

Highlights from FHWA’s 2023 National Bridge Inventory Data

- Of the 3,139 bridges in the counties of this district, 141, or 4.5 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 200 bridges classified as structurally deficient in 2019.
- Repairs are needed on 277 bridges in the district, which will cost an estimated \$2.6 billion.
- This compares to 317 bridges that needed work in 2019.
- The state has committed \$488.0 thousand in IJA bridge formula funds to support 1 project in the District.

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	18	29,543	686,900	0	0	0
Other principal arterial	61	36,846	1,025,100	1	789	5,900
Minor arterial	45	19,635	266,638	0	0	0
Major collector	118	31,558	379,592	4	617	11,916
Minor collector	40	9,261	52,635	0	0	0
Local	286	43,359	151,718	25	3,513	15,921
Urban Bridges						
Interstate	636	1,195,406	38,153,097	15	63,294	823,450
Freeway/expressway	465	523,041	15,195,555	11	29,728	375,370
Other principal arterial	267	216,275	4,095,013	8	10,891	122,286
Minor arterial	407	266,093	4,152,797	21	19,014	224,458
Collector	333	171,055	1,733,338	24	7,987	139,313
Local	463	144,396	1,000,232	32	6,912	62,682
Total	3,139	2,686,468	66,892,615	141	142,744	1,781,296

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	99	\$635.1	1,073,359	74,343
Widening & rehabilitation	5	\$86.1	168,170	14,431
Rehabilitation	159	\$1,795.4	2,970,474	305,666
Deck rehabilitation/replacement	3	\$7.7	16,754	1,460
Other work	11	\$91.9	160,157	16,940
Total	277	\$2,616.3	4,388,914	412,839

Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
New Haven	1956	137,300	Urban Interstate	Interstate-95 over Metro North Railroad
Fairfield	1958	127,300	Urban Interstate	I-95 & I-95 Ramps over MNRR & Local Roads
Fairfield	1958	115,000	Urban Interstate	Interstate-95 over Mill Plain Road
Fairfield	1957	110,000	Urban Interstate	Interstate-95 over Route 33
Fairfield	1953	76,300	Urban Interstate	I-84 Eastbound over Housatonic River
Hartford	1962	74,600	Urban freeway/expressway	Route 2 over Hockanum River
Fairfield	1938	68,420	Urban freeway/expressway	Route 15 over Saugatuck River
New Haven	1967	64,750	Urban Interstate	Interstate-84 EB over I-84WB, Rte8, Naugatuck Rv
New Haven	1967	64,750	Urban Interstate	Interstate 84 WB over Rte 8, Naug Riv, M-N RR
Hartford	1964	47,400	Urban Interstate	Interstate-91 SB over Csoor, SR 598WB & Tr803

Data includes information for the following area(s): Fairfield County, Hartford County, Litchfield County, New Haven County

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on July 3, 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.