CTDOT

Connecticut Department of Transportation

2025 Annual Report

INTRODUCTION

The Connecticut Department of Transportation (CTDOT) Annual Report offers a glimpse into how the CTDOT work to maintain and improve our transportation network. All information represents the most recent data available.

Inquiries about may be directed to:

Customer Care Center
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT, 06131
(860) 594-2560

For more information please visit ct.gov/DOT

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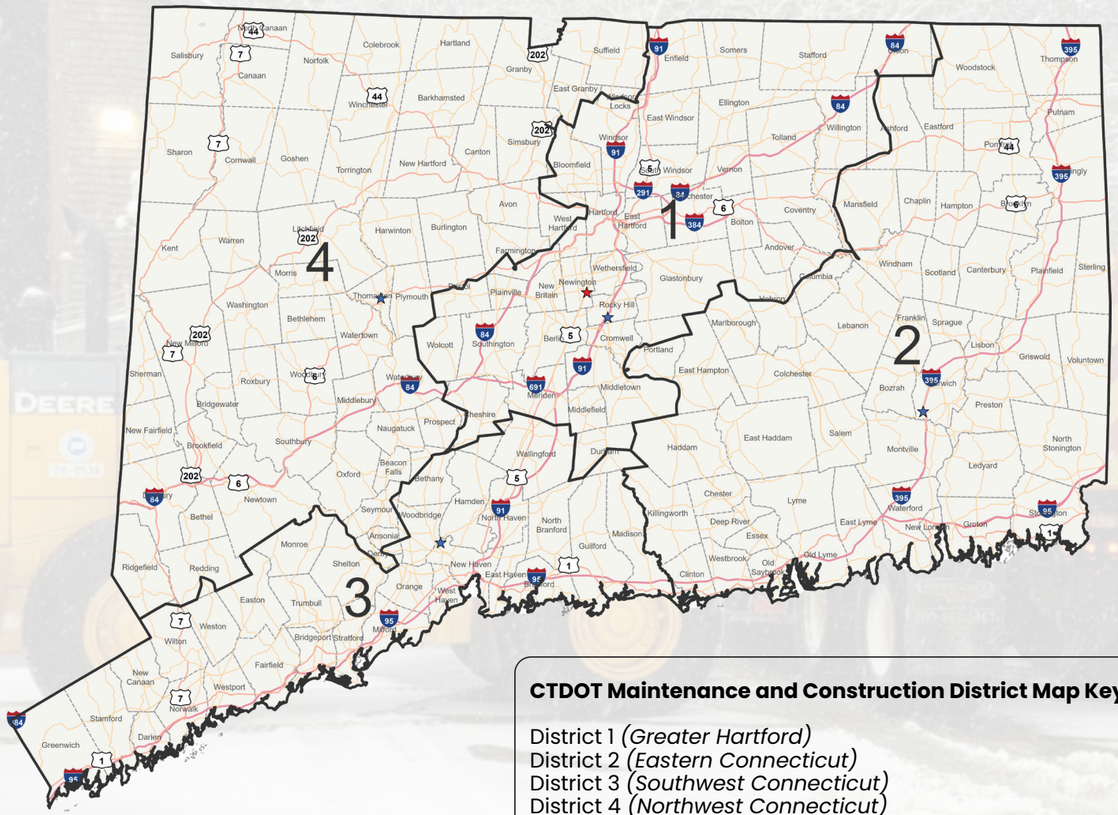
@ctdotNewington



CTDOT Maintenance and Construction District Map Key

District 1 *(Greater Hartford)*
District 2 *(Eastern Connecticut)*
District 3 *(Southwest Connecticut)*
District 4 *(Northwest Connecticut)*
District 5 *(Statewide Transit and Facility Projects)*

★ Newington Headquarters *(HQ)*
★ District Office

**All photos and data in this report are courtesy of the Connecticut Department of Transportation unless otherwise stated.*

LETTER FROM THE COMMISSIONER

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Garrett Eucalitto

Garrett Eucalitto

LEADERSHIP

Garrett Eucalitto
Commissioner

Laoise King
Deputy Commissioner

Karen Kitsis
Deputy Commissioner

Lora Rae Anderson
Chief of Staff

Elizabeth Keyes
Chief of Legal & Regulatory Affairs

Kimberley Lesay
Policy & Planning Bureau Chief

Benjamin Limmer
Public Transportation Bureau Chief

Gary Pescosolido
Finance & Adminsitration Bureau Chief

Paul Rizzo
Highway Operations Bureau Chief

James Fallon
Engineering & Construction Bureau Chief

TABLE OF CONTENTS

ABOUT US

"Improving Lives Through Transportation"

Mission

CTDOT plans, constructs and maintains Connecticut's state and federal highways. We're involved in bridge, waterway, public transit, rail, general aviation, bike, and pedestrian programs. And we help local governments maintain their roads.

Vision

Create a consistently positive experience for the people of Connecticut that optimizes mobility, supports economic vitality, and recognizes the impact of infrastructure development on the public and the environment.

Pillars & Values

People First

CTDOT and its associated bureaus are deeply committed to ensuring the highest standard of health and safety for the people of Connecticut within the intermodal transportation network and within CTDOT.

Accountability

To earn and maintain the trust of staff, the state legislature, and the traveling public, CTDOT leadership and all associated initiatives must prioritize fiscal responsibility, environmental impact, and a customer experience that puts people first.

Innovation

Connecticut faces unique challenges that require forward-thinking, strategy-based decision-making. This approach aims to create operational efficiencies, attract top talent, and continuously improve the infrastructure.

CTDOT Organizational Chart

CHIEF OF STAFF

- TECHNOLOGY SERVICES
- HUMAN RESOURCES
- LABOR RELATIONS
- EQUAL OPPORTUNITY & DIVERSITY
- ORGANIZATIONAL DEVELOPMENT
- STAFF DEVELOPMENT
- TRAINING
- HEALTH & SAFETY

COMMISSIONER OF TRANSPORTATION

LEGAL & REGULATORY AFFAIRS

- INTERNAL AUDITS
- CONSULTANT SELECTION
- OFFICE OF STATE TRAFFIC ADMINISTRATION
- LEGISLATIVE AFFAIRS

DEPUTY COMMISSIONER OF TRANSPORTATION

- OFFICE OF EQUITY

DEPUTY COMMISSIONER OF TRANSPORTATION

- COMMUNICATIONS
- TRANSIT ORIENTED DEVELOPMENT

CHIEF OF POLICY & PLANNING

- ENVIRONMENTAL PLANNING
- GIS & DATA ANALYTICS
- HIGHWAY SAFETY
- INTERGOVERNMENTAL AFFAIRS
- ROADWAY INFORMATION SYSTEMS
- STRATEGIC PLANNING

CHIEF OF PUBLIC TRANSPORTATION

- TRANSIT & RIDESHARING
- CAPITAL PROGRAMS
- CUSTOMER EXPERIENCE
- FLEET & OPERATIONS
- RAIL
- REGULATORY & COMPLIANCE

CHIEF OF FINANCE & ADMINISTRATION

- OPERATONS & SUPPORT
- EXTERNAL AUDITS
- PROCUREMENT
- CONCESSION
- AGREEMENT & NEOGTIATIONS
- PAYROLL
- CONTRACTS & AGREEMENTS

CHIEF OF HIGHWAY OPERATIONS

- BRIDGE MAINTENANCE
- EQUIPMENT & REPAIR
- DISTRICT MAINTENANCE
- SPECIAL SERVICES
- MAINTENANCE PLANNING

CHIEF OF ENGINEERING & CONSTRUCTION

- BRIDGES
- HIGHWAY DESIGN
- PROPERTY MANAGEMENT/RIGHTS OF WAY
- TRAFFIC ENGINEERING
- FACILITIES & TRANSIT
- DISTRICT CONSTRUCTION

346 Miles
Interstate Highways

4,137 Miles
State Maintained Routes and Roads

8,183
Total Roadway Bridges & Strucutres

60
Major Bridges

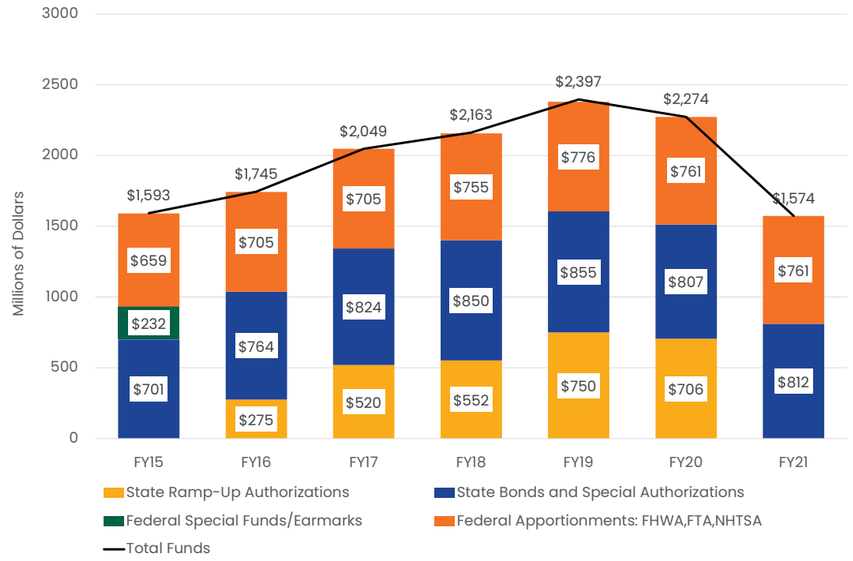
289
Multi-use Trails

21,556 Miles
All Public Roads

$4 Billion
FY24 Capital & Operating Program

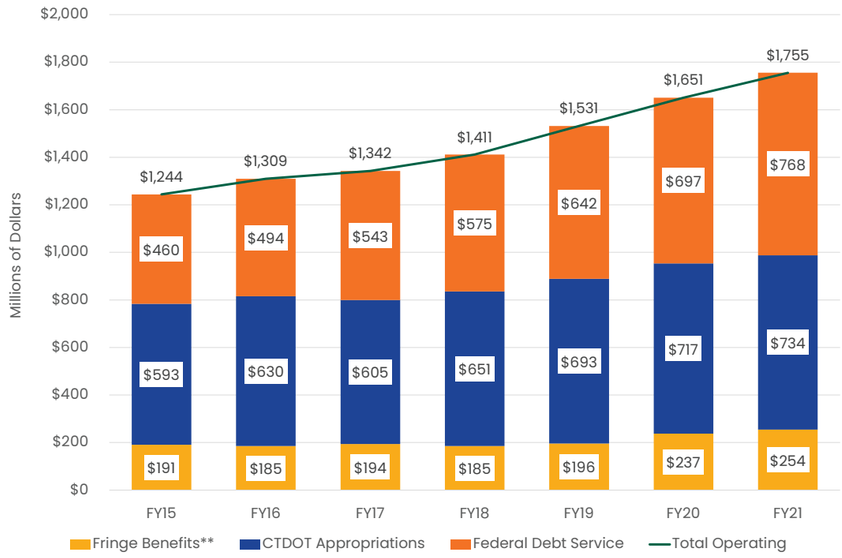
FUNDING

CTDOT Capital Program Funds



CTDOT Operating Funds

The operating funds reflected here represent CTDOT state appropriated expenditures for debt service, public transportation, highway maintenance, and personnel.



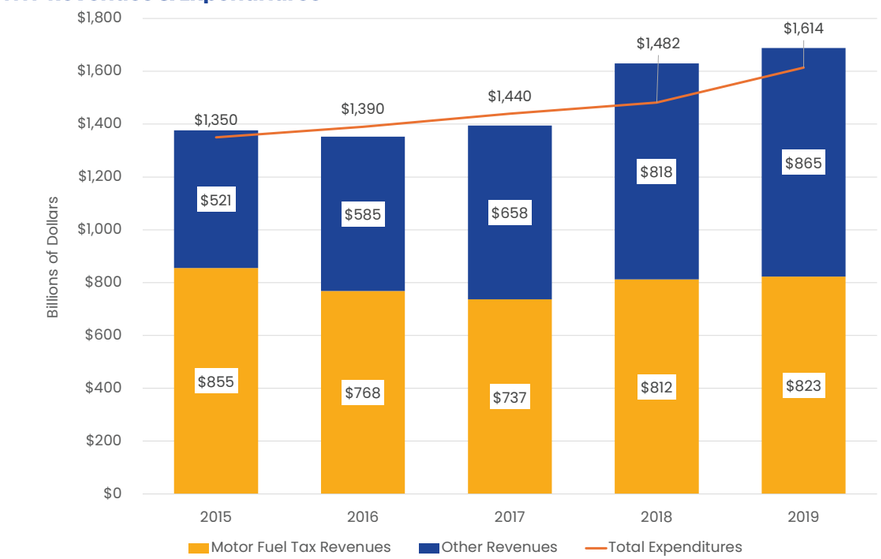
*FY20 and FY21 funds reflect amounts appropriated per P.A. 19-117
**Fringe Benefits figures represent all Special Transportation Fund fringe expenditures (i.e., including DMV, with majority DOT).

CTDOT Capital & Operating Program Funding Sources

The CTDOT capital program is funded with a mix of state and federal dollars, whereas the CTDOT operating program is funded entirely from state sources.

