



STATEWIDE FREIGHT PLAN

APPENDICES JANUARY 2019



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Appendix A

Appendix A-1 : National Highway Freight Program Goals¹

ID	Federal Policy Goal Area	Performance Goals
1	Infrastructure & Operational Improvements	<p>To invest in infrastructure improvements and to implement operational improvements on the highways of the United States that—</p> <p>(A) strengthen the contribution of the National Highway Freight Network to the economic competitiveness of the United States;</p> <p>(B) reduce congestion and bottlenecks on the National Highway Freight Network;</p> <p>(C) reduce the cost of freight transportation;</p> <p>(D) improve the year-round reliability of freight transportation; and</p> <p>(E) increase productivity, particularly for domestic industries and businesses that create high-value jobs;</p>
2	Safety, Security, Efficiency, Resiliency	To improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
3	State of Good Repair	To improve the state of good repair of the National Highway Freight Network;
4	Innovation & Advanced Technology	To use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Highway Freight Network;
5	Economic Efficiency	To improve the efficiency and productivity of the National Highway Freight Network;
6	Multi-Jurisdictional Planning	To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address highway freight connectivity; and
7	Environmental Sustainability	To reduce the environmental impacts of freight movement on the National Highway Freight Network.

¹ National Highway Freight Program Goals, 23 U.S.C. §167(b)
<https://www.gpo.gov/fdsys/pkg/USCODE-2015-title23/html/USCODE-2015-title23.htm>

Appendix A-2: National Multimodal Freight Policy Goals²

ID	Federal Policy Goal Area	Details
1	Infrastructure & Operational Improvements	Identify infrastructure improvements, policies, and operational innovations that: (a) strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States (b) reduce congestion and eliminate bottlenecks on the National Multimodal Freight Network (c) increase productivity, particularly for domestic industries and businesses that create high-value jobs
2	Safety, Security, Efficiency, Resiliency	Improve the safety, security, efficiency, and resiliency of multimodal freight transportation.
3	State of Good Repair	Achieve and maintain a state of good repair on the National Multimodal Freight Network
4	Innovation & Advanced Technology	Use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Multimodal Freight Network
5	Economic Efficiency	Improve the economic efficiency and productivity of the National Multimodal Freight Network
6	Reliability	Improve the reliability of freight transportation
7	Movement of Goods	Improve the short- and long-distance movement of goods that: (a) travel across rural areas between population centers (b) travel between rural areas and population centers (c) travel from the nation's ports, airports, and gateways to the National Multimodal Freight Network
8	Multi-Jurisdictional Planning	Improve the flexibility of states to support multi-state corridor planning and the creation of multi-state organizations to increase the ability of states to address multimodal freight connectivity
9	Environmental Sustainability	Reduce the adverse environmental impacts of freight movement on the National Multimodal Freight Network

² National Multimodal Freight Policy Goals, 49 U.S.C. §70101(b)
<https://www.gpo.gov/fdsys/pkg/USCODE-2015-title49/html/USCODE-2015-title49.htm>

Appendix A-3 : New Hampshire LRTP Goals³

ID	Goal	Description
1	Land Use – Transportation Integration	Integrate local, regional and state land use and economic development goals with transportation investment decision-making, planning, system management, and project design.
2	Mobility & Modal Choice	Provide mobility, accessibility, and modal choice to meet existing and future travel needs of people and goods.
3	Safety	Employ appropriate design, measures, and practices to improve the safety of transportation users by reducing the frequency and severity of crashes.
4	Security	Work with private and public sector partners to protect the physical security of passenger and freight transportation systems and system users from acts of terrorism and other crimes.
5	Environment & Public Health	Make transportation investments that preserve and enhance public health, the environment, and quality of life.
6	System Preservation & Maintenance	Provide appropriate investment in existing and future infrastructure, facilities and equipment to maintain and preserve the physical condition and operability of the transportation system.
7	Coordination & Collaboration	Establish collaborative partnerships with local governments, regional and state agencies, and the private sector to meet transportation needs through open and transparent planning and decision-making processes.
8	Stewardship of Public Resources Transportation System	Be cognizant of legal mandates and fiscal constraints; ensure an appropriate and cost-effective allocation of resources; and, use innovation in technology and financing to deliver better transportation services and infrastructure.

³ NH Long Range Transportation Plan 2010-2040, July 2010

Appendix A-4: National Highway Freight Program (NHFP) Project Eligibility Guidelines⁴

(5) ELIGIBILITY. –

(A) IN GENERAL. – EXCEPT AS PROVIDED IN THIS SUBSECTION, FOR A PROJECT TO BE ELIGIBLE FOR FUNDING UNDER THIS SECTION THE PROJECT SHALL –

- (i) CONTRIBUTE TO THE EFFICIENT MOVEMENT OF FREIGHT ON THE NATIONAL HIGHWAY FREIGHT NETWORK; AND
- (ii) BE IDENTIFIED IN A FREIGHT INVESTMENT PLAN INCLUDED IN A FREIGHT PLAN OF THE STATE THAT IS IN EFFECT.

(B) OTHER PROJECTS. – FOR EACH FISCAL YEAR, A STATE MAY OBLIGATE NOT MORE THAN 10 PERCENT OF THE TOTAL APPORTIONMENT OF THE STATE UNDER SECTION 104(B)(5) FOR FREIGHT INTERMODAL OR FREIGHT RAIL PROJECTS, INCLUDING PROJECTS –

- (i) WITHIN THE BOUNDARIES OF PUBLIC OR PRIVATE FREIGHT RAIL OR WATER FACILITIES (INCLUDING PORTS); AND
- (ii) THAT PROVIDE SURFACE TRANSPORTATION INFRASTRUCTURE NECESSARY TO FACILITATE DIRECT INTERMODAL INTERCHANGE, TRANSFER, AND ACCESS INTO OR OUT OF THE FACILITY.

(C) ELIGIBLE PROJECTS. – FUNDS APPORTIONED TO THE STATE UNDER SECTION 104(B)(5) FOR THE NATIONAL HIGHWAY FREIGHT PROGRAM MAY BE OBLIGATED TO CARRY OUT 1 OR MORE OF THE FOLLOWING:

- (i) DEVELOPMENT PHASE ACTIVITIES, INCLUDING PLANNING, FEASIBILITY ANALYSIS, REVENUE FORECASTING, ENVIRONMENTAL REVIEW, PRELIMINARY ENGINEERING AND DESIGN WORK, AND OTHER PRECONSTRUCTION ACTIVITIES.
- (ii) CONSTRUCTION, RECONSTRUCTION, REHABILITATION, ACQUISITION OF REAL PROPERTY (INCLUDING LAND RELATING TO THE PROJECT AND IMPROVEMENTS TO LAND), CONSTRUCTION CONTINGENCIES, ACQUISITION OF EQUIPMENT, AND OPERATIONAL IMPROVEMENTS DIRECTLY RELATING TO IMPROVING SYSTEM PERFORMANCE.
- (iii) INTELLIGENT TRANSPORTATION SYSTEMS AND OTHER TECHNOLOGY TO IMPROVE THE FLOW OF FREIGHT, INCLUDING INTELLIGENT FREIGHT TRANSPORTATION SYSTEMS.
- (iv) EFFORTS TO REDUCE THE ENVIRONMENTAL IMPACTS OF FREIGHT MOVEMENT.
- (v) ENVIRONMENTAL AND COMMUNITY MITIGATION FOR FREIGHT MOVEMENT.
- (vi) RAILWAY-HIGHWAY GRADE SEPARATION.
- (vii) GEOMETRIC IMPROVEMENTS TO INTERCHANGES AND RAMPS.
- (viii) TRUCK-ONLY LANES.
- (ix) CLIMBING AND RUNAWAY TRUCK LANES.
- (x) ADDING OR WIDENING OF SHOULDERS.
- (xi) TRUCK PARKING FACILITIES ELIGIBLE FOR FUNDING UNDER SECTION 1401 OF MAP-21 (23 U.S.C. 137 NOTE).
- (xii) REAL-TIME TRAFFIC, TRUCK PARKING, ROADWAY CONDITION, AND MULTIMODAL TRANSPORTATION INFORMATION SYSTEMS.
- (xiii) ELECTRONIC SCREENING AND CREDENTIALING SYSTEMS FOR VEHICLES, INCLUDING WEIGH-IN-MOTION TRUCK INSPECTION TECHNOLOGIES.
- (xiv) TRAFFIC SIGNAL OPTIMIZATION, INCLUDING SYNCHRONIZED AND ADAPTIVE SIGNALS.
- (xv) WORK ZONE MANAGEMENT AND INFORMATION SYSTEMS.
- (xvi) HIGHWAY RAMP METERING.
- (xvii) ELECTRONIC CARGO AND BORDER SECURITY TECHNOLOGIES THAT IMPROVE TRUCK FREIGHT MOVEMENT.
- (xviii) INTELLIGENT TRANSPORTATION SYSTEMS THAT WOULD INCREASE TRUCK FREIGHT EFFICIENCIES INSIDE THE BOUNDARIES OF INTERMODAL FACILITIES.
- (xix) ADDITIONAL ROAD CAPACITY TO ADDRESS HIGHWAY FREIGHT BOTTLENECKS.
- (xx) PHYSICAL SEPARATION OF PASSENGER VEHICLES FROM COMMERCIAL MOTOR FREIGHT.
- (xxi) ENHANCEMENT OF THE RESILIENCY OF CRITICAL HIGHWAY INFRASTRUCTURE, INCLUDING HIGHWAY INFRASTRUCTURE THAT SUPPORTS NATIONAL ENERGY SECURITY, TO IMPROVE THE FLOW OF FREIGHT.
- (xxii) A HIGHWAY OR BRIDGE PROJECT, OTHER THAN A PROJECT DESCRIBED IN CLAUSES (i) THROUGH (xxi), TO IMPROVE THE FLOW OF FREIGHT ON THE NATIONAL HIGHWAY FREIGHT NETWORK.
- (xxiii) ANY OTHER SURFACE TRANSPORTATION PROJECT TO IMPROVE THE FLOW OF FREIGHT INTO AND OUT OF A FACILITY DESCRIBED IN SUBPARAGRAPH (B).

(6) OTHER ELIGIBLE COSTS.—IN ADDITION TO THE ELIGIBLE PROJECTS IDENTIFIED IN PARAGRAPH (5), A STATE MAY USE FUNDS APPORTIONED UNDER SECTION 104(B)(5) FOR –

- (A) CARRYING OUT DIESEL RETROFIT OR ALTERNATIVE FUEL PROJECTS UNDER SECTION 149 FOR CLASS 8 VEHICLES; AND
- (B) THE NECESSARY COSTS OF –
 - (i) CONDUCTING ANALYSES AND DATA COLLECTION RELATED TO THE NATIONAL HIGHWAY FREIGHT PROGRAM;
 - (ii) DEVELOPING AND UPDATING PERFORMANCE TARGETS TO CARRY OUT THIS SECTION; AND
 - (iii) REPORTING TO THE ADMINISTRATOR TO COMPLY WITH THE FREIGHT PERFORMANCE TARGET UNDER SECTION 150.

(7) APPLICABILITY OF PLANNING REQUIREMENTS. – PROGRAMMING AND EXPENDITURE OF FUNDS FOR PROJECTS UNDER THIS SECTION SHALL BE CONSISTENT WITH THE REQUIREMENTS OF SECTIONS 134 AND 135.

⁴ National Highway Freight Program (NHFP) Project Eligibility Guidelines, 23 U.S.C. §167(i)

<https://www.gpo.gov/fdsys/pkg/USCODE-2015-title23/html/USCODE-2015-title23.htm>

Appendix A-5: Critical Rural Freight Corridors (CRFC) Designation Requirements⁵

(1) IN GENERAL. – A STATE MAY DESIGNATE A PUBLIC ROAD WITHIN THE BORDERS OF THE STATE AS A CRITICAL RURAL FREIGHT CORRIDOR IF THE PUBLIC ROAD IS NOT IN AN URBANIZED AREA AND –

(A) IS A RURAL PRINCIPAL ARTERIAL ROADWAY AND HAS A MINIMUM OF 25 PERCENT OF THE ANNUAL AVERAGE DAILY TRAFFIC OF THE ROAD MEASURED IN PASSENGER VEHICLE EQUIVALENT UNITS FROM TRUCKS (FEDERAL HIGHWAY ADMINISTRATION VEHICLE CLASS 8 TO 13);

(B) PROVIDES ACCESS TO ENERGY EXPLORATION, DEVELOPMENT, INSTALLATION, OR PRODUCTION AREAS;

(C) CONNECTS THE PRIMARY HIGHWAY FREIGHT SYSTEM, A ROADWAY DESCRIBED IN SUBPARAGRAPH (A) OR (B), 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—

(i) A GRAIN ELEVATOR;

(ii) AN AGRICULTURAL FACILITY;

(iii) A MINING FACILITY;

(iv) A FORESTRY FACILITY; OR

(v) AN INTERMODAL FACILITY;

(E) CONNECTS TO AN INTERNATIONAL PORT OF ENTRY;

(F) PROVIDES ACCESS TO SIGNIFICANT AIR, RAIL, WATER, OR OTHER FREIGHT FACILITIES IN THE STATE; OR

(G) IS, IN THE DETERMINATION OF THE STATE, VITAL TO IMPROVING THE EFFICIENT MOVEMENT OF FREIGHT OF IMPORTANCE TO THE ECONOMY OF THE STATE.

(2) LIMITATION. – A STATE MAY DESIGNATE AS CRITICAL RURAL FREIGHT CORRIDORS A MAXIMUM OF 150 MILES OF HIGHWAY OR 20 PERCENT OF THE PRIMARY HIGHWAY FREIGHT SYSTEM MILEAGE IN THE STATE, WHICHEVER IS GREATER.

⁵ *Critical Rural Freight Corridors (CRFC) Designation Requirements*, 23 U.S.C. §167(e)
<https://www.gpo.gov/fdsys/pkg/USCODE-2015-title23/html/USCODE-2015-title23.htm>

Appendix A-6: Critical Urban Freight Corridors (CUFC) Designation Requirements⁶

(1) URBANIZED AREA WITH POPULATION OF 500,000 OR MORE. – IN AN URBANIZED AREA WITH A POPULATION OF 500,000 OR MORE INDIVIDUALS, THE REPRESENTATIVE METROPOLITAN PLANNING ORGANIZATION, IN CONSULTATION WITH THE STATE, MAY DESIGNATE A PUBLIC ROAD WITHIN THE BORDERS OF THAT AREA OF THE STATE AS A CRITICAL URBAN FREIGHT CORRIDOR.

(2) URBANIZED AREA WITH A POPULATION LESS THAN 500,000. – IN AN URBANIZED AREA WITH A POPULATION OF LESS THAN 500,000 INDIVIDUALS, THE STATE, IN CONSULTATION WITH THE REPRESENTATIVE METROPOLITAN PLANNING ORGANIZATION, MAY DESIGNATE A PUBLIC ROAD WITHIN THE BORDERS OF THAT AREA OF THE STATE AS A CRITICAL URBAN FREIGHT CORRIDOR.

(3) REQUIREMENTS FOR DESIGNATION. – A DESIGNATION MAY BE MADE UNDER PARAGRAPH (1) OR (2) IF THE PUBLIC ROAD – (A) IS IN AN URBANIZED AREA, REGARDLESS OF POPULATION; AND (B):

- (i) CONNECTS AN INTERMODAL FACILITY TO –
 - (I) THE PRIMARY HIGHWAY FREIGHT SYSTEM;
 - (II) THE INTERSTATE SYSTEM; OR
 - (III) AN INTERMODAL FREIGHT FACILITY;

(ii) IS LOCATED WITHIN A CORRIDOR OF A ROUTE ON THE PRIMARY HIGHWAY FREIGHT SYSTEM AND PROVIDES AN ALTERNATIVE HIGHWAY OPTION IMPORTANT TO GOODS MOVEMENT;

(iii) SERVES A MAJOR FREIGHT GENERATOR, LOGISTIC CENTER, OR MANUFACTURING AND WAREHOUSE INDUSTRIAL LAND; OR

(iv) IS IMPORTANT TO THE MOVEMENT OF FREIGHT WITHIN THE REGION, AS DETERMINED BY THE METROPOLITAN PLANNING ORGANIZATION OR THE STATE.

(4) LIMITATION. – FOR EACH STATE, A MAXIMUM OF 75 MILES OF HIGHWAY OR 10 PERCENT OF THE PRIMARY HIGHWAY FREIGHT SYSTEM MILEAGE IN THE STATE, WHICHEVER IS GREATER, MAY BE DESIGNATED AS A CRITICAL URBAN FREIGHT CORRIDOR UNDER PARAGRAPHS (1) AND (2).

⁶ *Critical Urban Freight Corridors (CUFC) Designation Requirements*, 23 U.S.C. §167(f)
<https://www.gpo.gov/fdsys/pkg/USCODE-2015-title23/html/USCODE-2015-title23.htm>

Appendix A-7: National Multimodal Freight Network⁷

(B) INTERIM NETWORK.—

(1) IN GENERAL.—NOT LATER THAN 180 DAYS AFTER THE DATE OF ENACTMENT OF THIS SECTION, THE UNDER SECRETARY SHALL ESTABLISH AN INTERIM NATIONAL MULTIMODAL FREIGHT NETWORK IN ACCORDANCE WITH THIS SUBSECTION.

(2) NETWORK COMPONENTS.—THE INTERIM NATIONAL MULTIMODAL FREIGHT NETWORK SHALL INCLUDE—

- (A) THE NATIONAL HIGHWAY FREIGHT NETWORK, AS ESTABLISHED UNDER SECTION 167 OF TITLE 23;
- (B) THE FREIGHT RAIL SYSTEMS OF CLASS I RAILROADS, AS DESIGNATED BY THE SURFACE TRANSPORTATION BOARD;
- (C) THE PUBLIC PORTS OF THE UNITED STATES THAT HAVE TOTAL ANNUAL FOREIGN AND DOMESTIC TRADE OF AT LEAST 2,000,000 SHORT TONS, AS IDENTIFIED BY THE WATERBORNE COMMERCE STATISTICS CENTER OF THE ARMY CORPS OF ENGINEERS, USING THE DATA FROM THE LATEST YEAR FOR WHICH SUCH DATA IS AVAILABLE;
- (D) THE INLAND AND INTRACOASTAL WATERWAYS OF THE UNITED STATES, AS DESCRIBED IN SECTION 206 OF THE INLAND WATERWAYS REVENUE ACT OF 1978 (33 U.S.C. 1804);
- (E) THE GREAT LAKES, THE ST. LAWRENCE SEAWAY, AND COASTAL AND OCEAN ROUTES ALONG WHICH DOMESTIC FREIGHT IS TRANSPORTED;
- (F) THE 50 AIRPORTS LOCATED IN THE UNITED STATES WITH THE HIGHEST ANNUAL LANDED WEIGHT, AS IDENTIFIED BY THE FEDERAL AVIATION ADMINISTRATION; AND
- (G) OTHER STRATEGIC FREIGHT ASSETS, INCLUDING STRATEGIC INTERMODAL FACILITIES AND FREIGHT RAIL LINES OF CLASS II AND CLASS III RAILROADS, DESIGNATED BY THE UNDER SECRETARY AS CRITICAL TO INTERSTATE COMMERCE.

(C) FINAL NETWORK.—

(1) IN GENERAL.—NOT LATER THAN 1 YEAR AFTER THE DATE OF ENACTMENT OF THIS SECTION, THE UNDER SECRETARY, AFTER SOLICITING INPUT FROM STAKEHOLDERS, INCLUDING MULTIMODAL FREIGHT SYSTEM USERS, TRANSPORTATION PROVIDERS, METROPOLITAN PLANNING ORGANIZATIONS, LOCAL GOVERNMENTS, PORTS, AIRPORTS, RAILROADS, AND STATES, THROUGH A PUBLIC PROCESS TO IDENTIFY CRITICAL FREIGHT FACILITIES AND CORRIDORS, INCLUDING CRITICAL COMMERCE CORRIDORS, THAT ARE VITAL TO ACHIEVE THE NATIONAL MULTIMODAL FREIGHT POLICY GOALS DESCRIBED IN SECTION 70101(B) OF THIS TITLE AND THE NATIONAL HIGHWAY FREIGHT PROGRAM GOALS DESCRIBED IN SECTION 167 OF TITLE 23, AND AFTER PROVIDING NOTICE AND AN OPPORTUNITY FOR COMMENT ON A DRAFT SYSTEM, SHALL DESIGNATE A NATIONAL MULTIMODAL FREIGHT NETWORK WITH THE GOAL OF—

- (A) IMPROVING NETWORK AND INTERMODAL CONNECTIVITY; AND
- (B) USING MEASURABLE DATA AS PART OF THE ASSESSMENT OF THE SIGNIFICANCE OF FREIGHT MOVEMENT, INCLUDING THE CONSIDERATION OF POINTS OF ORIGIN, DESTINATIONS, AND LINKING COMPONENTS OF DOMESTIC AND INTERNATIONAL SUPPLY CHAINS.

(2) FACTORS.—IN DESIGNATING OR REDESIGNATING THE NATIONAL MULTIMODAL FREIGHT NETWORK, THE UNDER SECRETARY SHALL CONSIDER—

- (A) ORIGINS AND DESTINATIONS OF FREIGHT MOVEMENT WITHIN, TO, AND FROM THE UNITED STATES;
- (B) VOLUME, VALUE, TONNAGE, AND THE STRATEGIC IMPORTANCE OF FREIGHT;
- (C) ACCESS TO BORDER CROSSINGS, AIRPORTS, SEAPORTS, AND PIPELINES;
- (D) ECONOMIC FACTORS, INCLUDING BALANCE OF TRADE;
- (E) ACCESS TO MAJOR AREAS FOR MANUFACTURING, AGRICULTURE, OR NATURAL RESOURCES;
- (F) ACCESS TO ENERGY EXPLORATION, DEVELOPMENT, INSTALLATION, AND PRODUCTION AREAS;
- (G) INTERMODAL LINKS AND INTERSECTIONS THAT PROMOTE CONNECTIVITY;
- (H) FREIGHT CHOKE POINTS AND OTHER IMPEDIMENTS CONTRIBUTING TO SIGNIFICANT MEASURABLE CONGESTION, DELAY IN FREIGHT MOVEMENT, OR INEFFICIENT MODAL CONNECTIONS;
- (I) IMPACTS ON ALL FREIGHT TRANSPORTATION MODES AND MODES THAT SHARE SIGNIFICANT FREIGHT INFRASTRUCTURE;
- (J) FACILITIES AND TRANSPORTATION CORRIDORS IDENTIFIED BY A MULTI-STATE COALITION, A STATE, A STATE FREIGHT ADVISORY COMMITTEE, OR A METROPOLITAN PLANNING ORGANIZATION, USING NATIONAL OR LOCAL DATA, AS HAVING CRITICAL FREIGHT IMPORTANCE TO THE REGION;
- (K) MAJOR DISTRIBUTION CENTERS, INLAND INTERMODAL FACILITIES, AND FIRST- AND LAST-MILE FACILITIES; AND
- (L) THE SIGNIFICANCE OF GOODS MOVEMENT, INCLUDING CONSIDERATION OF GLOBAL AND DOMESTIC SUPPLY CHAINS.

⁷ *National Multimodal Freight Network*, 49 U.S.C. §70103

<https://www.gpo.gov/fdsys/pkg/USCODE-2015-title49/html/USCODE-2015-title49-subtitleX-chap701-sec70103.htm>

Appendix A-8: Criteria for Multimodal Critical Rural Freight Facilities⁸

(B) CRITICAL RURAL FREIGHT FACILITIES AND CORRIDORS. – AS PART OF THE DESIGNATIONS UNDER SUBPARAGRAPH (A), A STATE MAY DESIGNATE A FREIGHT FACILITY OR CORRIDOR WITHIN THE BORDERS OF THE STATE AS A CRITICAL RURAL FREIGHT FACILITY OR CORRIDOR IF THE FACILITY OR CORRIDOR –

- (i) IS A RURAL PRINCIPAL ARTERIAL;
- (ii) PROVIDES ACCESS OR SERVICE TO ENERGY EXPLORATION, DEVELOPMENT, INSTALLATION, OR PRODUCTION AREAS;
- (iii) PROVIDES ACCESS OR SERVICE TO –
 - (I) A GRAIN ELEVATOR;
 - (II) AN AGRICULTURAL FACILITY;
 - (III) A MINING FACILITY;
 - (IV) A FORESTRY FACILITY; OR
 - (V) AN INTERMODAL FACILITY;
- (iv) CONNECTS TO AN INTERNATIONAL PORT OF ENTRY;
- (v) PROVIDES ACCESS TO A SIGNIFICANT AIR, RAIL, WATER, OR OTHER FREIGHT FACILITY IN THE STATE; OR
- (vi) HAS BEEN DETERMINED BY THE STATE TO BE VITAL TO IMPROVING THE EFFICIENT MOVEMENT OF FREIGHT OF IMPORTANCE TO THE ECONOMY OF THE STATE.

Appendix A-9: Statewide Freight Advisory Committee Guidelines⁹

(A) IN GENERAL. – THE SECRETARY OF TRANSPORTATION SHALL ENCOURAGE EACH STATE TO ESTABLISH A FREIGHT ADVISORY COMMITTEE CONSISTING OF A REPRESENTATIVE CROSS-SECTION OF PUBLIC AND PRIVATE SECTOR FREIGHT STAKEHOLDERS, INCLUDING REPRESENTATIVES OF PORTS, FREIGHT RAILROADS, SHIPPERS, CARRIERS, FREIGHT-RELATED ASSOCIATIONS, THIRD-PARTY LOGISTICS PROVIDERS, THE FREIGHT INDUSTRY WORKFORCE, THE TRANSPORTATION DEPARTMENT OF THE STATE, AND LOCAL GOVERNMENTS.

(B) ROLE OF COMMITTEE. – A FREIGHT ADVISORY COMMITTEE OF A STATE DESCRIBED IN SUBSECTION (A) SHALL –

- (1) ADVISE THE STATE ON FREIGHT-RELATED PRIORITIES, ISSUES, PROJECTS, AND FUNDING NEEDS;
- (2) SERVE AS A FORUM FOR DISCUSSION FOR STATE TRANSPORTATION DECISIONS AFFECTING FREIGHT MOBILITY;
- (3) COMMUNICATE AND COORDINATE REGIONAL PRIORITIES WITH OTHER ORGANIZATIONS;
- (4) PROMOTE THE SHARING OF INFORMATION BETWEEN THE PRIVATE AND PUBLIC SECTORS ON FREIGHT ISSUES; AND
- (5) PARTICIPATE IN THE DEVELOPMENT OF THE FREIGHT PLAN OF THE STATE DESCRIBED IN SECTION 70202.

⁸ *Criteria for Multimodal Critical Rural Freight Facilities*, 49 U.S.C. §70103(c)(4)(B)
<https://www.gpo.gov/fdsys/pkg/USCODE-2015-title49/html/USCODE-2015-title49.htm>

⁹ *Statewide Freight Advisory Committee Guidelines* Source: 49 U.S.C. §70201
<https://www.gpo.gov/fdsys/pkg/USCODE-2015-title49/html/USCODE-2015-title49.htm>

Appendix B

Appendix B-1: SFAC Meeting Summaries



New Hampshire Statewide Freight Plan State Freight Advisory Committee (SFAC)

State Freight Advisory Committee Meeting #1: Summary

Thursday, June 8, 2017 2:00 PM to 3:30 PM

NH DOT, Materials and Research Building (Rm. 205), 7 Hazen Dr., Concord, NH

State Freight Advisory Committee Attendees

Name	Organization	Member	Sent Designee
Rich Fixler	Manchester Airport Authority	<input checked="" type="checkbox"/>	
Gary Abbott	Associated General Contractors - NH	<input checked="" type="checkbox"/>	
Lt. Nicole Armaganian	NH State Police (Troop G) Commercial Vehicle Enforcement	<input checked="" type="checkbox"/>	
Patrick Bauer	Federal Highway Administration (FHWA)		
Tim Fortier	NH Municipal Association	<input checked="" type="checkbox"/>	
Patrick Herlihy	Division of Aeronautics, Rail & Transit, NHDOT	<input checked="" type="checkbox"/>	
Leigh Levine	FHWA NH-Division	<input checked="" type="checkbox"/>	
J. B. Mack	Southwest Region Planning Commission	<input checked="" type="checkbox"/>	
Capt. Geno Marconi	NH Port Authority	<input checked="" type="checkbox"/>	
Kevin Murray	Associated Grocers of New England	<input checked="" type="checkbox"/>	
Cynthia Scarano	Pan Am Railways	<input checked="" type="checkbox"/>	
Robert Sculley	NH Motor Transport Association		<input checked="" type="checkbox"/>
Dave Walker	Rockingham Planning Commission	<input checked="" type="checkbox"/>	

The following designee attended on behalf of an SFAC member:

Name of Designee	Organization
Vera Tucker	NH Motor Transport Association

Mr. Jonathan Bartlett from Eagle Warehousing was unable to attend the first SFAC Meeting, but will be attending future meetings.

NH DOT Attendees

Christopher Waszczuk, Deputy Commissioner

William Rose, Project Manager

Team Attendees

Scott Thompson-Graves, Whitman, Requardt & Associates, LLP (WRA)

Julie Woo, WRA

Regan Checchio, Regina Villa Associates (RVA)

Meeting Materials:

- Agenda
- PowerPoint presentation
- Maps of New Hampshire
- Comment Form

Welcome and Introductions

Christopher Waszczuk, Deputy Commissioner, New Hampshire Department of Transportation (NH DOT) welcomed everyone to the meeting and asked the State Freight Advisory Committee (SFAC) and project team members to introduce themselves (see Attendees).

Mr. Waszczuk noted that this was an important effort to make a disjointed freight approach an all-inclusive plan. He stressed that the plan will be multimodal in nature. He also explained how the Federal Highway Administration (FHWA) Fixing America's Surface Transportation Act ("FAST" Act) funds are dedicated for freight projects. He shared trends that were captured in a federal freight study were also true for New Hampshire including increased tonnage; underinvestment in freight; difficulty planning and executing projects (need to align public and private interests), the need to leverage funding such as discretionary grants, and emerging new technologies (automation, autonomous vehicles and trucks, etc.).

Mr. Waszczuk also added that the SFAC may find it important to stay engaged on future freight matters beyond the completion of this statewide plan. He also sees the SFAC as a forum for discussion of other freight issues.

Scott Thompson-Graves, WRA, then provided an overview of the meeting agenda

State Freight Advisory Committee Roles

Regan Checchio, RVA, then outlined the SFAC role which is to participate in the development of the statewide plan. She noted that members are to provide direction and guidance of areas of concern and opportunities; stakeholders and areas of interest; strategies, action plans and policies; and prioritization. She said she hoped the meetings would be interactive in nature and allow for discussion, not just presentation.

Draft Goals and Objectives

Mr. Thompson-Graves then outlined the required elements of the statewide freight plan. He shared information of the national multimodal freight policy goal areas. He linked these national goal areas to NH long-range transportation goal areas. He shared draft goals and objectives that corresponded to these goal areas.

ID	National Multimodal Freight Policy Goal Areas	New Hampshire Long Range Transportation Plan Goal Areas	DRAFT Goals & Objectives
1	Infrastructure & Operational Improvements	<ul style="list-style-type: none"> System Preservation & Maintenance 	Maintain and improve existing infrastructure to provide safe, convenient, and reliable operations along the freight transportation network
6	Reliability		
2	Safety, Security, Efficiency, Resiliency	<ul style="list-style-type: none"> Safety Security 	Promote the safety and security of freight infrastructure for all transportation modes
3	State of Good Repair	<ul style="list-style-type: none"> System Preservation & Maintenance 	Achieve and maintain a state of good repair on priority freight corridors
4	Innovation & Advanced Technology	<ul style="list-style-type: none"> Land Use – Transportation Integration Stewardship of Public Resources & the Transportation System 	Determine innovative and advanced technologies along with improved land use planning practices to meet future freight demands
5	Economic Efficiency	<ul style="list-style-type: none"> Stewardship of Public Resources & the Transportation System 	Support freight transportation improvements that encourage economic vitality
7	Movement of Goods	<ul style="list-style-type: none"> Mobility & Modal Choice 	Improve system reliability and resiliency for the connections between New Hampshire and the National and International freight system
8	Multi-Jurisdictional Planning	<ul style="list-style-type: none"> Coordination & Collaboration 	Encourage multi-jurisdictional coordination to create partnerships and develop funding opportunities for the freight transportation network
9	Environmental Sustainability	<ul style="list-style-type: none"> Environment & Public Health 	Increase the energy efficiency of freight transportation and seek investments that reduce the impacts of the movement of freight on the environment and public health

Federal Guidelines/Highlights and What This Means

Mr. Thompson-Graves shared a series of maps showing the National Highway Freight Network and the Interim Multimodal Freight Network. He then explained that each state is required to develop a state Freight Plan to access National Highway Freight Program (NHFP) funding and obligate freight formula funds. He also noted that if NFP funds are obligated, the project must be included in a fiscally constrained freight investment plan.

Gary Abbott, Associated General Contractors, asked for a definition of freight in this context and how it differs from infrastructure. Mr. Thompson-Graves said it pertains to the facilities to and from and through NH for goods. Mr. Waszczuk indicated that the National Strategic Plan defines it as the system of highways and rural roads that are significant corridors to move goods through.

