

CRITICAL RURAL FREIGHT CORRIDORS

North Country Council Transportation Advisory Committee

June 26th, 2018

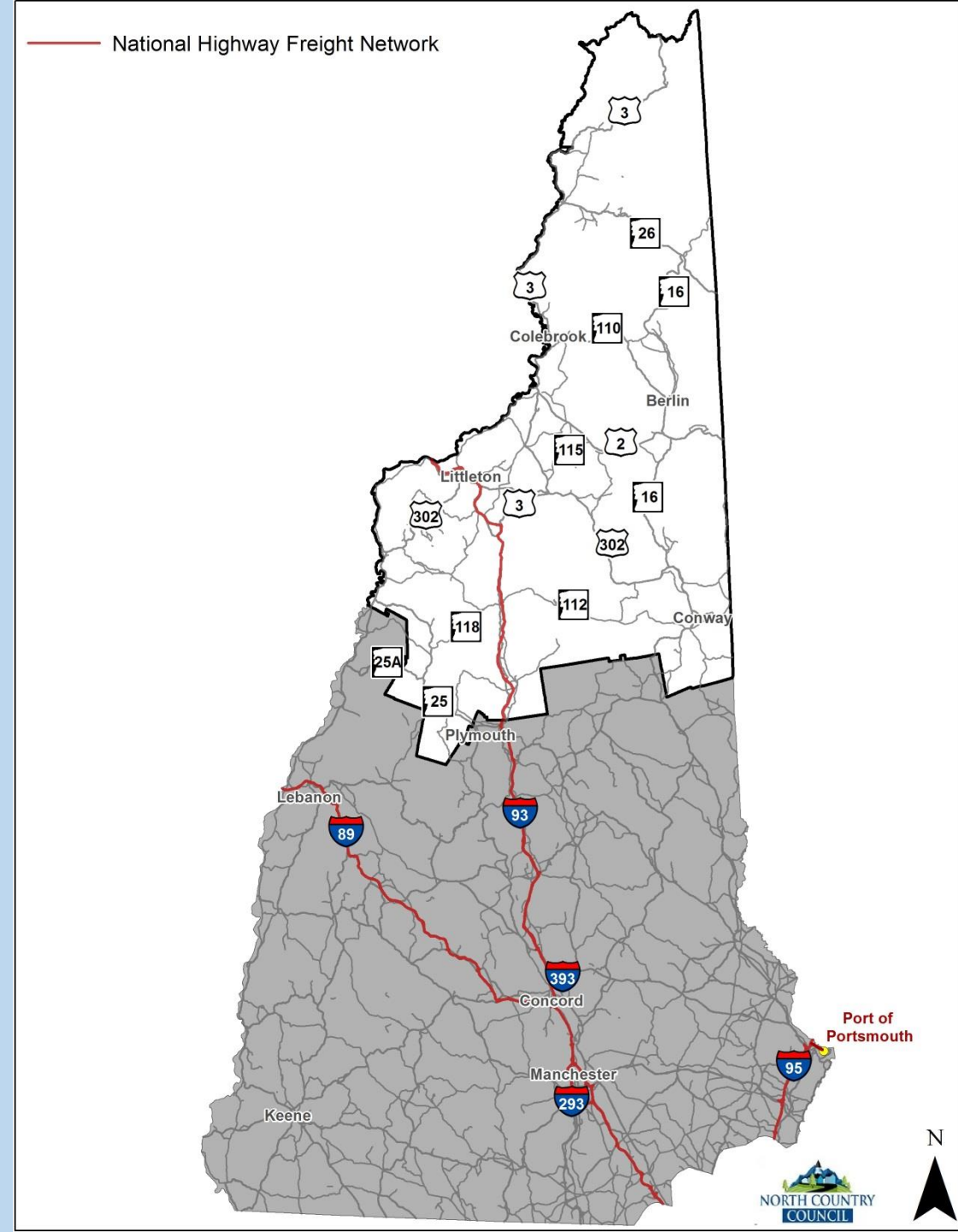
National Highway Freight Network

- Designation of roads into NHFN ensures that federal resources are directed to improve performance of the most critical freight highways
- Includes
 - 1) Primary Highway Freight System
 - 2) Interstate highways that are not in PHFS
 - 3) Critical Urban Freight Corridors
 - 4) Critical Rural Freight Corridors

} Important freight corridors that provide critical connectivity to the NHFN
- ***Any public road is eligible to be designated at CUFC or CRFC***

National Highway Freight Network - NH

- All interstate highways
- Access road to Port of Portsmouth



Statewide Freight Plan

- State of NH is required to develop Statewide Freight Plan
 - 1) access to **National Highway Freight Program** funds
 - 2) obligation of freight formula funds
- \$4.57 million in funds available to NH through NHFP once the Freight Plan is complete
- This funding can only be spent on:
 - 1) Primary Highway Freight System (I-95)
 - 2) I-89, I-93 and the identified connector to the Port of Portsmouth
 - 3) in the yet to be determined **CUFCs** and **CRFCs**

Critical Rural Freight Corridors (CRFC's)

REQUIREMENTS FOR DESIGNATION

Public road NOT located in an urbanized area and meets one or more of the following:

~~(A) is a rural principal arterial roadway with minimum 25% of AADT from truck traffic (Vehicle Classes 8 to 13);~~

(B) provides access to energy exploration, development, installation, or production areas; ✓

(C) connects the PHFS, or the Interstate System to facilities that handle more than—

(i) 50,000 20-foot equivalent units per year; or ?