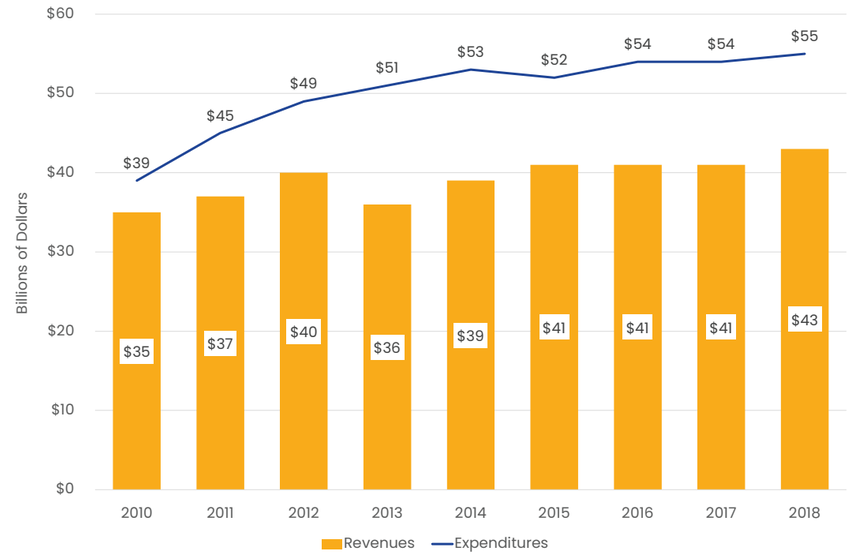
The Highway Trust Fund (HTF) is a federally appropriated fund that finances most of the federal capital dollars that the state receives each year. Revenues for the HTF come from transportation-related excise taxes, mostly federal taxes on gasoline and diesel fuel, but also from sales and use taxes on heavy trucks and other sources. In recent years, the HTF needed significant transfers of general revenues to remain solvent. Between 2009 and 2018, more than $135 billion was transferred from other sources.

HTF Revenues & Expenditures



The Special Transportation Fund (STF) is a state appropriated fund that finances most of the state capital and operating dollars that CTDOT receives each year. The predominant source of STF revenues come from state motor fuel taxes, including: gas tax, diesel tax, motor carrier tax, and the petroleum products gross earnings tax. Other STF revenues include general sales and use taxes, motor vehicle sales taxes and receipts, licenses, permits and fees, interest income, and other sources.

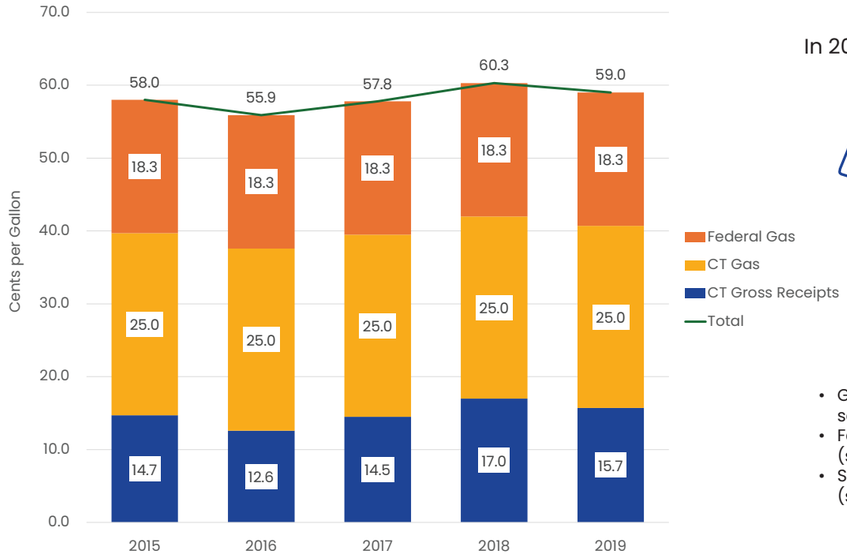
STF Revenues & Expenditures



Fueling Transportation

Road construction, upgrades, and maintenance have largely been financed by a gas tax since the first tax on fuel was instituted by the federal government in 1932. Motor fuel taxes are still the main source of transportation revenue at the state and federal level.

Gasoline Taxes



In 2019, CT Drivers paid about

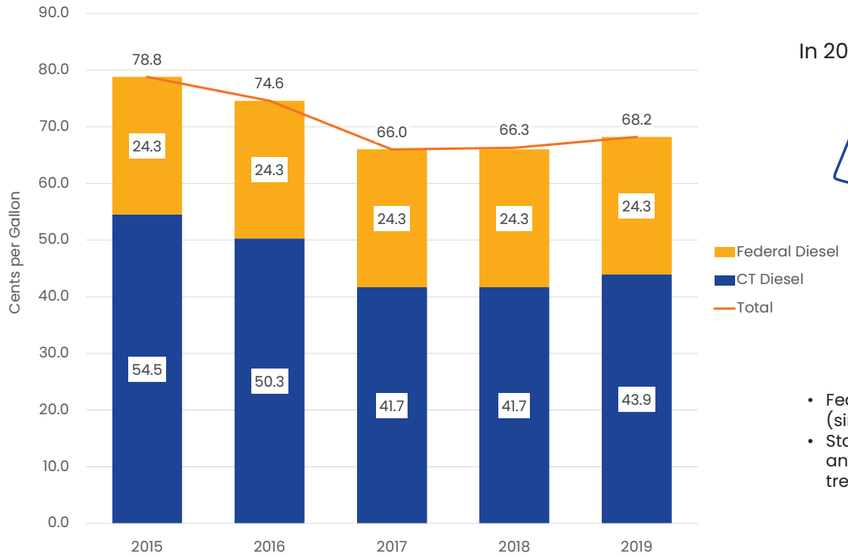
59¢

per gallon in total gas taxes.

Connecticut Gasoline Tax Broken Down

- Gross Receipts Tax = 8.1% of whole-sale gas prices (price fluctuatues)
- Federal Gas Tax = 18.3¢ per gallon (since 1993)
- State Gas Tax = 25¢ per gallon (since 2001)

Diesel Taxes



In 2019, CT Drivers paid about

68¢

per gallon in total diesel taxes.

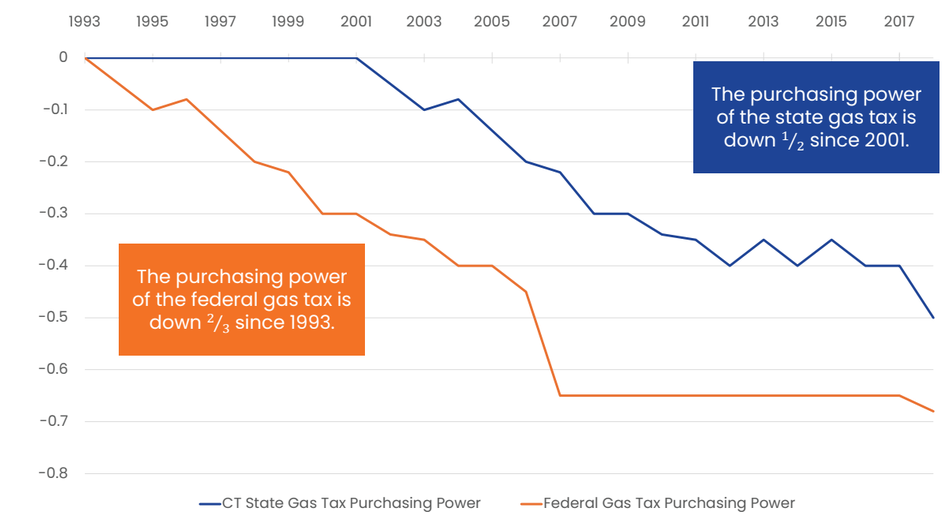
Connecticut Diesel Tax Broken Down

- Federal Diesel Tax = 24.3¢ per gallon (since 1993)
- State Diesel Tax = assessed annually based on wholesale price trends

Declining Purchase Power of Gas Taxes

Connecticut and other states have been facing growing pressure to finance repairs and improvements to their transportation infrastructure with existing transportation revenues. Levied on a cents-per-gallon basis, most flat gas taxes today generate insufficient revenue for funding transportation largely due to the gas tax's declining purchasing power in comparison to the rising construction costs, increases in fuel efficiency and the growing needs of an aging transportation system.

Purchasing power is the amount of materials of services that a unit of currency can buy at a given point in time.



Construction cost growth has been
8x-10x's more impactful
than fuel efficiency gains in eroding the purchasing power of the gas tax.

A shrinking tax base: As vehicles have become more fuel-efficient, the amount of gasoline sold per mile driven has declined

A shrinking tax rate: Most taxes are levied on a percentage base where the gas tax is levied as a fixed amount per gallon and inflation indezing has not been implemented and has not kept up with the rising construction costs.

Today's federal gas tax revenues only can support
~1/3 of transportation expenses compared to 25+ years ao

Today's CT State gas tax revenue only can support
<1/2 of transportation expenses compared to 20+ years ago

PLANNING

In order to accommodate the state's transportation needs, CTDOT must understand the population it serves. The collection and analysis of demographic, economic, social, and housing information enables CTDOT to plan for projects and investments that will meet both present and future needs.

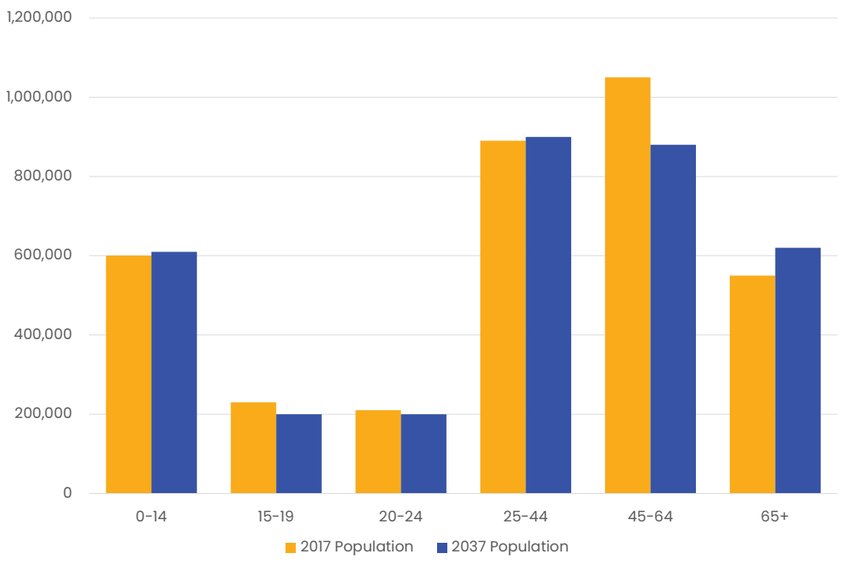
Population

3,594,478
residents

< 1 %
Growth expected
over the next 10 years

81 years
Connecticut's life expectancy at birth
3rd highest in the nation

National Average: 79 years



About **1/3 of people over 65** report having a disability that limits mobility and their access to transportation choices.

From 2017-2037, the number of CT residents over 65 will increase

12%

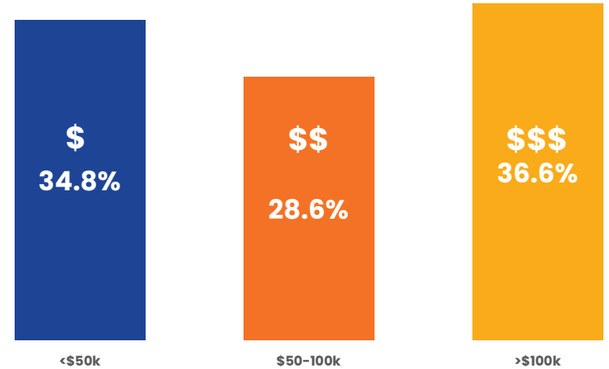
The fastest growing segment of the state's population

Employment Status

CIVLIAN POPULATION (16 YEARS OLD AND OVER)	2,919,525
In Labor Force (Actively Working/Looking for Work)	66.6%
Employed (Percentage of Labor Force)	*92.8%*
Unemployed (Percentage of Labor Force)	*7.2%*
Not in Labor Force	33.4%

Housing and Income

HOUSING AND INCOME	
Total Number of Households	1,361,755
Owner Occupied	*67%*
Renter Occupied	*33%*
Median Household Income	$73,781
Mean Household Income	$105,998
Per Capita Income	$41,365



Income Spent on Housing and Transportation

(County percentages based on median household income from core based statistical areas)

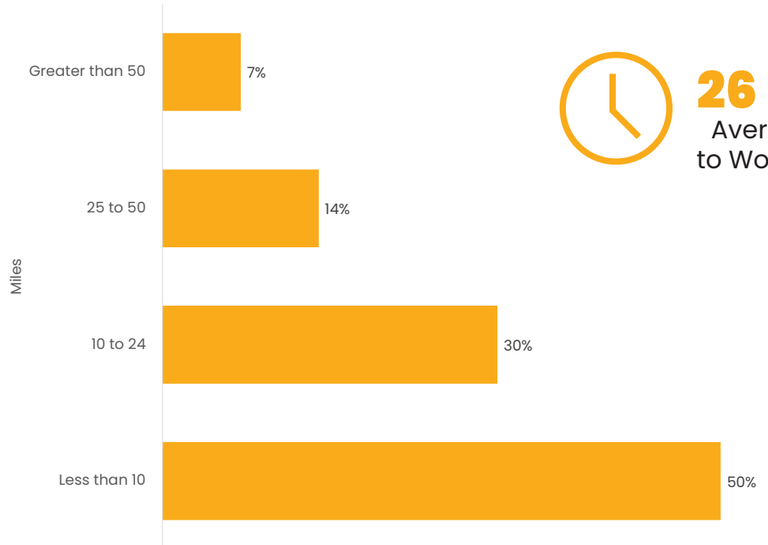
COUNTY	HOUSING	TRANSPORTATION	REMAINING INCOME
Fairfield	34%	17%	49%
Hartford	28%	19%	53%
Litchfield	29%	21%	50%
Middlesex	32%	21%	48%
New Haven	33%	21%	46%
New London	29%	21%	50%
Tolland	30%	21%	49%
Windham	27%	23%	50%

In 2018...

Transportation was the second highest American Household expense after housing, and requires almost 30% of all the energy we use as a country.