Mr. Thompson-Graves provided an overview of Critical Urban Freight Corridors (CUFCs), noting that the CUFC designation for NH is a maximum of 75 highway miles. He then provided an overview of Critical Rural Freight Corridors (CRFCs), noting that the CRFC designation for NH is a maximum of 150 highway miles.

Background Information

Mr. Thompson-Graves then noted that the project team had conducted a review of existing data and documents including: The NH Long Range Transportation Plan (2010), NH State Rail Plan (2012), NH State Airport System Plan (2015), Statewide Rest Area and Welcome Center Study (2016), A Profile of Freight Transportation in Southwest New Hampshire (2015), Granite State Future: Statewide Existing Conditions and Trends Assessment (2013), 9 RPC Regional Plans (2014-2015) and past TIGER/FASTLANE applications.

The team also looked at overall infrastructure for highway, rail, ports and air. Mr. Thompson-Graves summarized the trends and data contained in the reports relevant to the infrastructure and trends.

Stakeholder Identification

Ms. Checchio, RVA, then asked the group to share ideas for key stakeholders (such as freight operators, industry representatives, business leaders, economic development agencies) for the project team to interview. Preliminary thoughts included:

- Timber Association
- Fed Ex
- UPS
- Market Basket
- Departments of Economic Development
 - Regional Planning Commissions & Metropolitan Planning Organizations
 - Regional Development Corporations - <http://www.nhcdfa.org/block-grants/rdcs>
- Chambers of Commerce
- Liberty Utilities (regarding pipeline project in southern NH)

Ms. Checchio said that she would send a follow-up email to the group to ask for contact names and other ideas for stakeholders.

There was also a discussion of places the project team should conduct site visits. The port was identified as a key site. Ms. Checchio explained that she will also ask SFAC members for their ideas for locations in the follow-up email.

Interactive Exercise

The SFAC then broke into three small groups to discuss freight issues of concern and freight issues of opportunity using maps. Discussion points were included below and SFAC members were also encouraged to take Comment Forms home with them and share their thoughts after the meeting.

The key highlighted of the discussion are included below:

Roadways

- **US 2 (Jefferson to Shelburne)**
 - Two-lane roadway with narrow shoulders
 - Carries wood products from Maine to Vermont, New York, and Canada
- **Route 9 (starting from US 202 to Keene area)**
 - Two-lane roadway, windy & dangerous
 - Carries heavy freight to Brattleboro, VT
- **Everett Turnpike (Nashua to I-293)**
 - Bottleneck
- **I-93 (I-89 to US 4)**
 - Bottleneck
- **US 202 & US 4 (Spaulding Turnpike to Chichester)**
 - Two-lane windy roadway needs upgrade
- **Spaulding Turnpike (I-95 to Dover)**
 - Bottleneck
- **Current Project – Spaulding Turnpike Newington-Dover Improvements**
 - Under construction, complete 2021
 - Project Details: <http://www.newington-dover.com/index.html>
- **Route 101 (East of Manchester)**
 - Congestion, especially at Walmart Exit
- **I-93 (Bow to Concord)**
 - High traffic & congestion
 - Lane drops from four to three to two lanes on this stretch
- **Route 16 (starting in Rochester and traveling north)**
 - Windy roadway
- **Manning Hill Rd / Route 10 (Southwest NH)**
 - Potential truck diversions to Route 10 due to more stringent weight limits and weight limit enforcement in Vermont
- **Route 123 (Southwest NH)**
 - Vertical clearance should be noted (New England Central Railroad Bridge on NH 123 prevents some trucks from accessing I-91)
- **Need for expanded parking at Logistics Centers**
- **Bridge over the Lawrence River in Haverhill (MA)**
 - Limited capacity
 - Share passenger rail (MBTA) with freight

- **I-95 North (to the Port of NH)**
 - Bottleneck (especially after 8 AM on Saturdays and through most of the summer)
- **Potential Project: Open-road tolling in Bedford**
- **Route 101**
 - From Bedford, NH east, roadway is a 4-lane highway
 - To the west (all the way to Keene), roadway is a 2-lane highway
 - Potential upgrades should be considered for traffic accommodation
- **I-93 at Exit 10**
 - Bottleneck
- **General Need for East-West Corridors**
- **Rest Areas**
 - Need for more and expanded areas
 - Consider implementing areas where drive can pull over and text

Ports / Waterways

- **Granite State Terminal**
 - Salt trucks begin to line up 3:00 or 3:30 AM
 - About to get shipping underway w/ debarked wood chips (1000-1200 trucks per shipload)
 - Could be coming from as far as Madison
 - Reference: <http://www.seacoastonline.com/news/20170516/nh-port-authority-reaches-deal-with-wood-chip-company>
- **Proposed Project – Portsmouth Harbor and Piscataqua River Navigation Improvement Project**
 - Marine's uppermost turning basin
 - End of deep water navigation channel
 - Last choke point in the NE waterway
 - Reference: Corp of Engineers Feasibility Report
http://www.nae.usace.army.mil/Portals/74/docs/Topics/Portsmouth/Portsmoth_Harbor-Final_Feasibility_Report_EA_FONSI_NIS.pdf

Railways

- **Pan Am Railways**
 - Products include heating oil, kerosene, wood chips, salt, Gold Bond products
- **Boston and Maine Corp Railroad (Portsmouth to Hampton)**
 - Abandoned
- **Boston and Maine Corp Railroad (Somersworth to Plaistow)**
 - Single Track
 - No 22'-6" clearance bridges
- **Rail Issues**
 - Critical – weight restrictions on bridges
 - Double-stack clearances


- **Intermodal Transfer Facilities**
 - Nashua as a potential site
- **Potential Project: Regional intermodal facility outside of NH to improve freight travels through NH**

Next Steps

In addition to identifying stakeholder to interview and recommending sites to visit, Mr. Thompson-Graves also asked SFAC members to circulate an online freight survey. He indicated that the survey link will be distributed in the follow-up email from the meeting.

Mr. Thompson-Graves then shared the upcoming schedule of tasks for the project and how they fit into the overall project schedule (see figure below).

Potential Future Meeting Dates	
SFAC Meeting #2, Freight Summit #1, Public Officials Briefing #1, Public Meeting #1	
• Oct 10, 11, 12, 24, 25, 26	Nov 7, 8, 9, 14, 15, 16
Public Officials Briefing #2, Public Meeting #2	
• Dec 6, 7, 13, 14	Jan 16, 17, 18, 23, 24, 25
SFAC Meeting #3, Public Officials Briefing #3, Public Meeting #3	
• *Feb 6, 7, 8, 15, 20, 21, 22, 27, 28	*Mar 13, 14, 15, 20, 21, 27, 28, 29
SFAC Meeting #4, Freight Summit #2, Public Officials Briefing #4, Public Meeting #4	
• June 12, 13, 14, 19, 20, 21	
*NOTE: Alternate dates will also be chosen in case of inclement weather	



Mr. Abbott asked how the project team will control the scope of the project. He noted that some issues that may arise from this process are contentious and may not have a consensus. Mr. Thompson-Graves said that he considered it important to identify all key issues through this process, even if the solutions are challenging or not easy to see. He said that discussing the issues is a key step in the process.

Finally, Mr. Thompson-Graves shared some potential future meeting dates for the SFAC. Ms. Checchio said she will send a poll to the group to see if there are any conflicts. Once the dates are finalized, they will be distributed to the whole SFAC.

Ms. Checchio said she will also send a copy of the meeting presentation to SFAC members.

The meeting adjourned at 3:30 PM.



New Hampshire Statewide Freight Plan State Freight Advisory Committee (SFAC)

State Freight Advisory Committee Meeting #2: Summary

Tuesday, November 14, 2017 2:00 PM to 3:30 PM

NH DOT, John O. Morton Building, Rooms 112-113, 7 Hazen Dr., Concord, NH

State Freight Advisory Committee Attendees

Name	Organization	Member
Gary Abbott	Associated General Contractors - NH	<input checked="" type="checkbox"/>
Jonathan Bartlett	Eagle Warehousing	
Patrick Bauer	Federal Highway Administration (FHWA)	<input checked="" type="checkbox"/>
Rich Fixler	Manchester Airport Authority	<input checked="" type="checkbox"/>
Tim Fortier	NH Municipal Association	
Cpt. Bill Haynes	NH State Police	
Patrick Herlihy	Division of Aeronautics, Rail & Transit, NHDOT	<input checked="" type="checkbox"/>
Leigh Levine	FHWA NH-Division	<input checked="" type="checkbox"/>
J. B. Mack	Southwest Region Planning Commission	<input checked="" type="checkbox"/>
Capt. Geno Marconi	NH Port Authority	<input checked="" type="checkbox"/>
Kevin Murray	Associated Grocers of New England	
Cynthia Scarano	Pan Am Railways	
Robert Sculley	NH Motor Transport Association	<input checked="" type="checkbox"/>
Dave Walker	Rockingham Planning Commission	<input checked="" type="checkbox"/>

NH DOT Attendees

William Rose, Project Manager

Lucy St. John, Senior Planner

Tricia Lambert, Aeronautics

Team Attendees

Scott Thompson-Graves, Whitman, Requardt & Associates, LLP (WRA)

Julie Woo, WRA

Regan Checchio, Regina Villa Associates (RVA)

Aleksandra Maguire, IHS

Steve Owens, IHS

Meeting Materials:

- Agenda
- PowerPoint Presentation
- Display Board Maps
 - Existing Conditions & Infrastructure
 - All Transportation Modes
 - Deficiencies & Restrictions
 - Freight Needs & Challenges
 - Pavement Conditions
 - Freight Conditions on the NHFN and NMFN
 - Economic Context
 - Overview & Commodity Insights
 - Trading Partners Insights
- Interactive Discussion Handout

Welcome and Introductions

Scott Thompson-Graves, WRA, opened the meeting at 2:05 PM and invited those present to introduce themselves (see Attendance). He reviewed the meeting agenda.

Project Updates

Mr. Thompson-Graves then provided a project update:

- Two additional SFAC meetings will be held in March and June 2018.
- There will be three Public Officials Briefings in 2018 (January, March and June).
- The first Public Meeting will be the following evening (November 15). There will be three additional meetings in 2018 (January, March and June).
- Two Freight Summits will be held in 2018 (January and June).
- The online survey is currently live and will remain open through early December.
- The project team is currently interviewing key stakeholders.

Interim Freight Survey Results

Regan Checchio, RVA, then reviewed the interim results of the online freight survey. The results were as of October 23, 2017. She first reviewed the topics covered in the survey, then discussed the respondents to date. She noted that as of October 23, 78 had accessed the survey, but less had completed all of the questions.

Ms. Checchio also reviewed interim results for several key questions:

- Issues of Importance
 - Safety and Rail Access were rated as the most important issues.
 - Port Access and Pipeline Access were rated as the least important issues.
- Current Conditions
 - Interstate Access, Safety and Airport Access were rated the highest.
 - Rail Access had the lowest average rating.
 - Only 3 of the items on the list were rated “3” or higher on a 5-point scale, with “1” being “Poor” and “5” being “Excellent.”
- Importance of Policies
 - Respondents rated the following policies as the most important (compared to each other): rail line acquisition for abandoned lines; working with neighborhood states; strategic investment in rail corridors and freight intermodal facilities; more fully integrated planning.

Ms. Checchio pointed out that rail access was considered the second-most important issue, but was also perceived as being in the worst condition. Safety is considered the most important issue, and is also rate in mostly very good/good condition.

Economic Context

Aleksandra Maguire, IHS, then provided an overview of the New Hampshire economy, including economic outlook, population and jobs numbers. She also shared Gross Domestic Product data by county.

Ms. Maguire then provided a profile of NH freight, including commodity flow¹ - both inbound and outbound.

Robert Sculley, NH Motor Transport Association, asked about commodity flow to and from Canada. Ms. Maguire said that Canada will definitely be included in the final report.

There was some discussion about the commodities included in the presentation – the fact that “candy” was considered a top commodity but not “food” generally. Ms. Maguire said that “food” should show up in the high value commodity list. Steve Owens, IHS, added that food as a category is broken out in many categories. When the categories are combined, the ranking could be higher.

J.B. Mack, Southwest Regional Planning Commission, inquired about the growth rate seen for New Hampshire. Mr. Owens noted that it was higher (2.6%) than the team had expected, and higher than the country as a whole.

The team will then secure, analyze and assign STB Waybill Rail data to the network. This will help identify inbound, outbound and through traffic. It will also help the team to develop rail forecasts. The team will also prepare a report that will provide multi-modal trade flow data and insights.

Interactive Discussion (Economics)

Ms. Maguire then shared a list of interactive discussion questions about the economic context of NH freight. Mr. Thompson-Graves led the SFAC in this discussion.

Key points noted include:

- Concerns for truck driver shortages. Pilot program was launched to allow drivers below age 21 to drive across state lines, but failed due to lack of union support. Goal is to also encourage more women & veteran drivers.
- Hot topic of interest in trucking are autonomous vehicles
- Interest in food commodity movements via truck to NH
- Look into hazardous materials moving in/out of state
- Pipeline has huge economic impact
- Make sure that traffic to / from Canada is included in the study
- 80% of trucks moving in New Hampshire are private trucks
- Most of stone and gravel moves on rail out of state
- Port flows include around 50% liquid bulk – diesel, heating oil, kerosene and 50% dry bulk movements – gypsum, road salt
- Freight service to St. John is important
- Infrastructure on port docks requires maintenance improvements
- Port of Portland has 1-2 containers moving a week to Nova Scotia and Iceland
- New Hampshire has bid on Amazon headquarters
- Ecommerce will change logistics industry
- Southern NH is area of strong economic growth due to mostly tax advantages
- Londonderry has submitted for big economic stimulus project that will open up big warehouse; application will be submitted by the end of year
- Retail growth on borders with Massachusetts is strong
- There has been an interest to utilize airport better

¹ The project team is capturing data using Transearch (IHS, Public and Carrier) and actual shipment data.

- I-93 widening is in process and it will help alleviate congestion
- Hinsdale Brattleboro bridge is seen as huge bottleneck
- Double stacking is not allowed on rail in the state due to bridge restrictions; State has about 12 rail bridges
- Rail movements are almost all through
- They would like to see more cooperation with Massachusetts and Vermont on NE Central Rail; Bridges have been updated in Massachusetts and Vermont, but not in New Hampshire
- New roundabouts in state are hard for trucks
- Truck parking is not huge problem in New Hampshire as it is nationwide. Parking on shoulders in rural areas is an issue – can be seen along I-89 & Route 127. Parking in state is mostly private.
- Main Street in Concord has middle lane for loading/unloading freight – has been well received

Next Steps

Mr. Thompson-Graves reviewed the upcoming tasks and schedule for the Freight Plan. He reminded everyone that the first public meeting will be the following evening. Ms. Checchio noted that it would be Open House style, instead of a formal presentation format. Participants will be able to participate in interactive activities to provide feedback on the planning.

The meeting adjourned at 3:30 PM.



New Hampshire Statewide Freight Plan State Freight Advisory Committee (SFAC)

State Freight Advisory Committee Meeting #3: Summary

Wednesday, March 21 from 1:00 PM to 2:30 PM

NH DOT, Materials and Research Building, Room 205, 7 Hazen Dr., Concord, NH

State Freight Advisory Committee Attendees

Name	Organization	Member
Gary Abbott	Associated General Contractors - NH	<input checked="" type="checkbox"/>
Jonathan Bartlett	Eagle Warehousing	
Patrick Bauer	Federal Highway Administration (FHWA)	
Rich Fixler	Manchester Airport Authority	<input checked="" type="checkbox"/>
Tim Fortier	NH Municipal Association	
Cpt. Bill Haynes	NH State Police	
Patrick Herlihy	Division of Aeronautics, Rail & Transit, NHDOT	<input checked="" type="checkbox"/>
Leigh Levine	FHWA NH-Division	<input checked="" type="checkbox"/>
J. B. Mack	Southwest Region Planning Commission	<input checked="" type="checkbox"/>
Capt. Geno Marconi	NH Port Authority	<input checked="" type="checkbox"/>
Kevin Murray	Associated Grocers of New England	
Cynthia Scarano	Pan Am Railways	
Robert Sculley	NH Motor Transport Association	<input checked="" type="checkbox"/>
Dave Walker	Rockingham Planning Commission	<input checked="" type="checkbox"/>

NH DOT Attendees

Bill Cass, Assistant Commissioner
 Christopher Waszczuk, Deputy Commissioner
 William Rose, Project Manager
 Lucy St. John, Senior Planner
 Tricia Lambert, Aeronautics

Team Attendees

Scott Thompson-Graves, Whitman, Requardt & Associates, LLP (WRA)
 Julie Woo, WRA
 Regan Checchio, Regina Villa Associates (RVA)

Meeting Materials:

- Agenda
- PowerPoint presentation
- Freight Focus Areas Map (for preliminary discussions of critical freight corridor designations)

Welcome and Introductions

Scott Thompson-Graves, WRA, opened the meeting and reviewed the meeting agenda.

Upcoming Freight Summit Overview & Highlights

Mr. Thompson-Graves said the Freight Summit – to be held the next day in Claremont, NH - would include an overview of the Freight Plan, general updates from the Federal Highway Administration (FHWA), a presentation from Captain Marconi on the New Hampshire Port, and information about autonomous trucks and connected trucking. He noted that the FHWA presenter for the autonomous trucks and connective trucking presentation would not be attendance because his flight from Washington, DC had been cancelled due to inclement weather. His presentation will be distributed to attendees, though.

With regard to the Plan updates, Mr. Thompson-Graves said the intent is to provide a layman's perspective and demonstrate why freight planning is important.

Online Freight Survey & Stakeholder Interviews

Mr. Thompson-Graves then provided the results of the online freight survey and a summary of the stakeholder interviews. The survey had a total of 108 responses. The team reached out to every group suggested by the SFAC and completed 13 interviews.

All of the information captured through the survey and interviews were included in the project team's analysis (see Summary of Freight Needs).

Summary of Freight Needs

Mr. Thompson-Graves then provided an overview of the Interim National Multimodal Freight Network (NMFN). Christopher Waszczuk, NH DOT, asked why I-93 is not listed as a freight corridor. Mr. Thompson-Graves said that it is classified as such as part of the other interstates, like I-95.

As part of the discussion, Mr. Thompson-Graves reviewed NH trade shipped via trucks and how the freight accessed the interstates (via East, West or South of NH).

The project team also developed a summary of freight needs, using the following information:

- Existing Data: bridge conditions, pavement conditions, and freight commodity flows
- Outreach Efforts: SFAC comments, public meeting comments, online survey results, and interviews
- Funding eligibility (NMFN)

Mr. Thompson-Graves then reviewed this data and feedback with the SFAC.

Interactive Discussion #1: Freight Focus Areas (with Freight Funding & Critical Freight Corridor Designations)

Mr. Thompson-Graves then encouraged SFAC members to review the summary of freight needs, summarized on maps, to provide feedback on Critical Freight Corridor designations. He noted that the State Freight Plan is required in order to access National Highway Program (NHFP) funding and obligate freight formula funds.

There are two types of Critical Freight Corridors: Critical Urban Freight Corridors (CUFCs) and Critical Rural Freight Corridors (CRFCs). NH is eligible for a maximum of 75 highway miles of CUFCs and a maximum of 150 miles of CRFCs.

Mr. Thompson Graves shared some draft preliminary designations for the CUFCs and CRFCs to gain initial feedback from the SFAC.

J. B. Mack, Southwest Region Planning Commission, asked if the project team had reviewed a recent study of NH rest areas. Mr. Thompson-Graves said it had been reviewed and recommendations from the study will be noted in the statewide freight plan. Any additional parking recommendations will also be included.

Mr. Waszczuk noted that a truck can drive end to end in NH in about 2 to 3 hours. He asked how important rest stops are. Mr. Herlihy noted that many trucks are parked on the ramp at Exit 6 on I-89. He also noted that mandatory rest periods for truck operators on long drives could occur while in NH.

There was then a brief discussion of the federal law prohibited commercialization of rest stops.

SFAC members then reviewed the maps and offered their suggestions for additional or different CUFC/CRFC recommendations. Mr. Rose noted that the designations would not be finalized at this meeting, but that this was just a first draft. Leigh Levine, FHWA, said the whole plan would need to go to FHWA for approval.

The feedback from the SFAC included the following:

- Include all of Rt. 9 from I-89 to Keene (perhaps to I-91) – Mr. Mack
 - Mr. Thompson-Graves noted that certain sections of Rt. 9 did not have identified needs. Pavement conditions are currently ranked in good condition, but if the situation changes, the designation could be amended.
- There was a discussion if toll roads were eligible. Mr. Waszczuk said the state has tried to make the Turnpike system self-sufficient but added that federal funds could be used.
- I-93: Nashua Segment
 - There may not be a need for additional truck parking from rest areas necessarily, but this segment is a corridor that carries a large amount of freight – Mr. Waszczuk.
 - There is a congestion issue in that area that could make it a potential issue for the future – Tricia Lambert, NHDOT
 - Congestion in the Nashua area is greater than in Concord – Gary Abbott, Associated General Contractors - NH
 - Mr. Thompson-Graves noted that there is no study of traffic operations as part of the plan, and the project team is relying on public feedback to report on congestion issues.
- To clarify a previous comment from SFAC Meeting #1, the Boston and Maine Corp Railroad from Portsmouth to Hampton is an abandoned rail line – Dave Walker, Rockingham Planning Commission
- The segment of Rt. 101 between Stratham and I-95 does not show commodity flow activity – Mr. Walker
- There is a lot of truck traffic on Rt. 33 – Captain Geno Marconi, NH Port Authority
- There is a lot of truck traffic along the Rt. 38 truck stop in Greenland – Mr. Walker
- The segment of US 3 in Franklin, Tilton, & Belmont seems to make sense (as a potential critical freight corridor) – Bill Cass, Assistant Commissioner
- Other routes noted for consideration or reconsideration by Mr. Cass:
 - US 3 in Ashland, Center Harbor, & Meredith
 - Rt. 106 in Laconia
 - Rt. 25 from Moultonborough to Tamworth
 - Rt. 16 in Tamworth
 - Rt. 2 corridor is a substantial connection (Jefferson to Lancaster to Vermont border) and has many needs
- Rt. 125 (Rt. 4 to Rochester) is not identified – Mr. Waszczuk
- Rt. 115 is a connector to the interstates – Mr. Cass
- There are small areas on Rt. 1 that are busy but it does not make as much sense as a corridor – Mr. Walker
- If there is extra urban mileage, a project in Keene (Rt. 12) might be appropriate – Mr. Mack

Interactive Discussion #2: Project Prioritization (with Goals and Objectives and Project Ranking Criteria)

Mr. Thompson-Graves then reviewed the study goals and objectives. He then shared a draft project priority ranking scale to be used for the proposed projects, including the criteria for each goal.

He asked for feedback on the draft project priority ranking scale.

Mr. Herlihy noted that the draft project prioritization criteria is not currently weighted. Because of the lack of weighting, some of the measures are worth more points than others, such as resiliency. Mr. Thompson-Graves said criteria can be weighted and adjusted as needed during the review process by NHDOT.

Mr. Abbott said the rating scale seems to reward roads that are in worse condition than roads that are being maintained. Mr. Walker said this approach is similar to other project prioritization scales NH uses, where roads with needs are addressed.

Mr. Abbot asked how this process will be integrated with the 10-Year Plan. Mr. Rose said that it will be an additional point of consideration within the Plan; it will not supersede the Plan. Mr. Walker said this process could help incorporate projects into the MPO planning process as well.

Mr. Abbot asked if bigger projects that include some freight elements could be eligible for freight dollars. Mr. Rose said that the freight dollars could be one of the funding sources in the 10-Year Plan document.

Mr. Walker suggested including areas where bridges and culverts are not adequate for the water beneath and cause washouts. He suggested the project team look at the current culvert inventory.

There was a discussion if freight-supportive land use could be built into the prioritization. Mr. Thompson-Graves said there would need to be an egalitarian way to measure that. Mr. Mack suggested looking at state purchasing access control along highways.

Mr. Herlihy asked if the project team will be looking to the 10-Year Plan for existing projects or generating new projects. Mr. Rose said it could be either. Mr. Herlihy noted that a new project would then need to get added to the next 10-Year Plan.

Mr. Abbott asked if the timeline was problematic considering the 10-Year Plan is almost complete and will be approved by June. Mr. Rose said it was not, as the new 10-Year Plan cycle is already beginning. Freight dollars will first be spent on projects in the existing 10-Year Plan. Mr. Thompson-Graves said the project team's next step will be to look at designated projects and see how they meet freight needs.

Mr. Herlihy asked if the project team has enough information about potential new projects to use this ranking scale to prioritize. Mr. Thompson-Graves said that potential projects will be reviewed further based on needs that have identified, follow-up field views, and limited conceptual level estimates. After this review, preliminary rankings will be conducted and discussed further with NHDOT.

Mr. Levine asked how frequently NHDOT updates the 10-Year Plan. Mr. Rose said the expectation is that it is updated every 5 years.

Ms. Lambert asked about projects that were not located on Critical Freight Corridors. Mr. Rose added that projects not eligible for federal funding could still be listed in the Freight Plan.

Next Steps

Mr. Thompson-Graves then reviewed the upcoming project tasks, in preparation for the Plan to be completed in Summer 2018.

Upcoming meetings include the SFAC Meeting #4, Public Officials Briefing, Public Open Houses, and Freight Summit #2.

Mr. Rose noted that the intent is to hold the next Open House in the North Country area, possibly Berlin. The final Open House and Freight Summit would be held on the eastern side of the state, possibly along the seacoast.

Mr. Levine asked if the project team had a deadline for comments on the draft freight corridor segments for consideration. Lucy St. John, NH DOT, said she will be traveling to all the Regional Planning Commissions (RPCs) to solicit input. Other comments should be sent to Mr. Rose for further consideration and discussion.

The meeting adjourned at 2:50 PM.



New Hampshire Statewide Freight Plan State Freight Advisory Committee (SFAC)

State Freight Advisory Committee Meeting #4: Summary

Wednesday, September 19, 2018 from 1:00 PM to 2:30 PM

NH DOT, Kancamagus Conference Room, 7 Hazen Dr., Concord, NH

State Freight Advisory Committee Attendees

Name	Organization	Member
Gary Abbott	Associated General Contractors - NH	<input checked="" type="checkbox"/>
Jonathan Bartlett	Eagle Warehousing	
Patrick Bauer	Federal Highway Administration (FHWA)	
Rich Fixler	Manchester Airport Authority	<input checked="" type="checkbox"/>
Tim Fortier	NH Municipal Association	
Cpt. Bill Haynes	NH State Police	
Patrick Herlihy	Division of Aeronautics, Rail & Transit, NHDOT	<input checked="" type="checkbox"/>
Leigh Levine	FHWA NH-Division	<input checked="" type="checkbox"/>
J. B. Mack	Southwest Region Planning Commission	
Adam Manley	Demanko Logistics	<input checked="" type="checkbox"/>
Capt. Geno Marconi	NH Port Authority	<input checked="" type="checkbox"/>
Kevin Murray	Associated Grocers of New England	
Cynthia Scarano	Pan Am Railways	
Robert Sculley	NH Motor Transport Association	
Dave Walker	Rockingham Planning Commission	<input checked="" type="checkbox"/>

The following designee attended on behalf of an SFAC member:

Name of Designee	Organization
Henry Underwood	Southwest Regional Planning Commission

NH DOT Attendees

Christopher Waszczuk, Deputy Commissioner

William Rose, Project Manager

Lucy St. John, Senior Planner

Tricia Lambert, Aeronautics

Team Attendees

Scott Thompson-Graves, Whitman, Requardt & Associates, LLP (WRA)

Julie Woo, WRA

Duncan Allen, IBI

Regan Checchio, Regina Villa Associates (RVA)

Meeting Materials:

- Agenda
- PowerPoint presentation
- Handout A: Project Ranking Criteria

- Handout B: Draft Project Prioritization Scores
- Handout C: Draft New Projects List
- Handout D: RPC Outreach Comments
- Handout E: Public Outreach Comments
- Handout F: ArcGIS Online Tips and Tricks
- Handout G1: Selection Methodology: Critical Freight Corridors for Consideration (September 2018)
- Handout G2: Draft Critical Freight Corridor Segments for Consideration (September 2018)
- Handout H: Draft Policies and Implementation Next Steps
- Handout I: Draft Freight Investment Plan for National Highway Freight Program (Z460) Funding

Welcome and Introductions

William Rose, NH DOT, opened the meeting and invited those present to introduce themselves (see Attendance).

Project Updates

Scott Thompson-Graves, WRA, provided project updates since the last Committee meeting.

He noted that there had been a total of four Open Houses on the project – two since the last meeting. An Open House was held in Berlin on May 24, 2018 and another in Newington on June 21, 2018.

The second Freight Summit was held on June 21 in Newington, featuring remarks by Martha Roy, Town of Newington, and Captain Geno Marconi, Port of New Hampshire. Oscar DeVlaminck and Adam Manley from Demanko HLC Logistics gave a presentation on freight operations and logistics. Dale Lewis, formerly of CSX Corporation, provided a presentation on the economics of autonomous trucking.

Since the last Committee meeting, NH DOT staff have been providing project presentations to the Regional Planning Commissions (RPC) at their offices. They requested feedback on potential critical freight corridor candidates, identification of needs and potential projects for Freight Plan consideration. NH DOT accepted comments through June 30, 2018 and over 100 comments/recommendations were submitted.

Mr. Thompson-Graves then demonstrated an online GIS mapping tool that had been developed for this project that summarized comments received from general public outreach (broken out by type of feedback) and RPC outreach. The online mapping also includes draft Critical Freight Corridors, draft Potential New Projects, and NH DOT Project with freight benefits.

Mr. Thompson-Graves then turned the Committee's attention to the series of handouts that had been distributed to them prior to the meeting.

Interactive Discussion

Project Prioritization Ranking Criteria

Handout A summarized the project prioritization ranking criteria that had been discussed with the Committee at a prior meeting.

Draft Project Prioritization Scores

Handout B summarized draft project prioritization scores, based on the criteria in Handout A, for both existing projects (highlighted in yellow) and new projects (highlighted in green). Mr. Thompson-Graves noted that these projects were all ranked by need, not by whether they were eligible for freight funding.

Leigh Levine, FHWA, asked if the list of projects was at all constrained by funding. Mr. Thompson-Graves said that all projects were included in this list. The funding constraints were applied (in another document) to eligible projects. Mr. Rose added that the recommended investment program is constrained.

Christopher Waszczuk, NH DOT, asked if the project team had developed a cost estimate for these projects. Mr. Thompson-Graves said that the list contained both NHDOT projects with freight benefits and proposed new projects to enhance freight mobility. Cost estimates for the top ranked proposed new projects will be included as part of the NH Freight Plan.

Gary Abbott, Associated General Contractors, asked if this criteria has been vetted and tested. Patrick Herlihy, NH DOT, noted that it was been discussed at the previous Committee meeting. Mr. Thompson-Graves said that it had been used in other states.

Comments on specific projects (listed by ID# below, when applicable) in Handout B are summarized below:

- ID 727: Captain Geno Marconi, NH Port Authority, noted that it is a Port project, not a NH DOT project. Mr. Thompson-Graves noted that it was assigned a yellow color because it has a NH DOT Project Number. Mr. Rose said that it will be assigned a new color, though.
- Tricia Lambert, NH DOT, asked if the same was true for airport projects. Mr. Thompson-Graves noted that while there are projects highlighting access roads around the airport, there are no airport specific projects.
- ID 514: Mr. Abbott said that this project – Queen City Bridge Over I-293 – addresses a safety area. He asked if the safety criteria should be weighted more heavily. Mr. Waszczuk said that typically the ranking criteria is established before it is employed. That makes the analysis less subjective and does not skew the ranking based on liked projects.
- ID 837: Henry Underwood, Southwest Regional Planning Commission, said he believes this refers to two separate projects. Julie Woo, WRA, said project information was from the letter sent by SWPRC, but she will work with Mr. Underwood to clarify.
- ID 608: Mr. Herlihy asked for clarification about what that project, which was the most highly ranked, referred to. Mr. Thompson-Graves said he believed it probably should not be included.
- Mr. Waszczuk noted that several of the projects listed in the handout are complete and should be removed including ID 552, 506, and 641. He asked if a project is advertised for construction, if it should come off. Mr. Rose said he thinks it should come off the list because of the proposed financing plan. Mr. Waszczuk said that he will ask staff to go through the list and scrub the projects that should be removed.
- ID 810: Dave Walker, Rockingham Planning Commission, said this was actually two separate projects and in Stratham.
- ID 826: Mr. Walker said this project was also two projects. He said that Rt. 101 should be changed to Rt. 1. He said the source of the two projects was the Rockingham RPC Long Range Plan and Feasibility Study. Duncan Allen, IBI Group, asked if it was a study to do the project. Mr. Walker said it was.
- Captain Marconi said that 1A Bridge in Hampton and Seabrook should be included in this list. Mr. Rose said it could be added.
- ID 632: Mr. Waszczuk said this should be removed.
- ID 697: Mr. Underwood said that the description for this project does not seem correct. Mr. Waszczuk said that he does not understand what the project does for freight, and it should probably be removed.

Draft New Project List

Mr. Thompson-Graves then reviewed Handout C, the Draft New Project List. He noted that these are a subset of the projects listed in Handout B.

Mr. Walker said he has the same comments for Projects 810 and 826 that he did for Handout B.

Mr. Waszczuk said that Project 808 is already in the 10-Year Plan and should not be considered a new project. Mr. Rose suggested including it to get a better sense of estimated cost. Mr. Waszczuk disagreed, and believed the current project estimate was as good as it could be.