(ii) 500,000 tons per year of bulk commodities; ?

(D) provides access to—grain elevator, agricultural facility, mining facility, forestry facility, or intermodal facility; ✓

(E) connects to an international port of entry; ✓

(F) provides access to significant air, rail, water, or other freight facilities; or ✓

(G) is vital to improving the efficient movement of freight of importance to the economy ✓

LIMITATION

A maximum of **150 miles of highway** or 20% of the PHFS mileage in the State, whichever is greater

Source: FAST Act, Section 1116 National Highway Freight Program (NHFP) Guidance: Designating and Certifying Critical Rural Freight Corridors and Critical Urban Freight Corridors

- Interstate 95 + Port of Portsmouth = 17.03 Total Miles on PHFS
- CRFC designations for NH → Maximum of 150 highway miles

CRFCs in Maine

Bangor Airport access

Access to International Port of Entry

PHFN connector

US Route 2



Additional CRFC Guidance

FHWA encourages States, when making CRFC designations, to consider **first or last mile connector** routes from **high-volume freight corridors** to **key rural freight facilities**, including:

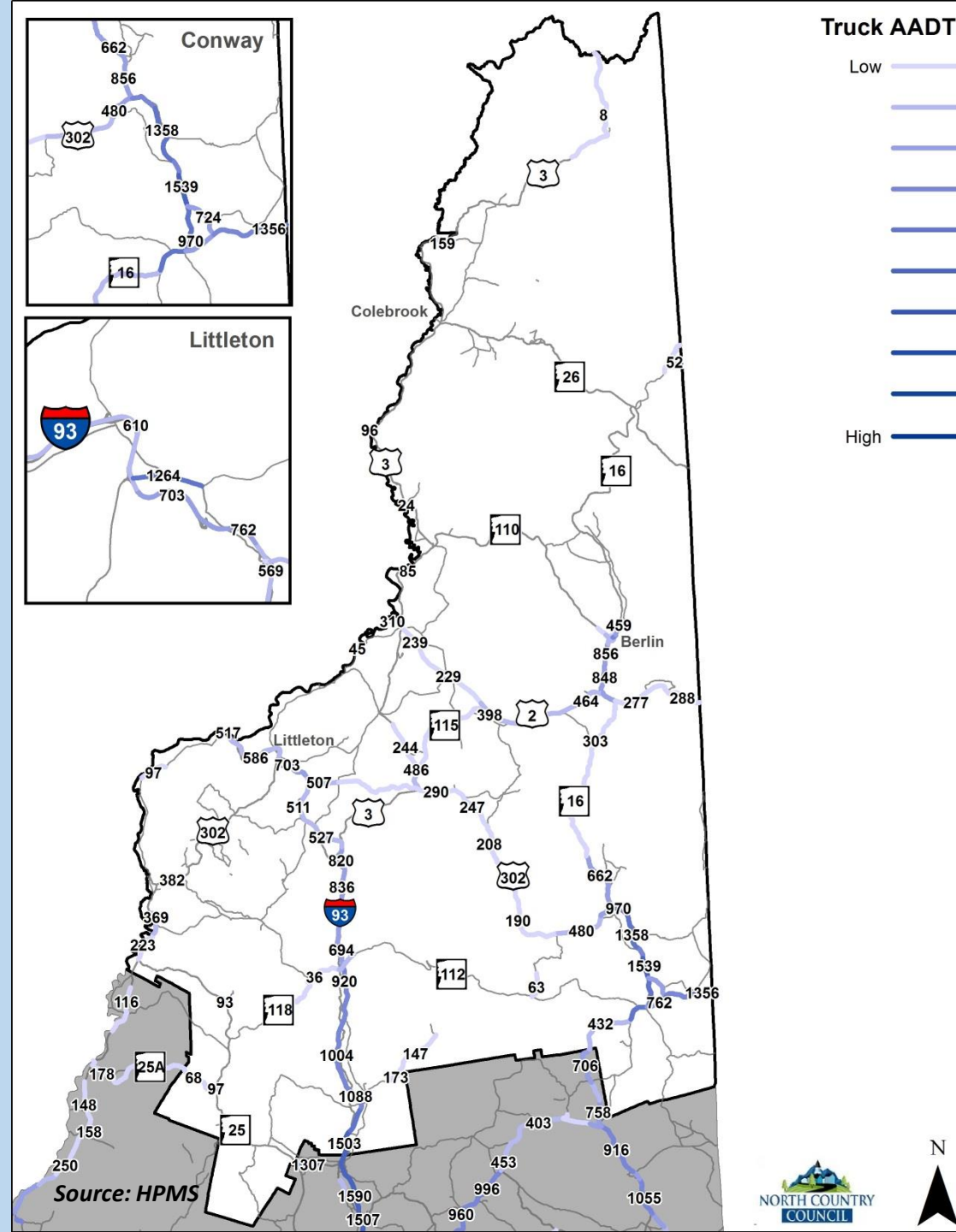
- Manufacturing centers
- Agricultural processing centers
- Farms
- Intermodal facilities
- Military facilities