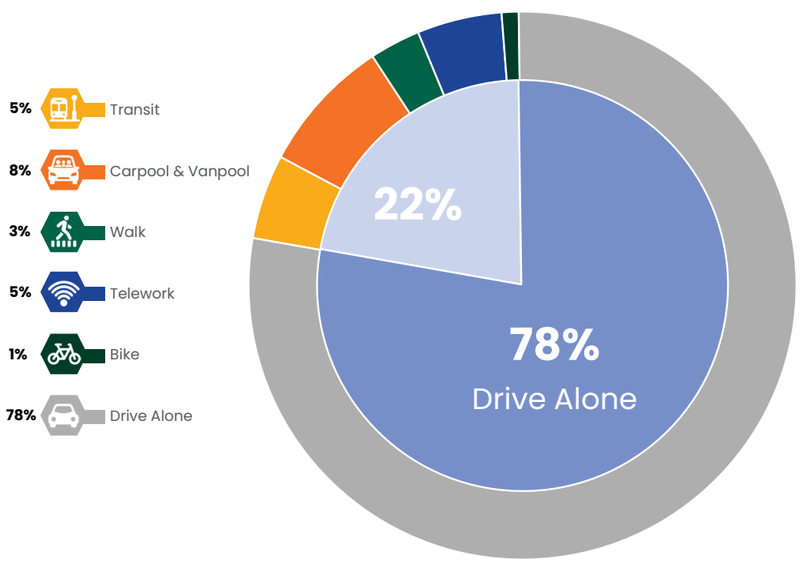
Commuting Characteristics

Jobs by Distance from Home



26 Minutes
Average Travel Time
to Work in Connecticut

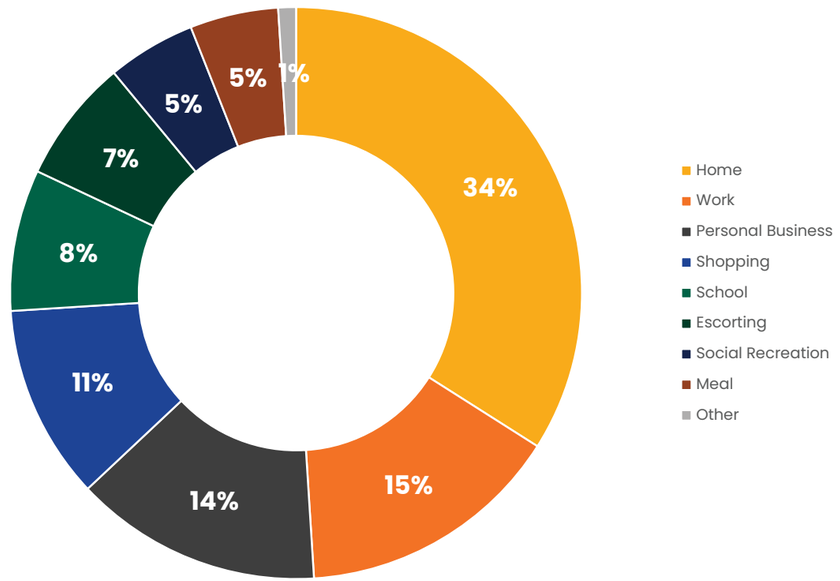
Commuting to Work by Mode



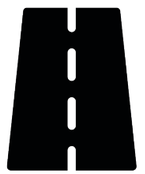
Nearly **80%** of all Connecticut residents drive alone to work.

Removing **4%** of cars from roadways could relieve congestion by as much as 30%

Reasons CT Residents Travel



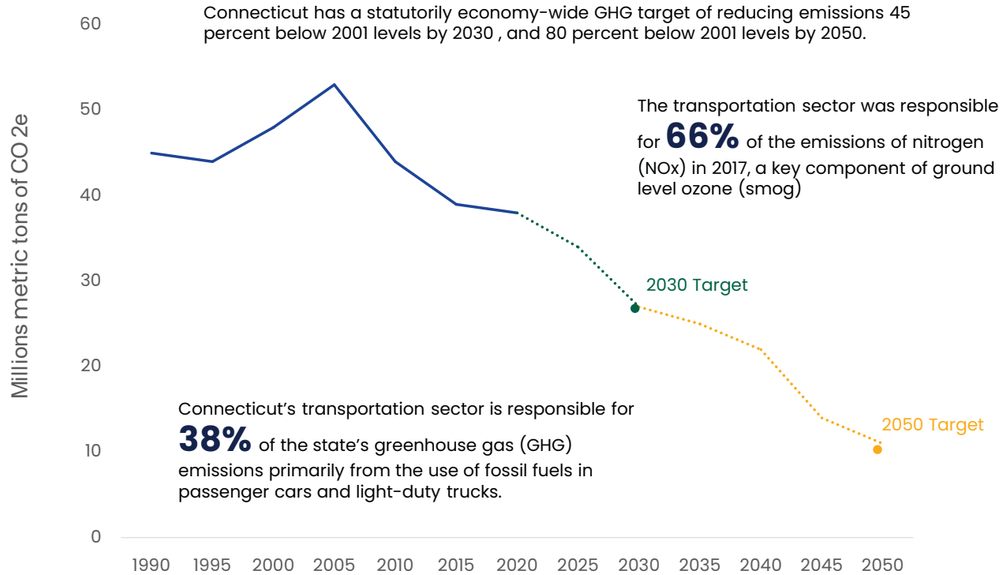
50%
Travel ***less than 10 miles*** to work



30%
Travel ***10-24 miles***
to work

Transportation and Climate Impacts

Connecticut's GHG Reduction Path



Sustainability at CTDOT

LED Conversion of Traffic Signals

78% reduction in energy consumption

LED Conversion of Roadway Lighting

~5,000 converted resulted in 52% of energy reduction

Electric Vehicle (EV) Charging Stations

53 fast charging locations with over 200 charding outlets (many in CT service plazas)

Replacing Diesel Transit Busess with Electric

Estimated annual CO2 reductions of buses: 1,105 US tons

Solar in Service Plazas

All 23 service plazas utilize PV solar panels

Bike/Pedestrian Accomodations

Every project is reviewed and evaluated for potential integration of active transportation (bike/pedestrian) options

Establishment of Pollinator Habitats on CTDOT Right of Way

Added 60 conservation areas with an additional 12 planned in 2020

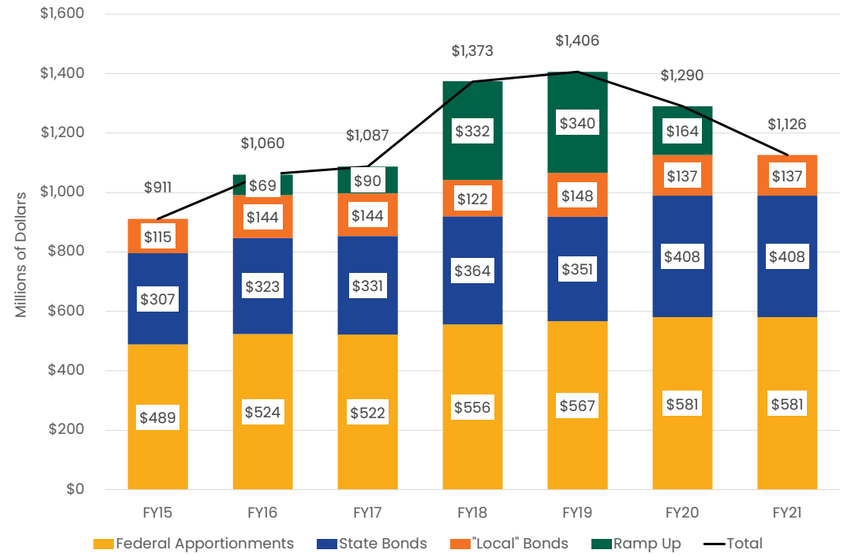
Design and Construction of Roundabouts

As of 2018, 6 roundabouts have been constructed and 21 others are in design

HIGHWAY SYSTEMS

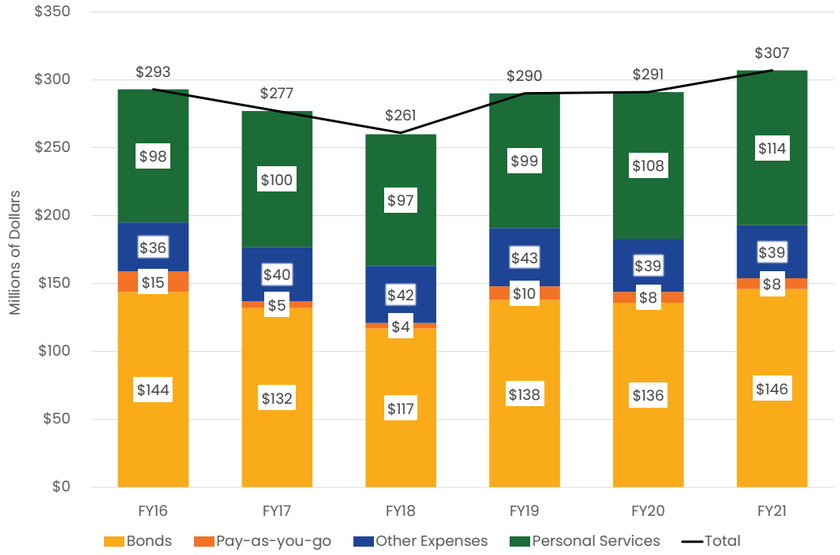
CTDOT is responsible for all aspects of the planning, development, maintenance, and improvement of the state roadway transportation system.

Sources of Highway and Bridge Capital Funding

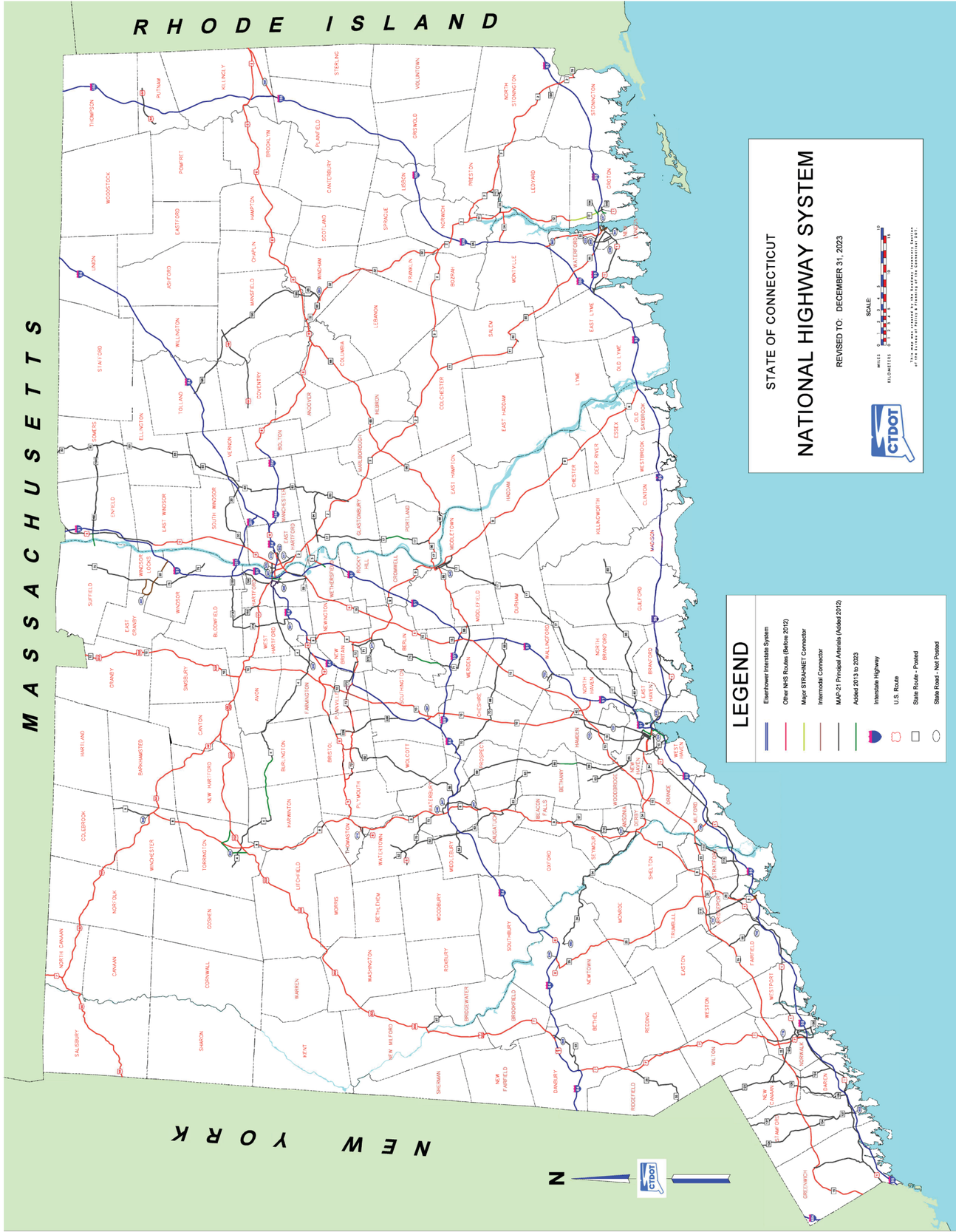


SOURCES OF FUNDS *(IN MILLIONS)*	FY15	FY16	FY17	FY18	FY19	FY20	FY21
Federal Apportionments	**$489**	**$524**	**$522**	**$556**	**$567**	**$581**	**$581**
State Bonds	**$307**	**$323**	**$331**	**$364**	**$351**	**$408**	**$408**
State Highways	*$167*	*$175*	*$187*	*$180*	*$181*	*$213*	*$213*
State Soil Remediation	*$21*	*$18*	*$19*	*$18*	*$15*	*$10*	*$10*
Fix-It-First	*$115*	*$125*	*$125*	*$166*	*$155*	*$185*	*$185*
Special Authorizations	*$3*	*$5*	*$0*	*$0*	*$0*	*$0*	*$0*
"Local Bonds"	**$115**	**$144**	**$144**	**$122**	**$148**	**$137**	**$137**
State Town Aid Road	*$60*	*$60*	*$60*	*$60*	*$60*	*$60*	*$60*
LOTCIP	*$45*	*$74*	*$74*	*$63*	*$64*	*$67*	*$67*
Local Bridge	*$10*	*$10*	*$10*	*$0*	*$24*	*$10*	*$10*
State Ramp-Up Authorizations	**$0**	**$69**	**$90**	**$332**	**$340**	**$164**	**$0**
Highway Bridge	*$0*	*$55*	*$72*	*$311*	*$316*	*$138*	*$0*
Bike/Pedestrian/Trails	*$0*	*$14*	*$17*	*$20*	*$23*	*$26*	*$0*
Total	**$911**	**$1,060**	**$1,087**	**$1,373**	**$1,406**	**$1,290**	**$1,126**