Ms. Woo noted that Handouts D and E were summaries of comments received through outreach.

Draft Critical Freight Corridor Segments for Consideration

Mr. Thompson-Graves then reviewed Handout G2, draft Critical Freight Corridor Segments.

Mr. Herlihy asked if the segments included had been prioritized. Mr. Thompson-Graves said they were simply designations, but the freight needs of the state were considered as it was developed.

There was some discussion of including I-93, but Mr. Thompson-Graves noted that I-93 is already part of the National Multimodal Freight Network.

Mr. Herlihy noted that the Turnpike system was included in the draft list and said he thought a decision was made previously to not include it. Mr. Rose said it was an error and should be removed. Mr. Herlihy said that if the Turnpike is removed, that leaves about another 30 miles of road that could be considered. There was a question about why it should not be considered. Mr. Herlihy noted that the RPCs have pointed out that the Turnpike has its own revenue. Mr. Waszczuk said the Turnpike has needs that are unfunded. Mr. Rose said that those needs are important, but just would not be eligible for federal freight funding.

Mr. Walker asked about the corridor identified as "NH 101 at NH 156 in Raymond," and asked if there was a project identified for that corridor. He noted it is the location of the Walmart Distribution Center. Mr. Rose said the corridor was identified by the Southern New Hampshire RPC because of the warehousing activities but there is no project identified there yet. He added that the emphasis from federal partners have been on first and last mile connections. Mr. Walker suggested identifying the interchange itself.

Ms. St. John, NH DOT, said that there is a disconnect between the New Project List and the Freight Corridor List. Mr. Herlihy added that corridors are designated, regardless of projects. Mr. Walker suggesting trying to match locations with existing projects then backfill. Mr. Rose said that Handout G1 summarizing the methodology used to develop the draft freight corridor list. Mr. Abbott asked if this methodology was different than the criteria used to rank projects. Mr. Thompson-Graves said it was similar and consistent.

Mr. Levine asked how the priority corridors were worked into the caps. Ms. Woo noted that some RPCs designated longer corridors, and the project team shortened them to fit the caps. If the Turnpike corridors are removed from the list, they can be extended back out to fill out.

Draft Policies and Strategies with Implementation Next Steps

Mr. Thompson-Graves reviewed Handout H, Draft Policies and Implementation Next Steps.

Mr. Underwood asked it if this was the first time the Committee was seeing these. Ms. Woo said it was, noting that the project team developed the overarching themes from the outreach process, including the online survey. The themes were mapped onto the Plan's Goals and Objectives.

Mr. Walker said that he did not seem system resiliency directly addressed. Ms. St. John said it could be found under environmental sustainability. Mr. Walker suggested relabeling as "Sustainability and Resiliency."

Mr. Waszczuk asked if there were any new projects to address the need for additional truck parking and truck stops. Mr. Thompson-Graves said there were no specific ones. Mr. Allen suggested revisiting the analysis based on electronic logging and utilization data. Mr. Waszczuk said it was concerning that it was not in the Plan, considering the need.

Ms. Lambert suggested examining and documenting the impact of electronic logging. Adam Manley, Demanko Logistics, said that drivers are parking in more unusual spots. Mr. Rose said there is a discussion of that issue in the Plan. Mr. Waszczuk said that there should be a new project to address it. Mr. Rose said the Rest Area study included areas of concern. Mr. Allen said he believes the issue deserves some look at and collecting of instances.

Ms. Lambert asked about requirements for developers for truck parking as new distribution centers are built. Mr. Thompson-Graves said that policies could be expanded to address this issue and bring in best practices for municipalities that regulate land use.

Mr. Underwood asked about the Safety and Security measure. He suggested looking at safety of users (hotspots of crash locations) to bring in more in line with other rankings. Mr. Thompson-Graves said an additional policy could be added to review truck crash locations and provide countermeasures.

Mr. Manley asked how the Plan defined trucks and whether it includes box trucks. Mr. Thompson-Graves said that box trucks are included and are important to look at when considering policies.

Draft Freight Investment Plan for NHFP Funding

Mr. Waszczuk had some questions about the numbers provided in Handout I, Draft Freight Investment Plan for NHFP Funding. He said that some apportionment of funding in the early years has already been spent and should be reflected. He said the document should show a balance of what exists currently.

Mr. Thompson-Graves said that the handout took prioritized projects and added them to this document, based on funding eligibility. He noted that since the new corridors have not been designated, projects that were located there were excluded. He said that the funding was constrained to what is currently apportioned.

Mr. Waszczuk said that the Freight Plan will provide guidance on how the Ten-Year Plan evolves. He said it was very important work.

Mr. Underwood asked how the adoption of the freight corridor designations would change the projects included in the Investment Plan. Mr. Thompson-Graves said the team would look at the Project Prioritization list.

Mr. Underwood asked if the Committee will give a recommendation on the freight corridors. Mr. Rose said the corridors would be designated with consultation of the RPC and would potentially be included in the next Plan update, in approximately five years. Mr. Levine asked if the Plan will be seeking designation of the freight corridors. Mr. Rose said that the Plan would make recommendations, but there will be a separate process before NH DOT asked for designation from the federal government.

Draft Plan and Next Steps

Mr. Thompson-Graves then reviewed the upcoming project tasks, in preparation for the Plan to be completed in September 2018.

The project team will incorporate the revisions heard and then send the draft Plan out for review.

Mr. Rose said this is the last SFAC meeting on the Freight Plan, but would like to keep the Committee together as a sounding board as NH DOT discusses other freight issues as part of the Ten-Year Plan.

Appendix B-2: Public Meeting Summaries



Public Meeting #1: Summary

Date: Wednesday, November 15, 2017, 5:00 PM to 7:00 PM

Location: New Hampshire Department of Transportation (NH DOT), John O. Morton Building, Room 114, 7 Hazen Drive, Concord, NH

Present

Project Staff:

William Rose, Lucy St. John, NH DOT
Scott Thompson-Graves, Julie Woo, WRA
Mania Flaskou, Aleksandra Maguire, IHS Markit
Sarah Paritsky, Samantha Souto, Regina Villa Associates (RVA)

Public Attendees:

Bob Baker
Bill Cass, NH DOT
Bruce Cheney
Pete Deavness, New England Southern Railroad Co.
Patrick Herlihy, NH DOT Division of Aeronautics, Rail & Transit*
Larry Keniston
Tricia Lambert, NH DOT Aeronautics
Peter Leishman, Milford Bennington Railroad
Leigh Levine, FHWA NH-Division*
John Madden, Erdman Anthony & Assoc.
Matt Mayberry
Barbara Robinson, North County Council
Roy Schweiker
Eliot Spigel
Mike Tardiff, Central New Hampshire Regional Planning Commission
Jack Wozmak, Dillant Hopkins Airport in Keene

*Member of the Statewide Freight Advisory Committee (SFAC)

Purpose

The first Open House was held to introduce the New Hampshire Statewide Freight Plan, share the work completed to date, and gather input from the public.

Format

The meeting was arranged in an open house format with 14 informational boards set up at stations around the room and staff were available to answer questions:

1. Project Background:
 - a. Statewide Study Area
 - b. Public Involvement & Outreach Efforts
 - c. Draft NH Freight Plan Goals & Objectives
 - d. Documents Reviewed
 - e. Project Schedule
 - f. NH Towns & Counties
2. Existing Conditions & Infrastructure
 - a. Drayage
 - b. All Transportation Modes
 - c. Deficiencies & Restrictions
 - d. Freight Needs & Challenges
 - e. Pavement Conditions
 - f. Freight Conditions on the NHFN and NMFN
3. Economic Context
 - a. Overview & Commodity Insights
 - b. Trading Partners Insights

A short presentation was projected in the back of the room (see: Presentation, page X).

Interactive Activity Results

There were three participatory activities that were optional for attendees. At the registration table, participants were asked to place pushpins in a map of the state to indicate where they live and work.

Red- where the attendee lives --- Green- where the attendee works



Participants were given an opportunity to respond to three different questions by writing responses or drawing notes onto three large-format maps of the state. The questions and comments received are below.

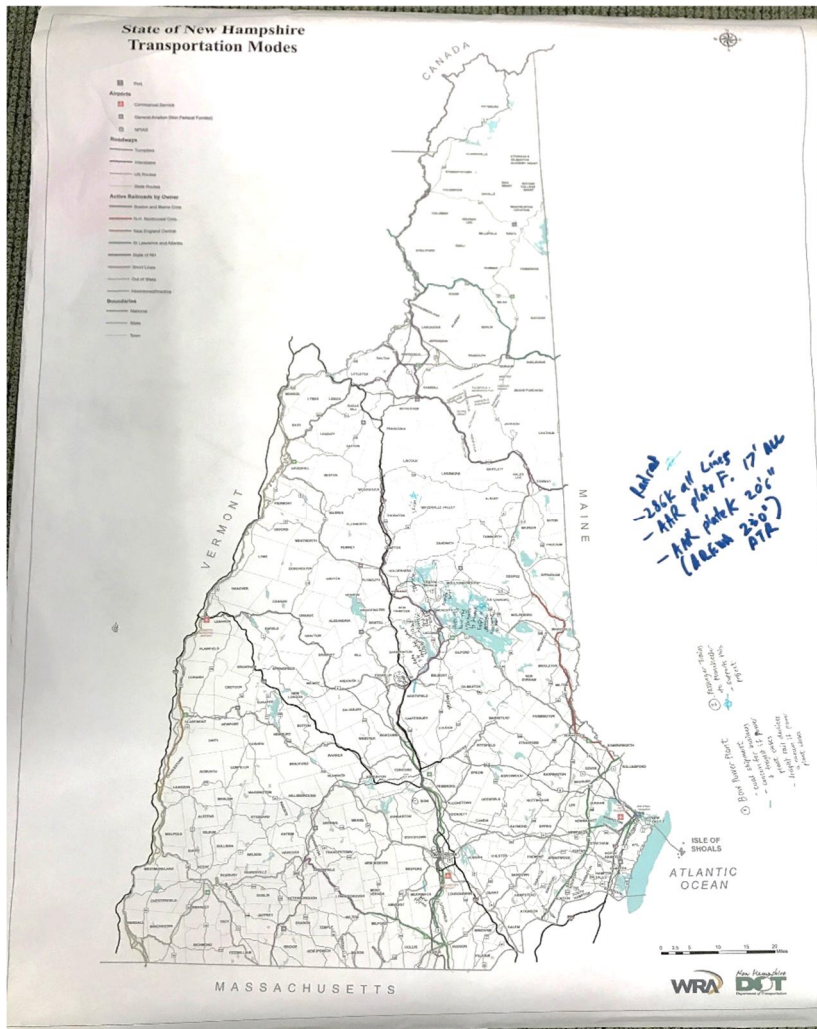


Table #1 - Please identify any freight areas of concern regarding:

- **Bottlenecks/congestion**
- **Physical restrictions (bridges with weight/height limits, areas that do not allow trucks, steep roads, etc.)**
- **Connectivity (access to the interstates, intermodal locations, etc.)**
- **Others**

[Bow] Bow Power Plant- Concerns for business, freight, and rail if power plant closes

[Center Harbor] Large tourism market around Center Harbor on Route 3 around 25B

[Laconia] Vacant industrial land that needs access to Route 106

[Loudon] Route 106 near Loudon is an area of concern

[Manchester] Supports project for passenger trains to Manchester

[Merrimack] Congestion on Route 3A near outlet mall

[Sanbornton] Route 3 is congested with limited development

[Tilton] Congestion on Route 132 near outlet mall

[Waterville Valley] skiing

[GENERAL] 286k all lines, AAR plate F -17' all, AAR Plate K - 20'6", Area 23'0" ATR

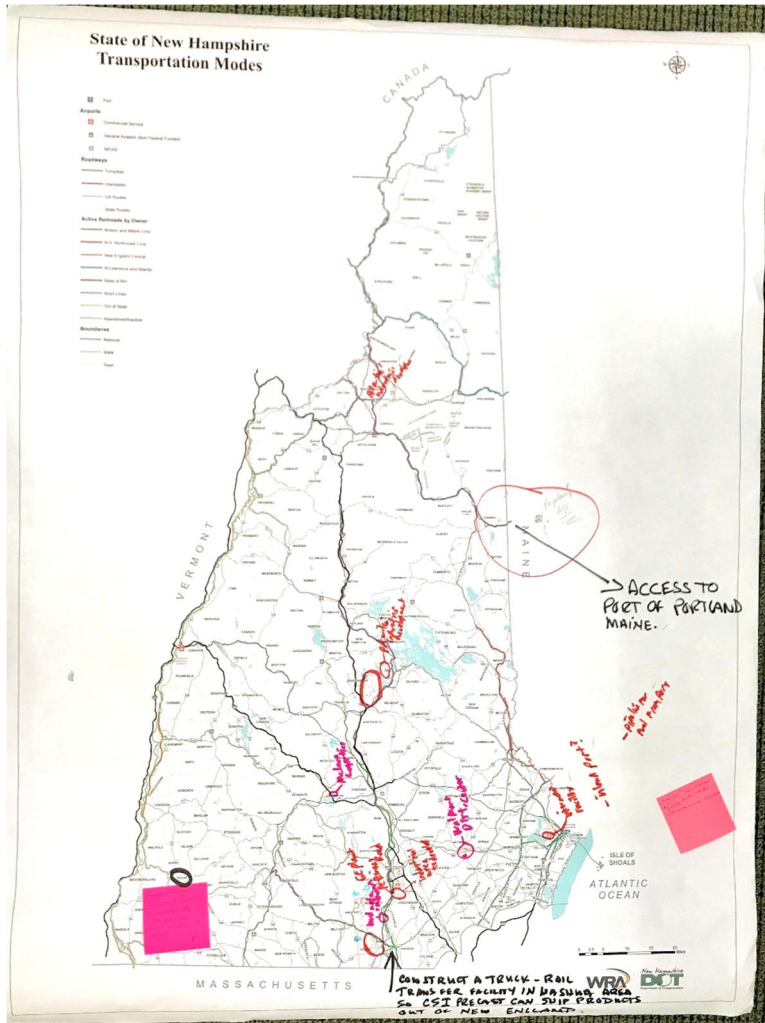


Table #2 - Please identify any freight areas of opportunity regarding:

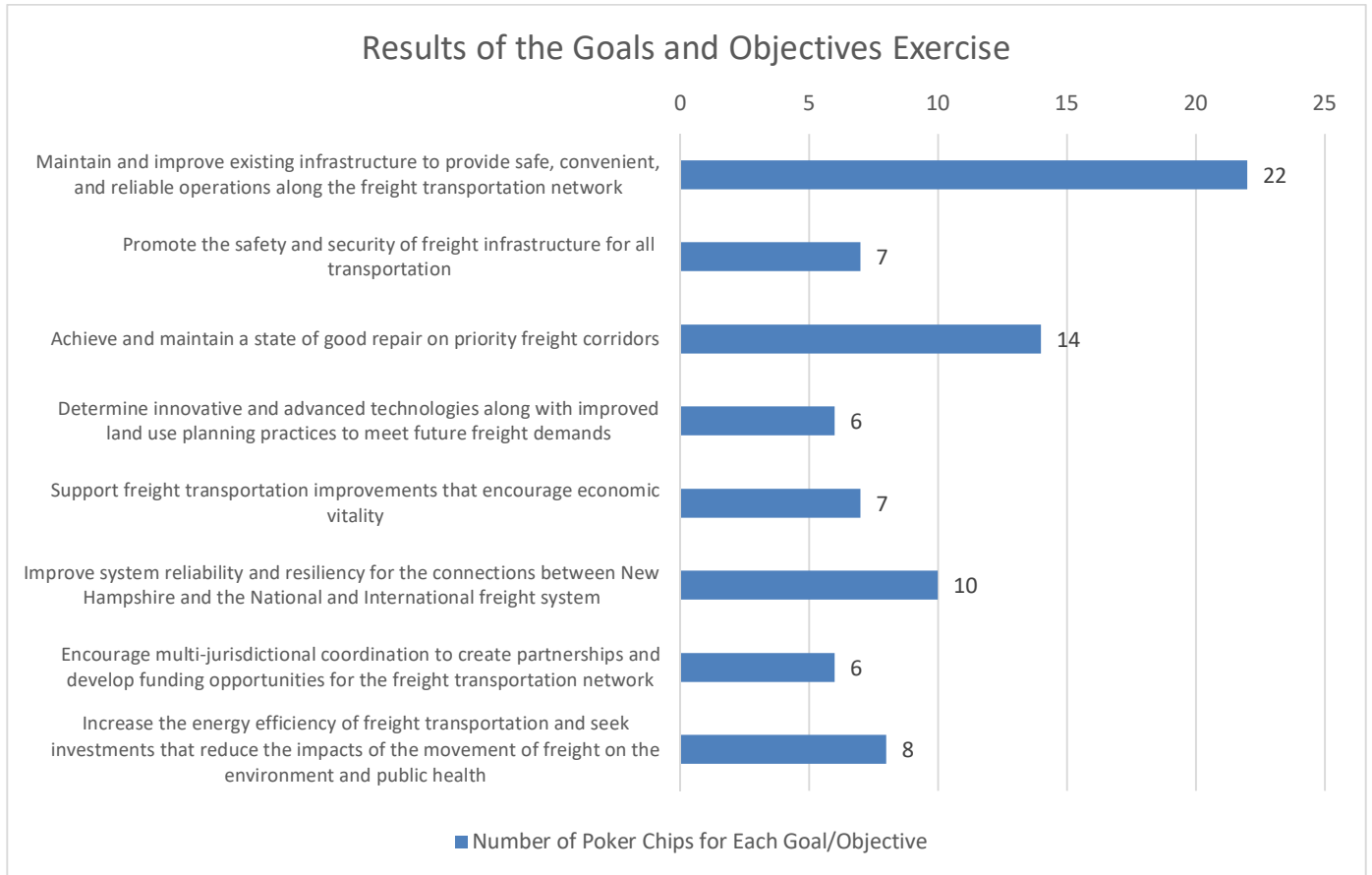
- Economic growth potential (industrial parks, brownfield sites, etc.)
- Others

[Conway] Access to Port of Portland, Maine
[Conway] Fryeburg Alp underutilized
[Goffstown] GE Plant
[Hollis/Merrimack] Transportation Budweiser inbound
[Hopkinton] McLane Logistics
[Keene] Keene Airport- 3 rd longest runway, hundreds of acres for direct access to airport
[Laconia] Potential industrial development
[Manchester] Manchester Airport- industrial area to develop
[Nashua] Construct a truck-rail transfer facility in Nashua area so CSI precast can ship products out of New England
[Raymond] Walmart Distribution Center
[Sanbornton /Tilton] industrial site (old paper manufacturing site)
[Whitefield] Potential for industrial development near airport
[PEASE International Airport] intermodal facility
[GENERAL] Maryland Snow Truck – Call Lou Barker at NHDOT for economic development
[GENERAL] Inland port
[GENERAL] Pipeline for fuel from port

Table #3 - Please identify any other freight-related comments you have at this time.

No comments received.

To gather feedback on the draft goals and objectives, participants were each given eight poker chips and asked to place them into jars labeled with each of the goals and objectives. Staff instructed participants to place more chips into the jars to indicate that a goal and objective was more important to them and should be prioritized in the Freight Plan. Results of the exercise are below.



Written comment forms were available for attendees to complete at the meeting (or submit via email or postal mail following the event). One comment form was received (transcription below).

Please identify any freight areas of concern regarding:

Bottlenecks/Congestion

[blank]

Physical restrictions (bridges with weight/height limits, areas that do not allow trucks, steep roads, etc.)

The map entitled "state of NH deficiencies and restrictions" only shows the par line over which the Down Easter operates and no rail lines away from the coast. None of the weight-restricted rail bridges and none of the low vertical clearance bridges or RR's are shown.

Connectivity (access to the interstates, intermodal locations, etc.):

Construct a truck-rail transfer facility on par in the Nashua area. Major customers could be CSI Pre-cast Concrete which could expand its market beyond New England (truck standard) to New York, New Jersey, & PA (rail-served).

Others?

[blank]

Please identify any freight areas of opportunity regarding:

Economic growth potential (industrial parks, brownfield sites, etc.)

Brownfield site in Nashua on par, off Spit Brook Rd., east of Daniel Webster Highway

Others?

[blank]

How would you rate the meeting?

Meeting location: Excellent

Time of day: Excellent

Displays: Fair

Presentation: Fair

Interaction with project team: Excellent

Please provide your feedback on the project.

Include the rail mode and network in the freight plan.

Goals should be:

1. Work toward rehabilitation of all track and undergrade bridges to carry the industry-standard weight rail car of 286,000 pounds gross weight (analogous to 80,000 lb. truck)
2. Work toward overhead clearance improvements so that the industry-standard railcar height / AAR plate "F" 17'0" can operate under all bridges over RR's in the state (analogous to truck height of 13'-6")

[commenter provided name and address]



Public Meeting #2: Summary

Date: Thursday, March 22, 2018, 4:00 PM to 6:00 PM

Location: Claremont Savings Bank, Community Room, 145 Broad Street, Claremont, NH

Present

Project Staff:

Lucy St. John and Linda Dusenberry, NH DOT
 Scott Thompson-Graves and Julie Woo, WRA
 Aleksandra Maguire, IHS Markit
 Sarah Paritsky and Samantha Souto, Regina Villa Associates (RVA)

Public Attendees¹

Name	Organization
Jim Grigsby	A. Duie Pyle
Daniel Nash	Advanced Geomatics
Michael Lennon	BTA Governing Board
David Juvet	Business & Industry Association of NH
Dean Williams	Central NH Regional Planning Commission
Michael McCrory	City of Claremont
Scott Sweet	City of Claremont
David Brooks	City of Lebanon
Adam Manley	Demanko HLC Logistics, Inc.
Oscar DeVlaminck	Demanko HLC Logistics, Inc.
Timothy LaRoche	<i>Eagle Times</i>
Patrick Bauer	Federal Highway Administration (FHWA)

Leigh Levine	FHWA - NH Division Office
Susan Slack	Lakes Region Planning Commission
Jay Minkarah	Nashua Regional Planning Commission
Matthew Waitkins	Nashua Regional Planning Commission
Tim White	New Hampshire DES
Linda Dosenberry	NH DOT
Patrick Herlihy	NH DOT
Tricia Lambert	NH DOT Aeronautics
Jasen Stock	NH Timberland Owners Association
Walter A. Stapleton	Omni Transerve
Nate Miller	Southern NH Planning Commission
Rachel Dewey	Strafford Regional Planning Commission
Colin Lentz	Strafford Regional Planning Commission
Gus Lerandean	Southwest Region Planning Commission (SWRPC)
J. B. Mack	SWRPC
Meghan Butts	Upper Valley Lake Sunapee Regional Planning Commission
Steven Schneider	Upper Valley Lake Sunapee Regional Planning Commission
Dave Pelletier	Vermont Agency of Transportation

¹ These individuals attended the Statewide Freight Summit and participated in the public meeting immediately following the Summit.

Purpose

The second Open House was held to introduce the New Hampshire Statewide Freight Plan, share the work completed to date, and gather input from the public.

Format

The meeting was arranged in an open house format with 14 informational boards set up at stations around the room and staff were available to answer questions:

1. Infographics
 - a. Consumer Products
 - b. Lumber Products
 - c. Heating Oil
2. Project Background
 - a. Public Involvement & Outreach Efforts

- b. Draft NH Freight Plan Goals & Objectives
 - c. Project Schedule
- 3. Existing Conditions & Infrastructure
 - a. Drayage
 - b. All Transportation Modes
 - c. Pavement Conditions
 - d. Freight Conditions of the NHFN and NMFN
- 4. Economic Context
 - a. Overview & Commodity Insights
 - b. Trading Partners Insights
 - c. Freight Commodity Flows
- 5. Freight Focus Areas
 - a. Freight Focus Areas

A short presentation was projected in the back of the room.

Interactive Activity Results

Participants were given an opportunity to respond to two different questions by writing responses or drawing notes onto two large-format maps of the state. The questions and comments received are below.

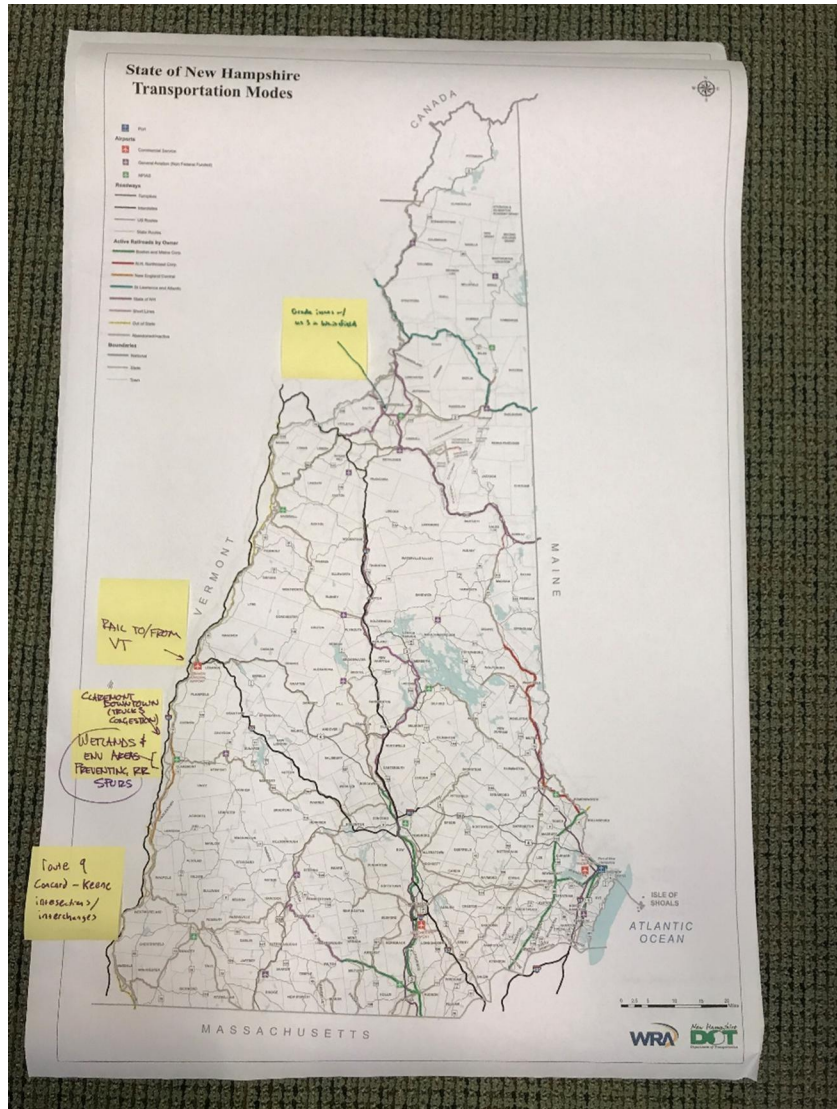


Table #1 - Please identify any freight areas of concern regarding:

- **Bottlenecks/congestion**
- **Physical restrictions (bridges with weight/height limits, areas that do not allow trucks, steep roads, etc.)**
- **Connectivity (access to the interstates, intermodal locations, etc.)**
- **Others**

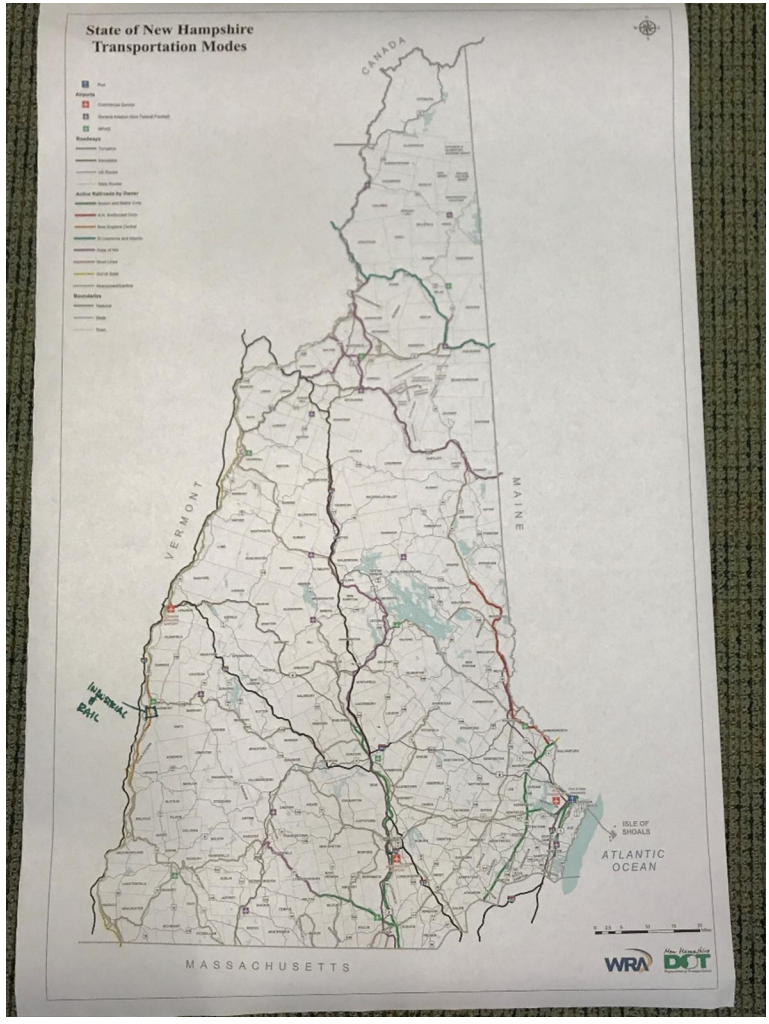
[Route 9 Concord - Keene] Intersection/interchanges

[Claremont]: Truck congestion downtown

[Claremont] Wetlands and environmental areas preventing railroad spurs

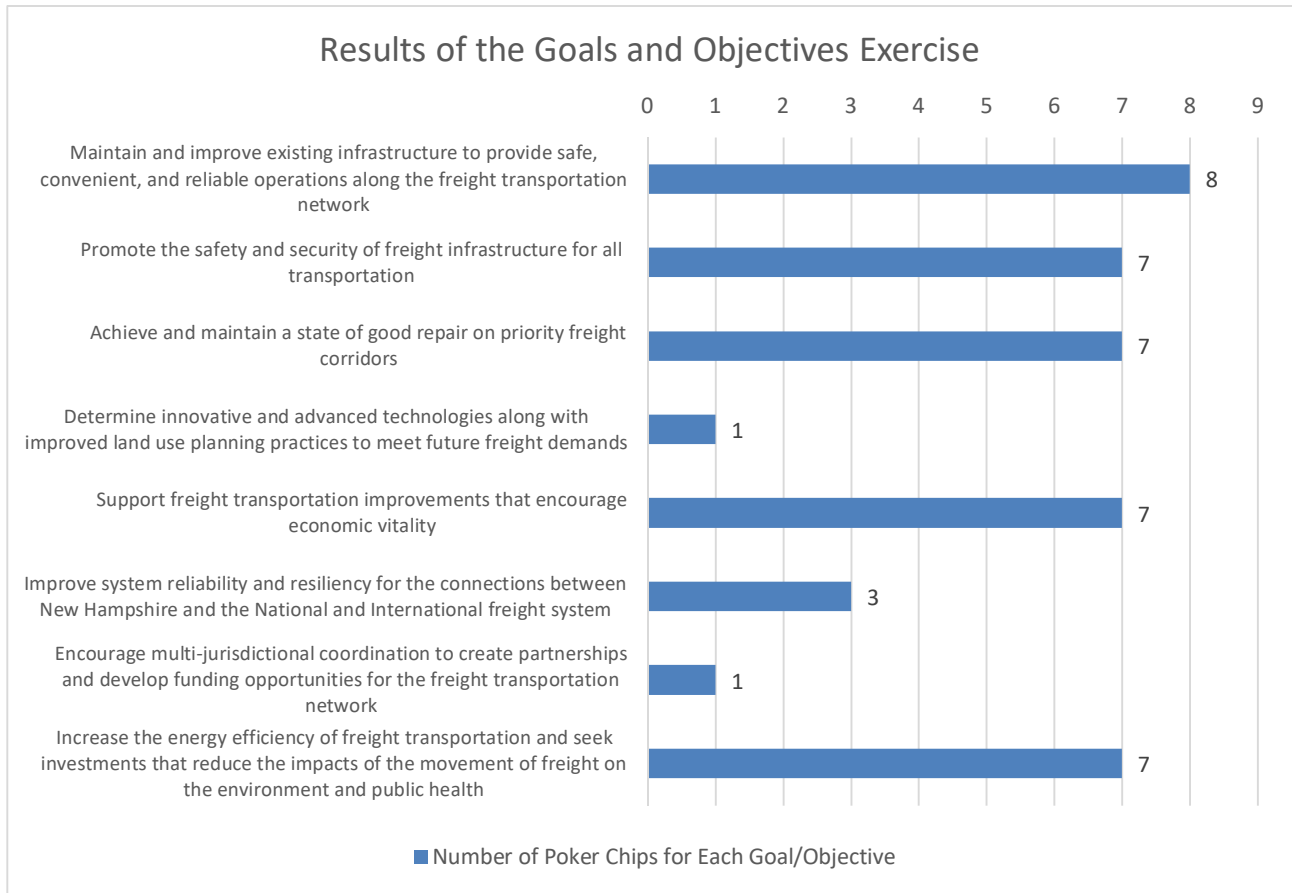
[Lebanon] Rail to and from Vermont

[Whitfield] Grade issues with US-3



<p>Table #2 - Please identify any freight areas of opportunity regarding:</p> <ul style="list-style-type: none"> - Economic growth potential (industrial parks, brownfield sites, etc.) - Others
<p>[Claremont] Industrial and rail</p>

To gather feedback on the draft goals and objectives, participants were each given eight poker chips and asked to place them into jars labeled with each of the goals and objectives. Staff instructed participants to place more chips into the jars to indicate that a goal and objective was more important to them and should be prioritized in the Freight Plan. Results of the exercise are below.