National Highway Freight Program - Goals

1. Investing in infrastructure and operational improvements that **strengthen economic competitiveness, reduce congestion**, reduce the cost of freight transportation, improve reliability, and increase productivity;
2. Improving the **safety, security, efficiency**, and **resiliency** of freight transportation in rural and urban areas;
3. Improving the **state of good repair** of the NHFN;
4. Using **innovation** and **advanced technology** to improve NHFN safety, efficiency, and reliability;
5. Improving the **efficiency** and **productivity** of the NHFN;
6. Improving State flexibility to support **multi-State corridor planning** and address **highway freight connectivity**; and
7. Reducing the **environmental impacts** of freight movement on the NHFN.

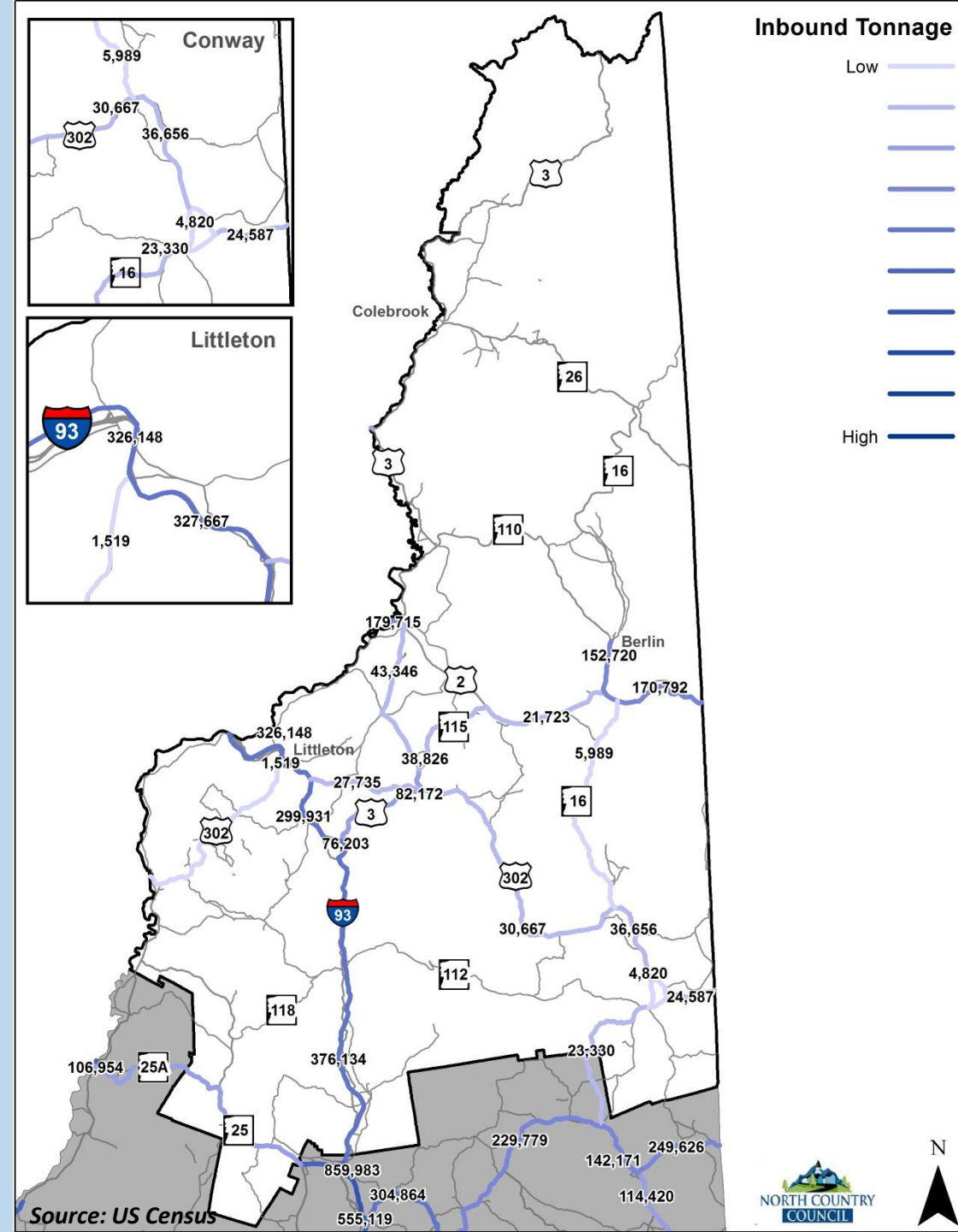
Truck Traffic - Total

- 2016 data from HPMS
- Includes single-unit and trailored trucks



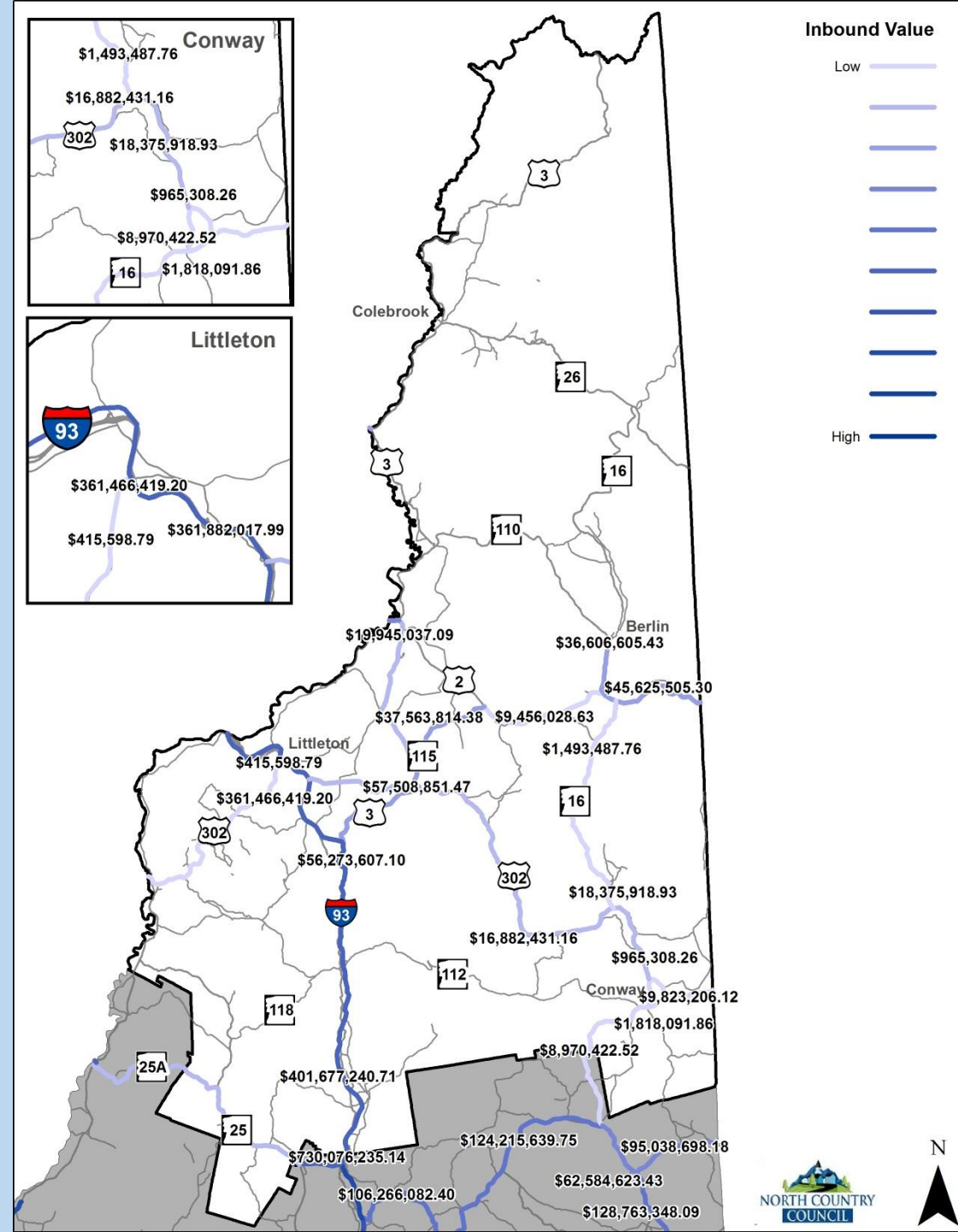
Commodity Flows: Inbound Tonnage

- 2015 data from Census Commodity Flow Survey
- Commodities bound for destinations within NH
- Includes data from mining, manufacturing, wholesale trade, and select retail/services.
- Does not include data from transportation, construction, most retail/services, agriculture