Use of Operations and Maintenance Funding



USE OF FUNDS *(IN MILLIONS)*	FY16	FY17	FY18	FY19	FY20	FY21
CTDOT Appropriated Expenditures						
Personal Services	**$98**	**$100**	**$97**	**$99**	**$108**	**$113**
Snow	*$13*	*$20*	*$22*	*$18*	*$20*	*$21*
Non-snow maintenance	*$84*	*$80*	*$76*	*$81*	*$88*	*$92*
Other Expenses	**$36**	**$40**	**$42**	**$43**	**$39**	**$39**
Snow	*$11*	*$18*	*$19*	*$17*	*$16*	*$16*
Non-snow maintenance	*$25*	*$22*	*$23*	*$26*	*$23*	*$23*
Pay-as-you-go-projects	**$15**	**$5**	**$4**	**$10**	**$8**	**$8**
Highway Operations Centers & CHAMP	*$2*	*$2*	*$0*	*$1*	*$1*	*$1*
Maintenance Overload	*$9*	*$3*	*$3*	*$4*	*$4*	*$4*
Tree Cutting	*$2*	*$0*	*$0*	*$1*	*$1*	*$1*
Bridge Repairs	*$3*	*<$1*	*<$1*	*<$1*	*<$1*	*<$1*
Miscellaneous	*<$1*	*<$1*	*<$1*	*<$1*	*<$1*	*<$1*
Subtotal - Appropriated Funds	**$149**	**$145**	**$144**	**$152**	**$155**	**$160**
CTDOT Bond Expenditures						
Highway & Bridge Renewal Equipment	*$15*	*$17*	*$6*	*$15*	*$16*	*$16*
Capital Resurfacing	*$83*	*$70*	*$67*	*$78*	*$85*	*$95*
State Bridge and Fix-it-First Roads/Bridges	*$7*	*$6*	*$5*	*$0*	*$0*	*$0*
Subtotal - Bond Funds	*$144*	*$132*	*$117*	*$138*	*$136*	*$146*
Total	**$293**	**$277**	**$261**	**$290**	**$291**	**$307**



Roadway Mileage

CLASSIFICATION	MILES
Grand Total Roadway Mileage (Federal,State,Town)	**21,557**
Total State (and Federal) Road Miles	**4,131**
State (and Federal) Non-NHS*	**2,725**
State Routes	2,310
State Park Roads	69
State Forest Roads	176
State Institution Roads	60
U.S. Defense, Federal Service, and Indian Roads	110
State NHS*	**1,406**
Interstate	346
Other NHS	1,060
Total Town Road Miles	**17,466**
NHS*	56
Non-NHS*	17,391

**NHS is the National Highway System*

Lane Mileage

CLASSIFICATION	MILES
Total Lane Mileage: Without Ramps or Connectors	**45,130**
State Lane Miles: Without Ramps	9,839
Town Lane Miles	35,291
Total Lane Mileage: With Ramps or Connectors	**45,610**
Additional State Lane Miles: Ramps	480

Other Mileage

CLASSIFICATION	MILES
Limited Access Highway	659
Unpaved Town Roads	512
High Occupancy Vehicle (HOV)	19
Ramps Serving as Mainline	14
Ramps, Turning Roadways, and Connectors	427

Various Highway Components (State Roads)

Signals, Signage, Markings and Lighting

CTDOT INVENTORY	
Traffic Signals	2,560
Flashing Beacons	226
Signs with Flashers	278
Traffic Signs	248,000
Total Line Striping in Linear Feet	163,000,0000
Square Feet of Pavement Symbols	2,200,000
Highway Light Fixtures	25,181

CTDOT owns more traffic signals than all other New England state DOTs **combined**.

Intelligent Transportation Systems (ITS)

**Roadways with ITS are I-84, 91, 95, 384, 395 and Routes 2, 3, 8, 9, 15*

ITS PHYSICAL COMPONENTS	
Closed Circuit Television Cameras (CCTV)	333
Traffic Flow Monitoring (TFM) Detectors	317
Variable Message Signs (VMS)	136
Highway Advisory Radio (HAR) Stations	11
Roadway Weather Information Systems (RWIS)	39
Computerized Traffic Signals	957
TRAFFIC MONITORING PROGRAM	
Weigh-in-Motion Sites	19
Traffic Monitoring System (TMS) Classification Sites	57
Automatic Traffic Recorder (ATR) Stations	34

53% of CTDOT traffic signals are older than **20 years**.

Rest Areas, Service Plazas and Commuter Parking Facilities

Total Rest Areas (no fuel or food)	7
Total Service Plazas (fuel and food)	23
Parking Facilities for Carpoolers,Vanpoolers, and Bus Riders	**170**
Total Commuter Parking Facility Spaces	15,648

**CTDOT Division of Traffic Engineering, MS2 Trans. Data Management System*

Highway Safety

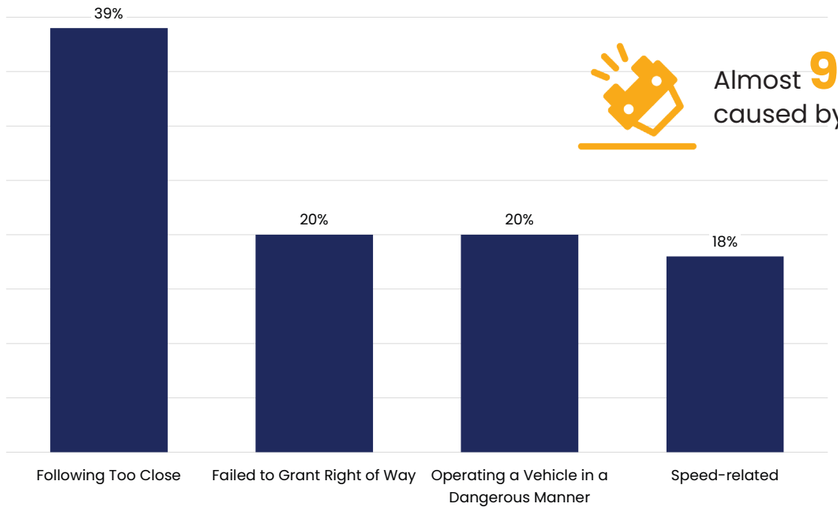
Motor Vehicle Crash Data

	2018	2015-2018 AVERAGE
Total Crashes	**111,609**	**11,776**
Fatal	294	287
Injury	26,642	26,861
Property Damage Only	84,668	84,827
Work Zone	1,086	1,099
Fatalities*	**294**	**287**
Rate (per 100 million VMT)	0.82	0.80
Unrestrained Passenger	69	64
Involving Driver with BAC** > .08g/dL	115	112
Speeding Related	90	85
Motorcyclist	49	53
Un-Helmeted Motorcyclist	28	33
Involving Drivers 20 Years of Younger	28	27
Single Vehicle	171	171
Roadway Departures	162	155
Intersection Related	61	63
Injuries	**35,797**	**36,793**
Serious Injuries	1,269	1,532
Serious Injury Rate (per 100 million VMT)	4.03	5.00
Observed Seatbelt Usage in Passenger Vehicles	**92.10%**	**89%**

*Fatalities may be attributed to more than one crash type
**BAC is Blood Alcohol Concentration

On an average day in the U.S. **96** people die in motor vehicle crashes and nearly **6,700** are injured.

Top Causes of All Auto Accidents



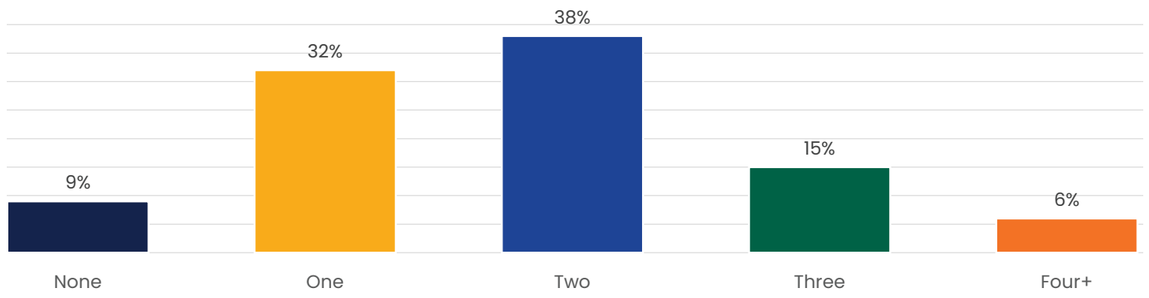
Almost **95%** of crashes are caused by human error

*NHTSA: FARS 2014-2017 Final and FARS 2018 ARF, National Highway Traffic Safety Administration 2018, Connecticut Crash Data Repository

Driver Statistics

FY2018 LICENSE AND REGISTRATION INFORMATIONW	
Total Licensed Drivers in CT (includes CDL and Non-CDL)	**2,605,612**
As a percentage of total driving age population	89%
Total Registerd Vehicles in CT	**2,879,802**
Automobiles	1,306,709
Electric Vehicles	11,677
Motorcycles	87,660
Buses	11,753
Trucks	1,473,679

Number of Vehicles per CT Household



In 2019,

Electric Vehicles accounted for **2%** of Connecticut's annual new car sales

91% of Connecticut households have at least on registered vehicle

Vehicle Miles Traveled (VMT)

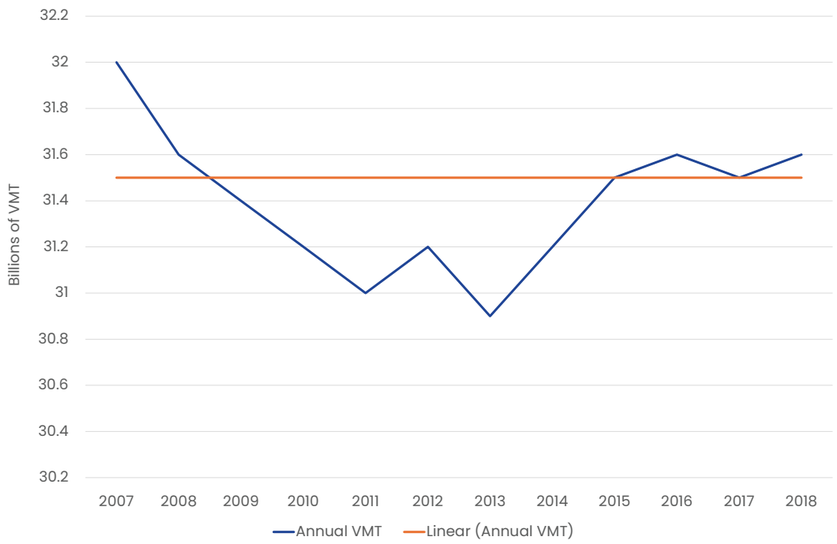
The purpose of including a VMT reduction target is to reduce greenhouse gas emissions from the vehicles individuals choose to drive in Connecticut. The target set is a 5% reduction in VMT per person by 2030 (from a 2019 baseline).

Factors Influencing Travel Demand

- Fuel prices
- Income and employment
- Demographics and behaviors

2018 VMT	
Total Annual VMT	**31.6 Billion**
Annual VMT per Vehicle	10,973
Total Daily VMT	**86.6 Million**
Daily VMT per Vehicle	30

Total VMT



~24% occur on Town Roads

~76% occur on State Roads

Trips and Traffic

Highest Average Daily Traffic (ADT) Volumes by Route

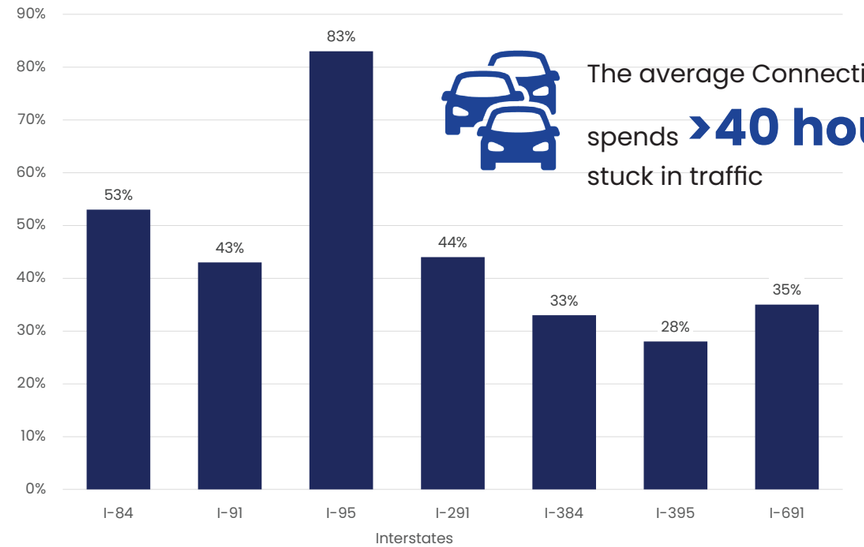
INTERSTATE/EXPRESSWAY	TOWN	ADT
I-84	Hartford	175,100
I-95	Bridgeport	158,200
I-91	Hartford	157,300
Route 8	Bridgeport	109,600
Route 15	Milford	93,200

**CTDOT Roadway Inventory Data, 2018 HPMS data (June 2019 submittal to FHWA)*

Congestion and Traffic Demand

Congestion relates to an excess of vehicles on a portion of roadway at a particular time resulting in speeds that are slower, sometimes much slower, than normal 'free flow' speeds. Fluctuations in the amount of daily traffic on a roadway often make it difficult to gauge travel times.