Written comment forms were available for attendees to complete at the meeting (or submit via email or postal mail following the event). One comment was received via email:

I offer one comment for your consideration for tomorrow's Summit and some comments/corrections on the Public Meeting #1 Summary, November 15th, 2017, which I reviewed in anticipation of the Summit.

March 22, 2018 Freight Summit

When I reviewed and provided comments on the DRAFT 2018 Massachusetts State Rail Plan earlier this month, I discovered that there is a clearance "chokepoint" for entry into New Hampshire from Massachusetts. My comments to MassDOT concerning this are below:

"Page 39, Figure 2-5 "Freight Rail Vertical Clearances": The map correctly shows that AAR Plate "F" railcars (17'-0" vertical height railcar) is the maximum height which can clear the PAR Freight Main Line from just east of the Ayer MA Automotive & Intermodal Terminal to North Chelmsford MA and then on the PAR Northern Branch to the MA/NH border. Per the PAR Clearance Map, this restriction continues to Nashua NH; the remainder of the Northern Branch to Concord NH, however, is cleared for 19'-6" Multilevel Auto Rack cars and first generation Double Stack cars (maximum of 8'-0"+9'-6" stacked containers). Ayer MA-North Chelmsford MA-Nashua NH is a vertical clearance chokepoint for entry into New Hampshire. I recommend that MassDOT initiate a project to identify the specific structures which limit the vertical clearance from Ayer to the MA/NH border and undertake a program to improve vertical clearance on this line segment to achieve a minimum of 21'-0" vertical clearance, if not the AREMA standard of 23'-0". I also recommend that MassDOT work with NHDOT for them to make the same improvements from the MA/NH state line to Nashua."

As noted in my recommendation to MassDOT, I recommend that NHDOT undertake a program to identify those overhead structures on the Pan Am Railways Northern Branch from the NH/MA border to Nashua which are clearance obstructions and develop a plan for vertical clearance improvements to achieve a minimum of 21'-0" vertical clearance, if not the AREMA standard of 23'-0" above top of rail. Also, NHDOT should coordinate with MassDOT for a similar program from the NH/MA border to Ayer MA.



Public Meeting #3: Summary

Date: Thursday, May 24, 2018, 3:30 PM to 5:30 PM

Location: White Mountains Community College
Main Campus/Room 100
2020 Riverside Drive, Berlin, NH 03570

Project Staff:

Lucy St. John and Linda Dusenberry, NH DOT
Scott Thompson-Graves and Julie Woo, WRA
Mania Flaskou, IHS Markit
Sarah Paritsky and Samantha Souto, Regina Villa Associates (RVA)

Public Attendees:

Gary Abbott, Associated General Contractors - NH
Steve LaBonte, Citizens for NH Passenger Rail
Peter Estabrooks, Gorham
Paul Robitaille, Gorham
Joe Elgosin, North Country Council TAC
Doug Grant, North Country Council TAC
Bradley Falco, North Country Council
Alex Belenz, North Country Council
Laura Therrien, St. Lawrence Atlantic Railroad
Clayton Macdonald, Stratford Planning Commission
Mark Kelley, White Mountain Lumber

Purpose

The third Public Meeting was held to introduce the New Hampshire Statewide Freight Plan, share the work completed to date, and gather input from the public.

Format

The meeting was arranged in an open house format with 14 informational boards set up at stations around the room and staff were available to answer questions:

1. Infographics
 - a. Consumer Products
 - b. Lumber Products
 - c. Heating Oil
2. Project Background
 - a. Public Involvement & Outreach Efforts
 - b. Draft NH Freight Plan Goals & Objectives
 - c. Project Schedule
3. Existing Conditions & Infrastructure
 - a. Drayage
 - b. All Transportation Modes
 - c. Pavement Conditions
 - d. Freight Conditions of the NHFN and NMFN
4. Economic Context
 - a. Overview & Commodity Insights
 - b. Trading Partners Insights
 - c. Freight Commodity Flows
5. Freight Focus Areas
 - a. Freight Focus Areas

A short presentation was projected in the back of the room.

Interactive Activity Results

Participants were given an opportunity to respond to two different questions by writing responses or drawing notes onto two large-format maps of the state. The questions and comments received are below.

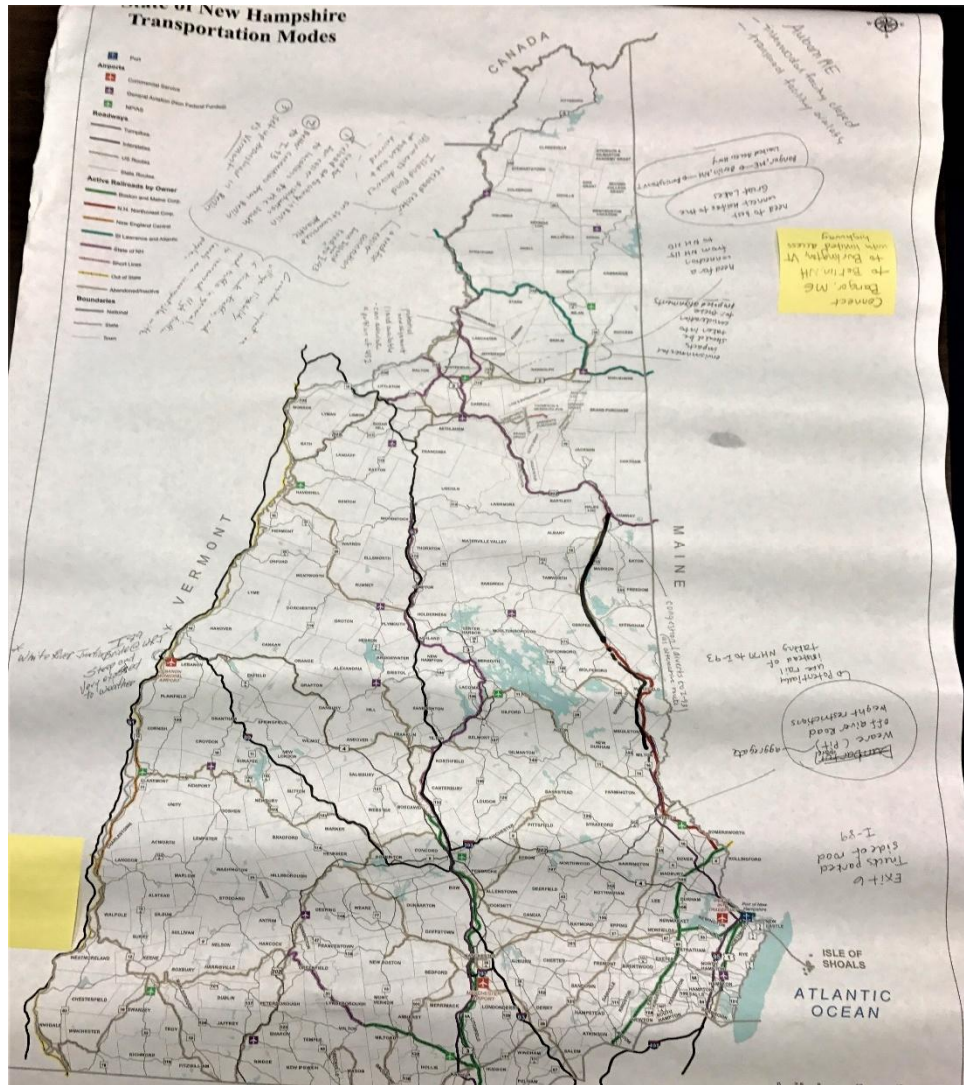


Table #1 - Please identify any freight areas of concern regarding:

- **Bottlenecks/congestion**
- **Physical restrictions (bridges with weight/height limits, areas that do not allow trucks, steep roads, etc.)**
- **Connectivity (access to the interstates, intermodal locations, etc.)**
- **Others**

[I-89 in Lebanon] White River Junction Bridge at WRJ is very steep and exposed to weather

[I-89]: Exit 6 – Trucks parked on the side of the road

[Weare] Gravel Pit off River Road, weight restrictions → Potentially use rail instead of taking NH 77 to I-93

[Berlin] Environmental impacts should be taken into consideration for these proposed alignments

[Jefferson] Need for a connection from NH 115 to NH 110

Need to connect Halifax to the Great Lakes

Bangor, ME → Berlin, NH → Burlington, VT limited access highway

[Auburn] intermodal facility closed, transload facility available
[Island Pond at St. Lawrence and Atlantic] Need for an easier connection from Island Pond Area to I-93 <ul style="list-style-type: none">• Need for reload facility in Berlin for easier distribution to locations to the South• Better connections from Berlin to I-93• Set up transload in Berlin vs Vermont• Consider impact on village livability if truck traffic and road traffic in general is increased. High traffic levels are incompatible with people.
[Route 110 and 142, Berlin area] potential new alignment, land available – can alleviate a portion of US2

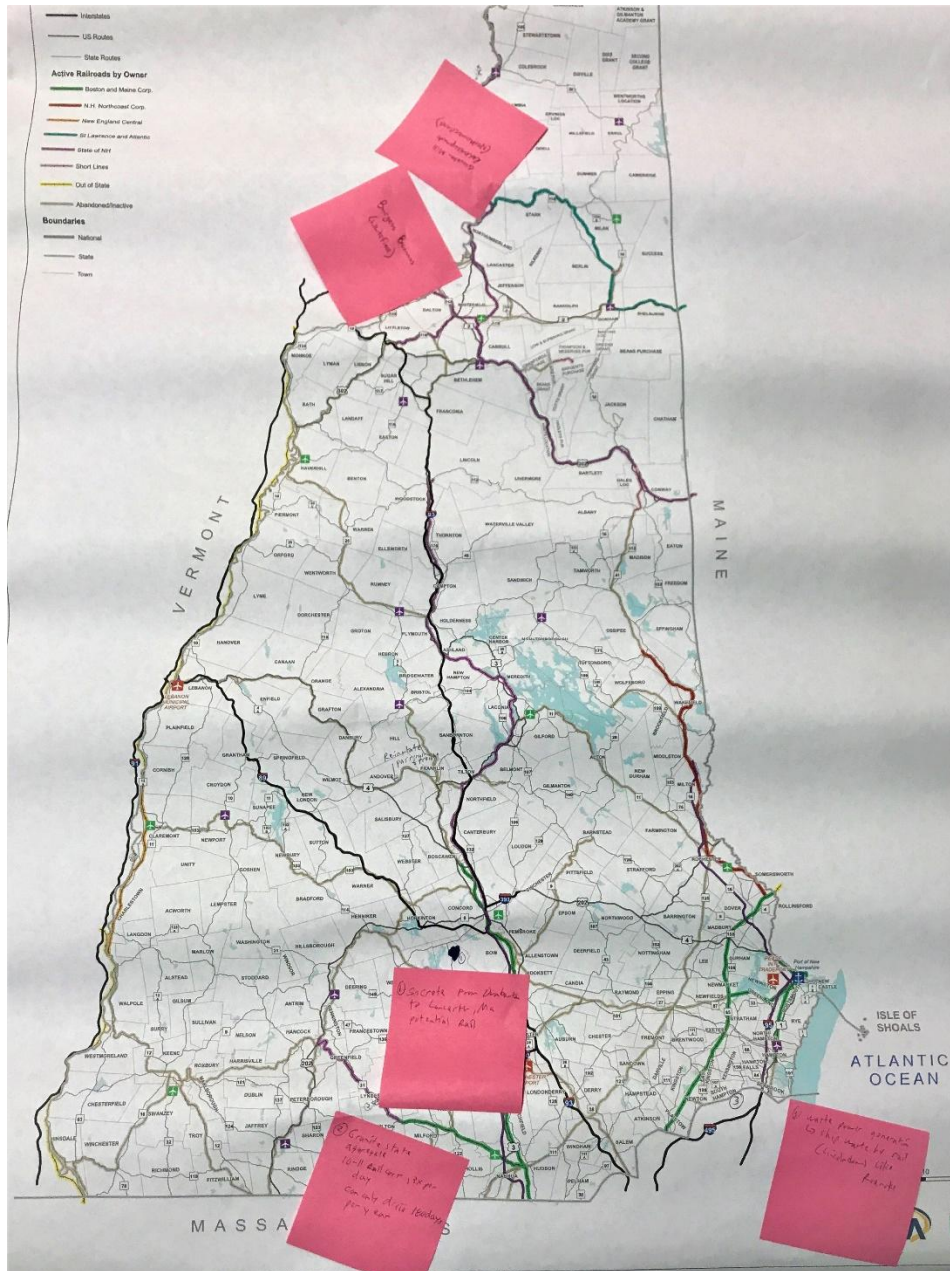
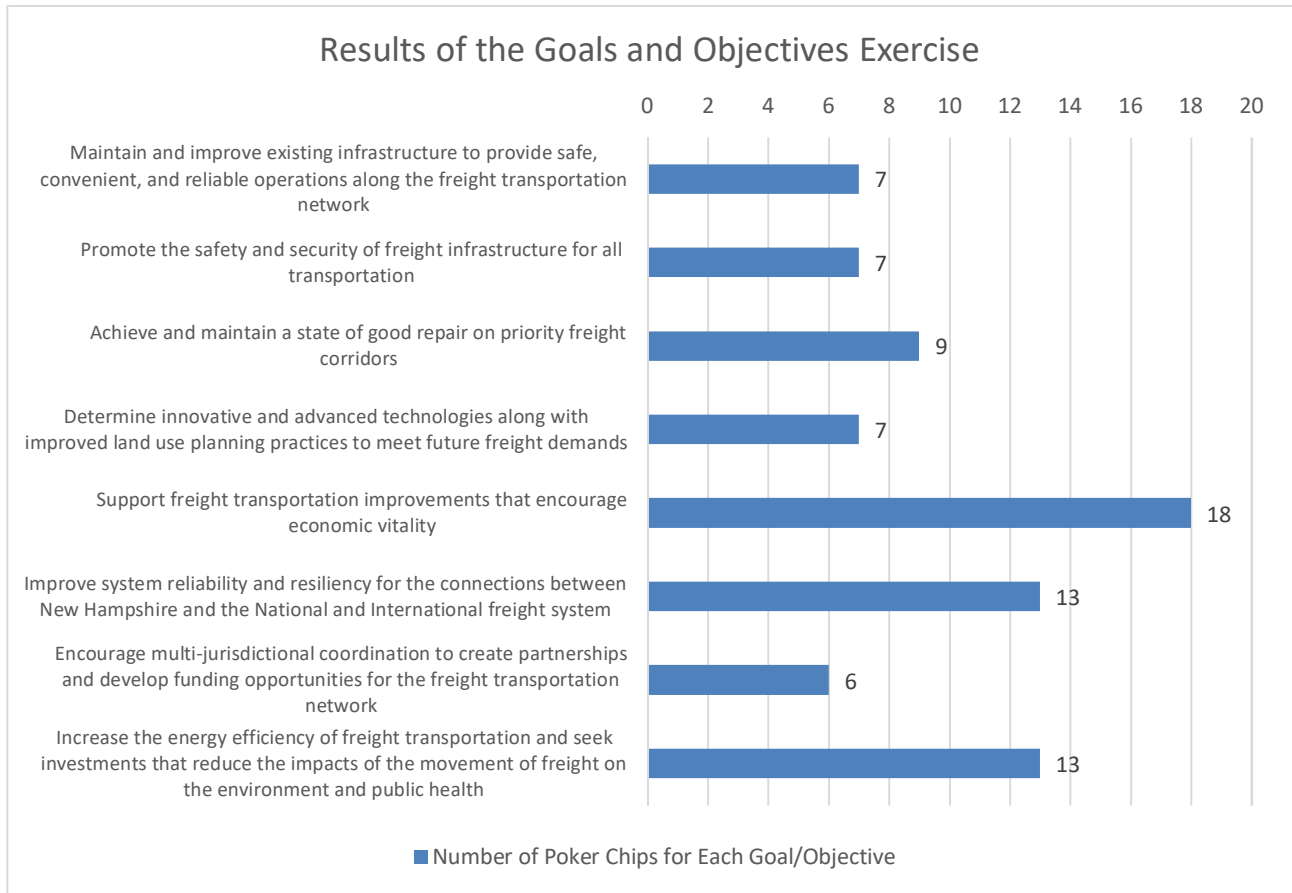


Table #2 - Please identify any freight areas of opportunity regarding: <ul style="list-style-type: none"> - Economic growth potential (industrial parks, brownfield sites, etc.) - Others
[Northumberland] Groveton Mill Redevelopment
[Whitefield] Burgess Biomass
[Andover] Re-instate passenger freight
[Between Dunbarton and Lancaster] potential rail
[Near Wilton/Milford area] granite state aggregate, 10-11 rail carts, 3x per day- can only drive 180 days per year
Ship waste by rail like Roanoke

To gather feedback on the draft goals and objectives, participants were each given eight poker chips and asked to place them into jars labeled with each of the goals and objectives. Staff instructed participants to place more chips into the jars to indicate that a goal and objective was more important to them and should be prioritized in the Freight Plan. Results of the exercise are below.



General Comments

Written comment forms were available for attendees to complete at the meeting (or submit via email or postal mail following the event). Two comments were received via email:

From: Matt Dustin, Gorham Firefighter/Paramedic

I work as a Firefighter / Paramedic at Gorham EMS, Gorham, NH, and am interested in your meeting about freight movement in New Hampshire. We have the St. Lawrence and Atlantic Railroad run by our back door nightly, as well as constant truck travel on Rts 2 and 16 through town.

From: Carl D. Martland, NCC TAC member

I was unable to attend the recent Open House concerning the NH Freight Plan, but I have reviewed the PPT presented to the Rockingham TAC as well as the summaries of comments at earlier public meetings concerning freight priorities and problems in NH. I have not seen the detailed analyses that underlie the summary tables and exhibits included in DOT's presentation.

The general structure, methodology, results and recommendations presented by DOT seem reasonable. The examples of freight movement are very good.

I have one comment in my role as the Sugar Hill representative on the NCC TAC:

Land fill operations within the state should be conducted in such a way as not to provide undue burdens on small towns and residents. Heavily loaded trash trucks are almost the only heavy trucks travelling through some small towns, and they are a major nuisance.

For example, MBI stages heavily loaded trash trucks in Sugar Hill as they wait to be scheduled for unloading at Casella's land fill in Bethlehem. These trucks create a noise problem for local residents, as they move in and out of a staging area on NH 117 at all hours of the day. Some of the trucks are so overloaded that they can barely make it up the hills as drive up from Franconia to Sugar Hill (I have followed such trucks as they slow down to less than 15mph.) Staging operations and locations should not allow over-loaded trucks, should not allow over-night storage, and should minimize noise impacts on local residents.

I have several comments based upon my long experience with rail freight operations:¹

1. The rail map in DOT's presentation (exhibit 1) should be show the rail lines within the region, not just within in New Hampshire, as was shown in the 2012 NH Rail Plan (exhibit 2). It should also include all of the freight railroads, not just PAR (i.e. exhibit 3 from the NH Rail Plan, updated if necessary).
2. Improving track and bridges to accommodate 286,000 Gross Vehicle Weight cars is an important objective for major lines and branch lines (but not necessarily for lines with little or no traffic). I agree with the recommendations that NH should work with neighboring states toward this objective.
3. Improving clearances for double-stack container trains is a much lower priority, since traffic volumes to NH could not support this kind of operation.

¹ I was the head of the Rail Research Group at MIT for thirty years, and I have worked with all of the major US and Canadian railroads and many state and federal agencies on issues related to rail productivity and/or public freight policy.

4. Transload operations, such as illustrated in DOT's presentation, could well become more important in the future. I was pleased to see these examples.

5. Preserving rail rights-of-way through the Rails-to-Trails program is a very important priority for NH. It is not necessary to keep the rails in place; it is absolutely critical to keep the ROWs open for possible use for new transport systems decades from now.

Exhibit 1

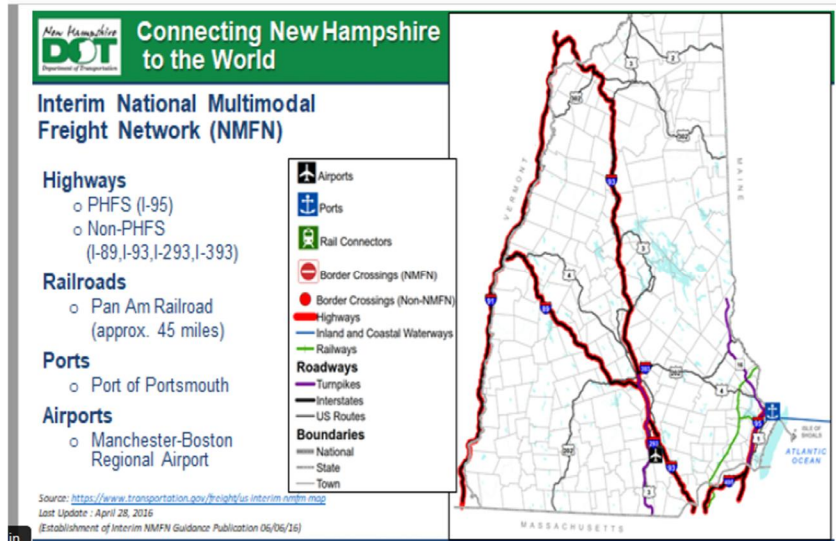


Exhibit 2: The 2012 NH State Rail Plan places NH within a regional rail system

Figure 2-34 New Hampshire Railroads

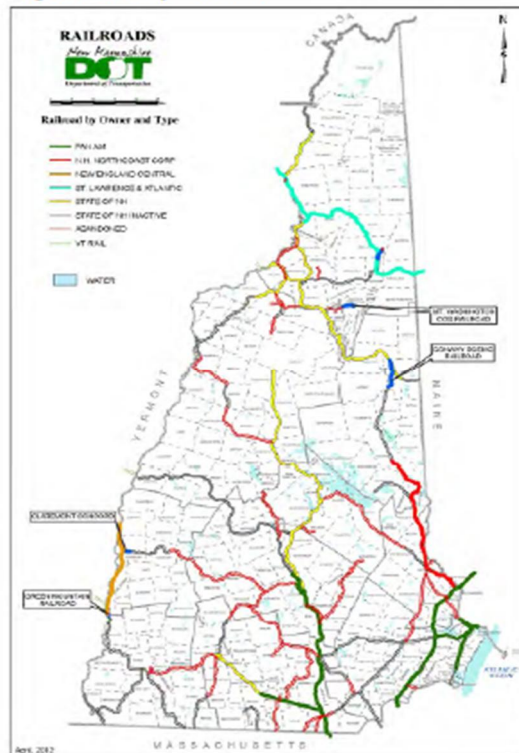


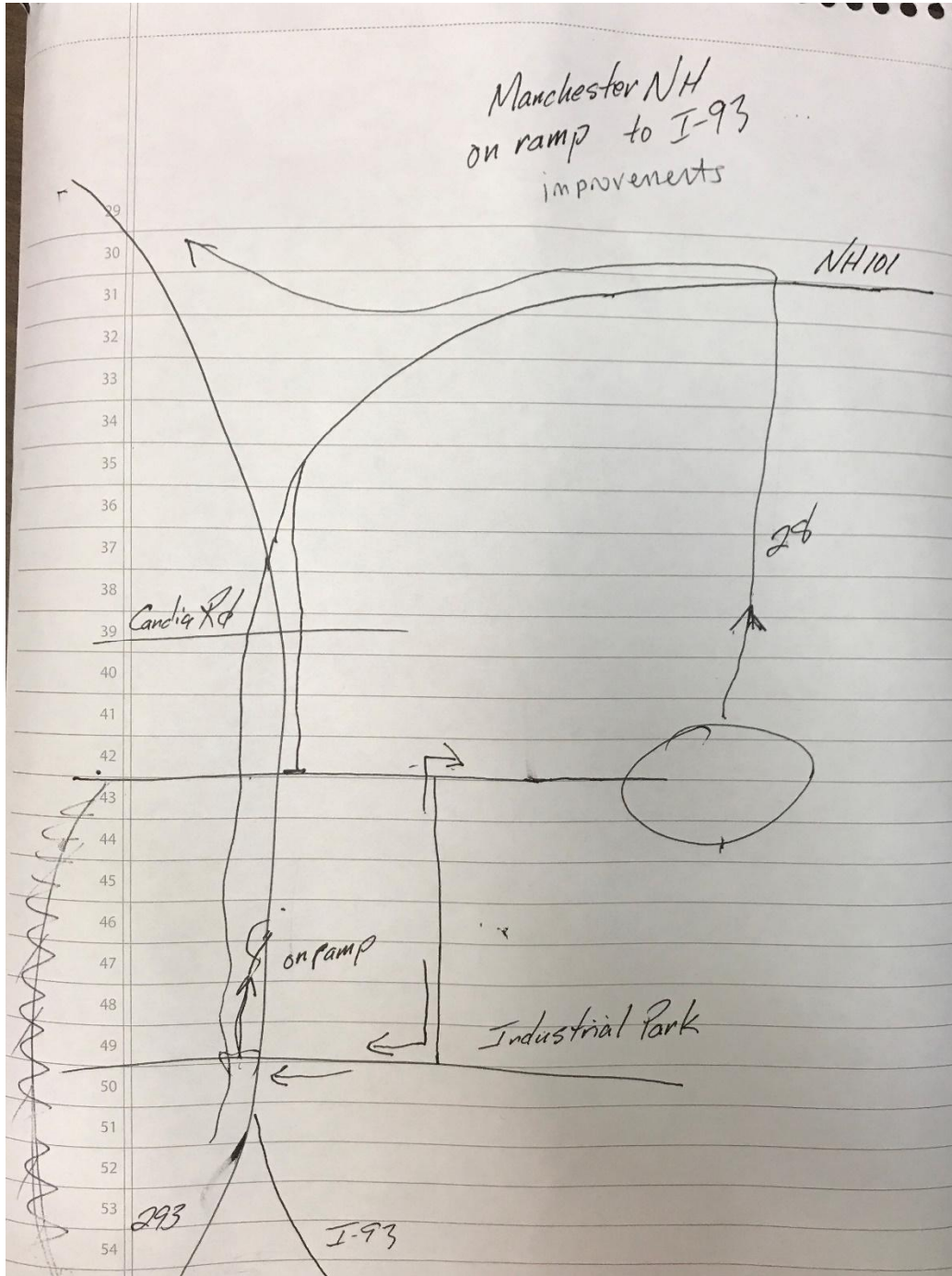
Exhibit 3: The 2012 NH State Rail Report shows all of NH's railroads



Figure 2-1: National Gateways for the New Hampshire Railroad System



One meeting attendee provided comments via a hand-written diagram:





Public Meeting #4: Summary

Date: Thursday, June 21, 2018, 4:00 PM to 6:00 PM

Location: Newington Town Hall – Auditorium, 205 Nimble Hill Rd, Newington, NH

Present

Project Staff:

Lucy St. John and William Rose, NH DOT
 Scott Thompson-Graves and Julie Woo, WRA
 Aleksandra Maguire, IHS Markit
 Sarah Paritsky and Samantha Souto, Regina Villa Associates (RVA)

Public Attendees¹

Attendee	Organization
Dale Lewis	AVP Trucking (former)
Katie Nelson	Central NH Regional Planning Commission
Robin Comstock	City of Somersworth
Adam Manley	Demanko HLC Logistics, Inc.
Oscar DeVlaminck	Demanko HLC Logistics, Inc.
Leigh Levine	FHWA
Duncan Allen	IBI Group
Carl-Henry Piel	IBI Group
Susan Slack	Lakes Region Planning Commission
Michael Lennon	MCL Services
Captain Geno Marconi	New Hampshire Port Authority
Ted Connolly	Newington Board of Selectmen
Ken Latchaw	Newington Board of Selectmen

Michael Marconi	Newington Board of Selectmen
Elizabeth Stratham	NH Department of Environmental Services
Nicholas Altonaga	North Country Council
David Walker	Rockingham Planning Commission
Nate Miller	Southern NH Planning Commission
Colin Lentz	Strafford Regional Planning Commission
Jennifer Czysz	Strafford Regional Planning Commission
Victoria Parmele	Strafford Regional Planning Commission
Marcia Gasses	Town of Barrington
Martha Roy	Town of Newington

¹ These individuals attended the Statewide Freight Summit and participated in the public meeting immediately before and following the Summit. Display boards, interactive exercises, and comment map were set up and the project team was available to take questions and record comments.

Purpose

The fourth Open House was held to introduce the New Hampshire Statewide Freight Plan, share the work completed to date, and gather input from the public.

Format

The meeting was arranged in an open house format with 14 informational boards set up at stations around the room and staff were available to answer questions:

1. Infographics
 - a. Consumer Products
 - b. Lumber Products
 - c. Heating Oil
2. Project Background
 - a. Public Involvement & Outreach Efforts
 - b. Draft NH Freight Plan Goals & Objectives
 - c. Project Schedule
3. Existing Conditions & Infrastructure
 - a. Drayage
 - b. All Transportation Modes
 - c. Pavement Conditions
 - d. Freight Conditions of the NHFN and NMFN
4. Economic Context
 - a. Overview & Commodity Insights
 - b. Trading Partners Insights
 - c. Freight Commodity Flows
5. Freight Focus Areas
 - a. Freight Focus Areas

A short presentation was projected in the back of the room.

Interactive Activity Results

Participants were given an opportunity to respond to two different questions by writing responses or drawing notes onto two large-format maps of the state. The questions and comments received are below.

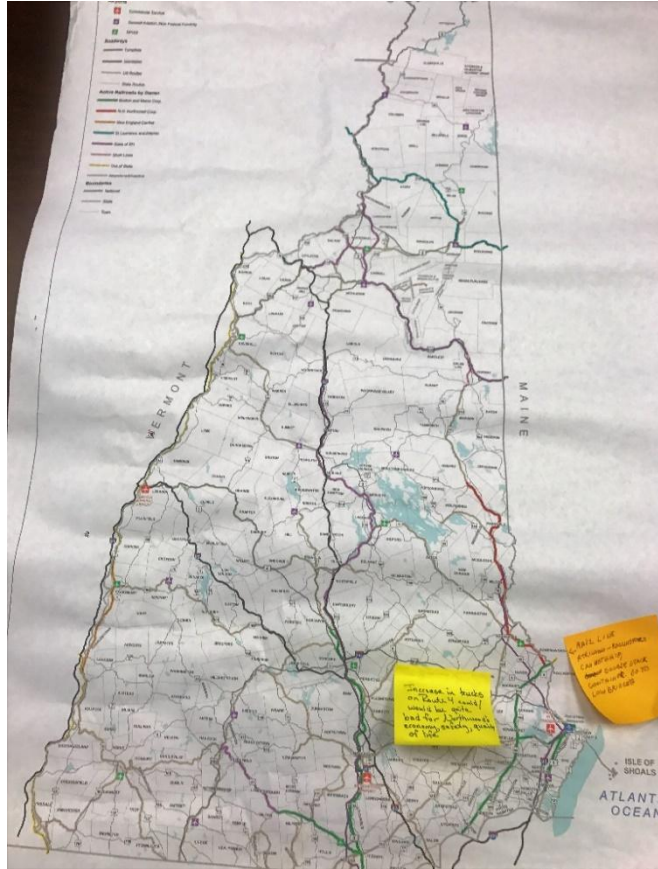


Table #1 - Please identify any freight areas of concern regarding:

- **Bottlenecks/congestion**
- **Physical restrictions (bridges with weight/height limits, areas that do not allow trucks, steep roads, etc.)**
- **Connectivity (access to the interstates, intermodal locations, etc.)**
- **Others**

[Northwood] Increase in trucks on Route 4 could/would be quite bad for Northwood's economy, safety, quality of life

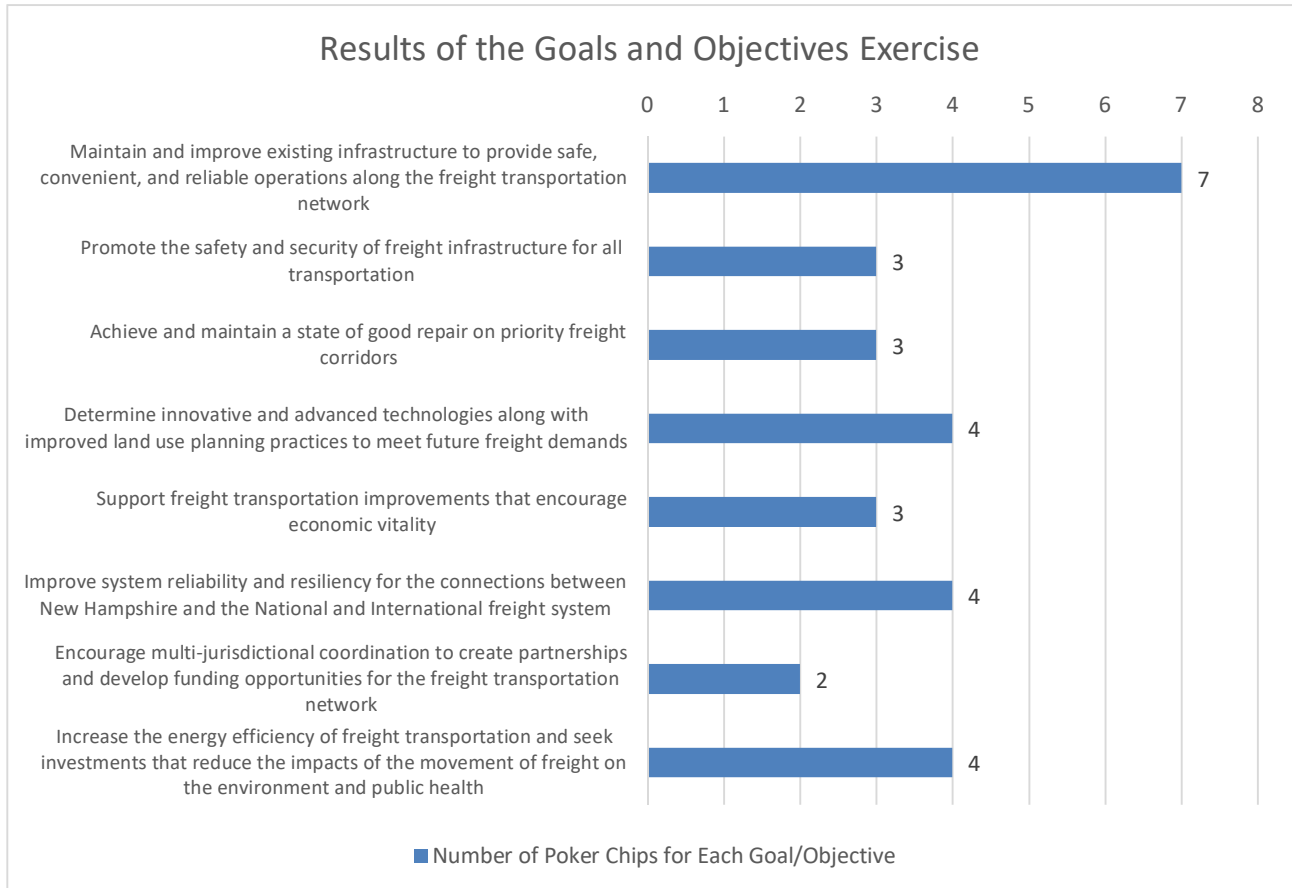
[Rollinsford]: Rail line Atkinson-Rollinsford cannot ship double stack containers due to low bridges

Table #2 - Please identify any freight areas of opportunity regarding:

- **Economic growth potential (industrial parks, brownfield sites, etc.)**
- **Others**

No comments received for Table #2

To gather feedback on the draft goals and objectives, participants were each given eight poker chips and asked to place them into jars labeled with each of the goals and objectives. Staff instructed participants to place more chips into the jars to indicate that a goal and objective was more important to them and should be prioritized in the Freight Plan. Results of the exercise are below.