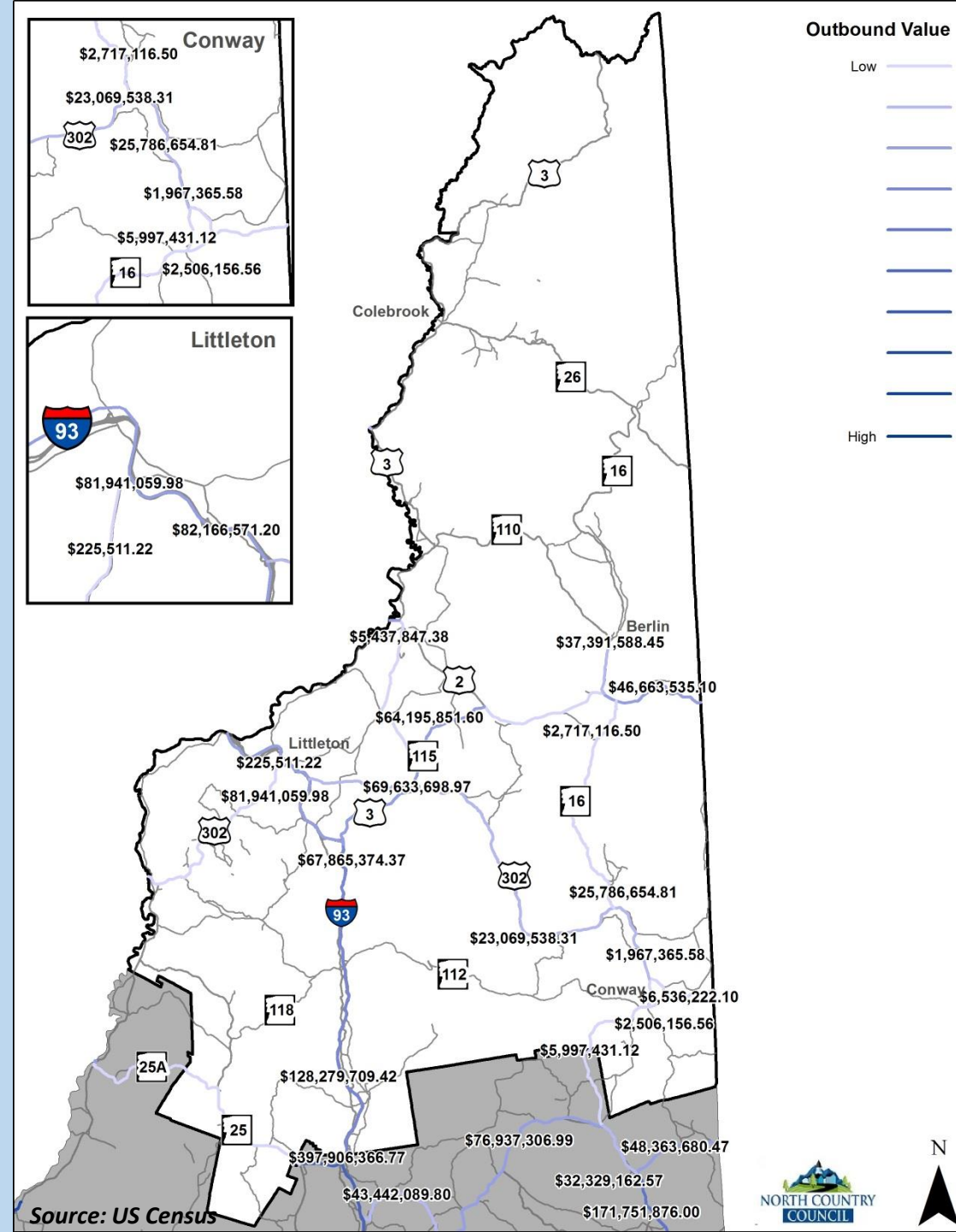
Commodity Flows: Inbound Value

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