



FOR IMMEDIATE RELEASE

Thursday, September 20, 2018

Report available at: tripnet.org

Contact: [Rocky Moretti 202.262.0714](tel:202.262.0714) (cell)

[Carolyn Bonifas Kelly 703.801.9212](tel:703.801.9212) (cell)

TRIP office 202.466.6706

MORE THAN 300 CONNECTICUT BRIDGES - CARRYING 4.3 MILLION VEHICLES DAILY - ARE STRUCTURALLY DEFICIENT. NEW REPORT IDENTIFIES BRIDGES IN HARTFORD COUNTY & STATEWIDE IN NEED OF REPAIR OR REPLACEMENT. STATE RANKS FOURTH IN U.S. IN SHARE OF OLDER BRIDGES.

Eds.: The report includes lists of bridges in Hartford County and in each Connecticut county with the lowest individual rating for the condition of the deck, superstructure and substructure, and lists the most heavily traveled structurally deficient bridges in each county. Info-graphics can be [downloaded here](#).

Hartford, CT – More than 300 Connecticut bridges (20 feet or longer), carrying 4.3 million vehicles daily, are structurally deficient, according to a new report released today by [TRIP](#), a Washington, DC based national transportation research group. A bridge is structurally deficient if there is significant deterioration of the bridge deck, supports or other major components.

The TRIP report, “[Preserving Connecticut’s Bridges: The Condition and Funding Needs of Connecticut’s Aging Bridge System](#),” finds that 65 of 901 Hartford County bridges are structurally deficient. Statewide, 308 of 4,254 bridges are structurally deficient. Bridges that are structurally deficient may be posted for lower weight limits or closed if their condition warrants such action. Deteriorated bridges can have a significant impact on daily life. Restrictions on vehicle weight may cause vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid weight-restricted bridges. Redirected trips lengthen travel time, waste fuel and reduce the efficiency of the local economy.

The chart below details the 15 most heavily traveled structurally deficient bridges (carrying at least 500 vehicles per day) in Hartford County. A list of the 25 most heavily traveled structurally deficient bridges in the county is included in the report. The appendix includes the individual ratings for each bridge’s deck, superstructure and substructure.

Rank	Town	Facility Carried	Features Intersected	Location	Year Built	Lanes	ADT	Open/Posted/ Closed
HARTFORD COUNTY								
1	Hartford	INTERSTATE-84	MARKET STREET & I-91 NB	EAST END I-91 & I-84 INT	1961	4	125,700	Open
2	Hartford	INTERSTATE-84 WB	AMTRAK RR & LOCAL ROADS	.13 MI O/MYRTLE STREET	1964	5	88,900	Open
3	Hartford	INTERSTATE-84 EB	AMTRAK RR & LOCAL ROADS	.86 W OF EXIT TO I-91 SB	1966	4	76,450	Open
4	Hartford	INTERSTATE-84 EB	BROAD ST, I-84 RAMP 191	1.17 MI S OF JCT US 44 WB	1966	3	71,450	Open
5	Hartford	INTERSTATE-84 EAST	NEW PARK AV,AMTRAK,SR504	NEW PARK AV,AMTRAK,SR504	1967	3	69,000	Open
6	Hartford	INTERSTATE-84 EB	AMTRAK;LOCAL RDS;PARKING	EASTBOUND	1965	3	66,450	Open
7	Hartford	INTERSTATE-84 WB	AMTRAK;LOCAL RDS;PARKING	.82 MI N OF JCT SR 504 SB	1965	4	66,150	Open
8	South Windsor	I-291 & KING ST.	PODUNK RIVER	0.25 MILES WEST OF U.S. 5	1958	8	64,100	Open
9	East Hartford	INTERSTATE-84 EB	ROUTE 15	1.36M E OF JCT US 44 EB	1987	3	51,950	Open
10	Hartford	INTERSTATE-91 NB	PARK RIVER & CSO RR	AT EXIT 29A	1964	2	48,200	Open
11	Hartford	I-91 SB & TR 835	CONNECTICUT SOUTHERN RR	AT EXIT 29A	1958	5	46,450	Open
12	Farmington	INTERSTATE 84 EAST	US RTE 6 EB & SR 531 WB	AT EXIT 38	1969	4	40,700	Open
13	Hartford	SR 530 -AIRPORT RD	ROUTE 15	422 FT E OF I-91	1964	5	27,200	Open
14	Marlborough	ROUTE 2 WESTBOUND	WEST ROAD	2 MI W OF RT 66	1966	2	20,700	Open
15	Bristol	MEMORIAL BLVD.	PEQUABUCK RIVER	AT EAST END OF BOULEVARD	1921	3	17,747	Open

The following 15 structurally deficient bridges in Hartford County (carrying a minimum of 500 vehicles per day) have the lowest individual score for either deck, substructure or superstructure. Each major component of a bridge is

rated on a scale of zero to nine, with a score of four or below indicating poor condition. If a bridge receives a rating of four or below for its deck, substructure or superstructure, it is rated as structurally deficient. A list of the 25 bridges in Hartford County with the lowest individual score for either deck, substructure or superstructure is included in the report.