Traffic Congestion by Interstate



The average Connecticut driver spends **>40 hours** a year stuck in traffic

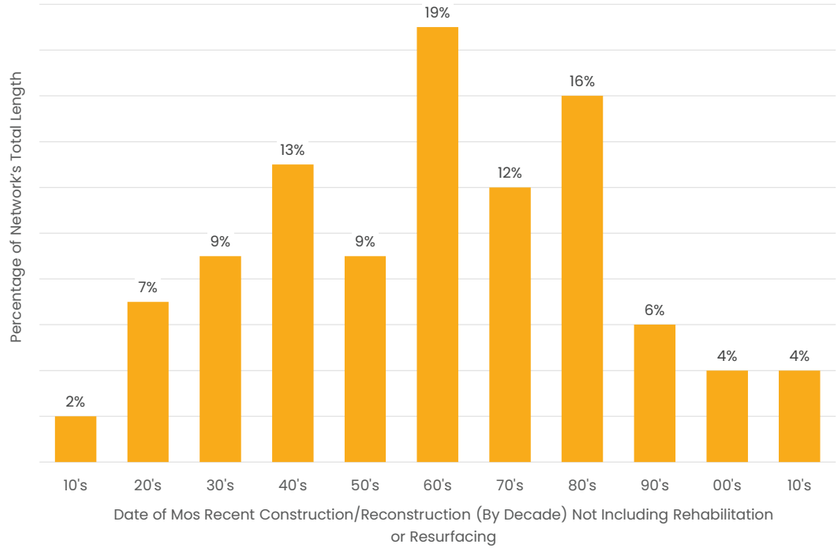
Pavement

Pavement Condition Index (PCI)

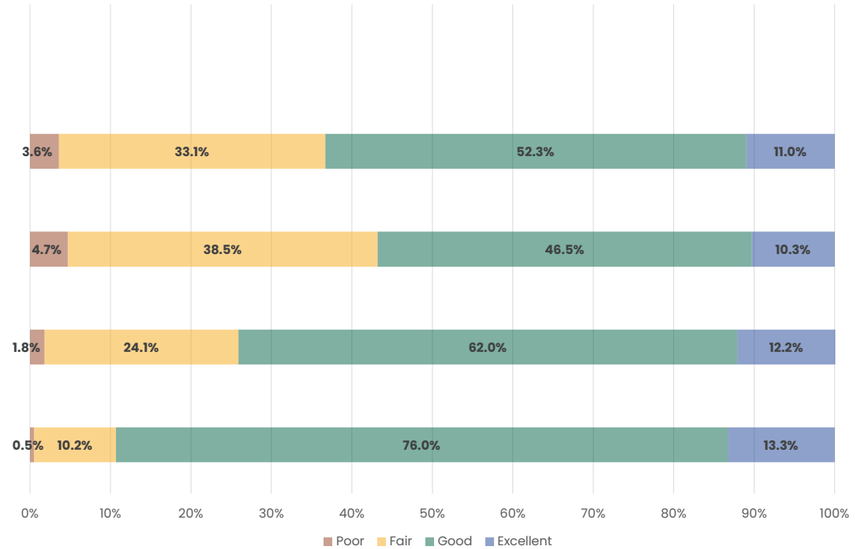
The PCI attempts to categorize the overall condition of a section of pavement based on environmental and structural distresses. Pavement Condition is calculated based on five components: cracking, rideability (as expressed by the International Roughness Index/IRI), rutting (distortion in the wheelpaths), raveling (deterioration), and drainability

CLASSIFICATION	RATING	DESCRIPTION
EXCELLENT	8-9	Exhibits zero to minimal quantities of the measured distresses and low distress severities. Tends to be recently paved and does not require a project to improve the condition.
GOOD	6-<8	Exhibits minimal quantities of the measured distresses and low to moderate distress severities. Requires a pavement preservation project to maintain or improve the condition and delay a costlier project.
FAIR	4-<6	Exhibits moderate to large quantities of the measured distresses and a range of distress severities. Tends to be beyond the scope of a preservation project and requires a pavement rehabilitation project to improve the condition when the PCI values are at the lower end of this range.
POOR	<4	Exhibits large quantities of the measured distresses and high distress severities, in particular structural failures. Beyond the scope of a preservation project and requires a major rehabilitation or pavement construction project to improve the conditon.

Age of Current Pavement Network (State Roads)

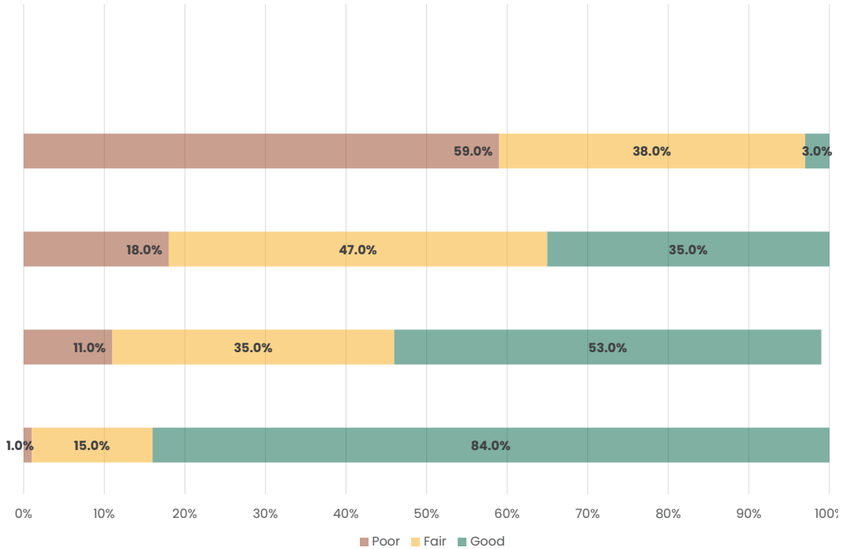


State Maintained Highway Network Condition (According to PCI)



Ride Quality (IRI Only)

The International Roughness Index (IRI) is a standardized measurement of pavement smoothness/ride quality and is one of the five components used to calculate overall PCI. In general, the percentage of pavements with poor ride quality (IRI) in Connecticut is higher than pavements with poor overall pavement condition (PCI).



**CTDOT Pavement Management System data, 2019*

Bridges

Total Number of Roadway Bridges and Structures	**8,383**
Routinely Inspected by CTDOT*	5,429
Maintained by CTDOT	4,044
Maintained by Others, Greater Than 20ft Long	1,385
Not Routinely Inspected by CTDOT and Maintained by Others**	2,953

**2019 Inventory Data (based on a snapshot of the entire roadway bridge inventory at the time of the NBI submittal to FHWA in March 2020)*
***Inventory approximate as of July 2020. CTDOT performed phase 1 screenings beginning in 2016*

Connecticut's NHS-NBI roadway bridges (1,821) have a high percentage (8.15%) of poor bridges (by deck area) compared to the national average of approximately 4.5%, but this number has decreased over the last eight years from 23.1% as a result of dedicated bridge capital and staff investments.

Bridges Inspections

All bridges having spans greater than **20 feet**, whether state or town-maintained, are included in the National Bridge Inventory (NBI). Federal law requires all states to inspect roadway bridges greater than 20 feet every two years. However, structures that are in poor condition can be inspected as frequently as every month. CTDOT reports on the condition of the NBI to the Federal Highway Administration (FHWA) on an annual basis.

CTDOT also collects "Elements Level" bridge inspection data that is included with the annual report to FHWA. Element level data provides quantities of varying condition states. This information will be used to improve deterioration modeling and planning of preservation/rehabilitation work.

CTDOT routinely inspects all roadway bridges having spans greater than 6 feet on state roadways and all bridges having spans greater than 20 feet on all other public roadways.

Bridge Ratings

Structural Condition Ratings

The three major components (deck, superstructure, and substructure) are composed of a number of elements. Each major component is evaluated based on an aggregate of its elements and then assigned a numerical rating from zero to nine. **The lowest rating among the three main components becomes the bridge's overall rating.**

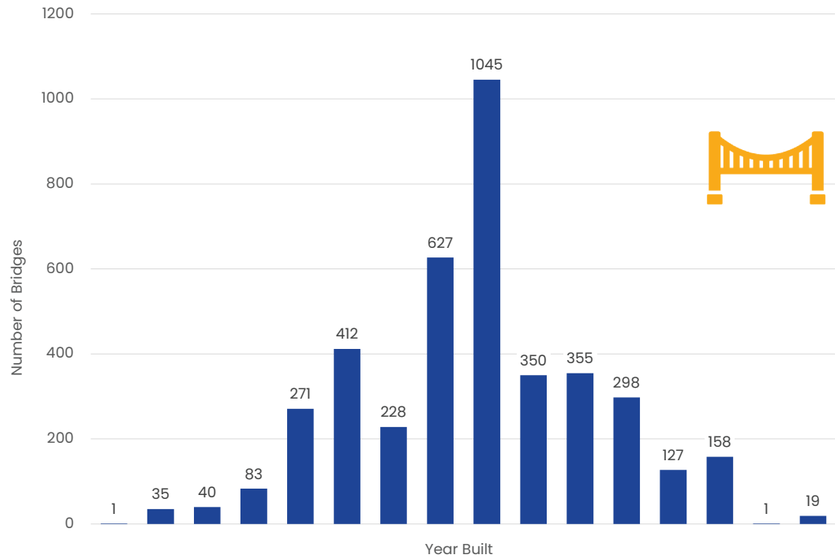
CLASSIFICATION	RATING		DESCRIPTION
GOOD	9	Excellent	New
	8	Very Good	No problems noted
	7	Good	Some minor problems
FAIR	6	Satisfactory	Structural elements show some minor deterioration
	5	Fair	All primary structural elements are sound, but may have minor section loss, cracking, spalling, or scour
POOR	4	Poor	Advanced section loss, deterioration, spalling, or scour
	3	Serious	Section loss, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
	2	Critical	Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
	1	"Imminent Failure"	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic, but corrective action may put back in light service.
	0	Failed	Out of service, beyond corrective action

**FHWA Bridge Condition Rating System*

Bridges Maintained by CTDOT (Inspected by CTDOT)

A majority of existing bridges were built with an expected **50-year s**tructural design life. Bridges built today have a **75-year** to **100-year** structural design life.

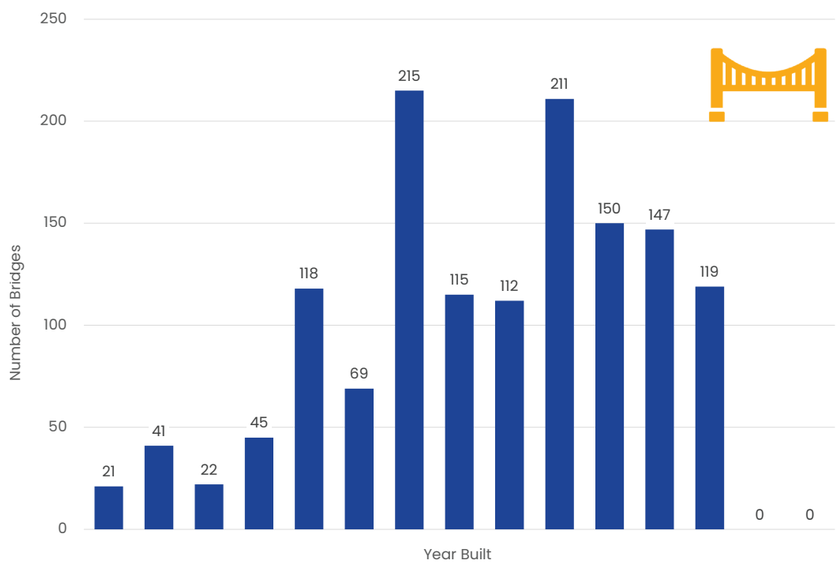
Age Distribution



69%
of bridges maintained by CTDOT are **50 years** or older.

Bridges Maintained by Others (Inspected by CTDOT)

CTDOT routinely inspects all bridges having spans greater than **20 feet**, whether state, town, or privately maintained.



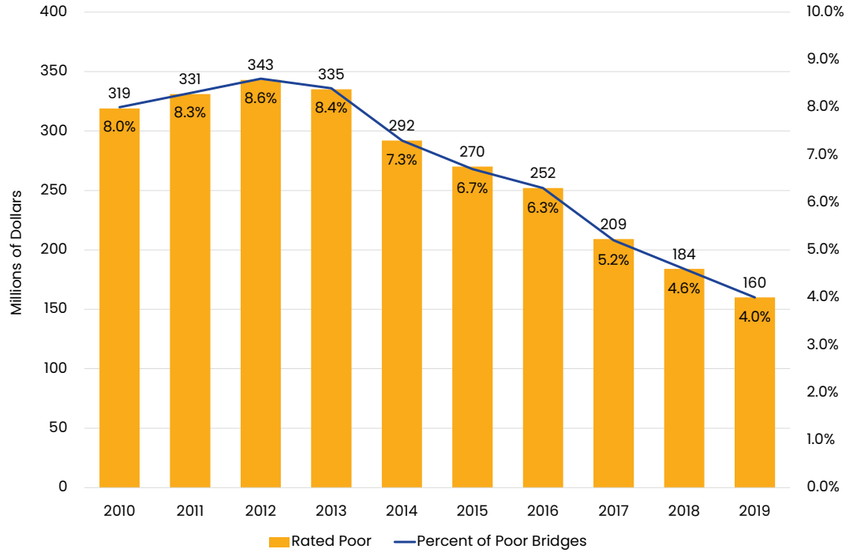
49%
of bridges maintained by others are **50 years** or older.

