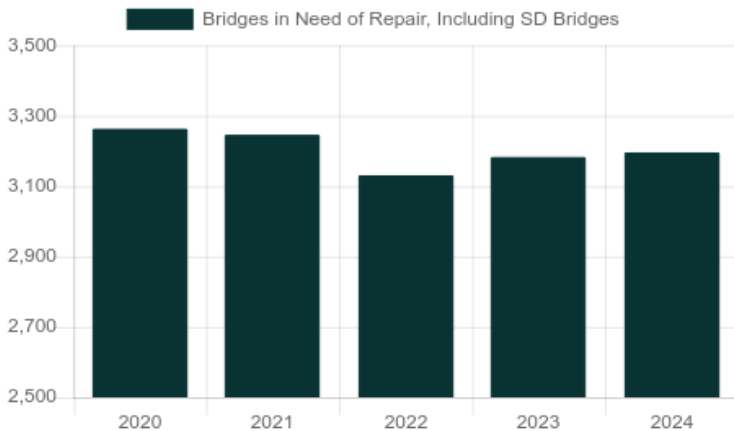
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Compared to 37 in 2023

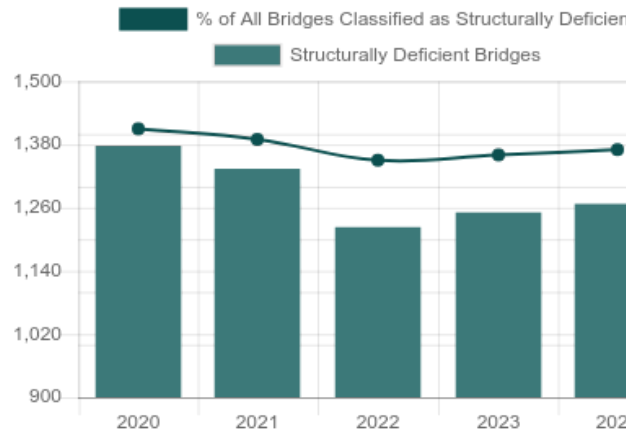
in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
35. Colorado	4.0%
36. Ohio	4.0%
37. Oklahoma	3.0%

Number of Bridges in Need of Repair, Including Structurally Deficient Bridges



Number of Structurally Deficient Bridges



Top Most Traveled Structurally Deficient Bridges in Ohio

County	Year Built	Daily Crossings	Type of Bridge	Location
Cuyahoga	1971	142,337	Urban Interstate	Ir 480 over Cr 8 (Lee Rd)
Cuyahoga	1971	106,617	Urban Interstate	Ir 90 over Rocky River Valley
Hamilton	1960	91,244	Urban Interstate	IR 75 over Tributary Mill Creek
Cuyahoga	1980	77,220	Urban Interstate	Ramp Es from I-480 over IR 480 Mainline
Cuyahoga	1980	77,220	Urban Interstate	Ramp SW from I-71 over IR 480 Mainline
Hamilton	1965	67,075	Urban Interstate	NB IR 75 over Mill Cr;Benson St;Nsrr;S
Franklin	1975	61,022	Urban Interstate	I-70 over IR 70W over Scioto River
Cuyahoga	1962	59,893	Urban Interstate	IR 77 over E 22 St
Cuyahoga	1962	59,893	Urban Interstate	IR 77 over E 14th St
Cuyahoga	1962	59,893	Urban Interstate	IR 77 over US-422 WB (Cuy-422-0125)
Hamilton	1972	58,705	Urban freeway/expressway	SR 562 over Ross Avenue;Csrr, Cr689
Franklin	1968	57,982	Urban Interstate	I-270 over S Indian Run
Cuyahoga	1973	44,715	Urban Interstate	Ir 480 WB over Up480-ES&Wn,Dn77-Sw&Ne
Cuyahoga	1973	44,715	Urban Interstate	Ir 480 E.B. over Up 480-ES&Wn,Dn 77-Sw&Ne
Hamilton	1931	43,788	Urban other principal arterial	Western Hills Viad over Mill Creek, State, Sprin
Cuyahoga	1976	41,217	Urban minor arterial	Warren Road CR-66 over IR-90 (Warren)
Hamilton	1969	40,186	Urban other principal arterial	Winton Road over Winton Woods Park Drive
Hamilton	1964	36,784	Urban Interstate	WB IR 74 over Cr 184;Trib Taylor Creek
Hamilton	1970	35,701	Urban Interstate	EB IR 275 over Cr 299(Loveland Rd);lory
Hamilton	1970	35,701	Urban Interstate	WB IR 275 over Cr 299(Loveland Rd);lory
Trumbull	1956	35,398	Urban Interstate	I80 Oh Tpk over CSX RR
Trumbull	1954	35,398	Urban Interstate	I80 Oh Tpk over CSX RR
Lake	1962	34,896	Urban freeway/expressway	SR 2 over East 337th St
Cuyahoga	1987	31,223	Urban other principal arterial	SR 237 over Snow Road
Lake	1969	30,463	Urban other principal arterial	SR 91 over Nsc,CSX RR N. of US 20

Bridge Inventory: Ohio

Type of Bridge	Number of Bridges	Area of All Bridges (sq. meters)	Daily Crossings on All Bridges	Number of Structurally Deficient Bridges	Area of Structurally Deficient Bridges (sq. meters)	Daily Crossings on Structurally Deficient Bridges
Rural Interstate	543	635,046	12,252,136	1	487	20,873
Rural arterial	950	667,705	6,475,503	8	3,622	39,620
Rural minor arterial	813	356,668	3,599,577	19	7,163	80,660
Rural major collector	3,260	1,033,778	6,407,698	104	27,795	195,953
Rural minor collector	1,738	367,482	1,479,739	84	12,058	54,346
Rural local road	10,175	1,565,953	4,763,434	678	84,123	232,255
Urban Interstate	1,641	3,102,520	74,022,261	25	80,374	1,211,677
Urban freeway/expressway	990	1,418,418	19,487,527	8	20,511	170,930
Urban other principal arterial	1,208	1,904,549	17,131,340	40	93,131	569,037
Urban minor arterial	1,492	1,531,747	14,517,306	69	106,812	705,223
Urban collector	1,757	1,019,638	8,806,331	75	35,770	317,313
Urban local road	2,162	650,393	4,249,438	156	30,690	216,173
Total	26,729	14,253,897	173,192,290	1,267	502,537	3,814,060

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	1,162	\$871	3,530,280	325,335
Widening & rehabilitation	111	\$121	626,164	62,967
Rehabilitation	1,422	\$1,499	5,219,317	805,488
Deck rehabilitation/replacement	193	\$647	2,605,269	334,641
Other structural work	308	\$249	1,145,459	133,075
Total	3,196	\$3,386	13,126,489	1,661,506

About the data:

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. 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 2023 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.