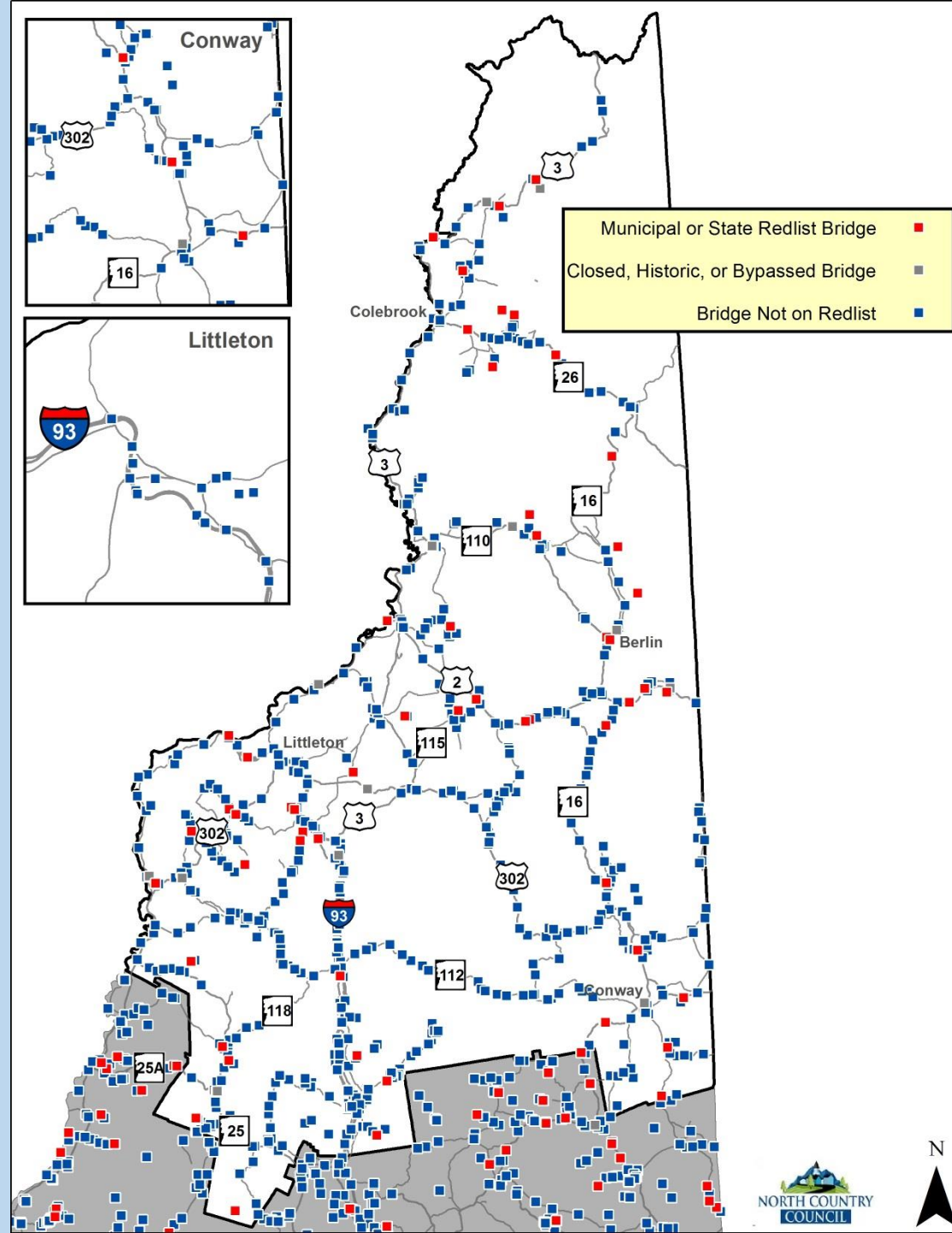
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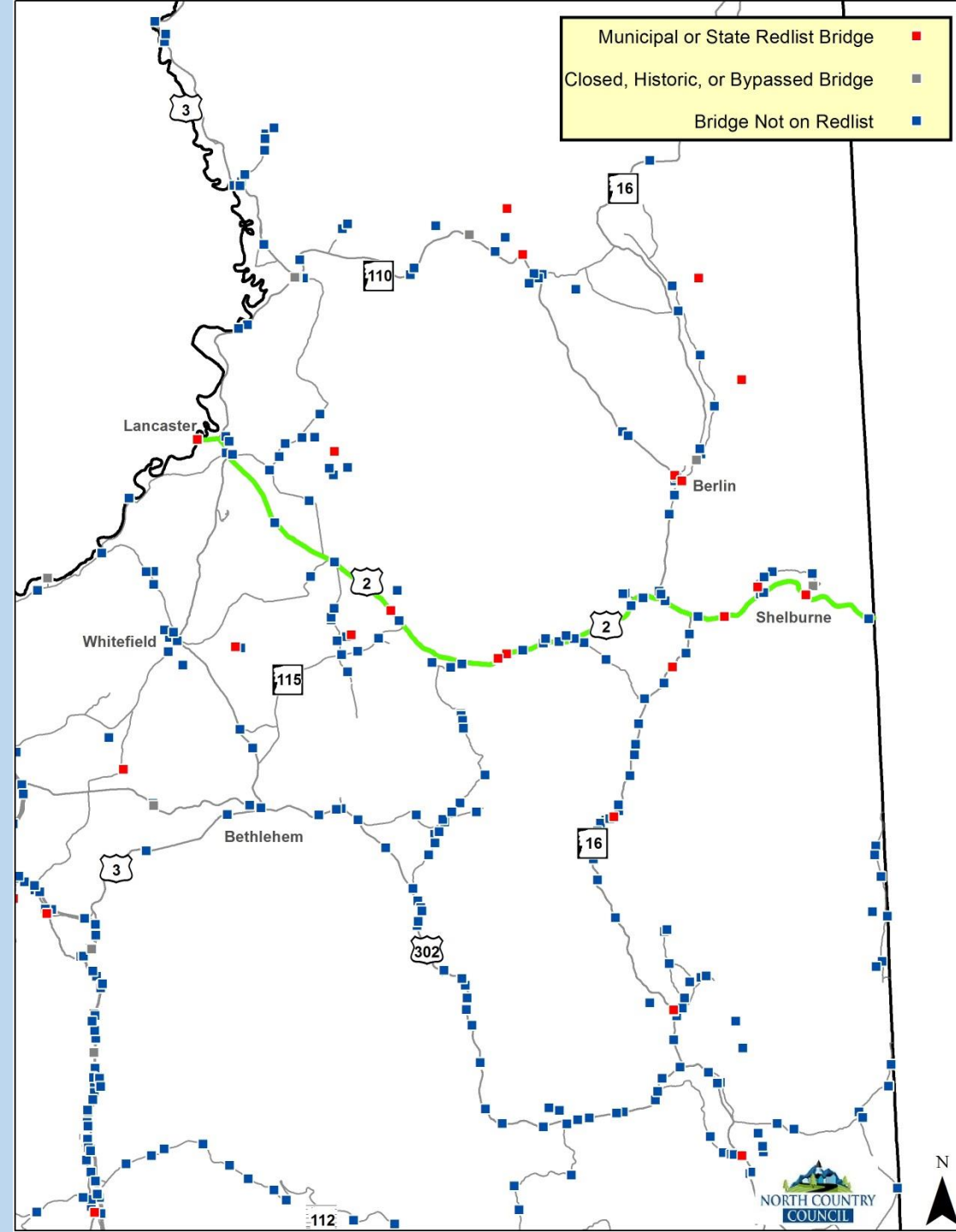
Red List Bridges