**2019 Inventory Data (Based on a snapshot of the entire roadway bridge inventory at the time of the NBI submittal to FHWA in March 2020) * "Poor" bridges continue to be inspected and maintained, and are safe for the traveling public while CTDOT develops plans for their rehabilitation or replacement.*

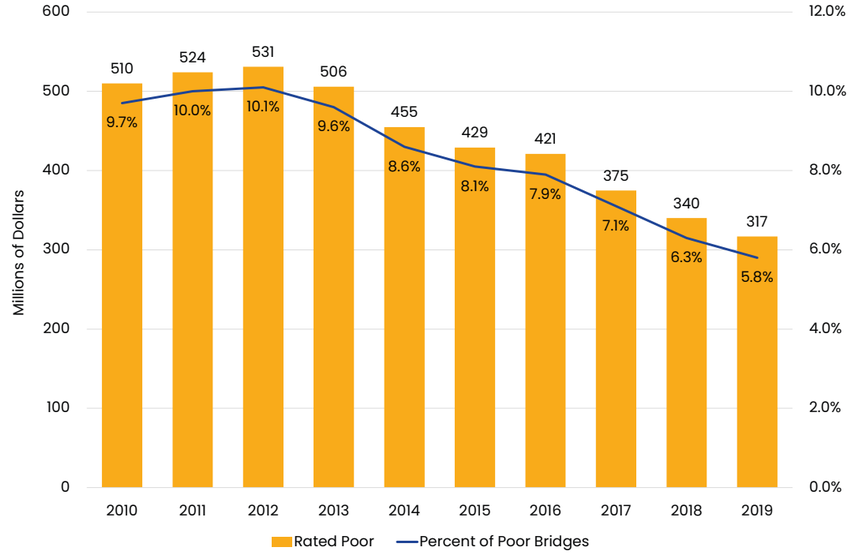
Condition of Connecticut's Roadway Bridges

Reducing Connecticut's Poor Roadway Bridges

(all roadway structures maintained by CTDOT-4,044 bridges)



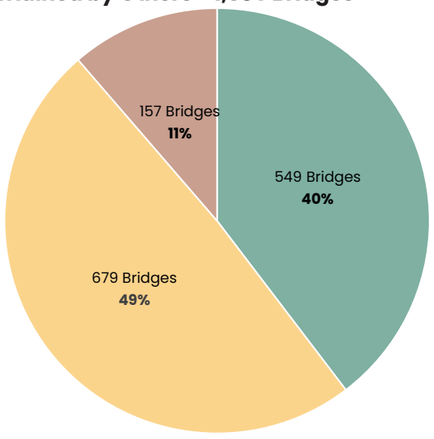
Connecticut's Entire Inventory of Poor Roadway Bridges



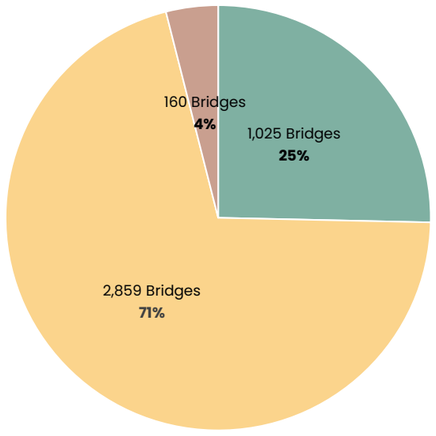
**2019 Inventory Data (Based on a snapshot of the entire roadway bridge inventory at the time of the NBI submittal to FHWA in March 2020) * "Poor" bridges continue to be inspected and maintained, and are safe for the traveling public while CTDOT develops plans for their rehabilitation or replacement.*

2019 Bridge Conditions

Maintained by Others - 1,385 Bridges



All Roadway Structures Maintained by CTDOT

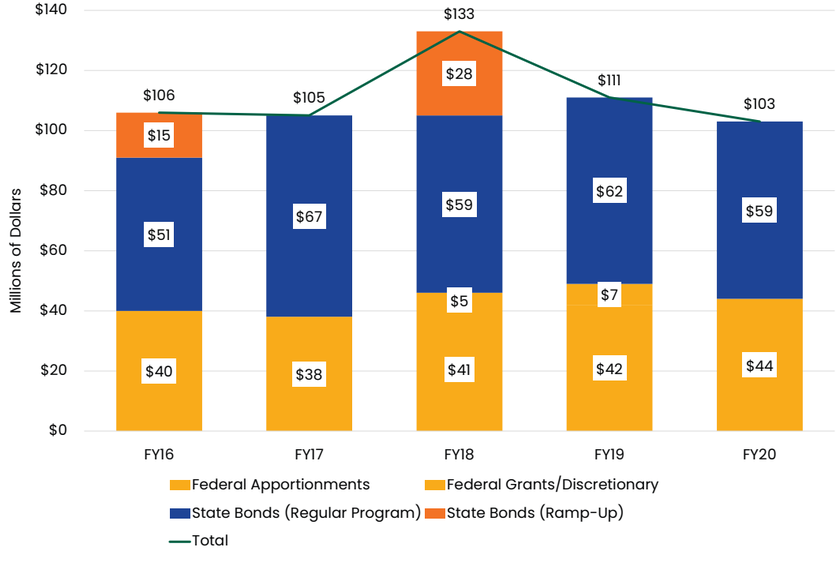


Good Fair Poor

TRANSIT AND RIDESHARING

CTDOT oversees and financially supports public bus, paratransit, ridesharing services, and assets.

Sources of Bus Capital Funding



Inventory

FLEET AND FACILITIES	
Fixed, Express, and Shuttle Route Vehicles	800
Paratransit Vehicles	400
Bus Maintenance Facilities	12

SIZE OF BUS	TYPICAL EXPECTED SERVICE LIFE
35-40 feet	12 years
30 feet	10-12 years
Under 30 feet	7-10 years

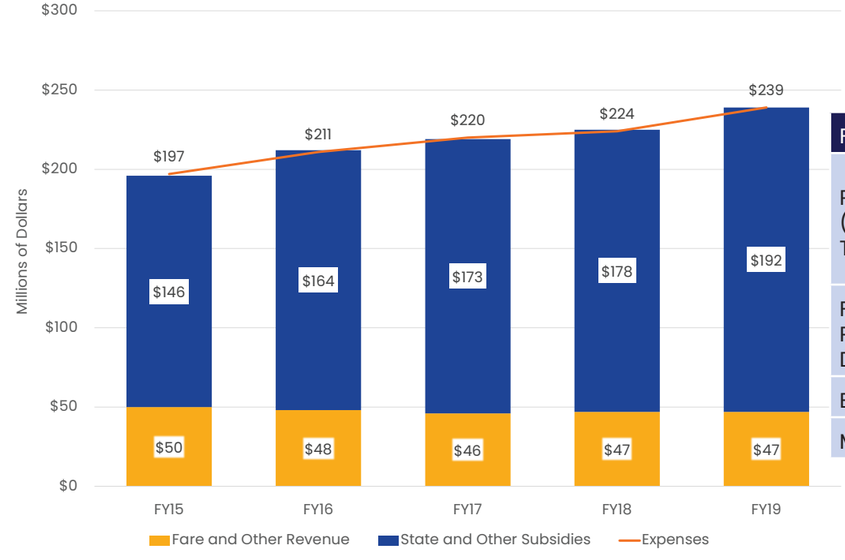
**Based on average annual numbers for 2018-2019 in the monthly CT Transit Operation Report.*

25,014 miles
Average miles between service calls

7-9 years old
Average age of the bus fleet

Transit Operational Funding

Bus Operational Funding



FY19	
Ridership (Passenger Trips)	38 Million
Fare Box Recovery per Dollar	$0.20
Bus Hours	2.1 Million
Miles	29 Million

Paratransit Operational Funding

FY19	
Ridership (Passenger Trips)	38 Million
Fare Box Recovery per Dollar	$0.20
Bus Hours	2.1 Million
Miles	29 Million

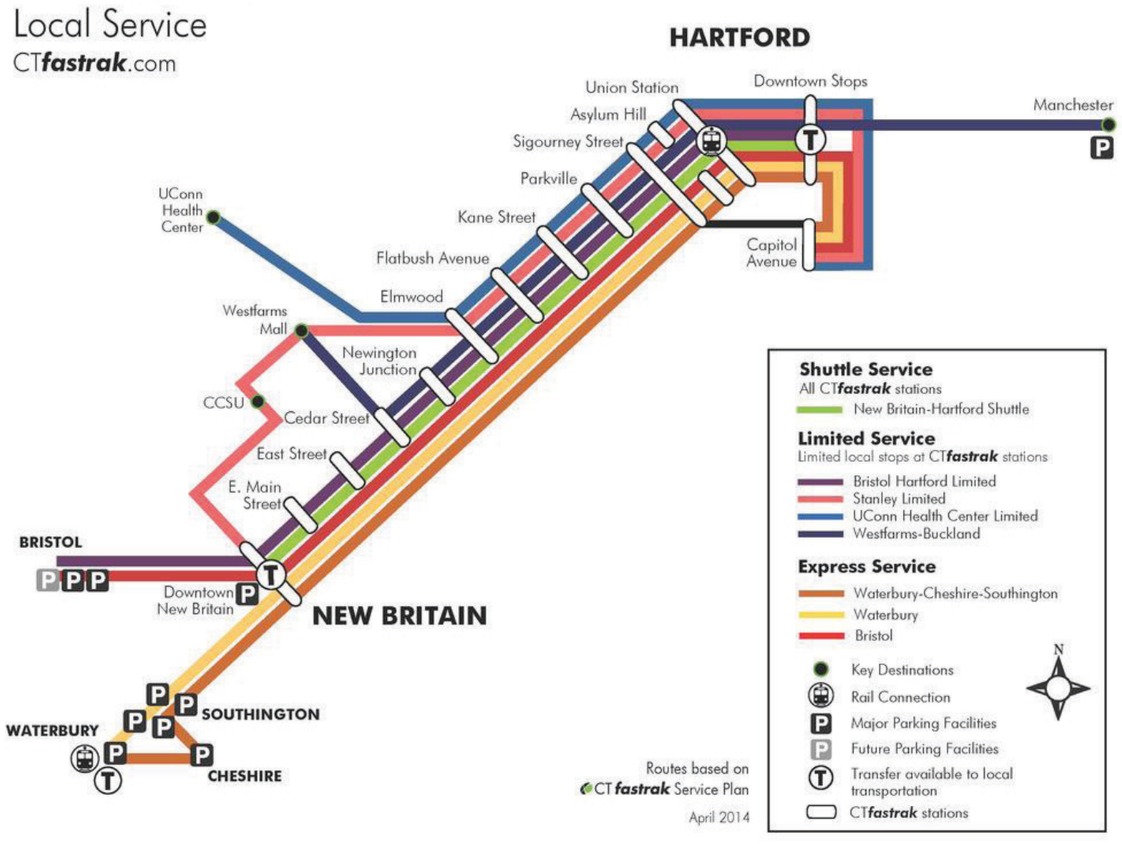
Note: The Americans with Disabilities Act requires that complementary paratransit services be provided within 3/4 mile of local fixed route bus services.

CTtransit

URBAN RURAL, AND ADA PARATRANSIT SERVICES	
CTTransit Divisions	8
Local Transit Districts	14
Paratransit Operators	12

CTfastrak

CT*fastrak* is Connecticut's bus rapid transit system. CT*fastrak* isn't just a road for buses. It is a system of routes that uses the bus-only roadway for all or a portion of the trip. It is overlaid on the existing CT*transit* bus system.

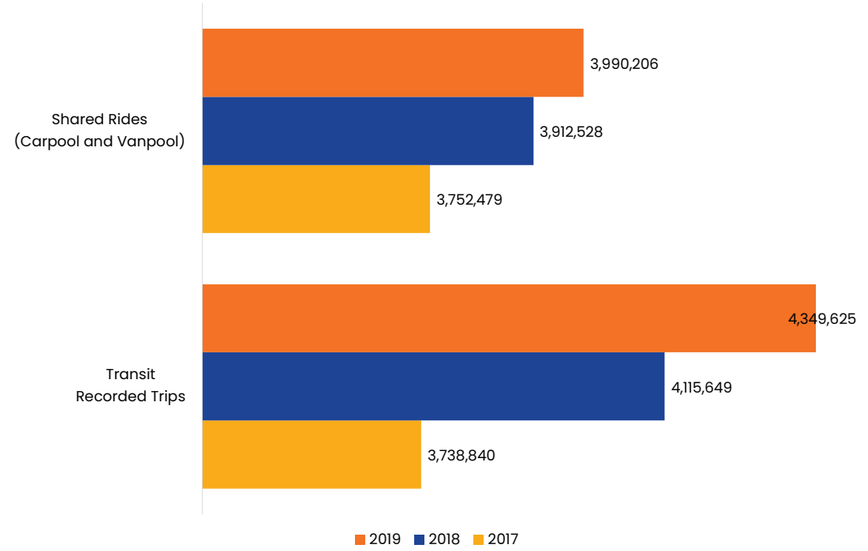


BUS RAPID TRANSIT BETWEEN HARTFORD AND NEW BRITAIN	
Average Weekday Ridership in Corridor (passengers)	17,400
Length of Guideway (miles)	9.4
Stations Along Guideway	10
Number of Routes Using Guideway	9

CTrides

CTrides is an incentive-based program that provides information on commuting options in the State, including all travel modes and telework.