Appendix B-3: Stakeholder Interviews

New Hampshire Statewide Freight Plan

Outreach Interview Form

Date of Interview: Tuesday, 01/09/18

Time of Interview: 2:00 pm

Interview Location: WRA (Small Conference Room)

Interview Description: Phone Interview

Work Order Number: WRA #35005-001

Project: NH Statewide Freight Plan

Interview Participants

Name	Representing	Phone	Email
Kevin Murray	Associated Grocers of New England		

Interview Discussions – **For notetaking purposes, we would like to record this call.**

1. For the New Hampshire transportation network, which roadways:
 - a. Are most important to freight movement?
 - I-93, I-89, NH 4, I-95
 - b. Experience heavy congestion or delay due to trucks?
 - I-93 from Hooksett Toll Plaza northbound through the other side of Concord
 - Heavy late in the afternoon and in the summer when there are tourists traveling north.
 - For their business, usually experience congestion in the afternoon when trucks are returning from the south. When trying to avoid I-93 traffic, secondary roads also become congested.
 - c. Have infrastructure / geometric constraints that affect truck movements?
 - I-89 and NH 3. For NH 3, additional lanes will be helpful to relieve congestion from Nashua to Manchester
 - d. Have the worst pavement conditions and should be prioritized first?
 - In general, compared to other states, NH's roads are in pretty good condition. Nothing specific comes to mind.

2. Where are specific bridges or overpasses that hinder freight transport via truck or rail?

Overpasses along Everett Turnpike affect ability to widen highway

3. What are the biggest freight challenges and needs across all modes that affect your business?

Quality employees is a common issue in the industry. The biggest challenge is conducting safe deliveries in the most economic manner.

4. Are there any anticipated changes to your primary commodities, commodity flows, or shipment volumes?

Big changes are not anticipated.

5. What are some future freight growth or economic development opportunities that would impact NH?

If Amazon were to locate in NH, that would be a game changer for many companies if it were to happen. People, infrastructure needs, congestion would increase significantly. The Northern Pass would also require a significant amount of resources as well if it passes. Potentially affect North Country.

6. What other stakeholders should we interview for the NH Freight Plan? Can you provide a contact?

Walmart distribution center in Raymond. A company of this size, may need to contact headquarters to set up an interview.

7. Feel free to discuss any other topics or areas of interest / concern regarding freight movement in NH.

High speed tolling works very well. If Bedford was set up as high-speed tolling, that would work really well to help traffic continue to flow.

8. Who should we add to our mailing list for future public meeting notifications? (name / contact information)

None at this time.



New Hampshire Statewide Freight Plan

Outreach Interview Form

Date of Interview: 11/8/17
Time of Interview: 3:00 PM
Interview Location: By phone
Interview Description: _____

Work Order Number: WRA #35005-001
Project: NH Statewide Freight Plan

Interview Participants

Name	Representing	Phone	Email
Justin Slattery	Executive Director, Belknap EDC		
Regan Checchio	RVA		

Interview Discussions – For notetaking purposes, we would like to record this call.

1. For the New Hampshire transportation network, which roadways:
 - a. Are most important to freight movement?
Interstate highways especially 93; with location in central NH (Rt. 93)
 - b. Experience heavy congestion or delay due to trucks?
Not heavy, but congestion – east/west roadways other than Rt. 101 tend to be 2-way roadways (not a lot of east/west highways)
 - c. Have infrastructure / geometric constraints that affect truck movements?
Would not be able to speak to that
 - d. Have the worst pavement conditions and should be prioritized first?
Could not speak to a specific roadway, but in rural NH as you get away from Rt. 93, have noticed that there are roads that need re-conditioning and re-pavements (in general – west and north of Concord)
2. Where are specific bridges or overpasses that hinder freight transport via truck or rail?
Can't saw that he is personally aware and businesses have not mentioned it
3. What are the biggest freight challenges and needs across all modes that affect your business?
Not in particular, but not too far from Manchester Airport and not too far from 93 (don't hear too much about freight challenges from the businesses he works with); Laconia Airport is also above average for a smaller airport and some businesses take advantage of that (several big manufacturers – salespeople and equipment; some use it to get staff around/commute)
4. Are there any anticipated changes to your primary commodities, commodity flows, or shipment volumes?
In general, manufacturers very advanced and shipping parts and equipment out for sales, but with technology things are getting smaller and smaller (medical devices, smaller and high tech.); relatively stable businesses; do see a lot of deliveries and supply needing to reach area (85 manufacturers representing about 4000 jobs, strong travel and tourism in Lakes regions – hospitality economy)
5. What are some future freight growth or economic development opportunities that would impact NH?
NH has a high quality of life and in the regional economy of Boston/NE; key is an available workforce. More acutely to work on pipeline of workforce; freight needs to address markets quickly and efficiently; need to tie it all together



6. What other stakeholders should we interview for the NH Freight Plan? Can you provide a contact?

Recommend Planning Commissions.

7. Feel free to discuss any other topics or areas of interest / concern regarding freight movement in NH. From his perspective as part of EDC, looking to build economic opportunity. Strategic infrastructure plan that includes rail is very important. Businesses are looking to see this type of planning from the DOT.

Part of the Rail Plan Study about 7-8 years ago. Very important process.

8. Who should we add to our mailing list for future public meeting notifications? (name / contact information)

Will help promote meetings in his area. Send him material and he will distribute including Chamber of Commerce staff.



New Hampshire Statewide Freight Plan

Outreach Interview Form

Date of Interview: 12/13/2017
Time of Interview: 10:30 AM
Interview Location: phone
Interview Description: _____

Work Order Number: WRA #35005-001
Project: NH Statewide Freight Plan

Interview Participants

Name	Representing	Phone	Email
Dave Juvet	Business and Industry Association – New Hampshire’s Statewide Chamber of Commerce		
Sarah Paritsky	RVA		

Interview Discussions

- For the New Hampshire transportation network, which roadways:
 - Are most important to freight movement? I-93 corridor; I-89; Frederick E. Everett Turnpike; in North Country: State Route 3, SR 302, Route 16, Spaulding Turnpike, and the I-95 corridor.
 - Experience heavy congestion or delay due to trucks? Not due to trucks specifically – all of them will have delays due to commuter or tourism traffic.
 - Have infrastructure / geometric constraints that affect truck movements? There is a significant number of red list bridges, some with weight restrictions that impact trucking. Rotaries have become popular in NH. The larger rotaries are difficult for trucks but not impossible. Smaller rotaries are probably impossible to safely negotiate, and trucks end up driving over the center. Specific rotary: Off Exit 17 from I-93.
 - Have the worst pavement conditions and should be prioritized first? In general, the pavement on interstate and turnpike system is very good. Regarding the pavement management on the state road system – they do best they can with the resources they have.
- Where are specific bridges or overpasses that hinder freight transport via truck or rail? Cannot address rail. Red list bridges (above). Bridges over the interstate are built to interstate standards; older overpasses over state highways need to be signed for trucks over a different height. Nothing specific.
- What are the biggest freight challenges and needs across all modes that affect your business? Freight moving by rail. Some rail lines are in need of upgrading and repair; trains need to operate extraordinarily slowly due to the condition of the rails. On highways, traffic congestion causes delays during rush hour in morning or evening. He was not sure if freight goes through the port in Portsmouth; it might be underutilized.
- Are there any anticipated changes to your primary commodities, commodity flows, or shipment volumes? Not that he is aware of.
- What are some future freight growth or economic development opportunities that would impact NH? The Port in Portsmouth should be explored. He believes salt, oil and natural gas for roadways is brought in through the port. There are huge freight operations with UPS and FedEx at Manchester-Boston Regional Airport. He is not



sure if there are opportunities for expansion. The airport is a critical economic development hub for the movement of freight.

6. What other stakeholders should we interview for the NH Freight Plan? Can you provide a contact?
 - Regional economic development agencies – Southern New Hampshire, and other municipal or regional economic agencies (already on our list).
7. Feel free to discuss any other topics or areas of interest / concern regarding freight movement in NH. None
8. Who should we add to our mailing list for future public meeting notifications? (name / contact information) If we send him information via email, he will send it to the BIA's economic development committee.



New Hampshire Statewide Freight Plan

Outreach Interview Form

Date of Interview: 12/12/2017
Time of Interview: 3:30 PM
Interview Location: phone
Interview Description: _____

Work Order Number: WRA #35005-001
Project: NH Statewide Freight Plan

Interview Participants

Name	Representing	Phone	Email
Sarah Paritsky	RVA		
Michael Tardiff	Central New Hampshire Regional Planning Commission		
Dean Williams	Central New Hampshire Regional Planning Commission		

Interview Discussions

- For the New Hampshire transportation network, which roadways:
 - Are most important to freight movement? Interstates: I-93 and I-89. Arterials: Route 9, 202, 4 (east-west corridors). Also, the rotary where Route 4 and Route 28 meet in Epsom.
 - Experience heavy congestion or delay due to trucks? Route 4 through Epsom; I-93 through Concord; Route 3A has large industrial use; Route 3 truck stop area.
 - Have infrastructure / geometric constraints that affect truck movements?
 - Route 3A has left turn restrictions.
 - Challenges at truck stops on Route 3A and Bow Junction where I-89 and I-93 intersect. Route 3A will see improvements (from NH DOT).
 - At an intersection in Hopkinton (US 202, Route 9 and Route 127) connects to Old Concord Road where there is industrial activity and a concrete plant. He estimates 20-25% of the traffic is truck traffic at this intersection. The intersection is also scheduled for improvement in about 8 years. The trucking folks might prefer a roundabout over a light there. There is also potential for rezoning on the other side of the intersection.
 - I-93 ramps wherever there are merges with other interstates. They will attend a toll proposal public hearing tonight, and will likely hear from freight stakeholders. A toll increase would accelerate improvements to I-91.
 - Whitney Road and US-4 off Exit 17 on I-93 where there is a new gas station, industrial uses, more land to be developed (grocery store), and an incinerator plant that draws truck traffic from MA. There are safety and capacity concerns here. No scheduled improvements there but truck and regular vehicle traffic expected to increase.
 - Have the worst pavement conditions and should be prioritized first? Tier 2 roads, including Route 3A, need work. Tier 1 roads (highways) are pretty good. Within the City of Concord, the urban compact zone has lots of state and US routes maintained by the City, with high truck and freight traffic that serves the businesses. There may be geographic constraints for trucks within the city. Other roads that need work include Route 106 through Pembroke and Concord, and Manchester Street through Concord, in the urban compact zone at the border of Concord and Pembroke. There is a National Gas filling station there.



2. Where are specific bridges or overpasses that hinder freight transport via truck or rail? None.
3. What are the biggest freight challenges and needs across all modes that affect your business? Congestion and safety. Highway congestion at peak hour goes hand-in-hand with safety.
4. Are there any anticipated changes to your primary commodities, commodity flows, or shipment volumes? Passenger rail to Manchester could be an opportunity for more freight rail. There has been a change in the political climate; a study of the capitol corridor wasn't supported but now in the 10-year plan. The Whitney Road area has a lot of commercial/industrial zone along much of the rail line; this could be a long-term rail connection.

Additional changes are expected due to growth near Henniker and Hopkinton (above) and changes to Route 3A (above). On Route 106 in Loudon at International Drive, there is currently industrial and commercial zoning, but there is a project to make improvements tied to the speedway. This could be opened up for commercial and heavier industrial uses.

5. What are some future freight growth or economic development opportunities that would impact NH? People are more proactive about economic development proposals. They referred to their answers to the previous question.
6. What other stakeholders should we interview for the NH Freight Plan? Can you provide a contact?
 - McLane in Hopkinton
 - Associated Grocers
 - Liquor Commission Warehouse (and other businesses) in Bow
 - Coal plant – actively using rail in Bow; recently purchased.
7. Feel free to discuss any other topics or areas of interest / concern regarding freight movement in NH. They mentioned air freight, which I said would be part of the Plan.
8. Who should we add to our mailing list for future public meeting notifications? (name / contact information) They offered to share meeting notices with the Planning Commission's transportation advisory committee. They offered to provide contact information for Bruce Crawford.



New Hampshire Statewide Freight Plan

Outreach Interview Form

Date of Interview: 11/7/17
Time of Interview: 1:00 PM
Interview Location: Phone
Interview Description: _____

Work Order Number: WRA #35005-001
Project: NH Statewide Freight Plan

Interview Participants

Name	Representing	Phone	Email
Monique Coll	KMT Freight (Ken and Monique Transport LLC)		
Sarah Paritsky	RVA		

Interview Discussions –

1. For the New Hampshire transportation network, which roadways:
 - a. Are most important to freight movement? Route 101, 202, 124, 12, 11; I-93, 89, and 95.
 - b. Experience heavy congestion or delay due to trucks? Route 101A between Milford and Nashua due to lights; Route 10 where there is a single lane, traffic from passenger vehicles and trucks. Her truckers leave at 2, 3, or 4 AM so they arrive at their destination before traffic picks up in the early afternoon.
 - c. Have infrastructure / geometric constraints that affect truck movements? “Roundabouts are the worst for trucks.” The rotary in Epsom, NH it is not too much of a problem, but others are difficult because trucks must occupy two lanes of traffic, creating conflicts with passenger vehicles. She is opposed to the proposed roundabout in Jaffrey. Also, four-way intersections where there are medians or sharp-edged, granite curbs – worse than rounded pavement curbing because it ruins a truck’s wheels or tires.
 - d. Have the worst pavement conditions and should be prioritized first? Route 124 Jaffrey to Keene was recently surface paved, but still has bumps. Route 101 east coming down Temple Mountain entering Wilton – very rough especially in springtime due to snow/frost, narrower, lots of curbs.
2. Where are specific bridges or overpasses that hinder freight transport via truck or rail? She couldn’t think of any, but WMUR TV has advertised that 150 bridges need attention in NH. If bridges are de-rated, truckers cannot travel on them due to weight constraints and would need alternate routes.
3. What are the biggest freight challenges and needs across all modes that affect your business? Traffic. There are not enough trucks. Untrained drivers and passenger vehicles don’t know how to interact with trucks, don’t realize they shouldn’t cut off trucks, and don’t know how to deal with trucks in rotaries. Winter roads discourage drivers from around the country from driving in NH in the winter (or in the spring due to the condition of roads).
4. Are there any anticipated changes to your primary commodities, commodity flows, or shipment volumes? Shipping volumes – there are seasonal ups and downs. The customer base increases every year and will continue to do so as companies grow.
5. What are some future freight growth or economic development opportunities that would impact NH? Amazon is considering a warehouse in NH which is good for the economy and jobs, but trucks will use roads that are already congested. It could also impact the workforce, as she is already “fighting for drivers.” NH currently has one of the lowest freight rates in the country, which could change.



6. What other stakeholders should we interview for the NH Freight Plan? Can you provide a contact? Monadnock Disposal – services a transfer station, sells fuel, picks up trash, and trucks trash to other locations. Manager: Matt Peard 603-532-8088. We should also talk to oil companies that deliver home heating oil – Ciardelli 603-673-1336 and Cheshire Oil in Keene.
7. Feel free to discuss any other topics or areas of interest / concern regarding freight movement in NH. N/A
8. Who should we add to our mailing list for future public meeting notifications? (name / contact information) She agreed to share information about the 11/15 public meeting and online survey.



New Hampshire Statewide Freight Plan

Outreach Interview Form

Date of Interview: 11/9/2017

Time of Interview: 3:30 PM

Interview Location: phone

Interview Description: _____

Work Order Number: WRA #35005-001

Project: NH Statewide Freight Plan

Interview Participants

Name	Representing	Phone	Email
Sarah Paritsky	RVA		
Jay Minkarah	Nashua Regional Planning Commission (NRPC)		

Interview Discussions

1. For the New Hampshire transportation network, which roadways:
 - a. Are most important to freight movement? Major highways: I-93, I-95, Route 3 (FE Everett Turnpike), US Route 3 (Daniel Webster Highway), NH 101, NH 101A, I-293 (though smaller)
 - b. Experience heavy congestion or delay due to trucks? FE Everett Turnpike, I-95, NH 101, NH 101A
 - c. Have infrastructure / geometric constraints that affect truck movements? US Route 3 – several intersections where the configuration make turns challenging for trucks. On US Route 3 and 101A, because of the high quantity of driveways for businesses, there are lots of instances where trucks have difficulty getting in and out and block several lanes of traffic.
 - d. Have the worst pavement conditions and should be prioritized first? None come to mind.
2. Where are specific bridges or overpasses that hinder freight transport via truck or rail? None come to mind.
3. What are the biggest freight challenges and needs across all modes that affect your business? Challenge in accommodating larger or double size trucks (not sure of term), especially on secondary roads and also roads like 101A and Route 3 – navigating intersections and getting in and out of businesses and driveways, blocking traffic. Congestion generally also a challenge.
4. Are there any anticipated changes to your primary commodities, commodity flows, or shipment volumes? Not for NRPC specifically. In the region, fewer larger industries moving larger volumes. The Nashua Region tends to be the end user. Larger demands, including coal (to one remaining coal fired plant), are going to diminish. Anecdotally, he is seeing more box trucks on secondary and residential roads, as well as businesses (the “Amazon effect”). That has an impact especially on narrower roads.
5. What are some future freight growth or economic development opportunities that would impact NH? Beyond the smaller vehicle distribution increases, he doesn’t see increases in freight in large scale. No growth in industries like extraction or timber. Not much originating in NH – no production of large bulk good (will likely decline), and large-scale freight coming into the region and state will also decline. NH doesn’t produce automobiles, washing machines; most is passed-through – timber products from Canada to Massachusetts, for example. He expects this to ebb and flow depending on economic activity – likely increase due to Boston area construction, and as that declines, as will the related freight. The growth in industry in the Nashua Region



tends to be high-tech, advanced manufacturing, and small products – a lot of what is being shipped or exported is being moved by air and in small quantities, like UPS and FedEx, and 18 wheelers.

6. What other stakeholders should we interview for the NH Freight Plan? Can you provide a contact? Business and Industry Association (BIA) – Dave Juvet - and Chambers of Commerce, including Mike Skelton at Greater Manchester Chamber. State office of business development. Eversource – involved with many industries and manufacturers – can connect us if she's not the best contact: Elizabeth LaRocca – Community Relations – 603-882-1387 x555-5252.
7. Feel free to discuss any other topics or areas of interest / concern regarding freight movement in NH. He is very interested in amount of freight moving through the state; how it's trending over time; any projections there may be. He is also interested in origin and destination; types of freight; any other trends – vehicle size, type of truck, what's moving by rail vs. truck, what's coming by air.
8. Who should we add to our mailing list for future public meeting notifications? (name / contact information) He will provide if he thinks of anyone.

New Hampshire Statewide Freight Plan

Outreach Interview Form

Date of Interview: 01/12/18
Time of Interview: 10:00 am
Interview Location: WRA (Small Conference Room)
Interview Description: Phone Interview

Work Order Number: WRA #35005-001
Project: NH Statewide Freight Plan

Interview Participants

Name	Representing	Phone	Email
Matt Waitkins (Senior Transportation Planner)	Nashua Regional Planning Commission		
Gregg Lantos (MPO Coordinator)	Nashua Regional Planning Commission		

Interview Discussions – For notetaking purposes, we would like to record this call.

1. For the New Hampshire transportation network, which roadways:
 - a. Are most important to freight movement?
 - Everett Turnpike, NH 101A, NH 101, Daniel Webster Hwy
 - b. Experience heavy congestion or delay due to trucks?
 - NH 101A, Daniel Webster Hwy through Nashua.
 - Trucks are impacted by the congestion and contributing to the congestion, as well.
 - c. Have infrastructure / geometric constraints that affect truck movements?
 - NH 101 A
 - Main St through Nashua – difficult for trucks to maneuver in certain areas
 - d. Have the worst pavement conditions and should be prioritized first?
 - For state highways, NHDOT will have better information
 - For local roadways, it varies – nothing specific comes to mind at this time
 - Any downtown roadway network will have common restrictions

2. Where are specific bridges or overpasses that hinder freight transport via truck or rail?

No overpasses at this time, but there are some at grade rail crossings in Nashua. The tracks themselves owned by railroads are in need of repair, especially where they cross Main St and head west. There are other rail crossings in Nashua that are potential issues, as well.

3. What are the biggest freight challenges and needs across all modes that affect your business?

No particular knowledge regarding specific businesses. The I-93 construction can potentially cause significant delays for freight.

4. Are there any anticipated changes to your primary commodities, commodity flows, or shipment volumes?

We would need to look at trends for local deliveries. We would need to gather the data to develop these trends.

5. What are some future freight growth or economic development opportunities that would impact NH?

In the infancy stages to develop truck traffic count flow map in Nashua so primary & secondary freight routes can be identified. Hope to develop truck forecasting tool or use historical truck data to determine growth trends.

6. What other stakeholders should we interview for the NH Freight Plan? Can you provide a contact?

City or town leaders. City of Nashua Community Development Director or Merrimack County Economic Development Director

7. Feel free to discuss any other topics or areas of interest / concern regarding freight movement in NH.

None at this time. MPO's that have transportation models or analysts can potentially develop forecasting procedures to help contribute additional information.

8. Who should we add to our mailing list for future public meeting notifications? (name / contact information)

Economic development directors



New Hampshire Statewide Freight Plan Outreach Interview Form

Date of Interview: Thurs, 11/16/17
Time of Interview: 11:00 AM
Interview Location: Port Authority Offices
Interview Description: Tour & In-Person Interview

Work Order Number: WRA #35005-001
Project: NH Statewide Freight Plan

Interview Participants

Name	Representing	Phone	Email
Captain Geno Marconi (Director)	NH Port Authority		

Interview Discussions

1. For the New Hampshire transportation network, which roadways:
 - a. Are most important to freight movement?
[blank]
 - b. Experience heavy congestion or delay due to trucks?
[blank]
 - c. Have infrastructure / geometric constraints that affect truck movements?
[blank]
 - d. Have the worst pavement conditions and should be prioritized first?
[blank]
2. Where are specific bridges or overpasses that hinder freight transport via truck or rail?
[blank]
3. What are the biggest freight challenges and needs across all modes that affect your business?
 - Physical limitations is the biggest limitation factor – need more property to expand
 - Urban encroachment / expansion is limiting
4. Are there any anticipated changes to your primary commodities, commodity flows, or shipment volumes?
[See **OTHER KEY NOTES & DETAILS**]
5. What are some future freight growth or economic development opportunities that would impact NH?
[See **OTHER KEY NOTES & DETAILS**]
6. What other stakeholders should we interview for the NH Freight Plan? Can you provide a contact?
Kevin Smith, Londonderry Town Manager
7. Feel free to discuss any other topics or areas of interest / concern regarding freight movement in NH.
[See **OTHER KEY NOTES & DETAILS**]



8. Who should we add to our mailing list for future public meeting notifications? (name / contact information)
[blank]

OTHER KEY NOTES & DETAILS

- Home Heating Oil
 - There are two (2) facilities
 - Propane to rail transfer facilities will be open within next two (2) years
- Economic Impact of the NH Port Study (Nov 2012)
 - 80% of benefits is in NH
 - Locally, \$90.2 million in wages & benefits, 987 jobs, 16 businesses
- Retaining rail spur
- Need to determine potential back-haul from region to Nova Scotia
- Physical limitations are biggest limitations factor - need more property to expand
- Urban encroachment / expansion is limiting
- Access to Halifax, Nova Scotia & to NY – compete with trucks
- MIRAD study from coastwise transportation
- Funding opportunities through MIRAD for mobile dock crane ~\$3.5 million
- ~12 acres
- Other ports - Portland is another hour away
- General cargo – Important to have reliability and flexibility
- Good access to beltway industries compared to Boston
- Harbor maintenance tax
 - Pay wherever it lands so can be taxed more than once
 - Goes into Harbor Maintenance Trust Fund
 - Goal is for Congress to provide relief on certain coastal routes so this tax is not paid twice
- American Association of Ports Authorities in Alexandria, VA – Kurt Nagle)
- Manchester, Port, PEASE are currently part of foreign trade zone (FTZ)
 - Seeking alternate site authority
 - Set boundary within service area
 - 90 miles or 60 minutes from a US customs point of entry
 - 8 to 10 counties will be in a zone
- Londonderry has good potential
 - Kevin Smith, Town Manager from Londonderry



New Hampshire Statewide Freight Plan

Outreach Interview Form

Date of Interview: 11/30/2017
Time of Interview: 1:00 PM
Interview Location: phone
Interview Description: _____

Work Order Number: WRA #35005-001
Project: NH Statewide Freight Plan

Interview Participants

Name	Representing	Phone	Email
Sarah Paritsky	RVA		
Jasen Stock	New Hampshire Timberland Owners Association (NHTOA)		

Interview Discussions

Background: NHTOA represents forest products industry plus timber land owners. Freight is important because timber land is undeveloped, remote corners of the state, and the industry needs to move commodities such as logs and woodchips in trucks.

- For the New Hampshire transportation network, which roadways:
 - Are most important to freight movement? All of them – from a Class 6 town road, to a road right off NH Route 16 or NH Route 10, as well as the interstate highways.
 - Experience heavy congestion or delay due to trucks? Not a lot of congestion due to truck traffic alone. Truck drivers have told him that there are certain highways they try to avoid, including Route 16 (near Fryeburg/Fairtime) or the Lakes Region (during the summer), Route 25 near Meredith, and on I-93 (heavy congestion due to traffic, not trucks). On Route 153 through Farmington, there are issues with the urban compact area with “crazy” restrictions that directly affect the ability of a saw mill to receive logs and deliver lumber.
 - Have infrastructure / geometric constraints that affect truck movements? Truckers don’t like roundabouts, especially if you have an oversize load (skidder).
 - Have the worst pavement conditions and should be prioritized first? Seasonal frost heaving, especially in the north on Route 16 which can cause broken springs in trucks.
- Where are specific bridges or overpasses that hinder freight transport via truck or rail? Weight limits are huge! E-2 bridges are problematic because more and more products are being hauled by truck. To make it profitable, truckers need to maximize their payload. Getting oversize/overweight certification is key, but it is not legal to cross E-2 bridges. Sawmills, wood yards, power plants are often surrounded by E-2 bridges, so they are limited to an 80,000-pound load on tractor trailer, which is problematic. Weight limits, and E-2 bridges specifically, create an economic barrier for moving freight. For example, in the Ashland area (north on I-93, after passing the exit for Ashland), there is a wood energy plant in Bridgewater. An E-2 Bridge on Route 3 crosses the Pemigewasset River between Ashland and the powerplant. To avoid that bridge, a truck needs to go to Plymouth exit, go through a roundabout, and then head through downtown Plymouth (busy college town). This creates public safety issues and cost concerns for traveling out of the way. Another example is the Cleveland Bridge in Berlin. Driving north on Route 16, before downtown Berlin, there is a large E-2 bridge over the Androscoggin River where the biomass plant is. Similarly, you would need to drive out of the way to avoid it.



These are two of “thousands of examples.” The Madison area saw mills are also surrounded by E-2 bridges, as are the saw mills on Rumney on Route 118. Any wood coming from southern Grafton County heading to Rumney needs to avoid Route 118 where there is a string of E-2 bridges. 12-ton and similar limits on bridges are problematic and create economic problems for the timber industry. A town bridge near Andover has a 6- or 12-ton limit, and there are hundreds of acres that are basically landlocked. Additionally, moving oversize/overweight loads including skidders and other equipment can be challenging. Trucks can’t access the area between the Conway area and Cheshire County because the bridges can’t support the load.

3. What are the biggest freight challenges and needs across all modes that affect your business? See above re: weight limits. An important trend is the ability to get overweight certification. People are using larger trucks, tractor trailer trucks with tri-axles and certified loads to legally haul 99,000 pounds. Equipment in the woods is getting larger (skidders are getting larger and wider). A chainsaw or excavator cuts the tree, and the skidder pulls the tree to a log landing (cleared area where they start to cut the tree up and load trucks). Harvesters are getting larger. The ability to haul overweight/over width loads (certifications) is an important need of the industry. Truckers are trying to get as close to 99,000-pound loads for economic reasons.
4. Are there any anticipated changes to your primary commodities, commodity flows, or shipment volumes? Economics of forestry continue to tighten. See above re: maximizing loads for efficiency.
5. What are some future freight growth or economic development opportunities that would impact NH? As an industry, most of the wood processing facilities and mills tend to be clustered – Route 25 and Route 10 north of Keene up to Claremont. He doesn’t predict a lot of changes.
6. What other stakeholders should we interview for the NH Freight Plan? Can you provide a contact?
 - AGC (road agents)
 - Motor transport associations
 - At the Farm Bureau, his counterpart (government affairs/policy person) is – Rob Johnson – 603-312-6877. They move agricultural commodities.
 - Commodity-based businesses, including wood brokers: North Country procurement – Bob Bertie 603-786-9544 (brokers woodchips for powerplants and schools)
7. Feel free to discuss any other topics or areas of interest / concern regarding freight movement in NH. N/A
8. Who should we add to our mailing list for future public meeting notifications? (name / contact information) He offered to advertise the events. We should email him so he can include it in his communications.



New Hampshire Statewide Freight Plan Outreach Interview Form

Date of Interview: _____
Time of Interview: _____
Interview Location: _____
Interview Description: _____

Work Order Number: WRA #35005-001
Project: NH Statewide Freight Plan

Interview Participants

Name	Representing	Phone	Email
(Compiled from NCC Staff)*	North Country Council		
*responses sent via email			

Interview Discussions – For notetaking purposes, we would like to record this call.

1. For the New Hampshire transportation network, which roadways:

a. Are most important to freight movement?

I-93
I-91 in Vermont
NH 16
US Route 2 – major east-west travel route in Northern NH
US 3 – connection to Canada
US 302

Many of these freight corridors have limited options for alternative routes in the event that the routes are impeded by accidents, snow, etc.

b. Experience heavy congestion or delay due to trucks?

Occasional delays where truck routes pass through town centers (e.g., Littleton)

c. Have infrastructure / geometric constraints that affect truck movements?

Small turn radii in certain town centers – Whitefield, Gorham, Conway
Steep grades present on truck routes – Gorham Hill (US 2), Crawford Notch (US 302), US 3 in Whitefield, Franconia Notch (I-93)

d. Have the worst pavement conditions and should be prioritized first?

NHDOT is the source for the worst pavement conditions. That said, prioritizing roads with the worst pavement conditions is not necessarily the best method for prioritizing paving projects.

NH 16 is a significant truck route. North of Berlin, the road experiences seasonal road closures, mostly in the spring.