- 2018 data from NHDOT



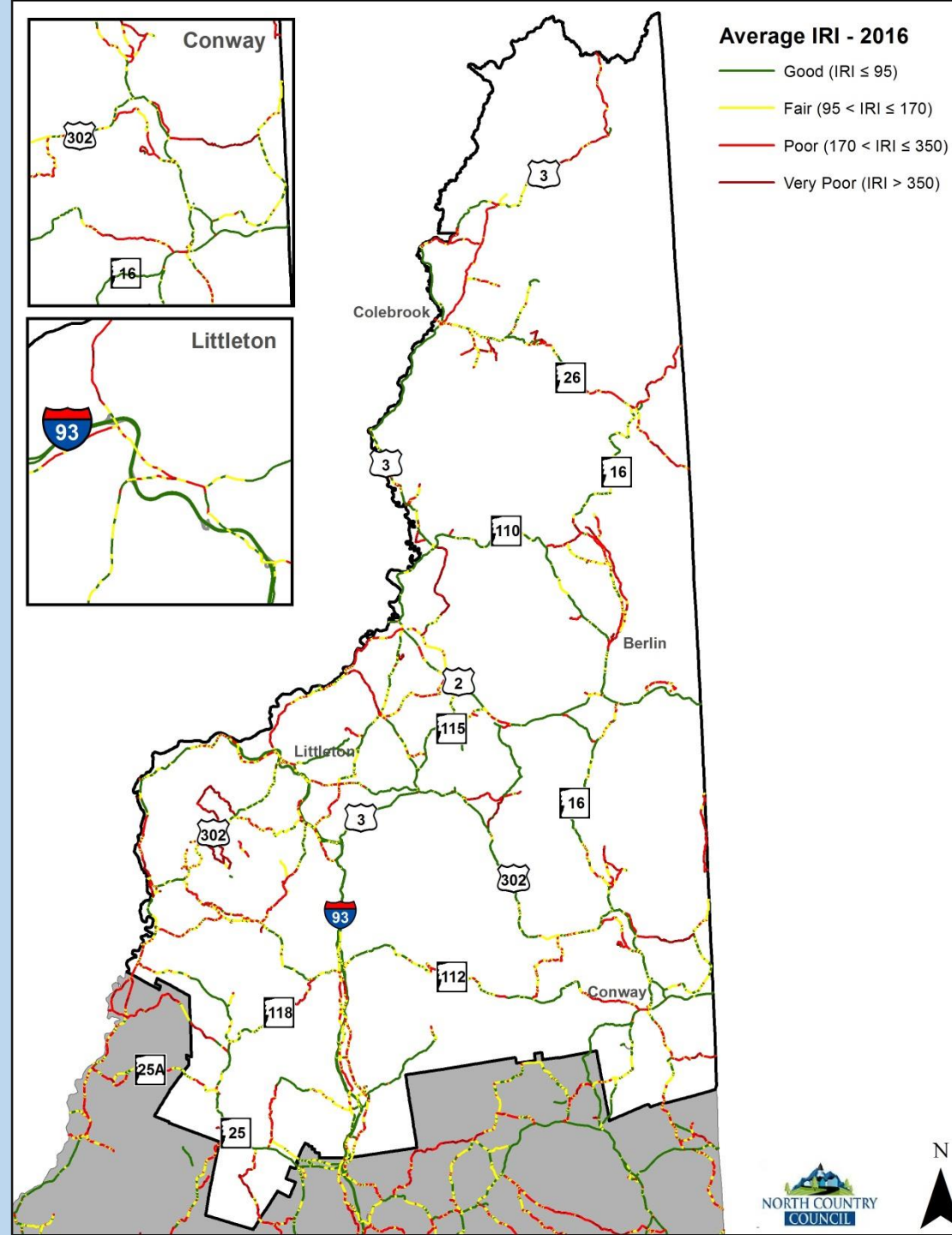
Red List Bridges – US 2 Corridor

- 2018 data from NHDOT



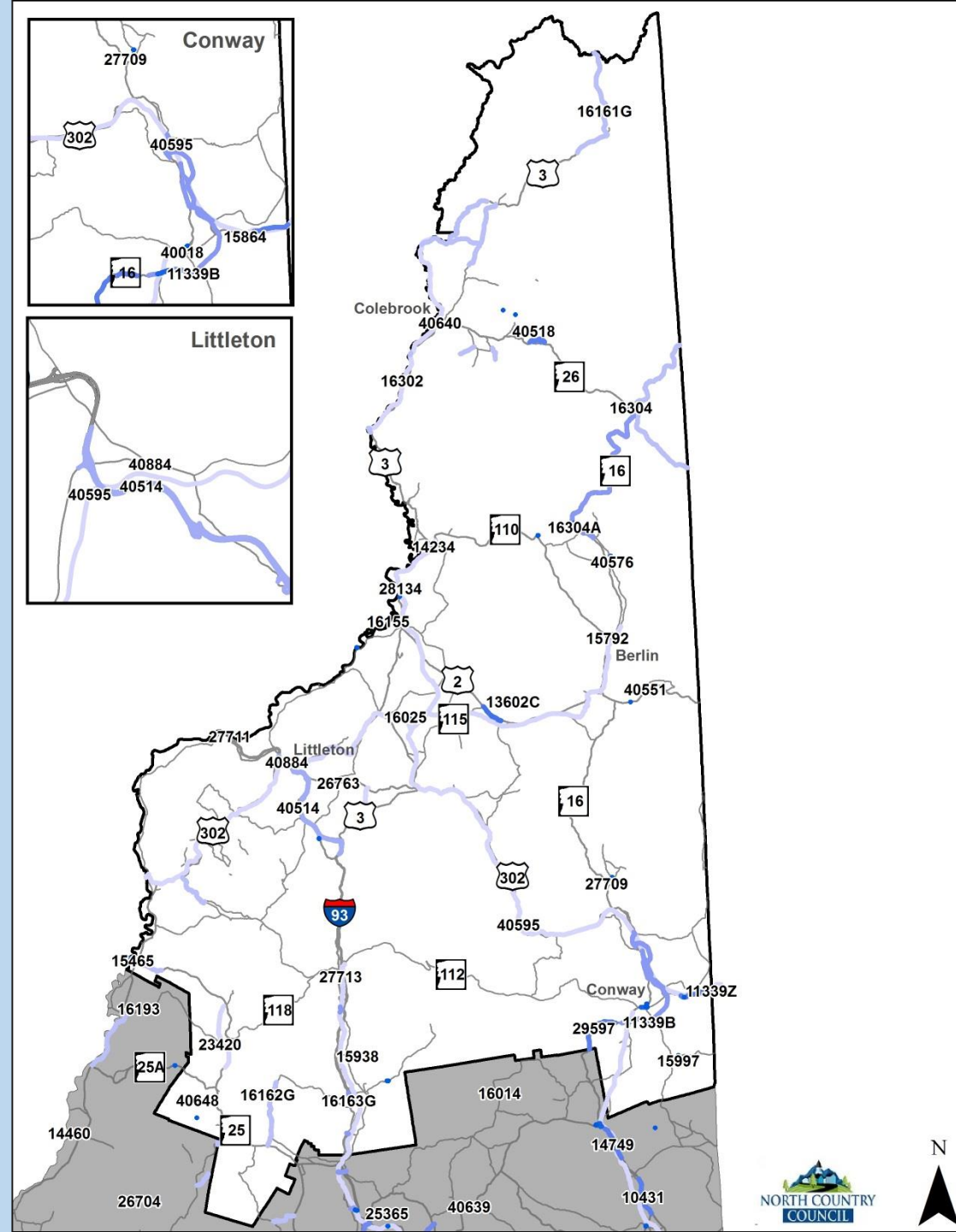
Pavement Condition

- 2016 data from NHDOT
- Note: pavement condition can change quickly



2017-2026 Ten Year Plan Projects

- Relevant projects in draft 2019-2028
 - 41582 – Lancaster Rd in Whitefield
 - 40018/40638 – Main St reconstruction and intersection improvements in Conway (NH 16/NH 113)



Significant Roads – Freight Movement

State Roads

- **US 2** – connects to CRFC in Maine, issues noted by TAC members at North Rd in Shelburne
- **NH 115** – high volume connector to I-93, issues noted by TAC members at US 3 intersection, connections to Airport Rd in Whitefield
- **US 3/NH 116** in Whitefield – 2017 RTIP, draft TYP (2027)

Local Roads

- **Airport Rd** – Whitefield – connection to Airport/industrial park from NH 115 and US 3
- **Mason St/Unity St** – Berlin - connects NH 16 over Androscoggin River (red list bridge) to Burgess Biopower & industrial park

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