CT*rides* Cumulative Recorded Trips

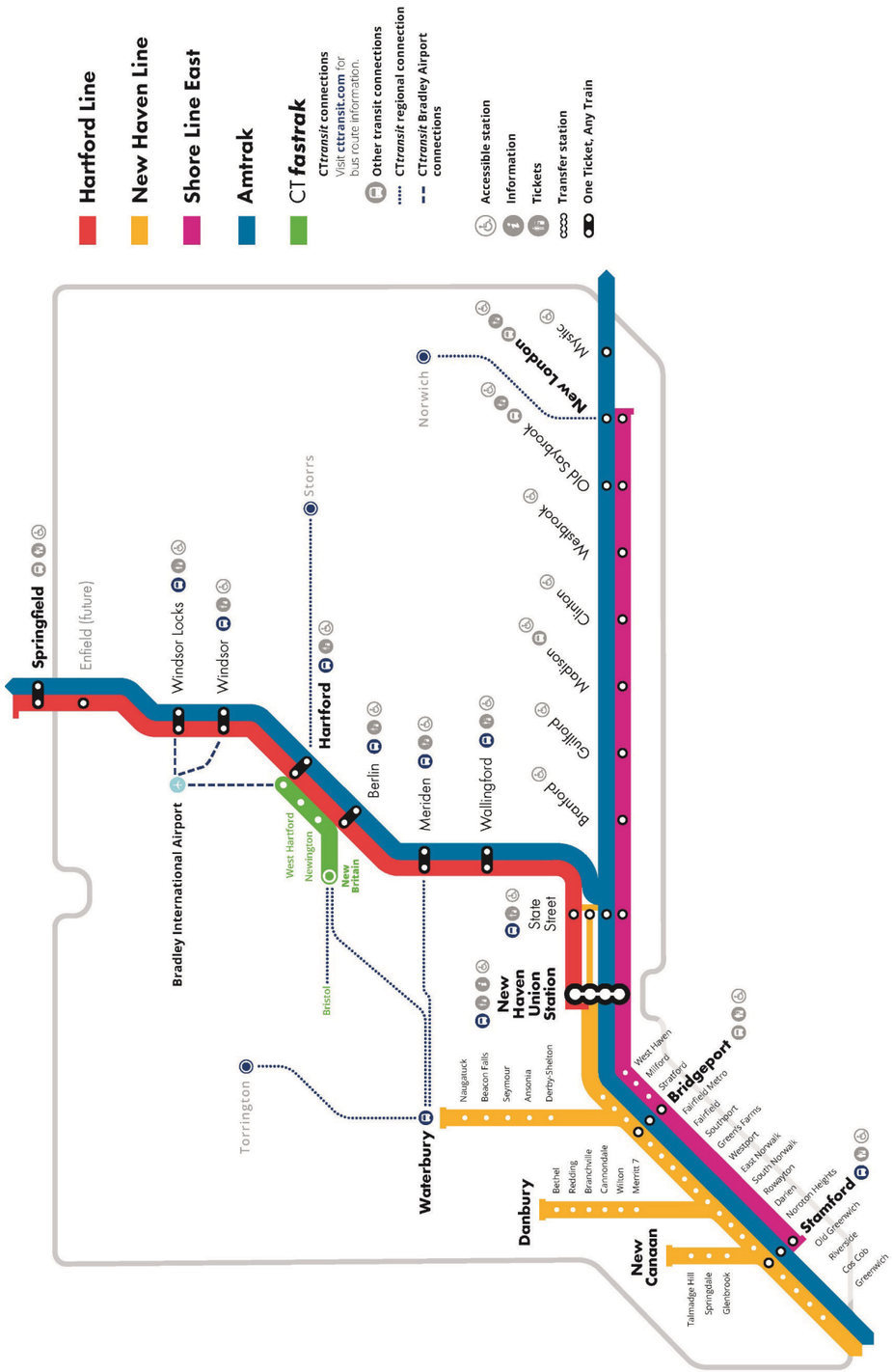


**Data Cumulative since 2005*

In September 2017, CTrides began requiring commuters who auto-recorded trips taken to re-confirm that they are still taking their auto-recorded trips. This extra verification step helped to reduce data redundancy and improve data integrity.

**SFY 2019, average daily ridership, CTrides data pull April 2020*

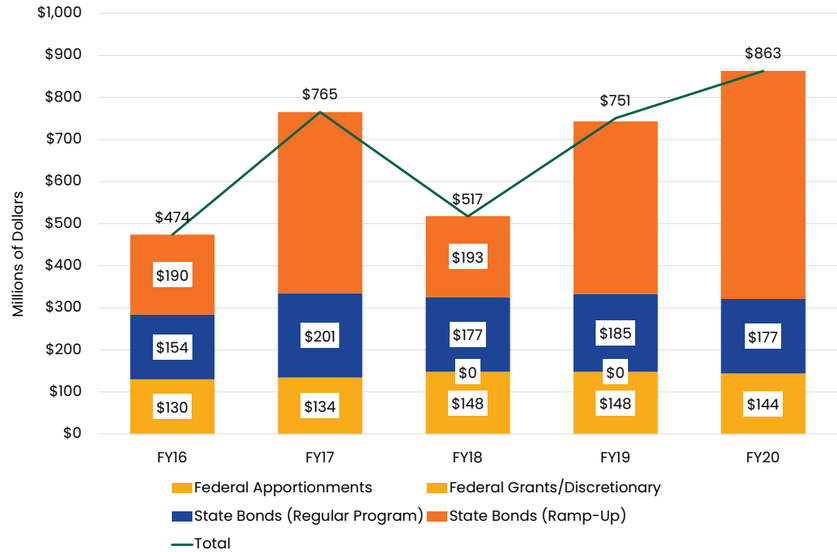
CT*rail* Service Map



Passenger Rail Service

CTDOT oversees and financially supports the provision of three commuter rail services: the New Haven Line (NHL), Shore Line East (SLE) and the Hartford Line. Additional intercity service is provided by Amtrak.

Sources of Capital Funding



Ownership and Mileage (CT portions)

PASSENGER RAIL	OWNER	OPERATOR	ROUTE MILES
New Haven Line & Branches	CTDOT	Metro-North RR	105
Shore Line East	Amtrak (CT owns cars)	Amtrak	67
Hartford Line	Amtrak (CT owns cars)	Trans America Service and Alternative Concepts Incorprated	62
Total			**234**

Rolling Stock

	OWNED BY CTDOT		OWNED BY OTHERS	TOTAL
	NHL	SLE		
Push/Pull Coaches	50	33	-	83
Electric Multiple Unit (EMU) Cars	274	0	131	405
Locomotives	10	18	-	28

Maintenance Facilities

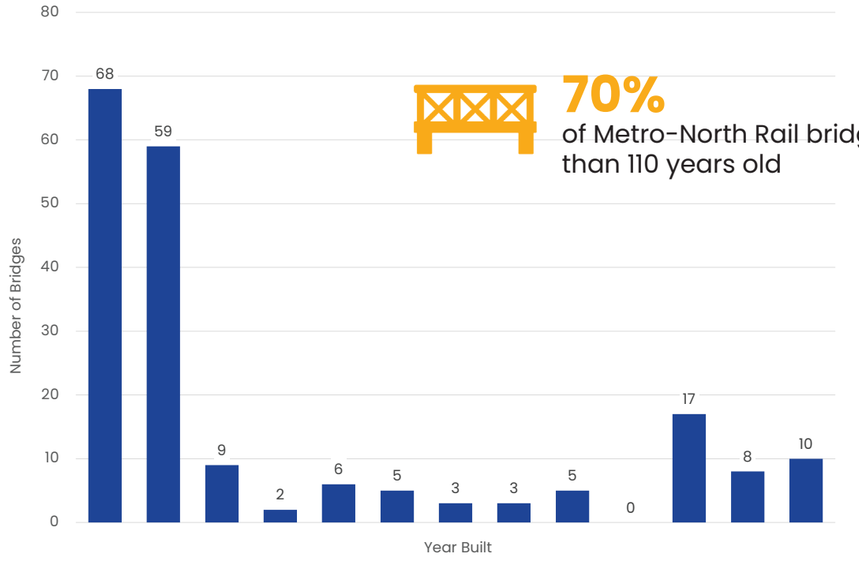
RAIL FACILITIES OWNED BY CTDOT	
New Haven Line (NHL)	5*
Shore Line East (SLE)	1

**Number of rail yards with maintenance facilities that serve the New Haven line*

There are **288 miles** of catenary power for signals and traction via the overhead contact system

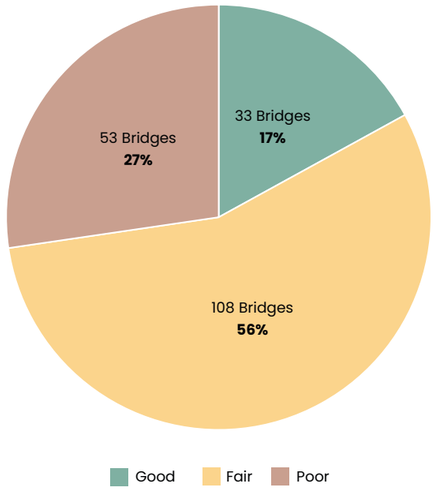
Metro-North Railroad (MNR)Bridges

All passenger railroad bridges along the Metro-North Railroad are owned, inspected, and maintained by CTDOT.



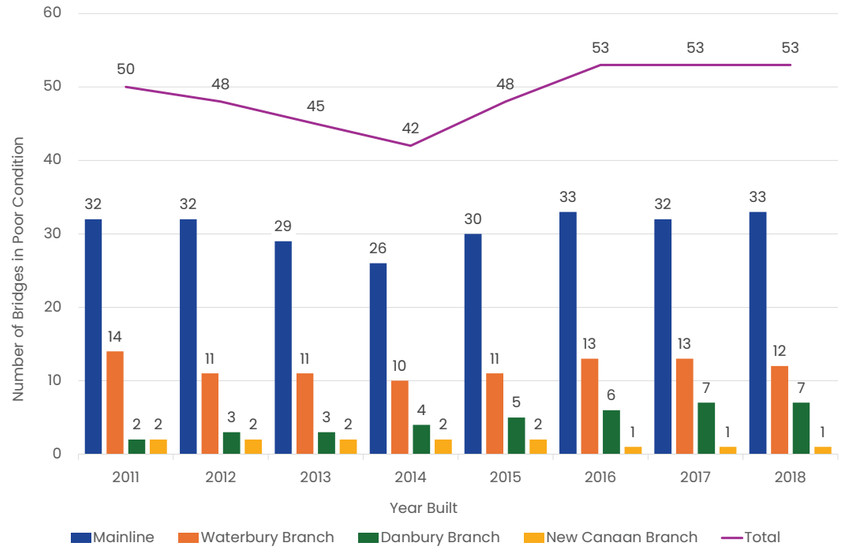
70% of Metro-North Rail bridges are more than 110 years old

MNR RAILROAD BRIDGE INVENTORY	NUMBER OF BRIDGES
New Haven Mainline	129
New Canaan Branch	5
Danbury Branch	26
Waterbury Branch	35
Total	**195**



4 movable structures (draw,swing or lift bridges) on the NHL are more than **125 years old**

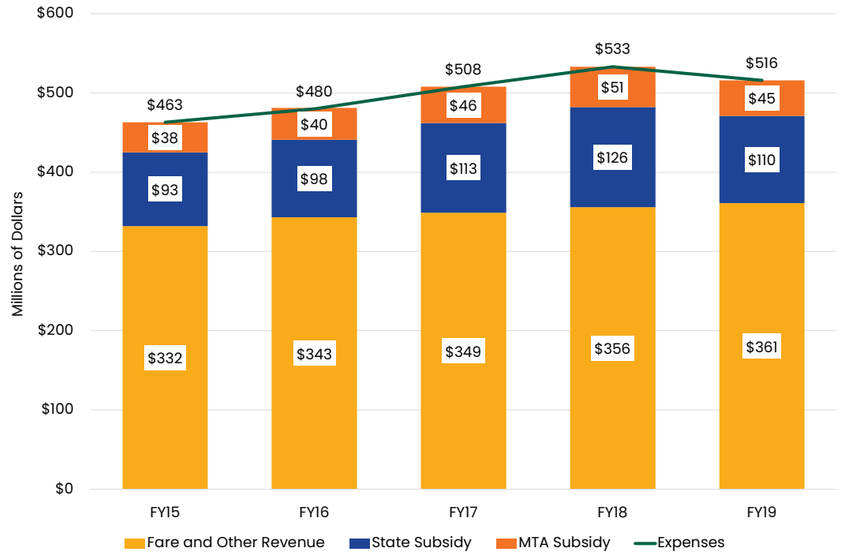
Historical Context of Metro-North Bridges in Poor Condition *(rating of 4 or less)*



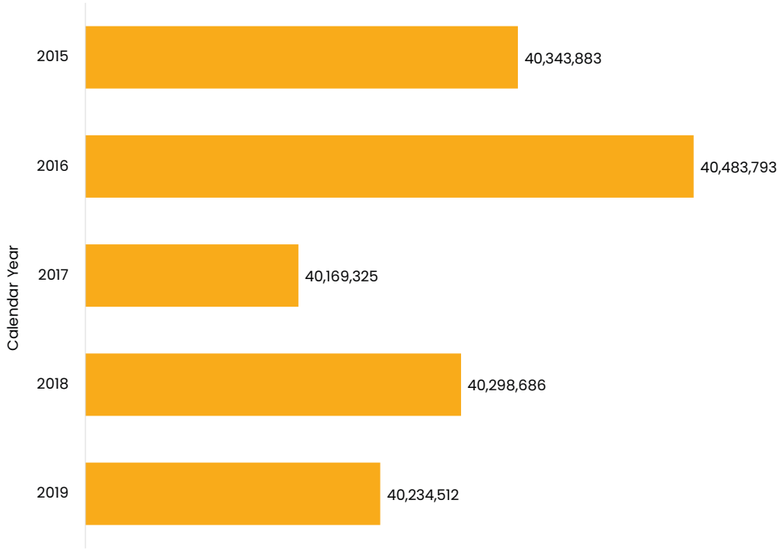
Rail Operational Funding and Ridership

CTDOT sets the fares and service levels on the CT portions of its commuter rail lines; the New Haven Line (NHL), the Shore Line East (SLE) and the Hartford Line. Amtrak sets the fares and service levels on Amtrak's intercity service routes.