Rank	Town	Facility Carried	Features Intersected	Location	Year Built	Lanes	ADT	Open/Posted/ Closed
Hartford County								
1	Bloomfield	ROUTE 189	WASH BROOK	0.4 MILE NORTH OF RTE 178	1916	2	9,800	Open
2	South Windsor	MAIN STREET	PODUNK RIVER	0.5 MILES SOUTH OF I-291	1907	2	1,510	Posted
3	Bloomfield	ROUTE 178	BEAMAN BROOK	1.2 MI EAST OF ROUTE 189	1915	2	12,000	Open
4	Bristol	MELLEN STREET	PEQUABUCK RIVER	300 FT SOUTH OF ROUTE 72	1956	2	2,920	Open
5	Southington	SPRING STREET	QUINNIPIAC RIVER	0.6 MI W. OF ROUTE 10	1960	2	3,866	Open
6	Hartford	INTERSTATE-84	MARKET STREET & I-91 NB	EAST END I-91 & I-84 INT	1961	4	125,700	Open
7	Hartford	INTERSTATE-84 EB	AMTRAK;LOCAL RDS;PARKING	EASTBOUND	1965	3	66,450	Open
8	Hartford	INTERSTATE-91 NB	PARK RIVER & CSO RR	AT EXIT 29A	1964	2	48,200	Open
9	New Britain	SR 555 (WEST MAIN	PAN AM SOUTHERN RAILROAD	0.4 MILE EAST OF RTE 372	1930	3	10,600	Open
10	West Hartford	NORTH MAIN STREET	WEST BRANCH TROUT BROOK	0.3 MILE NORTH OF FERN ST	1901	4	10,280	Open
11	Manchester	HARTFORD ROAD	SOUTH FORK HOCKANUM RIV	2000 FT EAST OF SR 502	1875	2	5,610	Open
12	Avon	OLD FARMS ROAD	FARMINGTON RIVER	500 FEET WEST OF ROUTE 10	1950	2	4,999	Open
13	Marlborough	JONES HOLLOW ROAD	BLACKLEDGE RIVER	3.6 MILES NORTH OF RTE 66	1929	2	1,255	Open
14	Enfield	SOUTH RIVER STREET	FRESHWATER BROOK	50 FT N OF ASNUNTUCK ST	1920	2	1,016	Open
15	Hartford	INTERSTATE-84 EB	BROAD ST, I-84 RAMP 191	1.17 MI S OF JCT US 44 WB	1966	3	71,450	Open

The report’s [appendix](#) includes lists of up to 25 most heavily traveled bridges in each Connecticut county, and lists of bridges in each county with the lowest individual score for the condition of the bridge deck, superstructure and substructure. The appendix includes the individual ratings for each bridge’s deck, superstructure and substructure.

“Our outdated, outmoded and potentially dangerous bridges and other structures desperately need robust federal investment,” said Senator Richard Blumenthal (D-CT). “The time for talk is over. Action is needed now.”

A significant number of Connecticut’s bridges were built from the 1950s through the 1970s and have surpassed or are approaching 50 years old, which is typically the intended design life for bridges built during this era. Fifty-nine percent of the state’s bridges are 50 years or older, the fourth highest share in the U.S. The average age of all of Connecticut’s bridges is 53 years, while the average age of the state’s more than 300 structurally deficient bridges is 69 years. The cost of repairing and preserving bridges increases as they age and as they reach the end of their intended design life. The actual prioritization for repair or replacement of deficient bridges is at the discretion of state or local transportation agencies.

“In our ongoing efforts to advocate for the safety of everyone who uses our roadways, AAA encourages lawmakers to act in the best interest of commuters across Connecticut by providing and protecting the funds necessary to repair, maintain or replace our bridges as needed,” says Amy Parmenter, spokesperson for AAA in Greater Hartford. “The idea of our bridges being structurally deficient is not intended to frighten people. It’s intended to underscore the importance of investing in our infrastructure before it’s too late.”

“Connecticut’s bridges are a critical component of the state’s transportation system, providing crucial connections for personal mobility, economic growth and quality of life,” said Will Wilkins, TRIP’s executive director. “Without increased and reliable transportation funding, numerous projects to improve and preserve Connecticut’s aging bridges will not move forward, hampering the state’s ability to efficiently and safely move people and goods.”