2. Where are specific bridges or overpasses that hinder freight transport via truck or rail?

NHDOT can provide specific information on locations of poor quality bridges or overpasses.



3. What are the biggest freight challenges and needs across all modes that affect your business?

Challenges: weather and terrain are the biggest challenges to freight movement in the region.

Needs: not able to identify any major freight needs.

4. Are there any anticipated changes to your primary commodities, commodity flows, or shipment volumes?

Logging and wood chip trucks comprise a significant proportion of the truck traffic in Northern NH. NCC cannot predict whether trends in the wood products industry will continue or will change. The market for low-grade wood products such as biomass and pulp have been in decline, but market forces and subsidies could affect that.

Waste-hauling truck traffic may experience an increase in northern New Hampshire with the closure of the Turn Key landfill in Rochester, NH. The other two major landfills in New Hampshire are both located in the NCC region. Additionally, waste imports from Massachusetts to New Hampshire are expected to double in future years.

5. What are some future freight growth or economic development opportunities that would impact NH?

There are two proposed, competing energy projects that could affect truck traffic in Northern NH in the next few years. The Northern Pass transmission line project or the Granite State Power Link project could bring significant construction vehicle and truck traffic to Northern NH. Some have called for these projects to include burying transmission lines under roadways, which could have significant impacts to traffic patterns during construction.

Development and buildout of the former Wausau Paper Mill in Groveton will be attracting industry that could rely heavily on freight, both truck and rail.

Additionally, a very large commercial greenhouse operation will be constructed in Berlin next spring. Very large quantities of fresh tomatoes and possibly other vegetables will be grown year round for distribution in the Northeast. This operation will be utilizing both truck and rail to ship its products.

Efforts have been underway to redevelop the Balsams Ski Resort in Dixville Notch. Major redevelopment of the resort could generate significant construction activity, tourist traffic, and associated truck traffic.

6. What other stakeholders should we interview for the NH Freight Plan? Can you provide a contact?

Wood products industry (including biomass energy industry)
Waste-hauling industry
Steel, metal fabrication, & others from manufacturing industry
Energy industry (biomass energy, home energy, etc)
Industrial parks (Littleton, Berlin, Haverhill, Colebrook, Lebanon/Hanover, Conway Tech Village)
Airports and airport support facilities/businesses
Agricultural producers
Trucking industry
Construction industry
Local and regional chambers of commerce

Beno Lamontagne, North Country Regional Resource Specialist for NH DRED, is an excellent source of knowledge on northern NH economic activity, including freight. Beno is a particularly good source of knowledge regarding the economic relationship between northern NH and Canada.

7. Feel free to discuss any other topics or areas of interest / concern regarding freight movement in NH.

Reactivation of dormant freight rail lines in northern NH.

8.
information)

Who should we add to our mailing list for future public meeting notifications? (name / contact

New Hampshire Statewide Freight Plan

Outreach Interview Form

Date of Interview: Thursday, 11/16/17

Time of Interview: 2:30 PM

Interview Location: Pease Development Authority Offices

Interview Description: Joint Interview & Airport Tour

Work Order Number: WRA #35005-001

Project: NH Statewide Freight Plan

Interview Participants

Name	Representing	Phone	Email
Dave Mullen (Executive Director)	Pease Development Authority		
Paul Brean (Airport Director)	Pease International Airport		

Interview Discussions

1. For the New Hampshire transportation network, which roadways:
 - a. Are most important to freight movement?
I-95, RT 16
 - b. Experience heavy congestion or delay due to trucks?
Temporary delay due to Spaulding Turnpike construction
 - c. Have infrastructure / geometric constraints that affect truck movements?
No
 - d. Have the worst pavement conditions and should be prioritized first?
[blank]
2. Where are specific bridges or overpasses that hinder freight transport via truck or rail?
I-95 bridge height restriction
3. What are the biggest freight challenges and needs across all modes that affect your business?
East-west connections needed
4. Are there any anticipated changes to your primary commodities, commodity flows, or shipment volumes?
[See **OTHER KEY NOTES & DETAILS**]
5. What are some future freight growth or economic development opportunities that would impact NH?
Seafood E-Commerce Air Cargo Service
6. What other stakeholders should we interview for the NH Freight Plan? Can you provide a contact?
Maine Coast Lobster Coalition, Lyle Brown, (207) 363-0876
7. Feel free to discuss any other topics or areas of interest / concern regarding freight movement in NH.
NH Seacoast Seafood currently trucks to Boston or NYC

8. Who should we add to our mailing list for future public meeting notifications? (name / contact information)
[blank]

OTHER KEY NOTES & DETAILS

- PEASE – Specialized, dedicated freight cargo
 - Freight primarily single / runoff items, along with unique & heavy aircraft
- Interest from the seafood coalition
 - Seacoast Lobster Coalition
 - May have numbers to support direct flights to Asia
 - Outbound: Lobster, scallops, blueberries, beef
 - Inbound: E-commerce
 - E-commerce would go through a distribution center (either tradeport or airport in the northeast)
 - Lobster Exports
 - Main Coast Lobster Coalition ~ 13 million pounds
 - Seafood Coalition ~ 60 million pounds
- I-95 bridge height restriction
- East-west connections needed
- Review funding methodology
- Passenger rail
- High-value manufacturing
- 3000 acres, 600 acres developable, only 11 upland acres left, 100+ in airport
- Centrally located between three(3) states
 - w/ in 15 minutes of good living
 - good access to labor force
 - draw includes available land and labor force
 - no income, sales, capital gains, low tax state
 - stable politically



New Hampshire Statewide Freight Plan Outreach Interview Form

Date of Interview: 12/28/17
Time of Interview: 11:00 AM
Interview Location: By phone
Interview Description: _____

Work Order Number: WRA #35005-001
Project: NH Statewide Freight Plan

Interview Participants

Name	Representing	Phone	Email
Regan Checchio	RVA		
Colin Lentz	Strafford Regional Planning Commission		

Interview Discussions – For notetaking purposes, we would like to record this call.

1. For the New Hampshire transportation network, which roadways:
 - a. Are most important to freight movement?
 - i. Spaulding Turnpike, 16, NH 125 (alternative to 16) – primary north/south highways
 - ii. Only option for truck freight e/w is 4 (202) or go all the way down to 101; east/west thing has been a constraint on truck freight and that inevitably impacts smaller communities along those routes (businesses can benefit but when trying to develop town centers like in Barrington, it will need to be centered around intersection that carries a lot of freight traffic (and commuters) – example: busy gas station
 - iii. All trucks heading up north far enough will eventually get on 16
 - b. Experience heavy congestion or delay due to trucks?
 - i. 125 would be the primary example where there is only 2 lanes; could arguably be called a primary freight route due to proximity to certain businesses and communities
 - ii. 16 is another primary route and can experience congestion but freight may not be to blame there
 - c. Have infrastructure / geometric constraints that affect truck movements?
 - i. Any route in the region aside from 16 (Spaulding Turnpike ends at Milton) – turns into a 4 lane highway to a one-lane in each direction highway
 - ii. All other routes are 2 lane highways
 - iii. Accessibility – driveway access is an issue on 125 in particular; same issues true for Rt. 4 as well – true through Epsom traffic circle (start at Spaulding Turnpike at Exit 6) (little transition from high speed highway to parking lot)
 - d. Have the worst pavement conditions and should be prioritized first?
 - i. Tier 1 and 2 roadways are pretty good; only one with some “fair” conditions are on 108 and may be in the process of being improved
 - ii. Rt. 9 between Dover and Barrington
 - iii. Some Tier 3 and 4 roads that have yellow and red areas (condition maps) – may tie back to geometric question (upper tier highways offer pretty good access but 1st and last mile of getting off major highway to the business can be challenging); Highways on this tier see “fair” to “poor” roads and that presents a challenge for smaller communities where many of those roads may not be at optimal condition for truck traffic. Any time there is a major incident (ex. Barrington accident on 125 and trucks were diverted onto a local road and crushed the road; asphalt came apart). No backup to the tier 1 and 2 roads.



2. Where are specific bridges or overpasses that hinder freight transport via truck or rail?
 - a. Truck – in Dover there is a bridge for the Amtrak line on Broadway (under the rail line) and it has a low clearance. Shave the top of the truck off.
 - b. Weight-listed bridges – track state and municipal red list (not able to compile at this time)
 - c. Rail – keeps long-range list of projects submitted by communities (for the 10-year plan); one of the projects on the list that has been mentioned by multiple communities is the current Pan Am rail line bridges do not accommodate double-stacked freight cars; item of study of what the need is for double-stacking freight (is it a bottleneck?)
3. What are the biggest freight challenges and needs across all modes that affect your business?
 - a. Fair number of specialized and/or heavy manufacturing that is in the region or moves through the region (Hypotherm on 125, for example, design custom-propellers; Pratt and Whitney) – are these businesses able to bring products to market (1st and last mile issue). Growth of businesses may be restricted by the network itself – enough volume out the door to clients?
 - b. Intermodal connections could be limited and cause constraints:
 - i. 2 airports (Pease AFB with limited passenger airlines) – intermodal connection from the manufacturing centers (trucks) to the airports.
 - ii. Same issues might be true in other regions – especially intermodal connection with Port of New Hampshire. Trucks are too long to get into the port.
 - iii. Major transfer center for rail in Portsmouth
 - c. Described a bit of this in a recent letter advising the state of NH to take a more multi-modal perspective (intermodal and multimodal should be an overarching issue for the Freight Plan). House Bill 267 to disband passenger rail authority. Suggested that instead it reform passenger rail authority to be more multi-modal. [see attached letter] Get people and goods efficiently from point A to point B (not just looking at cars).
4. Are there any anticipated changes to your primary commodities, commodity flows, or shipment volumes?
 - a. Hazard to say that in this region in particular (not representative of other regions) – flow of commodities is going to be determined by the infrastructure that the commodities can travel on. Businesses to ensure product to get to customers. New businesses are starting to locate there but determined by infrastructure. Existing businesses are limited growth-wise by infrastructure.
5. What are some future freight growth or economic development opportunities that would impact NH?
 - a. What is driving freight growth and economic development? What are the businesses that will be there in the future? Young and developing businesses are trying to attract young innovators. Where could these businesses locate that have the demographics to support them?
 - b. The trend in transportation planning to toward more cohesive communities – complete streets approach– can you get from origin to destination through multiple modes of transportation. Walkable, bikeable and *freight* too. Younger demographics are looking for communities that are planned in that way. Must support businesses as well.
6. What other stakeholders should we interview for the NH Freight Plan? Can you provide a contact?
 - a. (All MPOs are in the process of setting targets for performance measures). Former staff member interviewed 50-some people including freight
 - i. Spoke to Eagle Companies (local trucking company) – Zac Biron, Operations Manager (zbiron@eagle-companies.com p: 603-232-0242) and Jonathan Bartlett (president) (jbartlett@eagle-companies.com)
 1. 1070 Holt Ave. Unit 8, Manchester NH
 2. They have trucking and warehousing
 - ii. SNJ (no contact information)
7. Feel free to discuss any other topics or areas of interest / concern regarding freight movement in NH.
 - a. Nothing right now.
8. Who should we add to our mailing list for future public meeting notifications? (name / contact information)
 - a. Executive Directors of RPCs should all be included (Cynthia Copeland for one)



New Hampshire Statewide Freight Plan

Outreach Interview Form

Date of Interview: Thursday, 12/18/17

Time of Interview: 1:30 pm

Interview Location: WRA (Small Conference Room)

Interview Description: Phone Interview

Work Order Number: WRA #35005-001

Project: NH Statewide Freight Plan

Interview Participants

Name	Representing	Phone	Email
Steven Schneider (Executive Director)	Upper Valley Lake Sunapee (UVLSRPC)		

Interview Discussions – **For notetaking purposes, we would like to record this call.**

1. For the New Hampshire transportation network, which roadways:
 - a. Are most important to freight movement?
I-89, I-91, US 4, Route 11
 - b. Experience heavy congestion or delay due to trucks?
Congestion near hospital (Route 120) & I-89 in early AM peak, but not due to trucks
 - c. Have infrastructure / geometric constraints that affect truck movements?
Generally speaking, rolling terrain & narrow roadways. More difficult in this region versus flatter parts of the country.
 - d. Have the worst pavement conditions and should be prioritized first?
Interstates and portions of US 4 & Route 11.
2. Where are specific bridges or overpasses that hinder freight transport via truck or rail?
Nothing specific at this time. Bridges into CT, I-91 to I-89, or I-89 to VT that carry the heavy loads are maintained regularly or they have been noted on the state’s plan.
3. What are the biggest freight challenges and needs across all modes that affect your business?
Rail freight is limited in the area. There have been past discussions regarding rail access improvements / redevelopment, but not sure how much development growth will be impacted based on these improvements.
4. Are there any anticipated changes to your primary commodities, commodity flows, or shipment volumes?
Nothing specific at this time. Maple syrup is a top commodity in Quebec (#1 producer), VT, & NH and receives much attention. I-89 & I-91 are major thoroughfares to Quebec. As sugar operations get larger, freight needs will be impacted.



5. What are some future freight growth or economic development opportunities that would impact NH?

- (1) Rail
- (2) High speed internet access to rural areas and its potential impacts to development, the ability to move products, & small business expansion (e.g. small ski outfitting shop off Route 4A now supplies equipment to national ski teams & world cup racers)

6. What other stakeholders should we interview for the NH Freight Plan? Can you provide a contact?

Energy providers (fuel oil, propane, natural gas). They go to every nook and cranny in every town, they will have an interesting perspective. Irving is a big provider.

7. Feel free to discuss any other topics or areas of interest / concern regarding freight movement in NH.

None at this time

8. Who should we add to our mailing list for future public meeting notifications? (name / contact information)

Potentially Sullivan County or Claremont – they may be able to provide different perspectives.

Appendix B-4: Online Freight Survey Summary Results

New Hampshire Freight Plan

Online Freight Survey Summary Results

Survey Period: August 10, 2017 to December 11, 2017

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2 INTRODUCTION

As part of the analysis for the New Hampshire State Freight Plan, the project team conducted an online survey to examine freight transportation needs from a variety of perspectives across all modes, including:

- Infrastructure
- Safety
- Mobility
- Congestion
- Maintenance
- Accessibility

The survey was available from August 10, 2017 to December 11, 2017. The link was shared by NH DOT project officials, with members of the State Freight Advisory Committee (SFAC) and the project database (103 people at that time). The project database included members and staff of regional planning commissions; freight industry representatives (haulers, shippers, warehousing operators, distribution centers); state and local officials; and businesses and non-profits involved or otherwise interested in freight logistics. Emails encouraged recipients to forward the link to others who would be interested in these issues. Reminders about the survey were also promoted via email and at the SFAC meeting on November 14, 2017.

While the advantages of online surveys are that they save time and can provide access to diverse group of individuals, sample issues result. All demographic information provided by the respondent is self-reported, and the non-response rate is difficult to estimate. For example, we do not know how many people learned about the survey and chose not to complete it. There is a self-selection bias in terms of who responds to the questionnaire; it is primarily people who already know about the project, those who regularly have contact with SFAC members, and those who have the time and inclination to participate. It is unlikely that other users without these project or other connections may even learn about the survey effort. Therefore, the results of the survey are not intended to be statistically significant, using scientific sampling methods. They do, on the other hand, provide insight into opinions of New Hampshire stakeholders.

2.1 RESPONDENTS

107 respondents answered at least some of the questionnaire. 37% completed the entire survey. While not all respondents answered the questions in full, the project team is confident that the results provide insight into these freight topics.

2.2 EMPLOYMENT

Of the 96 respondents to the employment question, 87 indicated that they work in New Hampshire.¹ For those who indicated they worked out of state (5 individuals), three worked in Massachusetts, one in Vermont and one in New Jersey.

For those who indicated they worked in New Hampshire, the most popular cities listed were Manchester (10%), Concord (4%), and Portsmouth (4%).

¹ Four respondents marked "N/A" as a response to this question.

3 SUMMARY RESULTS

3.1 SUMMARY OVERVIEW

This section summarizes the responses of respondents to the freight-specific questions respondents were asked in the survey. These questions asked respondents to note what freight issues they found important, their opinion about the current conditions of various transportation categories in New Hampshire, and the relative importance of different freight policies.

3.2 ISSUES OF IMPORTANCE

Respondents were asked to rate a series of issues from “Extremely Important” to “Not at all Important.” These responses were converted to a 1 to 5 scale, with "1" = "Not at all Important"; "2" = "Slightly Important"; "3" = "Moderately Important"; "4" = "Very Important"; "5" = "Extremely Important."

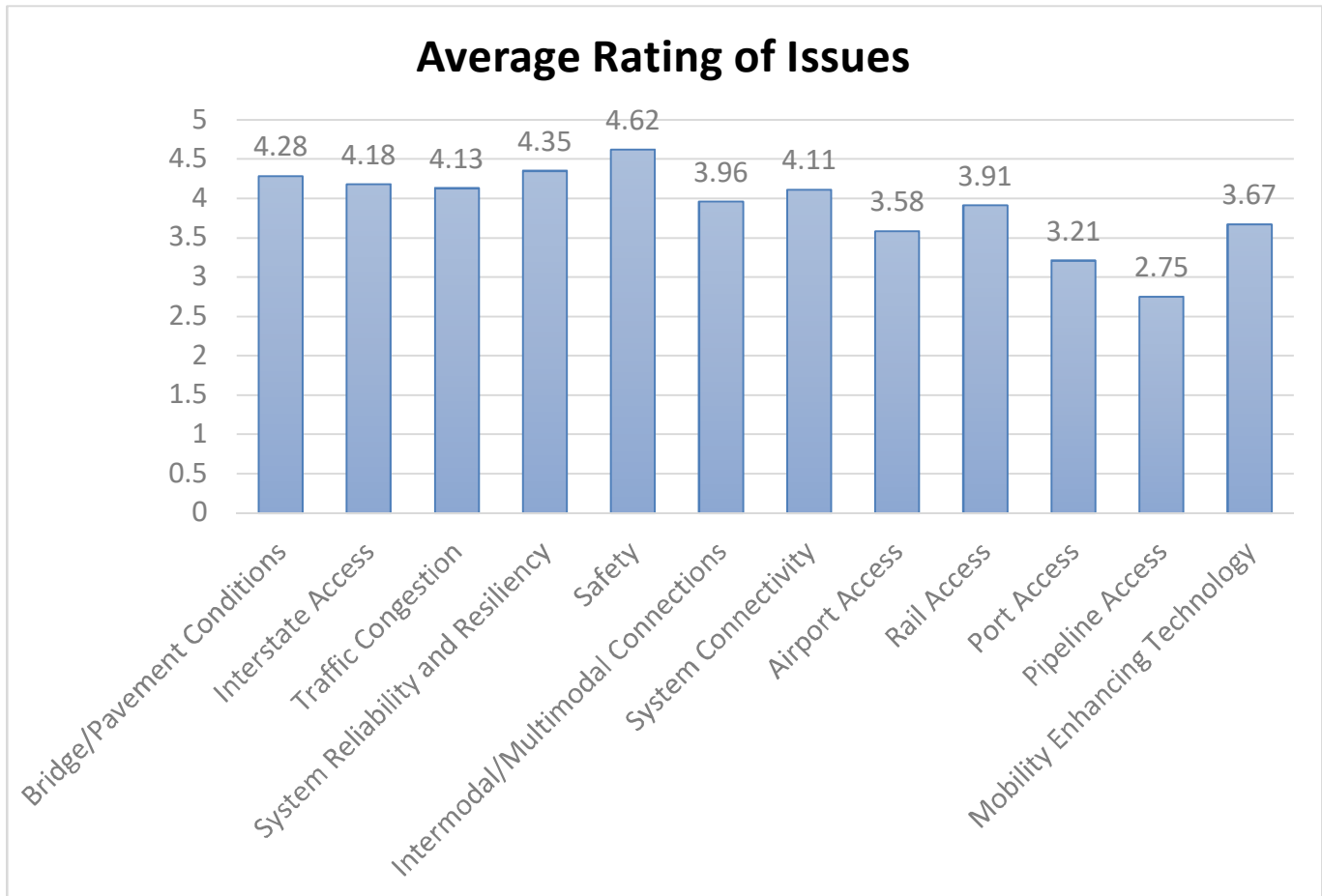
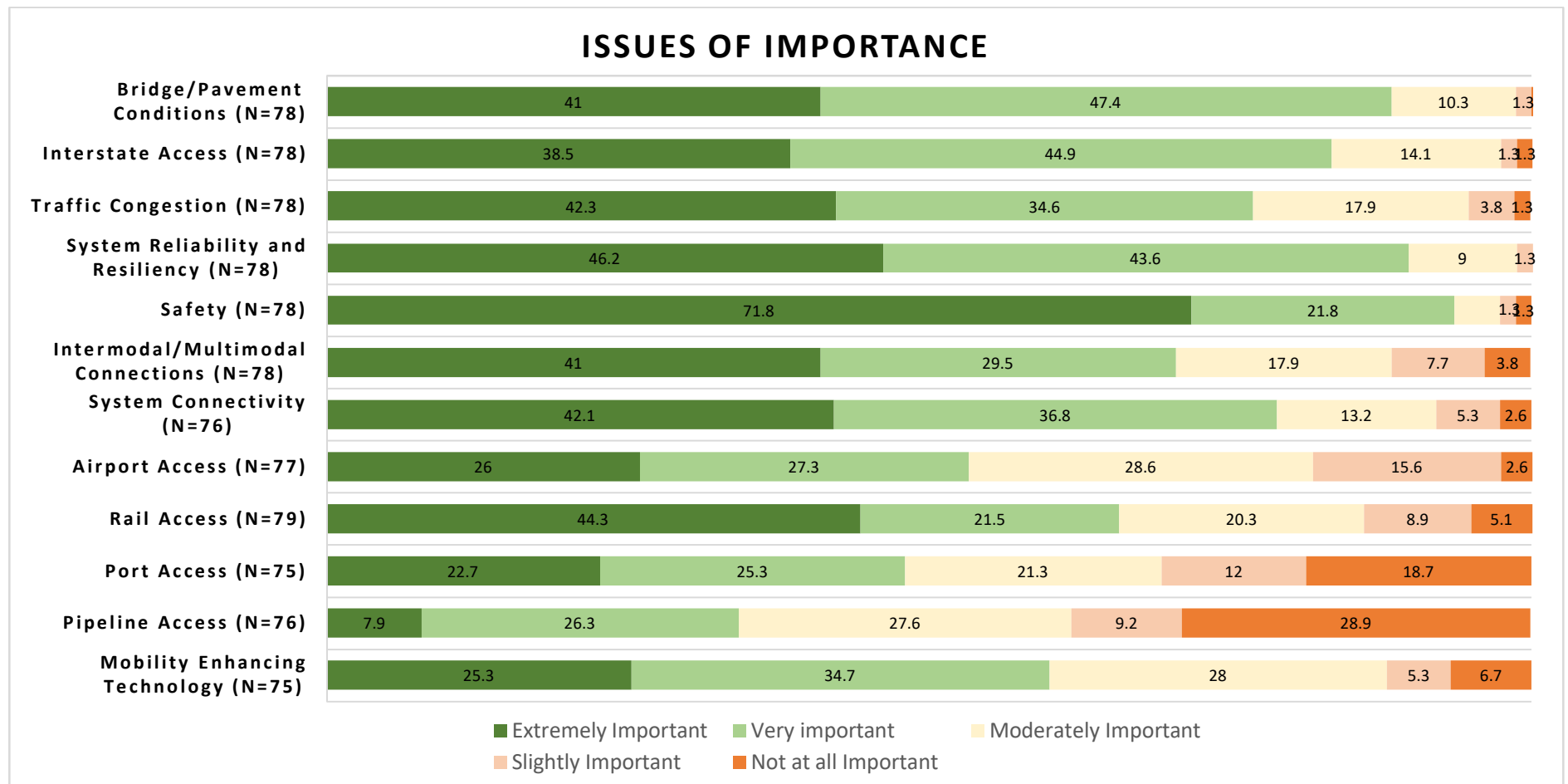


Figure 1: Average Rating of Issues of Importance

These responses were averaged (see Figure 1). Based on the results, the most important issues for respondents were safety, system reliability and resiliency, and bridge/pavement conditions. Pipeline access was seen as the least important issue. Figure 2 (next page) summarizes the responses.

Summary Results

Figure 2: Issues of Importance

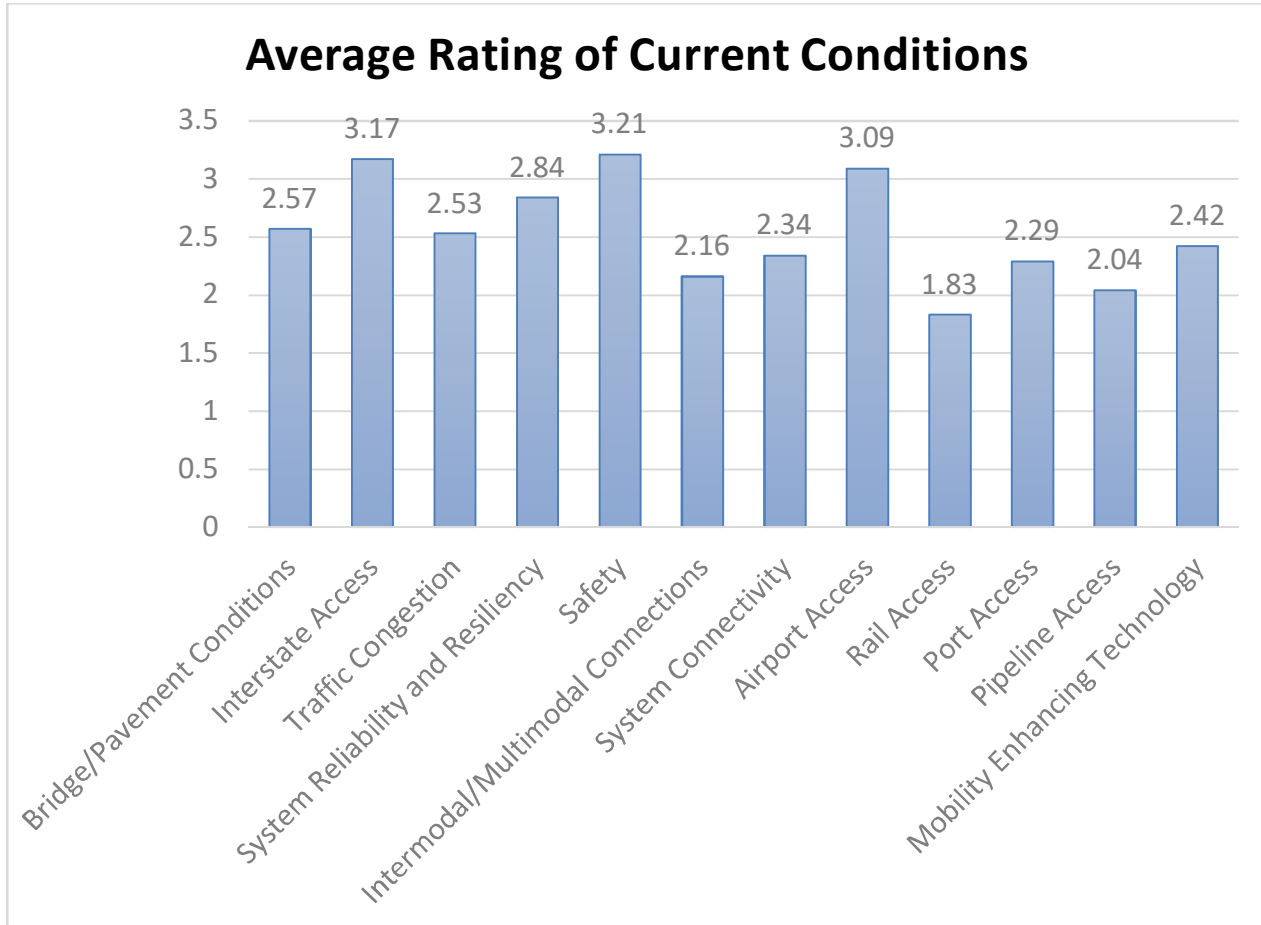


Note: Values shown on each bar represent the percentage of responses for each category. N= number of responses for each question.

3.3 CURRENT CONDITIONS

Respondents were then asked to rate various categories from “Excellent” to “Poor.” These responses were converted to a 1 - 5 scale, with "1" = "Poor"; "2" = "Fair"; "3" = "Good"; "4" = "Very Good"; "5" = "Excellent."

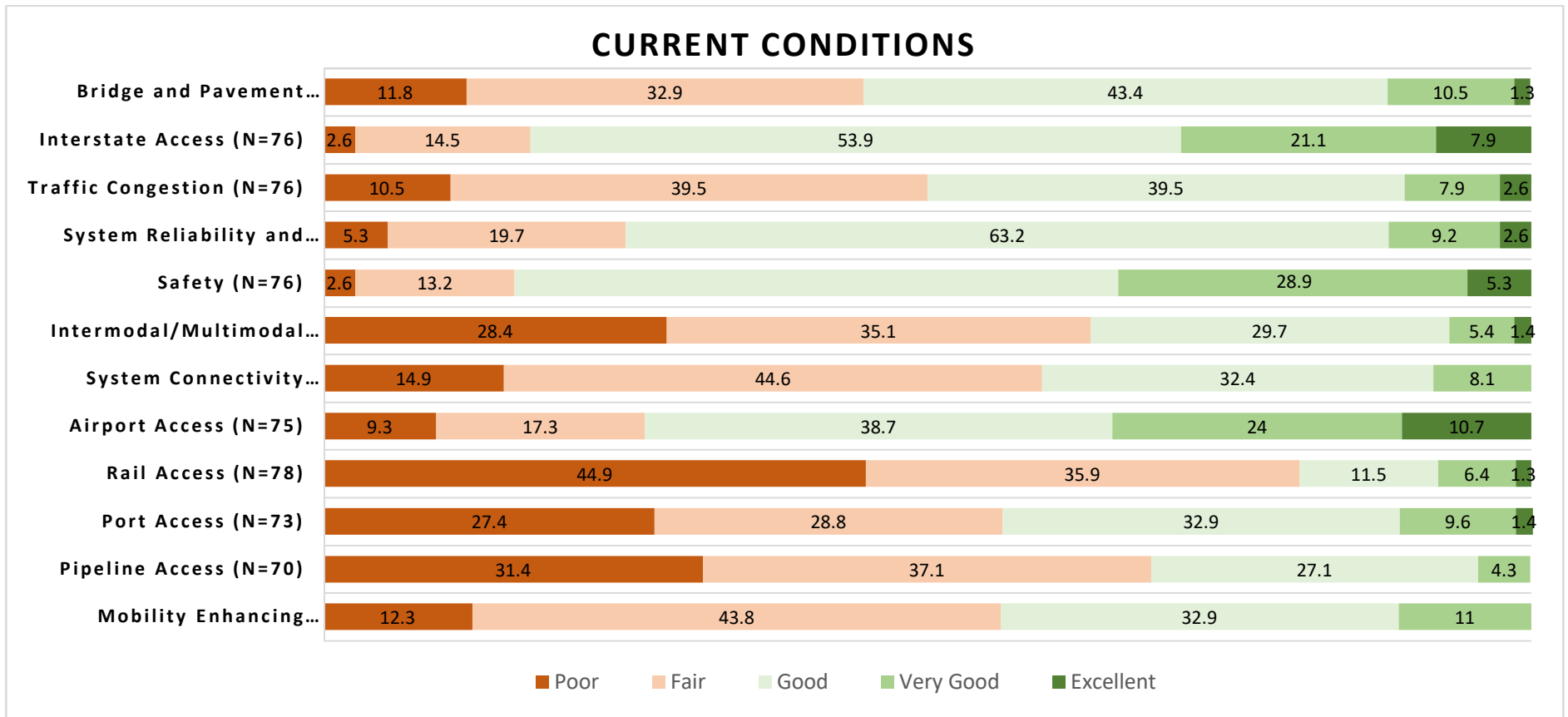
Figure 3: Average Rating of Current Conditions



These responses were averaged (see Figure 3). Only three elements average a rating of “3” or higher: interstate access; safety; and airport access. Rail access had the lowest rating at 1.83. Figure 4 (next page) summarizes all of the responses.

Summary Results

Figure 4: Current Conditions



Note: Values shown on each bar represent the percentage of responses for each category. N= number of responses for each question.