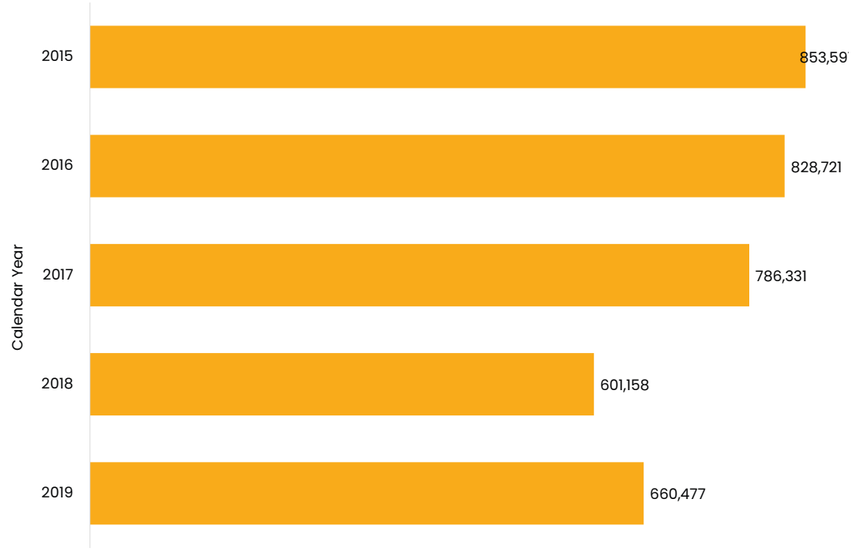
New Haven Line - *Funding*



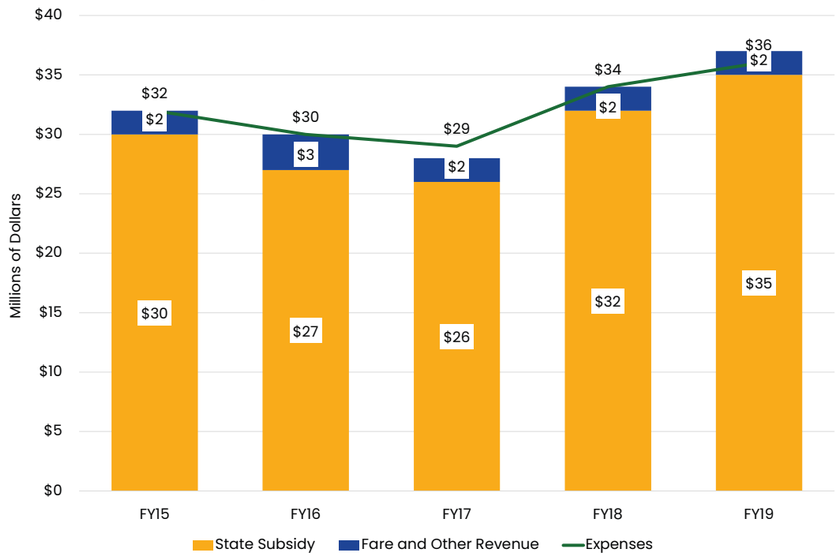
New Haven Line - *Ridership*



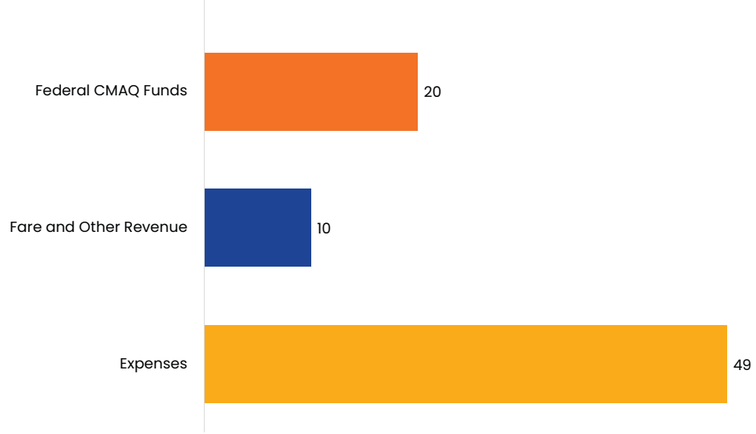
Shore Line East - *Ridership*



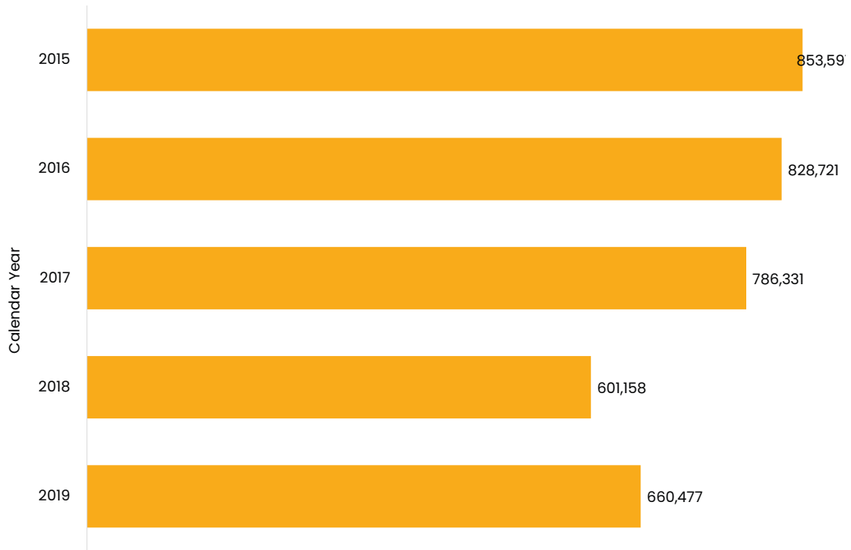
Shore Line East - *Funding*



Hartford Line - *Funding*



Hartford - *Ridership*



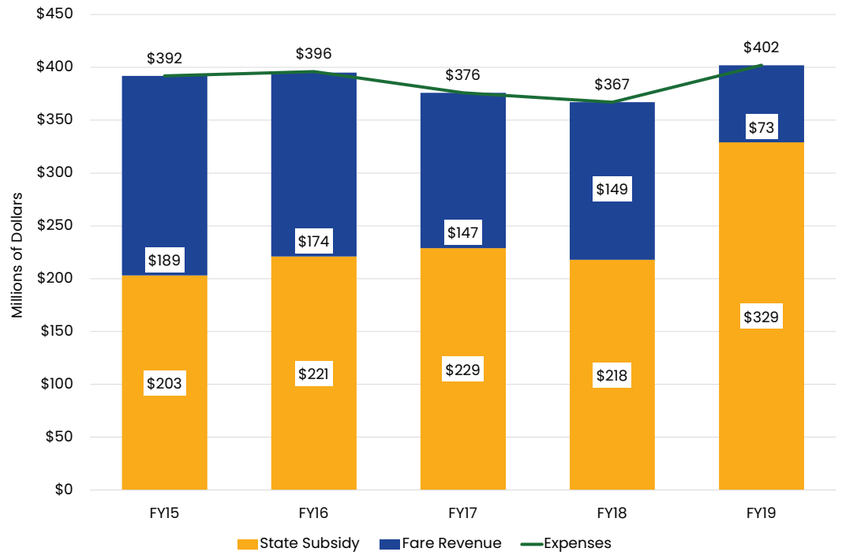
State Ferry Operational Funding and Ridership

CTDOT manages and operates the CT State Ferry Service which is composed of two separate, seasonal ferry services across the Connecticut River. These ferries move passengers, bicycles, and vehicles between Rocky Hill and Glastonbury and between Chester and Hadlyme (a village that spans the towns of Haddam and Lyme).

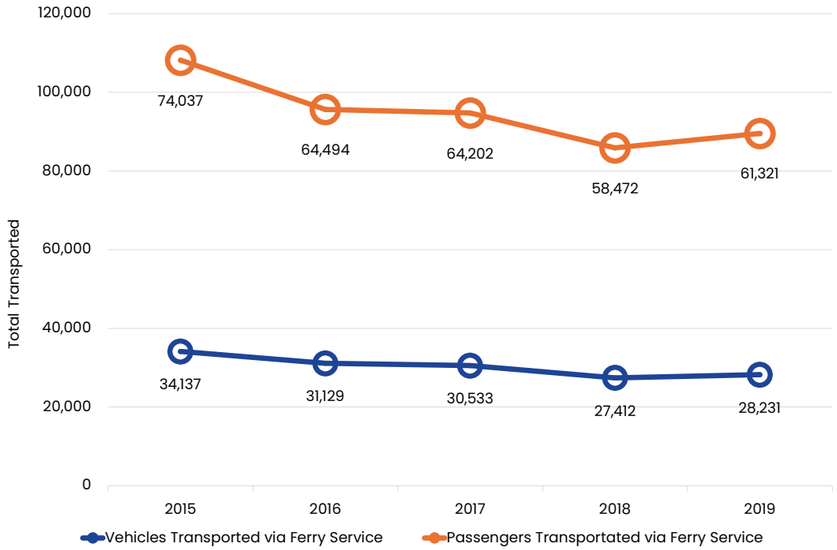
FERRY OPERATIONS	
Operating Season	April 1 - November 30
Weekday Hours	7:00 a.m.- 6:45 p.m.
Weekend Hours	10:30 a.m. - 5:00 p.m.

	CHESTER-HADLYME	ROCKY HILL-GLASTONBURY
Carrying Capacity		
Per Trip	47 passenger	19 passengers
	9 autos	3 autos
Weekday Total Vehicles	1,000	500
Weekend Total Vehicles	540	250
Load Capacity		
Per Vehicle	5 tons	5 tons

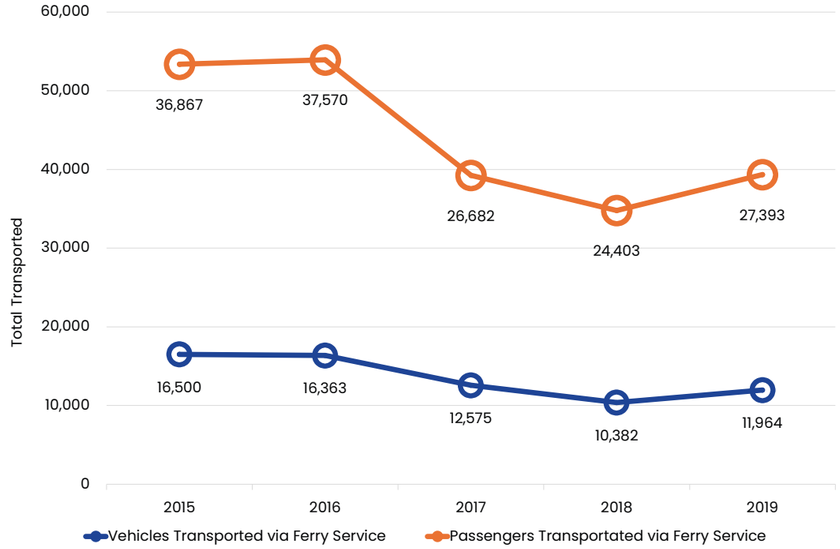
Chester-Hadlyme Ferry - *Funding*



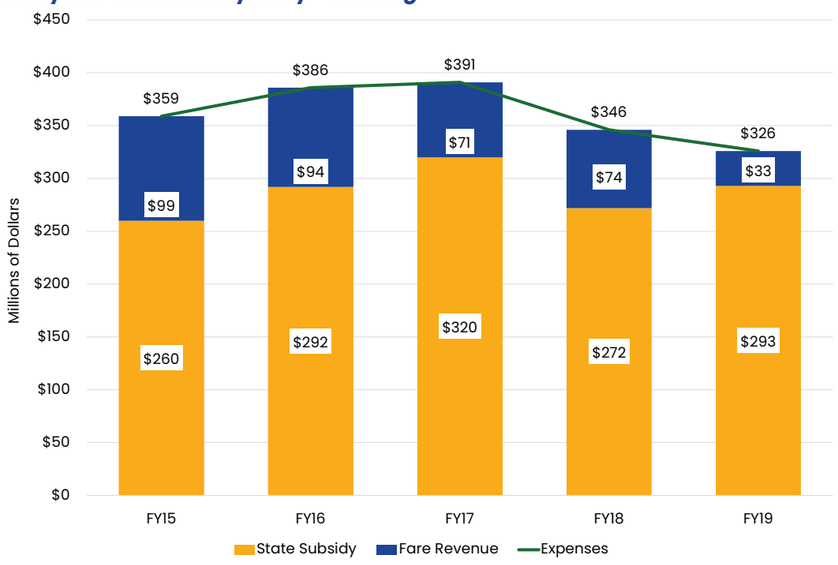
Chester-Hadlyme Ferry - *Ridership*



Rocky Hill-Glastonbury Ferry - *Ridership*



Rocky Hill-Glastonbury Ferry - *Funding*



BICYCLISTS AND PEDESTRIANS

Non-motorized facilities are an integral part of the Connecticut transportation system. In an effort to reflect the routine accommodation of all users, CTDOT has developed and continues to develop, best practice policies and design guidelines that support the creation of infrastructure and programs for all users, including bicyclists, pedestrians, and persons with disabilities. CTDOT's vision for non-motorized transportation can be found in the Connecticut Active Transportation Plan (2019)

Capital Funds Awarded

	FY15	FY16	FY17	FY18	FY19
Bike/Ped Funds Awarded (Millions)	$12.5	$19.4	$13.6	$11.8	$33.8
Percent of Total Funds Awarded	1.51%	5.83%	2.88%	1.44%	4.77%
Number of Projects Awarded With Bike/Ped Elements	35	55	65	53	53

**Funds noted are estimates and may not reflect all bike/ped elements.*

Note: CTDOT is required to report the amount spent on bicycle and pedestrian accommodations, which should not equal less than 1% of the total amount of any funds received in a fiscal year.

State Road Bicycle and Pedestrian Suitability

CLASSIFICATION	ADT (NO. OF VEHICLES)	SHOULDER WIDTH (IN FT)	PERCENT OF STATE ROADS (2009)	PERCENT OF STATE ROADS (2019)
Most Suitable	<2,500	3-6	12.5%	13.9%
	<10,000	>6		
More Suitable	<2,500	1-3	29%	31.2%
	2,500-7,500	3-6		
	>10,000	>6		
Suitable	2,500 to 5,000	1-3	23.7 %	24.6%
	>7,500	3-6		
Less Suitable	>5,000	1-3	14.6%	12.6%
Least Suitable	N/A	0	20.3%	17.8%

**ADT = Average Daily Traffic*
***Percentage does not include state expressways*