



Highlights from FHWA's 2023 National Bridge Inventory Data

- The state has identified needed repairs on 391 bridges.
- Over the life of the IIJA, Connecticut will receive a total of \$605.8 million in bridge formula funds, which will help make needed repairs.
- Connecticut currently has access to \$242.3 million of that total, and has committed \$62.7 million towards 6 projects as of June 2023.
- Of the 4,362 bridges in the state, 219, or 5.0 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 275 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	78	115,662	2,086,500	0	0	0
Other principal arterial	124	68,987	1,646,000	2	1,743	17,700
Minor arterial	96	35,070	555,938	2	2,160	21,400
Major collector	244	66,846	801,696	9	1,163	17,619
Minor collector	83	18,585	102,632	4	263	3,768
Local	507	85,567	281,432	51	6,027	24,245
Urban Bridges						
Interstate	748	1,387,741	42,452,829	19	113,167	984,150
Freeway/expressway	563	602,823	16,993,493	15	35,878	466,070
Other principal arterial	340	284,375	4,872,544	11	30,312	166,882
Minor arterial	501	329,146	4,915,040	28	23,310	289,258
Collector	457	222,426	2,183,189	32	12,488	160,935
Local	621	190,239	1,192,977	46	10,239	75,610
Total	4,362	3,407,468	78,084,272	219	236,750	2,227,637

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	135	\$707.9	1,235,297	83,493
Widening & rehabilitation	6	\$93.4	227,770	15,642
Rehabilitation	228	\$2,368.1	3,317,783	404,917
Deck rehabilitation/replacement	4	\$11.2	19,209	2,159
Other work	18	\$115.2	196,908	21,132
Total	391	\$3,295.8	4,996,967	527,343

Top Most Traveled Structurally Deficient Bridges in Connecticut

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 WB over Rte 8, Naug Riv, M-N RR
New Haven	1967	64,750	Urban Interstate	Interstate-84 EB over I-84WB,Rte8,Naugatuck Rv
Middlesex	1950	59,600	Urban freeway/expressway	Route 9 over P&W Railroad & Union St

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.