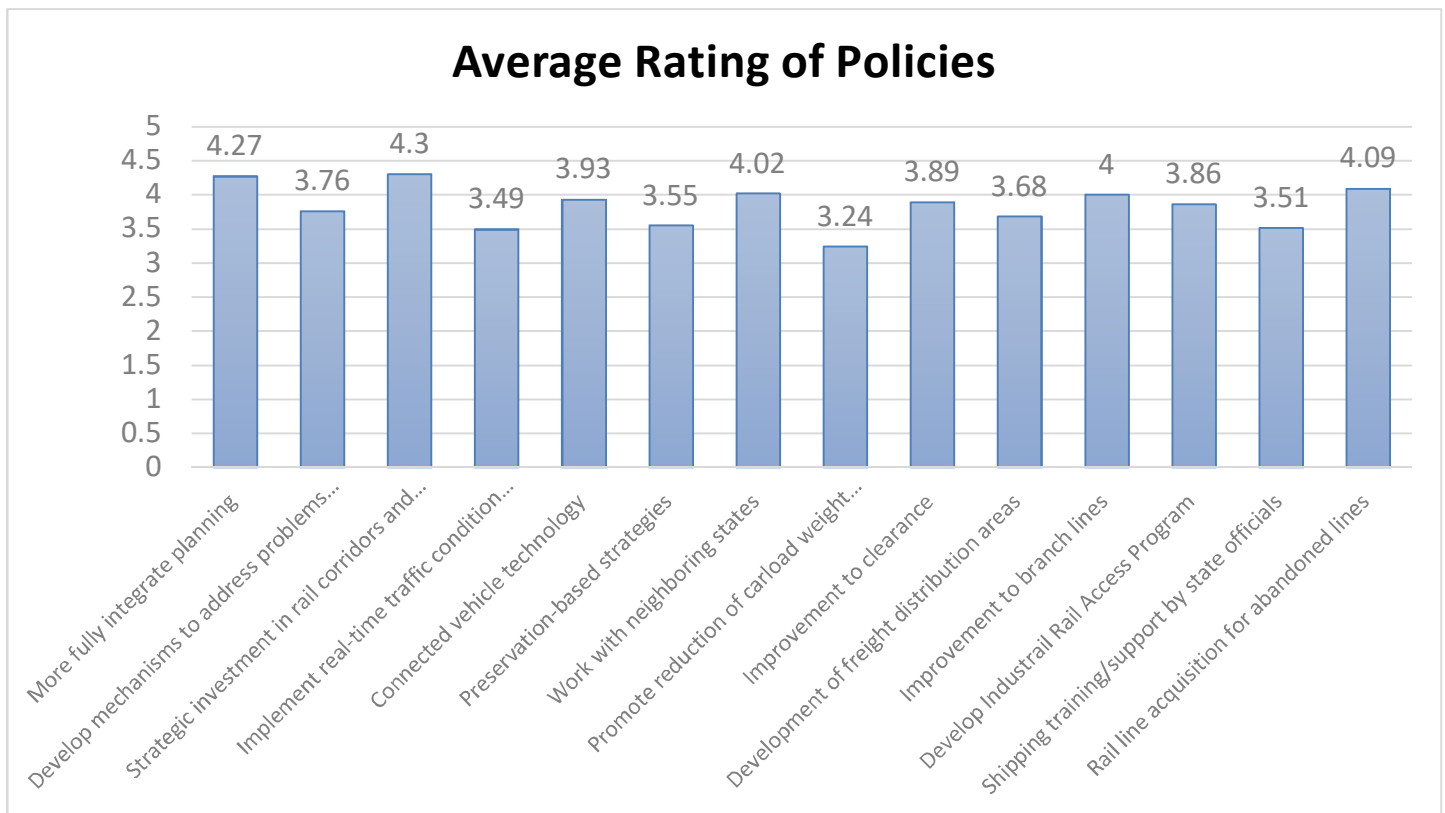
Summary Results

3.4 IMPORTANCE OF POLICIES

Respondents were asked to rate the relative importance of various policies from “Extremely Important” to “Not at all Important.” These responses were converted to a 1 - 5 scale, with “1” = “Not at all Important”; “2” = “Slightly Important”; “3” = “Moderately Important”; “4” = “Very Important”; “5” = “Extremely Important.”

The full list of policies that respondents were asked to rate were: (1) More fully integrate planning across passenger and freight modes through corridor and other opportunities; (2) Develop mechanisms to address problems at larger scales, such as longer corridors, multiple regions, or multiple states; (3) Strategically invest in rail corridors and freight intermodal facilities to minimize bulk freight traveling long distances by highways and improve competitiveness of the rail freight network in NH; (4) Implement accessible, real time traffic condition systems in NH and with regional neighbors that allow trucks to maintain on-time delivery; (5) Investigate opportunities for trucks, trains, or other connected vehicle technology; (6) Continue with Preservation based strategies; (7) Work with neighboring states and provinces to advocate for investment to eliminate potential bottlenecks; (8) Promote reduction of carload weight restrictions for railways; (9) Promote improvement to clearance to support intermodal traffic; (10) Promote development of freight distribution areas; (11) Promote improvement to branch lines; (12) Develop Industrial Rail Access Program; (13) Establish shipping training / support by State Officials; (14) Continue policy of rail line acquisition for abandoned lines.

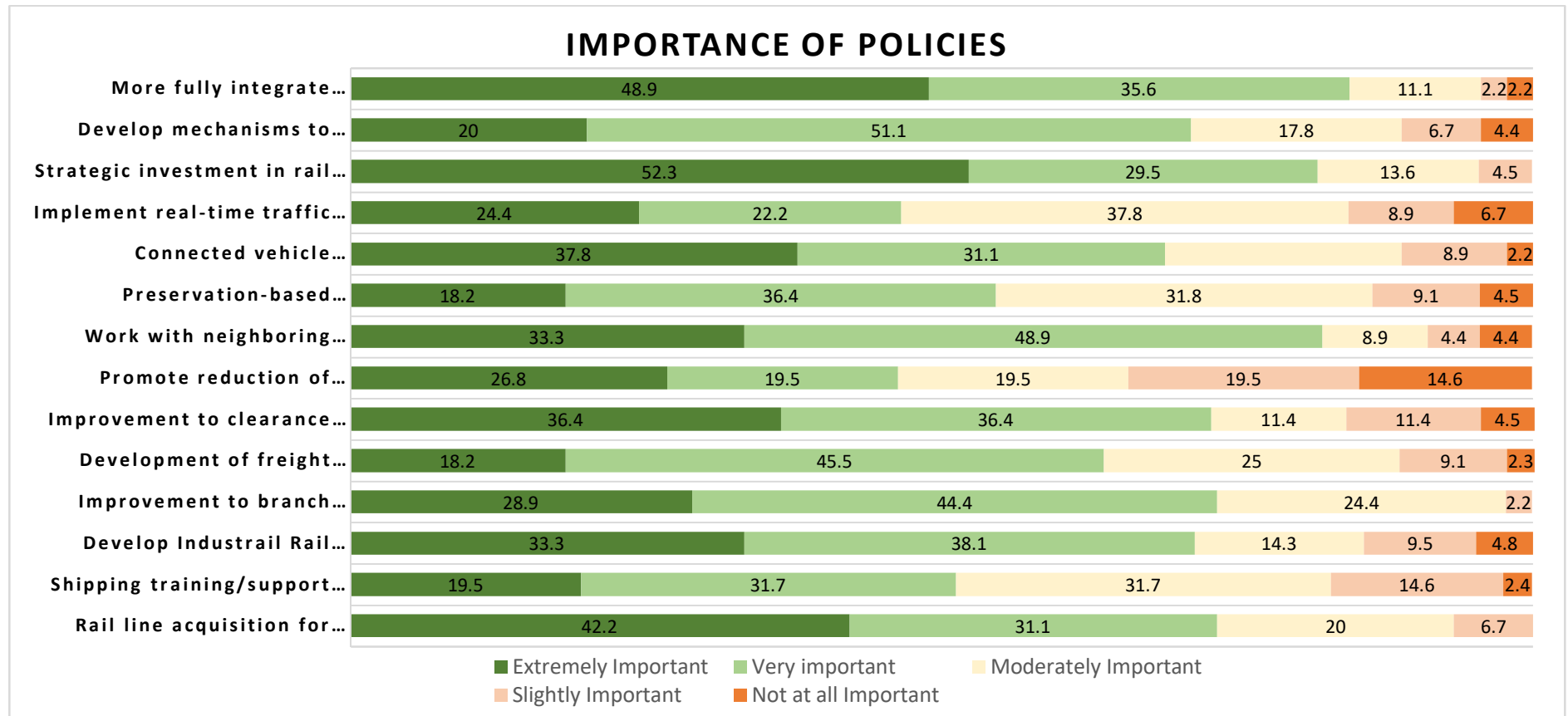
Figure 5: Average Rating of Policies



These responses were averaged (see Figure 5). The most important issues for respondents were strategic investment and integrated planning. Reduction of carload weight restrictions was seen as the least important issue. Figure 6 (next page) summarizes all the responses.

Summary Results

Figure 6: Importance of Policies



Note: Values shown on each bar represent the percentage of responses for each category. N= number of responses for each question.

3.5 ADDITIONAL ISSUES SHARED

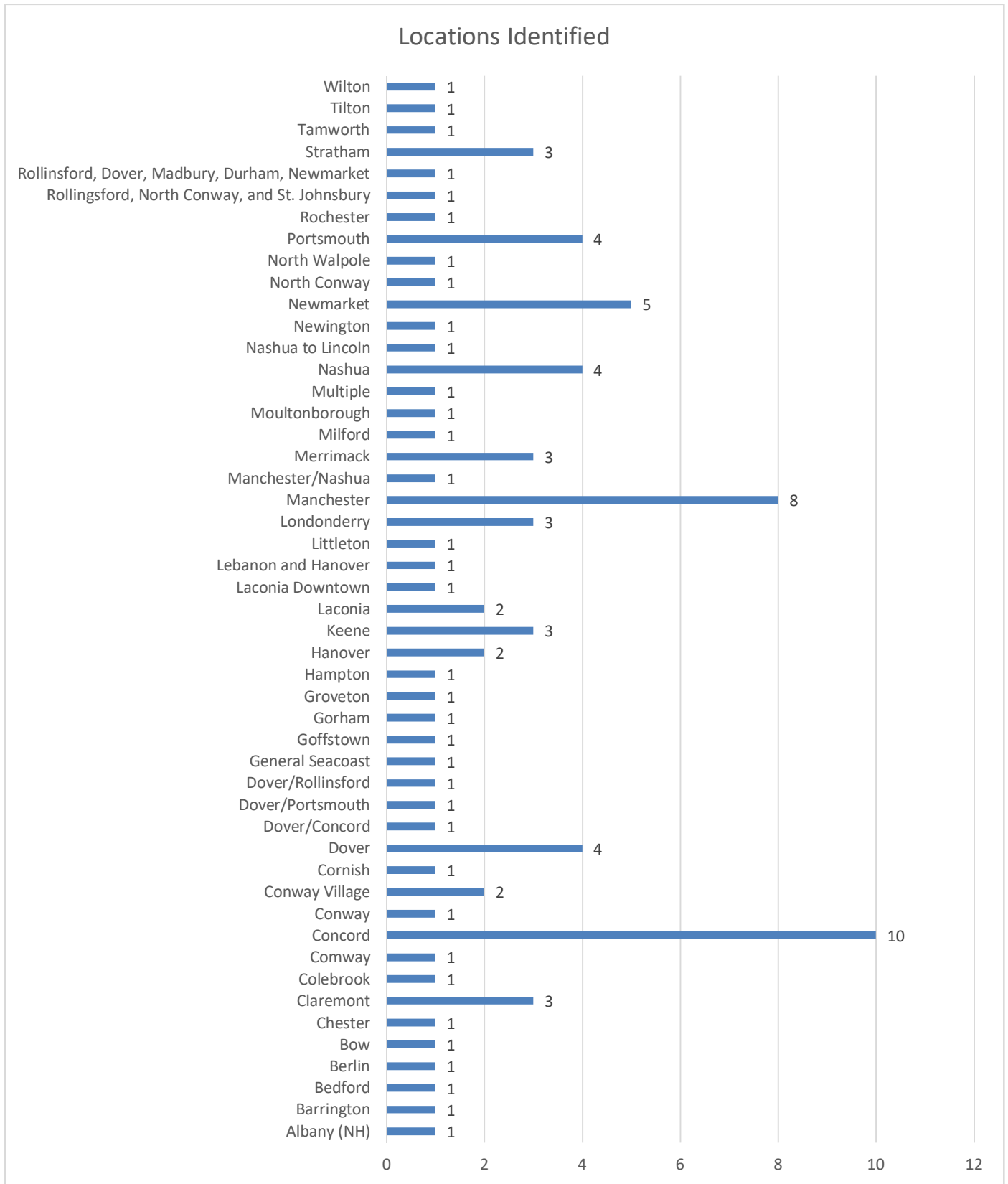
Respondents were then asked questions relating specific locations (up to 3 for each respondent) to freight needs. Respondents first identified a specific New Hampshire location (city and intersection or roadway name). This response was open-ended, and respondent could write anything. Then, they were asked to categorize the issue identified at that location: traffic congestion; bridge / pavement conditions; bridge / structure weight or vertical clearance restrictions; safety; truck / freight hazardous materials concerns; lane drops, steep grades, curves; first / last mile access; lack of intermodal connections; truck parking, rest stop, or service areas, and other. Respondents were able to select multiple categories of issues for each location. Once they completed this task for the first location, they could repeat this for up to two additional locations.

Figure 7 (next page) shows the locations most cited by respondents. Concord and Manchester were the most commonly named.

Figure 8 shows the most common types of issues identified at these locations. Traffic congestion and safety were the most cited issues at these locations.

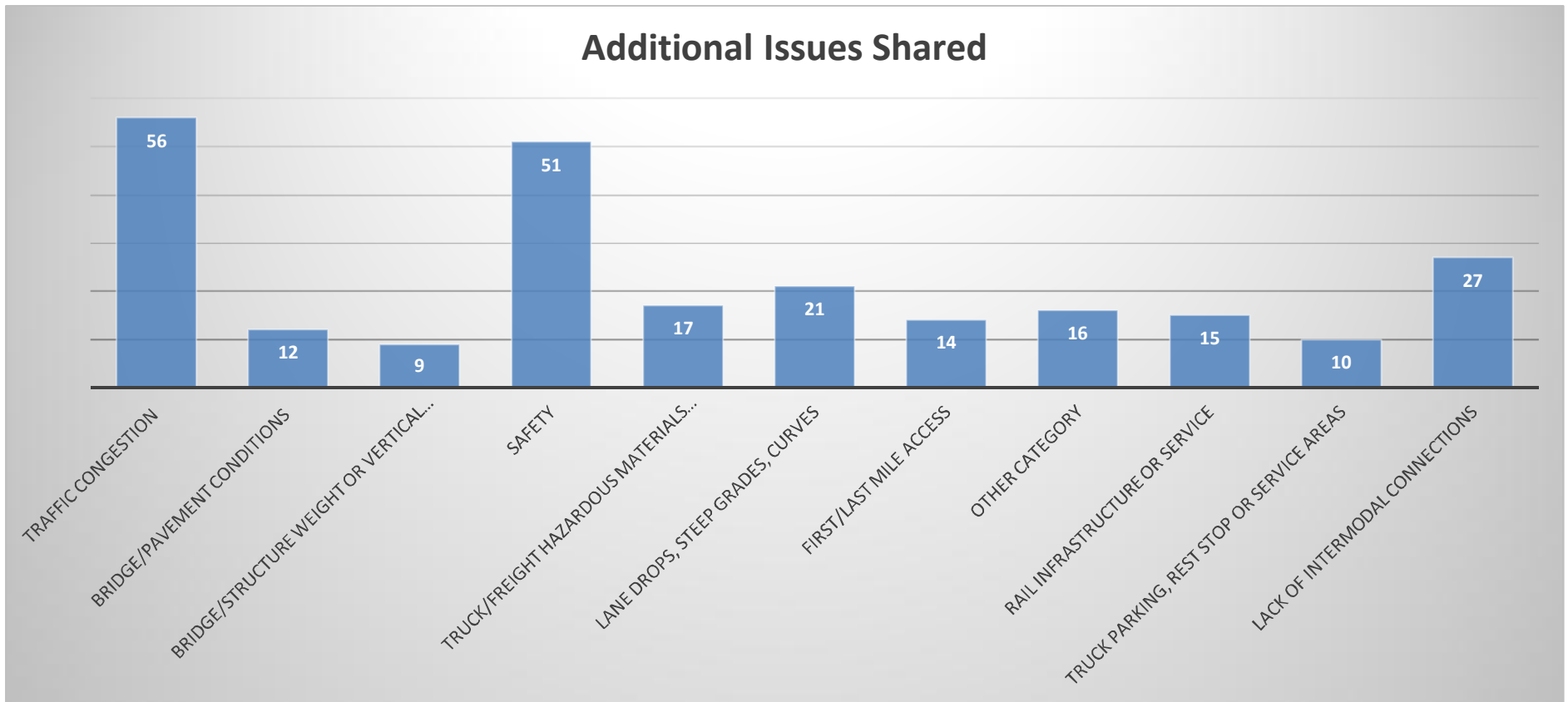
Summary Results

Figure 7: Locations Identified



Summary Results

Figure 8: Additional Issues Shared



Note: Values shown on each bar represent the number of responses for each category.

3.6 ADDITIONAL ISSUES BY LOCATION

Please see *Appendix C-4* for the full list of additional issues identified by location and *Appendix D* for a full-size map of details.

3.7 ADDITIONAL DETAILS OR PROPOSED SOLUTIONS

As part of the issues by location question, respondents were also able to add additional details or proposed solutions to the issues identified. Not all respondents shared these thoughts. Please see *Appendix C-4*, which summarizes the additional details or proposed solutions shared by location.

Appendix C

(APPENDIX C-1) NEW HAMPSHIRE STATEWIDE FREIGHT PLAN - PROJECT RANKING CRITERIA

NH Freight Plan Goal / Objective		Project Ranking Criteria	Definition	Scale
System Preservation and Maintenance	(1) Maintain and improve existing infrastructure to provide safe, convenient, and reliable operations along the freight transportation network (2) Achieve and maintain a state of good repair on priority corridors	Condition		
		Infrastructure Condition - how many of the following conditions exist which would be mitigated by the project?	Good Condition / None	0
		Poor Pavement Condition	One Condition Exists	0.5
		Red List Bridge	Two+ Conditions Exist	1
		Truck Prohibitions	No / Yes	0 / 1
		Level of Travel Time Reliability (LOTTR)		
		Will the proposed project improve travel time reliability (reduce incidents, improve capacity of a bottleneck, etc.?)	Existing LOTTR < 1.0 or N/A Existing LOTTR <= 1.5 Existing LOTTR <= 1.75 Existing LOTTR <= 2.0 Existing LOTTR > 2.0	0 0.25 0.5 0.75 1
Safety and Security	Promote safety and security of freight infrastructure for all transportation modes	Safety		
		Will the project improve safety? If so which truck crash quartile does the project roadway fall within?	no crashes / lowest quartile second lowest quartile second highest quartile highest quartile (worst crashes)	0.25 0.5 0.75 1
		Resiliency		
		Is the improvement on a posted detour route?	No Yes	0 1
Land Use-Transportation Integration	Determine innovative and advanced technologies along with improved land use planning practices to meet future freight demands	Innovation		
		Does the project incorporate advanced technology?	No Yes	0 1
Stewardship of Public Resources and the Transportation System	Support freight transportation improvements that encourage economic vitality	Economic Value		
		What is the value of tonnage on the corresponding roadway?	<\$500 million \$500 million - \$1 billion \$1 billion - \$2.5 billion \$2.5 billion - \$5 billion >\$5 billion	0.2 0.4 0.6 0.8 1
		Modal Choices		
		Does the project connect to an intermodal terminal which allows transfer of freight from one mode to another?	No Yes	0 1
		Project Partners		
Coordination and Collaboration	Encourage multi-jurisdictional coordination to create partnerships and develop opportunities for the freight transportation network	How many sponsoring parties / partners are committing funding for the project (private sector, municipalities, state agencies)?	1 2 3 4+	0.25 0.5 0.75 1
		Environmental Impacts		
		Level of Impact	Large Impact (Likely EA or EIS) Minor Impact (Likely CE) Positive Impact	0 0.5 1
		Feasibility		
Potential for Success	(Category from "Draft for Discussion - NHDOT Project Evaluation Criteria" dated 11/26/12)	Project Readiness - at what stage is the project in the planning process?	Project not started NHDOT approached about project Conceptual Design Preliminary Design Final Design Complete, NHDOT reviewing	0 0.25 0.5 0.75 1
		Right of Way (ROW) and Utility - is significant ROW, utility, or railroad coordination anticipated?	Significant Coordination Minor Coordination No Coordination	0 0.5 1
		Planning Consistency - is the project consistent with local comprehensive plan, completed transportation plan, and federal / state planning direction?	No Conditions Exist One Condition Exists Two+ Conditions Exist	0 0.5 1

NEW HAMPSHIRE STATEWIDE FREIGHT PLAN
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ID	NHDOT PROJECT #	LOCATION	MAIN ROUTE	PROJECT DESCRIPTION	SCORE	MAIN TYPE (NEW PROJECTS)	SOURCE (NEW PROJECTS)
595	40660	NASHUA	EAST HOLLIS ST	IMPROVEMENTS ALONG EAST HOLLIS STREET FROM MAIN STREET EAST TO PROPOSED ROUNDABOUT	7.45		
727	(PORT)	PORTSMOUTH	PORT OF PORTSMOUTH	MARKET STREET MARINE TERMINAL - MAIN WHARF REHABILITATION	7.45		
560	16314	NASHUA	EAST HOLLIS STREET	EAST HOLLIS STREET ROADWAY IMPROVEMENTS FROM TEMPLE AND AMORY STREETS TO DERRY ROAD IN HUDSON	6.95		
517	27885	DOVER	CENTRAL AVE, CHESTNUT ST, THIRD ST	PAN AM RAILWAYS, RECONSTRUCT RAILWAY-HIGHWAY CROSSING, ROADWAY APPROACHES AND PROTECTIVE DEVICES	6.20		
609	15698	PETERBOROUGH	NH 101	NH 123 INTERSECTION SAFETY IMPROVEMENTS	6.05		
515	28393	NEWFIELDS - NEWMARKET	NH 108	BRIDGE REHABILITATIONS OVER BMRR	5.95		
707	12334	SALEM	NH 28	RECONSTRUCT DEPOT INTERSECTION NH28 (BROADWAY) AND NH 97 (MAIN STREET) ADD TURN LANES ON NH28 MUPCA	5.95		
582	40647	ROCHESTER	NH 125 AT LOWELL STREET	INTERSECTION SAFETY IMPROVEMENTS AT THIS 5 WAY INTERSECTION	5.70		
605	15717	LEBANON	NH 10	NH 10 REPLACEMENT OF 3'X4' CONCRETE BOX CULVERT	5.70		
689	14552	LEBANON	US 4 & NH 10	US-4/NH 10 (MECHANIC ST) BRIDGE REHABILITATION OVER MASCOMA RIVER (BRG#120/115)	5.70		
823		PLAISTOW - MIDDLETON	NH 125	INSTALL PERMANENT VOLUME AND CLASSIFICATION COUNTERS IN THE NH 125 CORRIDOR	5.70	OTHER	ROCKINGHAM RPC JUNE 28 LETTER
502	13692C	BEDFORD	NH 101	BRIDGE REHAB OR REPLACEMENT OF BR NO 090/065 CARRYING NH 101 OVER PULPIT BROOK	5.60		
581	40645	PLAISTOW	NH 125	SIGNAL COORDINATION AND CONTROL ALONG CORRIDOR FROM MASS S/L TO OLD COUNTY ROAD	5.50		
578	40641	PLAISTOW	NH 121A/MAIN STREET	TRAFFIC CALMING AND SAFETY IMPROVEMENTS	5.45		
678	27691	CLAREMONT	NH 12A	NH 12A, BRIDGE REHABILITATION CARRYING NH 12A OVER SUGAR RIVER, BR NO 072/127	5.45		
613	13065	DERRY - LONDONDERRY	I-93	I-93 EXIT 4A - PRELIM., FINAL DESIGN, ROW & CONSTRUCTION OF NEW INTERCHANGE AND CONNECTING ROADWAY	5.35		
501	13602C	JEFFERSON - RANDOLPH	US 2	IMPROVEMENTS FROM NH 115 TO JEFFERSON/RANDOLPH TOWNLINE	5.20		
525	29608	EPPING	NH 125	NH RTE 125 IMPROVEMENTS FROM NH 27 TO NH 87 - 1.7 MILES	5.20		
529	40363	SHELBURNE	US 2	BRIDGE REHABILITATION OF REDLIST BRIDGE CARRYING US 2 OVER PEA BROOK (BR NO 049/089)	5.20		
532	40018	CONWAY	NH 16	RECONSTRUCT NH 16 FROM OLYMPIC LANE EAST 0.60 MILES TO VILLAGE LANE - MULTI FUNDED	5.20		

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ID	NHDOT PROJECT #	LOCATION	MAIN ROUTE	PROJECT DESCRIPTION	SCORE	MAIN TYPE (NEW PROJECTS)	SOURCE (NEW PROJECTS)
566	40666	KEENE	NH 10 (WINCHESTER STREET)	RECONSTRUCTION OF WINCHESTER STREET FROM NH 101 TO SWANZEY TOWN LINE	5.20		
576	40638	CONWAY	NH16, NH 113, AND NH 153	ROUNDAABOUT IMPROVEMENTS TO NH 16 INCLUDING INTERSECTIONS OF NH 16/NH 153 AND NH 16/NH 113	5.20		
577	40639	MOULTONBOROUGH	NH 25 AND LAKE SHORE ROAD	SAFETY IMPROVEMENTS FROM JUST WEST OF LAKE SHORE DRIVE (W) TO JUST EAST OF LAKE SHORE DRIVE (E)	5.20		
616	10309B	KEENE	WINCHESTER STREET	RECONSTRUCTION FROM NH 101 ROUNDAABOUT NORTH TO PEARL ST/ISLAND ST INCLUDING KEY RD INTERSECTION	5.05		
550	16254	DURHAM	US 4/NH 108	INTERSECTION IMPROVEMENTS AT THE US 4 RAMP INTERSECTION WITH NH 108.	4.95		
639	24212	MANCHESTER	SAMON ST EB OVER RD, BMRR, MERRIMACK RIVER & RAMP	SALMON ST EB OVER RD, BMRR, MERRIMACK RIVER, RAMP-BR #107/072	4.95		
706	16148	LEBANON, NH - HARTFORD, VT	I-89 NB & SB	SUPERSTRUCTURE REPLACE & WIDENING, I-89 NB & SB OVER CONNECTICUT RIVER (BR NO 044/103 & 044/104)	4.90		
618	13742	BOW - CONCORD	I-93	I-93 WIDENING FROM I-89 TO BETWEEN EXIT 15 AND 16	4.85		
726	41590	KEENE - MARLBOROUGH	NH 101	RECONSTRUCTION OF NH 101 FROM STONE ARCH BRIDGE (SWANZEY FACTORY RD) TO MARLBOROUGH TOWNLINE	4.80		
819		TEMPLE	NH 101	REBUILD OR REHAB BRIDGES 99/112 AND 105/112 ON NH 101 TO ELIMINATE E-2 RESTRICTION	4.80	BRIDGE INFRASTRUCTURE	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
684	29641	BOW	NH 3A	NH RTE 3A CORRIDOR SAFETY IMPROVEMENTS	4.70		
822		HOLLIS - EXETER	NH 111	INSTALL PERMANENT VOLUME AND CLASSIFICATION COUNTERS IN THE NH 111 CORRIDOR	4.70	OTHER	ROCKINGHAM RPC JUNE 28 LETTER
520	29601	CONCORD	NH 13	IMPROVEMENTS AT I89 EXIT 2 NB AND SB RAMPS	4.60		
837	15879	PETERBOROUGH	NH 101 AT US 202	BRIDGE REPLACEMENT AND WIDENING FOR TCP, US 202 & NH 101 OVER CONTOOCOOK RIVER (RED LIST); PROJECT 15879 SCOPE IS BRIDGE ONLY (2021)	4.55	TRAFFIC CONGESTION & SAFETY	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
573	40633	HENNIKER - HOPKINTON	US 202, NH 9, NH 127	INTERSECTION IMPROVEMENTS	4.45		
673	12210C	HINSDALE	NH 119	RECONSTRUCTION OF THE BRIDGES OVER THE CONNECTICUT RIVER	4.45		
687	10431	OSSIPEE	NH 16	PAVEMENT REHABILITATION ALONG NH 16 FROM NH 28 NORTHERLY 3.36 MILES.	4.45		
724	40371	TROY	NH 12	BRIDGE REPLACEMENT OF THE BRIDGE (BR NO 096/091) CARRYING NH 12 OVER NHRR (ABD)	4.45		
820		ANTRIM - STODDARD	NH 9	FROM HILLSBOROUGH TL TO NH 123S. ADDITION OF A PROTECTED LEFT TURNING LANE FOR NH 9 EB TRAFFIC, AND EXTENDED ACCELERATION AND DECELERATION LANES FOR NH9 WB TRAFFIC TO IMPROVE SAFETY OF ACCESSING THE REST AREA IN ANTRIM	4.35	ROADWAY INFRASTRUCTURE, TRAFFIC CONGESTION & SAFETY	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST, NH 9 STUDY
603	15879	PETERBOROUGH	US 202/NH 101	BRIDGE REPLACEMENT AND WIDENING FOR TCP, US 202 & NH 101 OVER CONTOOCOOK RIVER (RED LIST)	4.30		

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ID	NHDOT PROJECT #	LOCATION	MAIN ROUTE	PROJECT DESCRIPTION	SCORE	MAIN TYPE (NEW PROJECTS)	SOURCE (NEW PROJECTS)
558	14090A	EXETER	PARK STREET	BRIDGE REPLACEMENT OVER B&M RAILROAD	4.20		
695	40613	THORNTON	NH 49	DECK REPLACEMENT AND SCOUR PROTECTION FOR THE BRIDGE CARRYING NH 49 OVER MAD RIVER BR NO 239/152	4.20		
725	16307	JAFFREY	US 202	RECONFIGURE "DOG-LEG" INTERSECTION OF US 202, NH 124, AND NH 137	4.20		
519	29597	ALBANY	NH 16	SHOULDER WIDENING AND PAVEMENT RESURFACING TO ENABLE INSTALLATION OF CENTERLINE RUMBLE STRIPS	3.95		
621	13910	OSSIPEE	NH 16, NH 25, NH 41	INTERSECTION IMPROVEMENTS AT NH 41 WITH NH 16 INCLUDING NH 25.	3.95		
634	16402	BARRINGTON	US 4	US 4 CULVERT REPLACEMENT JUST WEST OF TOPAZ DRIVE	3.95		
635	25067	CORNISH, NH - WINDSOR, VT	CORNISH TOLL BRIDGE ROAD	CORNISH WINDSOR COVERED BRIDGE SCOUR MITIGATION	3.95		
812		WHITEFIELD	US 3	FEASIBILITY STUDY OF MITIGATING GRADE	3.95	ROADWAY INFRASTRUCTURE	PUBLIC MEETING #2
831		STATEWIDE	STATEWIDE	EVALUATE A STRATEGY TO MEET THE POTENTIAL NEED FOR PROVIDING LOCATIONS TO TRANSITION BETWEEN AUTONOMOUS TRUCK OPERATION ON INTERSTATES AND LOCAL PILOTAGE TO/FROM IN-STATE ORIGINS AND DESTINATIONS	3.95	OTHER	IBI GROUP FROM SUMMIT #2
838	40371	TROY	NH 12	BRIDGE REPLACEMENT OF BRIDGE NO 096/091 CARRYING NH 12 OVER NHRR (ABD); PROJECT 40371 SCOPE IS BRIDGE ONLY (2021). ADDITIONAL NON-BRIDGE WORK INCLUDES WIDENING ROADWAY TO TWO 12-FT LANES PLUS 5 TO 10 FOOT SHOULDERS THROUGH THE VILLAGE AREA, TRAFFIC SIGNALIZATION AND INTERSECTION RECONSTRUCTION TO PROVIDE TURNING LANES, AND OTHER GEOMETRIC CHANGES TO IMPROVE TRAFFIC FLOW.	3.95	TRAFFIC CONGESTION & SAFETY	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
834		KEENE	NH 9/10/12 AND WEST STREET INTERCHANGE	SWRPC 06/28/18 PROGRAMMED PROJECT LIST (DETAILS TBD)	3.85	TRAFFIC CONGESTION & SAFETY	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
565	40664	BEDFORD	US 3	US 3 WIDENING FROM HAWTHORNE DRIVE NORTH TO MANCHESTER AIRPORT ACCESS ROAD	3.70		
574	40088	MARLOW	NH 10, NH 123	NH 10 & NH 123 OVER ASHUELOT RIVER -REPAIR OR REPLACE BRIDGE	3.70		
829		STATEWIDE	STATEWIDE	INDUSTRIAL RAIL ACCESS PROGRAM. LOGISTICAL ANALYSIS AND SCENARIO PLANNING TO IDENTIFY PROMISING SITES, PROGRAM TO PRESERVE OPPORTUNITIES AND STIMULATE DEVELOPMENT OF TRANSLOAD FACILITIES AND INDUSTRIAL ACCESS	3.70	RAIL/PORT/INTERMODAL ISSUES	NH STATE RAIL PLAN
839		WESTMORELAND	NH 12	SWRPC 06/28/18 PROGRAMMED PROJECT LIST (DETAILS TBD)	3.70	ROADWAY INFRASTRUCTURE	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
561	10044E	PLAISTOW - KINGSTON	NH 125	RECONSTRUCT NH 125: ANTICIPATED 3 LANES, FROM SOUTH OF TOWN LINE NORTHERLY APPROX 1.8 MI	3.50		
808	41720	NORTH WALPOLE - ROCKINGHAM, VT	VILAS BRIDGE	REPAIR CHARLES N. VILAS BRIDGE AND RE-OPEN TO TRAFFIC TO RELIEVE DELAYS ON NH 12 DUE TO RAIL OPERATIONS	3.45		
679	29611	HOOKSETT	US 3/NH 28	RECONSTRUCTION AND WIDENING FROM NH 27/WHITEHALL RD/MARTIN'S FERRY RD TO W ALICE AVE/ALICE AVE	3.20		
683	29615	WOLFEBORO	NH 28	IMPROVEMENTS FROM NH 109 TO ALTON TOWN LINE	3.20		

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ID	NHDOT PROJECT #	LOCATION	MAIN ROUTE	PROJECT DESCRIPTION	SCORE	MAIN TYPE (NEW PROJECTS)	SOURCE (NEW PROJECTS)
696	40632	LOUDON	NH 106 AND SOUTH VILLAGE ROAD	INTERSECTION IMPROVEMENTS	3.20		
809		STRATHAM	NH 108 AT BUNKER HILL AVENUE	SIGNALIZE OR INSTALL A ROUNDABOUT AT NH 108 AT BUNKER HILL AVENUE	3.20	TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
836		WALPOLE	NH 12	SWRPC 06/28/18 PROGRAMMED PROJECT LIST (DETAILS TBD). NH 12 FROM NH 123E TO CHARLESTOWN TOWN LINE	3.20	ROADWAY INFRASTRUCTURE	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
835		WINCHESTER	NH 10 AT MANNING HILL	SWRPC 06/28/18 PROGRAMMED PROJECT LIST (DETAILS TBD)	3.15	ROADWAY INFRASTRUCTURE	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
802		BARRINGTON	NH 125 AT NH 9	COMPREHENSIVE PLANNING STUDY FOR NH125 BETWEEN TBD AND TBD	2.95	ROADWAY INFRASTRUCTURE	ONLINE SURVEY, STRAFFORD RPC JUNE 28 LETTER
815		NEWMARKET	NH 108 AT RR	GRADE SEPARATE RAILROAD AND NH 108	2.95	RAIL/PORT/INTERMODAL ISSUES	STRAFFORD MTP 2015-40
818		ROCHESTER	ROCHESTER NECK RD BRIDGE OVER ISINGLASS	REBUILD OR REHAB THE 225/139 ROCHESTER NECK RD BRIDGE OVER ISINGLASS TO PROVIDE WIDER SHOULDERS FOR PEDESTRIANS AND BICYCLISTS	2.95	BRIDGE INFRASTRUCTURE	STRAFFORD MTP 2015-40
804		CONCORD	I-93 AT I-393 INTERCHANGE	INTERCHANGE RECONFIGURATION STUDY	2.85	TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
691	40667	CHARLESTOWN	NH 12	RECONSTRUCT OR REHABILITATE FROM NH 12A IN SOUTHERN CHARLESTOWN TO ALMAR STREET (APPROX 2.4 MILES)	2.70		
811		WALPOLE - WESTMINSTER STATION, VT	NH 123 AT NEW ENGLAND CENTRAL RR (VT)	IMPROVE VERTICAL CLEARANCE AT NEW ENGLAND CENTRAL RAILROAD SO THAT TRUCKS CAN ACCESS I-91 VIA NH 123	2.70	BRIDGE INFRASTRUCTURE	SFAC MEETING #1
814		NASHUA	BOSTON & MAINE RAILROAD	FEASIBILITY AND SITING STUDY FOR A SOUTHERN NEW HAMPSHIRE INTERMODAL FACILITY (RAIL-HIGHWAY) COMPETITIVE WITH AYER, WORCESTER, AND AUBURN	2.70	RAIL/PORT/INTERMODAL ISSUES	NH STATE RAIL PLAN
832		STATEWIDE	STATEWIDE	SECONDARY AIRPORTS STRATEGIC PLAN	2.70	RAIL/PORT/INTERMODAL ISSUES	IBI GROUP FROM FIDS
805		DOVER	SPAULDING TURNPIKE (EXIT 8)	FEASIBILITY STUDY OR RAMP RECONFIGURATION	2.60	ROADWAY INFRASTRUCTURE	ONLINE SURVEY
801		ALBANY	NH 16 AT NH 113	INTERSECTION AND SIGNAL IMPROVEMENTS AT NH 16 AND NH 113	2.45	TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
817		MIDDLETON	NH 153 AT WAKEFIELD RD/KINGS HWY	STUDY TO IDENTIFY POTENTIAL SAFETY IMPROVEMENTS AT THE INTERSECTION OF WAKEFIELD RD/KINGS HIGHWAY AND NH 153, RELATED TO MIDDLETON BUILDING SUPPLY AND NUMEROUS DRIVEWAYS.	2.45	TRAFFIC CONGESTION & SAFETY	STRAFFORD MTP 2015-40
807		MANCHESTER	I-93 AT HANOVER ST/CANDIA RD/ISLAND POND RD (EXIT 6)	FEASIBILITY STUDY OF ADDING AN ON-RAMP TO ACCESS I-93 NORTHBOUND	2.35	ROADWAY INFRASTRUCTURE	ONLINE SURVEY, PUBLIC MEETING #3 5/24/18
827		HOPKINTON	I-89 EXIT 6	FEASIBILITY STUDY OF PROVIDING A TRUCK REST AREA TO ADDRESS THE TRACK PARKING OCCURRING ON THE SIDE OF I-89 NEAR EXIT 6	2.20	ROADWAY INFRASTRUCTURE	PUBLIC MEETING #3 5/24/18
830		STATEWIDE	STATEWIDE	RE-EVALUATE THE FINDINGS OF 2016 STATEWIDE REST AREA AND WELCOME CENTER STUDY TO REFLECT THE IMPACT OF CHANGES TO ELECTRONIC LOGGING DEVICE (ELD) RULES FOR COMMERCIAL VEHICLES	2.20	OTHER	IBI GROUP FROM SUMMIT #2
813		ROLLINSFORD - PLAISTOW	PAN AM RAIL	PAN AM RAILWAYS MAINLINE VERTICAL CLEARANCE	1.95	RAIL/PORT/INTERMODAL ISSUES	NH STATE RAIL PLAN
816		FARMINGTON	NH 11 AT RIVER ROAD	INTERSECTION IMPROVEMENTS AT RIVER ROAD AND NH 11 TO PROVIDE LEFT ONLY TURN LANE ONTO RIVER ROAD OR POSSIBLE EXTENSION OF THE CENTER TURN LANE TO PROVIDE A SAFE AREA FOR TUNING VEHICLES.	1.95	TRAFFIC CONGESTION & SAFETY	STRAFFORD MTP 2015-40

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ID	NHDOT PROJECT #	LOCATION	MAIN ROUTE	PROJECT DESCRIPTION	SCORE	MAIN TYPE (NEW PROJECTS)	SOURCE (NEW PROJECTS)
821		SUTTON	I-89 EXIT 10	FEASIBILITY STUDY OF CREATING A COMMERCIAL GATEWAY AT EXIT 10	1.95	POTENTIAL FREIGHT OPPORTUNITY	CENTRAL-SOUTHERN NH RPC PLAN
825		BERLIN	NH 16	FEASIBILITY STUDY FOR A TRUCK ROUTE ALONG NH16/HUTCHINS STREET/EAST SIDE RIVER ROAD FROM US 2 TO BERLIN REGIONAL AIRPORT	1.95	TRAFFIC CONGESTION & SAFETY	NORTH COUNTRY COUNCIL JUNE 28 LETTER
826		HAMPTON	NH 101 / US 1 AREA (NEW ROAD)	CONSTRUCT A NEW LIMITED-ACCESS ROAD CONNECTING FROM NH 101 NORTH TO NH 151 FOLLOWING THE FORMER B&M RAILROAD ALIGNMENT (ROCKINGHAM PROJECT #6197007)	1.95	TRAFFIC CONGESTION & SAFETY	ROCKINGHAM LRTP & FEASIBILITY STUDY
803		CLAREMONT	NH 11 AT NH 103	PLANNING/FEASIBILITY STUDY OF TRUCK BYPASS OF CLAREMONT	1.85	TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
806		DOVER - CONCORD	NH 9/CENTRAL AVE AT NH 4	PLANNING/FEASIBILITY STUDY OF AN EAST-WEST HIGHWAY FROM SPAULDING TURNPIKE EXIT 9 TO I-93 IN CONCORD	1.70	TRAFFIC CONGESTION & SAFETY; ROADWAY INFRASTRUCTURE; RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
824		LEBANON - CLAREMONT	NH 12A, CONNECTICUT RIVER	FEASIBILITY STUDY FOR A NEW TRUCK BRIDGE CROSSING OVER THE CONNECTICUT RIVER BETWEEN I-89 IN LEBANON AND NH 103/12 IN CLAREMONT	1.70	BRIDGE INFRASTRUCTURE	UPPER VALLEY LAKE SUNAPEE RPC JUNE 28 LETTER
833		STATEWIDE	STATEWIDE	FEASIBILITY STUDY OF EAST-WEST HIGHWAY OPTIONS CONNECTING NORTHERN ME/NH/VT	1.70	ROADWAY INFRASTRUCTURE	NORTH COUNTRY RPC PLAN



ID	LOCATION	MAIN ROUTE	PROJECT DESCRIPTION	SCORE	ADDITIONAL DETAILS OR COMMENTS	MAIN TYPE (NEW PROJECTS)	SOURCE (NEW PROJECTS)
823	PLAISTOW - MIDDLETON	NH 125	INSTALL PERMANENT VOLUME AND CLASSIFICATION COUNTERS IN THE NH 125 CORRIDOR	5.70	LACK OF COVERAGE FOR TRAFFIC COUNTS	OTHER	ROCKINGHAM RPC JUNE 28 LETTER
819	TEMPLE	NH 101	REBUILD OR REHAB BRIDGES 99/112 AND 105/112 ON NH 101 TO ELIMINATE E-2 RESTRICTION	4.80	TEMPLE "S" CURVE AREA CHALLENGED BY TOPOGRAPHICAL ISSUES ASSOCIATED WITH BLOOD BROOK AND TWO E-2 WEIGHT RESTRICTED BRIDGES REQUIRE LONG DETOURS ACCORDING TO LOCAL FREIGHT OPERATORS	BRIDGE INFRASTRUCTURE	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
822	HOLLIS - EXETER	NH 111	INSTALL PERMANENT VOLUME AND CLASSIFICATION COUNTERS IN THE NH 111 CORRIDOR	4.70	LACK OF COVERAGE FOR TRAFFIC COUNTS	OTHER	ROCKINGHAM RPC JUNE 28 LETTER
837	PETERBOROUGH	NH 101 AT US 202	BRIDGE REPLACEMENT AND WIDENING FOR TCP, US 202 & NH 101 OVER CONTOOCOOK RIVER (RED LIST); PROJECT 15879 SCOPE IS BRIDGE ONLY (2021)	4.55	CONSIDERABLE TRUCK TRAFFIC AND IMPORTANT TRUCK CROSSROADS	TRAFFIC CONGESTION & SAFETY	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
820	ANTRIM - STODDARD	NH 9	FROM HILLSBOROUGH TL TO NH 123S. ADDITION OF A PROTECTED LEFT TURNING LANE FOR NH 9 EB TRAFFIC, AND EXTENDED ACCELERATION AND DECELERATION LANES FOR NH9 WB TRAFFIC TO IMPROVE SAFETY OF ACCESSING THE REST AREA IN ANTRIM	4.35	CONSIDERABLE TRUCK TRAFFIC AND IMPORTANT HIGHWAY ASSET FOR E-W MOBILITY, FREQUENT CRASHES, AND PORTION OF COMMERCIAL ZONED HIGHWAY IS NOT LIMITED/CONTROLLED ACCESS WHICH COULD DEGRADE TRUCK MOBILITY IN THE FUTURE	ROADWAY INFRASTRUCTURE, TRAFFIC CONGESTION & SAFETY	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST, ROUTE 9 STUDY
812	WHITEFIELD	US 3	FEASIBILITY STUDY OF MITIGATING GRADE	3.95	GRADE ISSUES WITH US 3	ROADWAY INFRASTRUCTURE	PUBLIC MEETING #2
831	STATEWIDE	STATEWIDE	EVALUATE A STRATEGY TO MEET THE POTENTIAL NEED FOR PROVIDING LOCATIONS TO TRANSITION BETWEEN AUTONOMOUS TRUCK OPERATION ON INTERSTATES AND LOCAL PILOTAGE TO/FROM IN-STATE ORIGINS AND DESTINATIONS	3.95		OTHER	IBI GROUP FROM SUMMIT #2
838	TROY	NH 12	BRIDGE REPLACEMENT OF BRIDGE NO 096/091 CARRYING NH 12 OVER NHRR (ABD); PROJECT 40371 SCOPE IS BRIDGE ONLY (2021). ADDITIONAL NON-BRIDGE WORK INCLUDES WIDENING ROADWAY TO TWO 12-FT LANES PLUS 5 TO 10 FOOT SHOULDERS THROUGH THE VILLAGE AREA, TRAFFIC SIGNALIZATION AND INTERSECTION RECONSTRUCTION TO PROVIDE TURNING LANES, AND OTHER GEOMETRIC CHANGES TO IMPROVE TRAFFIC FLOW.	3.95	TRANSPORTATION/LAND USE COORDINATION IN TROY COMMONS AREA, FREIGHT MOBILITY. ADDITIONAL NON-BRIDGE WORK DETAILS ARE NOTED AS THE "UPGRADE ALTERNATIVE" IN THE NH ROUTE 12 IMPROVEMENT PROJECT FINAL ENVIRONMENTAL ASSESSMENT, 1999 (PROJECT #10434)	TRAFFIC CONGESTION & SAFETY	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
834	KEENE	NH 9/10/12 AND WEST STREET INTERCHANGE	SWRPC 06/28/18 PROGRAMMED PROJECT LIST (DETAILS TBD)	3.85	CONSIDERABLE TRUCK TRAFFIC WITH CONGESTION ISSUES AND SHORT STACKING LANE FOR WESTBOUND TRAFFIC ON WEST STREET DURING PEAK PERIOD	TRAFFIC CONGESTION & SAFETY	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
829	STATEWIDE	STATEWIDE	INDUSTRIAL RAIL ACCESS PROGRAM. LOGISTICAL ANALYSIS AND SCENARIO PLANNING TO IDENTIFY PROMISING SITES, PROGRAM TO PRESERVE OPPORTUNITIES AND STIMULATE DEVELOPMENT OF TRANSLOAD FACILITIES AND INDUSTRIAL ACCESS	3.70	EXAMPLE DISTRIBUTION FACILITY	RAIL/PORT/INTERMODAL ISSUES	NH STATE RAIL PLAN
839	WESTMORELAND	NH 12	SWRPC 06/28/18 PROGRAMMED PROJECT LIST (DETAILS TBD)	3.70	SEVERE STORM EVENTS AFFECTING ROAD AND BRIDGE INFRASTRUCTURE	ROADWAY INFRASTRUCTURE	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST



ID	LOCATION	MAIN ROUTE	PROJECT DESCRIPTION	SCORE	ADDITIONAL DETAILS OR COMMENTS	MAIN TYPE (NEW PROJECTS)	SOURCE (NEW PROJECTS)
809	STRATHAM	NH 108 AT BUNKER HILL AVENUE	SIGNALIZE OR INSTALL A ROUNDABOUT AT NH 108 AT BUNKER HILL AVENUE	3.20	INABILITY TO SAFELY ACCESS; NEED TRAFFIC SIGNAL OR ROUND-A-BOUT	TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
836	WALPOLE	NH 12	SWRPC 06/28/18 PROGRAMMED PROJECT LIST (DETAILS TBD). NH 12 FROM NH 123E TO CHARLESTOWN TOWN LINE	3.20	NARROW ROADWAY, TWO AT-GRADE RAIL CROSSINGS WITH CONGESTION CONCERNS, AND AWKWARD INTERSECTION AT NH 12 AND ARCH STREET BRIDGE	ROADWAY INFRASTRUCTURE	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
835	WINCHESTER	NH 10 AT MANNING HILL	SWRPC 06/28/18 PROGRAMMED PROJECT LIST (DETAILS TBD)	3.15	STEEP GRADES, TIGHT CURVES AND FOREST COVER NEAR HIGHWAY CAUSING ICY WINTER CONDITIONS	ROADWAY INFRASTRUCTURE	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
802	BARRINGTON	NH 125 AT NH 9	COMPREHENSIVE PLANNING STUDY FOR NH125 BETWEEN TBD AND TBD	2.95	MAJOR FREIGHT ROUTE IN REGION; CONFLICTS WITH LOCAL TOWN CENTER PLANNING; ACCESS TO/FROM LOCAL BUSINESSES. NH 125 IS A MAJOR N-S FREIGHT ROUTE THROUGH SMALL COMMUNITIES. COMPREHENSIVE PLANNING FOR THE NH 125 CORRIDOR IS NEEDED IN ORDER TO INCORPORATE MULTIPLE FACTORS (FREIGHT, BALANCING LOCAL FREIGHT ACCESS AND SAFETY, ECONOMIC DEVELOPMENT, ETC.)	ROADWAY INFRASTRUCTURE	ONLINE SURVEY, STRAFFORD RPC JUNE 28 LETTER
815	NEWMARKET	NH 108 AT RR	GRADE SEPARATE RAILROAD AND NH 108	2.95	THIS CROSSING HAD RECENT SAFETY IMPROVEMENTS. TRAFFIC AND CONGESTION ON NH 108 ARE AN ONGOING ISSUE WITH OVER 17,000 AADT. CONTINUED TRAFFIC VOLUME GROWTH MAY CREATE THE NEED FOR FUTURE GRADE SEPARATION OF THE RAIL AND NH 108.	RAIL/PORT/INTERMODAL ISSUES	STRAFFORD MTP 2015-40
818	ROCHESTER	ROCHESTER NECK RD BRIDGE OVER ISINGLASS	REBUILD OR REHAB THE 225/139 ROCHESTER NECK RD BRIDGE OVER ISINGLASS TO PROVIDE WIDER SHOULDERS FOR PEDESTRIANS AND BICYCLISTS	2.95	NOT DEFICIENT, BUT BRIDGE HAS NARROW SHOULDERS AND WOULD BENEFIT FROM WIDENING. LARGE TRUCKS USE THIS ROAD FREQUENTLY CONTRIBUTING TO SAFETY ISSUES TO ALTERNATIVE MODES.	BRIDGE INFRASTRUCTURE	STRAFFORD MTP 2015-40
804	CONCORD	I-93 AT I-393 INTERCHANGE	INTERCHANGE RECONFIGURATION STUDY	2.85	ELIMINATE THE INTERCHANGE AND RE-ROUTE ALL TRAFFIC TO EXIT 15 AND/OR 13 WITH NEW RAMPS OR FRONTAGE ROAD SYSTEMS	TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
811	WALPOLE - WESTMINSTER STATION, VT	NH 123 AT NEW ENGLAND CENTRAL RR (VT)	IMPROVE VERTICAL CLEARANCE AT NEW ENGLAND CENTRAL RAILROAD SO THAT TRUCKS CAN ACCESS I-91 VIA NH 123	2.70	VERTICAL CLEARANCE PREVENTS SOME TRUCKS FROM ACCESSING I-91	BRIDGE INFRASTRUCTURE	SFAC MEETING #1
814	NASHUA	BOSTON & MAINE RAILROAD	FEASIBILITY AND SITING STUDY FOR A SOUTHERN NEW HAMPSHIRE INTERMODAL FACILITY (RAIL-HIGHWAY) COMPETITIVE WITH AYER, WORCESTER, AND AUBURN	2.70	DEVELOPING AN INTERMODAL FACILITY	RAIL/PORT/INTERMODAL ISSUES	NH STATE RAIL PLAN
832	STATEWIDE	STATEWIDE	SECONDARY AIRPORTS STRATEGIC PLAN	2.70		RAIL/PORT/INTERMODAL ISSUES	IBI GROUP FROM FIDS
805	DOVER	SPAULDING TURNPIKE (EXIT 8)	FEASIBILITY STUDY OR RAMP RECONFIGURATION	2.60	EXIT 8N HAS TWO ACCESS POINTS, THE ONE ON THE OVERPASS, FOR EAST BOUND VEHICLES ON NH 155/9 IS TOO CLOSE TO THE OFF RAMP.	ROADWAY INFRASTRUCTURE	ONLINE SURVEY
801	ALBANY	NH 16 AT NH 113	INTERSECTION AND SIGNAL IMPROVEMENTS AT NH 16 AND NH 113	2.45	NEED SIGNALS AT INTERSECTION AND SIGNAGE & LONG TERM REDESIGN OF THE INTERSECTION ITSELF	TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
817	MIDDLETON	NH 153 AT WAKEFIELD RD/KINGS HWY	STUDY TO IDENTIFY POTENTIAL SAFETY IMPROVEMENTS AT THE INTERSECTION OF WAKEFIELD RD/KINGS HIGHWAY AND NH 153, RELATED TO MIDDLETON BUILDING SUPPLY AND NUMEROUS DRIVEWAYS.	2.45	HEAVY TRUCK TRAFFIC AT THE INTERSECTION DUE TO MIDDLETON BUILDING SUPPLY, NUMEROUS DRIVEWAYS INCREASE CONFLICT POINTS IN CLOSE PROXIMITY TO THE INTERSECTION.	TRAFFIC CONGESTION & SAFETY	STRAFFORD MTP 2015-40

NEW HAMPSHIRE STATEWIDE FREIGHT PLAN
 (APPENDIX C-3) NEW PROJECTS LIST
 JANUARY 2019



ID	LOCATION	MAIN ROUTE	PROJECT DESCRIPTION	SCORE	ADDITIONAL DETAILS OR COMMENTS	MAIN TYPE (NEW PROJECTS)	SOURCE (NEW PROJECTS)
807	MANCHESTER	I-93 AT HANOVER ST/CANDIA RD/ISLAND POND RD (EXIT 6)	FEASIBILITY STUDY OF ADDING AN ON-RAMP TO ACCESS I-93 NORTHBOUND	2.35	DRIVERS EXPECT TO BE ABLE TO ACCESS I-93 NORTHBOUND, BUT SUDDENLY NEED TO FIGURE OUT HOW TO FIND THEIR WAY. THIS CAUSES CONFUSION (A BAD THING IN DRIVERS). ADD AN ON RAMP.	ROADWAY INFRASTRUCTURE	ONLINE SURVEY, PUBLIC MEETING #3 5/24/18
827	HOPKINTON	I-89 EXIT 6	FEASIBILITY STUDY OF PROVIDING A TRUCK REST AREA TO ADDRESS THE TRACK PARKING OCCURRING ON THE SIDE OF I-89 NEAR EXIT 6	2.20	TRUCKS PARKED ON THE SIDE OF THE ROAD	ROADWAY INFRASTRUCTURE	PUBLIC MEETING #3 5/24/18
830	STATEWIDE	STATEWIDE	RE-EVALUATE THE FINDINGS OF 2016 STATEWIDE REST AREA AND WELCOME CENTER STUDY TO REFLECT THE IMPACT OF CHANGES TO ELECTRONIC LOGGING DEVICE (ELD) RULES FOR COMMERCIAL VEHICLES	2.20		OTHER	IBI GROUP FROM SUMMIT #2
813	ROLLINSFORD - PLAISTOW	PAN AM RAIL	PAN AM RAILWAYS MAINLINE VERTICAL CLEARANCE	1.95	PAN AM RAILWAYS VERTICAL CLEARANCE	RAIL/PORT/INTERMODAL ISSUES	NH STATE RAIL PLAN
816	FARMINGTON	NH 11 AT RIVER ROAD	INTERSECTION IMPROVEMENTS AT RIVER ROAD AND NH 11 TO PROVIDE LEFT ONLY TURN LANE ONTO RIVER ROAD OR POSSIBLE EXTENSION OF THE CENTER TURN LANE TO PROVIDE A SAFE AREA FOR TUNING VEHICLES.	1.95	SIGNIFICANT NUMBERS OF TURNING MOVEMENTS BOTH ON AND OFF NH 11 FROM MINOR COLLECTORS. HIGH SPEEDS. HIGH TRAFFIC VOLUMES. NO DESIGNATED TURN LANES. HEAVY TRUCK TRAFFIC.	TRAFFIC CONGESTION & SAFETY	STRAFFORD MTP 2015-40
821	SUTTON	I-89 EXIT 10	FEASIBILITY STUDY OF CREATING A COMMERCIAL GATEWAY AT EXIT 10	1.95		POTENTIAL FREIGHT OPPORTUNITY	CENTRAL-SOUTHERN NH RPC PLAN
825	BERLIN	NH 16	FEASIBILITY STUDY FOR A TRUCK ROUTE ALONG NH16/HUTCHINS STREET/EAST SIDE RIVER ROAD FROM US 2 TO BERLIN REGIONAL AIRPORT	1.95	TRUCK OPERATIONAL PROBLEMS IN DOWNTOWN BERLIN ALONG HUTCHINS STREET, INCLUDING TWO SUCCESSIVE 90-DEGREE TURNS (AT BRIDGE STREET). ROUTE SERVES MANY MAJOR FREIGHT GENERATORS.	TRAFFIC CONGESTION & SAFETY	NORTH COUNTRY COUNCIL JUNE 28 LETTER
826	HAMPTON	NH 101 / US 1 AREA (NEW ROAD)	CONSTRUCT A NEW LIMITED-ACCESS ROAD CONNECTING FROM NH 101 NORTH TO NH 151 FOLLOWING THE FORMER B&M RAILROAD ALIGNMENT (ROCKINGHAM PROJECT #6197007)	1.95	CONSTRUCT A NEW LIMITED-ACCESS ROAD CONNECTING FROM NH 101 NORTH TO NH 151 FOLLOWING THE FORMER B&M RAILROAD ALIGNMENT	TRAFFIC CONGESTION & SAFETY	ROCKINGHAM LRTP & FEASIBILITY STUDY
803	CLAREMONT	NH 11 AT NH 103	PLANNING/FEASIBILITY STUDY OF TRUCK BYPASS OF CLAREMONT	1.85	NEED A TRUCK ROUTE AROUND THE CITY	TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
806	DOVER - CONCORD	NH 9/CENTRAL AVE AT NH 4	PLANNING/FEASIBILITY STUDY OF AN EAST-WEST HIGHWAY FROM SPAULDING TURNPIKE EXIT 9 TO I-93 IN CONCORD	1.70	CONSTRUCT E-W HWY FROM SPAULDING TURNPIKE EXIT 9 TO 93 IN CONCORD; INTERSECTION IMPROVEMENTS, TRAFFIC DEMAND MONITORING AND SIGNAL COORD., LANE WIDENING, IMPROVED RAIL CROSSING/SIGNALIZATION ALONG ENTIRE CORRIDOR	TRAFFIC CONGESTION & SAFETY; ROADWAY INFRASTRUCTURE; RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
824	LEBANON - CLAREMONT	NH 12A, CONNECTICUT RIVER	FEASIBILITY STUDY FOR A NEW TRUCK BRIDGE CROSSING OVER THE CONNECTICUT RIVER BETWEEN I-89 IN LEBANON AND NH 103/12 IN CLAREMONT	1.70	LACK OF A CROSSING ADDS MILES AND TIME FOR THE FREIGHT THAT IS GENERATED ALONG THE [12A] CORRIDOR	BRIDGE INFRASTRUCTURE	UPPER VALLEY LAKE SUNAPEE RPC JUNE 28 LETTER
833	STATEWIDE	STATEWIDE	FEASIBILITY STUDY OF EAST-WEST HIGHWAY OPTIONS CONNECTING NORTHERN ME/NH/VT	1.70	LACK OF SUFFICIENT EAST-WEST HIGHWAY CONNECTIONS	ROADWAY INFRASTRUCTURE	NORTH COUNTRY RPC PLAN

ID	LOCATION	MAIN ROUTE	COMMENT	ADDITIONAL COMMENTS	MAIN TYPE	SOURCE
401	BOW - NORTHFIELD	I-93	ISSUES: CONGESTION, INADEQUATE WEAVES	EMPHASIS ON THE BOW-CONCORD PROJECT AREA	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	CNHRPC 6/1/2018
402	BOSCAWEN	US 4 FROM I-93 EXIT 17 TO US 3 (NORTH END)	ISSUES: TRUCK TURNING MOVEMENTS IN AND OUT OF WHITNEY RD, US 3/4 WESTERN SPLIT SAFETY CONCERNS, TRUCK MOVEMENTS AT QUEEN STREET AND KING STREET INTERSECTION, CONGESTION AND SAFETY ISSUES ALONG THE ENTIRE CORRIDOR	EMPHASIS ON WHITNEY ROAD INTERSECTION AND ROUTE 3&4 SPLITS	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	CNHRPC 6/1/2018
403	HILLSBOROUGH	US 202 FROM I-89 TO US 9	ISSUES: CONGESTION, SAFETY AND TRUCK TURNING MOVEMENTS AT BOTH INTERSECTIONS WITH OLD CONCORD ROAD AND NH ROUTE 127	EMPHASIS ON THE SECTION BETWEEN I-89 AND NH 114 IN HENNIKER INCLUDING THE INTERSECTIONS AT OLD CONCORD ROAD AND NH 127	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	CNHRPC 6/1/2018
404	EPSOM	NH 9 & US 4 FROM I-393 EAST TO NORTHWOOD TOWN LINE	ISSUES: CONGESTION, SAFETY, KING ROAD INTERSECTION (END OF TRUCK PASSING LANE), ACCESS MANAGEMENT ALONG CORRIDOR, EPSOM TRAFFIC CIRCLE AND SIGHT DISTANCES ASSOCIATED WITH EASTBOUND CONGESTION		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	CNHRPC 6/1/2018
405	HILLSBOROUGH - KEENE	NH 9	ISSUES: CONGESTION, SAFETY AND PRIMARY EAST-WEST ROUTE ACROSS STATE, SAFETY AT INTERSECTIONS WITH WEST MAIN STREET AND NH 31 IN HILLSBOROUGH		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	CNHRPC 6/1/2018
406	HOOKSETT - CONCORD	NH 3A FROM I-93 EXIT 10 TO US 3 (S. MAIN STREET)	ISSUES: CONGESTION, HIGH TRUCK VOLUMES, TRUCKS AVOIDING TOLLS, CORRIDOR WIDE TRUCK TURNING MOVEMENTS AND LACK OF TURN LANES		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	CNHRPC 6/1/2018
407	CONCORD - HOOKSETT	US 3 FROM I-93 EXIT 13 TO I-93 EXIT 9N & 9S	ISSUES: CONGESTION, HIGH TRUCK VOLUMES RELATED TO ASSOCIATED GROCERS REGIONAL HUB, LACK OF TURNING LANES	EMPHASIS ON THE SECTION BETWEEN I-93 EXIT 13 AND THE ASSOCIATED GROCERS REGIONAL FREIGHT FACILITY IN PEMBROKE	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	CNHRPC 6/1/2018
408	PEMBROKE - CONCORD	NH 106 FROM NH 3 TO I-393 (EXIT 3)	ISSUES: LACK OF TURNING LANES AND HIGH TRUCK VOLUMES		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	CNHRPC 6/1/2018
409	HILLSBOROUGH	US 202 FROM NH 9 TO ANTRIM TOWN LINE	ISSUES: KEY ROUTE TO SOUTHERN PART OF STATE, PLANNED WALMART NEAR NH 149 INTERSECTION		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	CNHRPC 6/1/2018
410	CONCORD	REGIONAL DRIVE & OLD TURNPIKE ROAD FROM NH 106 TO US 3 (MANCHESTER STREET)	ISSUES: CONGESTION, INTERSECTION WITH OLD TURNPIKE RD AND US 3, INTERSECTIONS WITH REGIONAL DRIVE AND CHENELL DRIVE AND WITH INDUSTRIAL DRIVE	EMPHASIS ON ACCESS TO THE AIRPORT AND US POST OFFICE HUB	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	CNHRPC 6/1/2018
411	HOPKINTON	I-89 EXIT 6	MCLANE CO, FACILITY CRITICAL TO FREIGHT MOVEMENT	KEY FREIGHT FACILITY AND LOCATION OF NEW TAX INCREMENT FUNDING DISTRICT	KEY FREIGHT FACILITY/GENERATOR	CNHRPC 6/1/2018
412	HOOKSETT	PAN AM RAIL LINE	FACILITY CRITICAL TO FREIGHT MOVEMENT		KEY FREIGHT FACILITY/GENERATOR	CNHRPC 6/1/2018
413	TILTON	US 3/NH 11 BETWEEN I-93 AND NH 106 IN LACONIA			CRITICAL FREIGHT CORRIDOR RECOMMENDATION	LRPC 6/28/2018
414	OSSIPEE - TAMWORTH	NH 16 BETWEEN WAKEFIELD TL AND ALBANY TL			CRITICAL FREIGHT CORRIDOR RECOMMENDATION	LRPC 6/28/2018
415	PLYMOUTH	NH 25W BETWEEN I-93 AND PLYMOUTH-RUMNEY TL			CRITICAL FREIGHT CORRIDOR RECOMMENDATION	LRPC 6/28/2018

ID	LOCATION	MAIN ROUTE	COMMENT	ADDITIONAL COMMENTS	MAIN TYPE	SOURCE
416	MEREDITH - MOULTONBOROUGH	NH 25 BETWEEN US 3/NH 25 AND NH 25/NH 109S			CRITICAL FREIGHT CORRIDOR RECOMMENDATION	LRPC 6/28/2018
417	MEREDITH - NEW HAMPTON	NH 104 BETWEEN I-93 AND US 3/NH 25			CRITICAL FREIGHT CORRIDOR RECOMMENDATION	LRPC 6/28/2018
418	LACONIA - BELMONT	NH 106	LIFELINE CORRIDOR. THREE INDUSTRIAL PARKS ARE LOCATED ON THIS ROUTE, AS WELL AS THE FORMER LACONIA STATE SCHOOL, WHICH IS UNDERGOING REDEVELOPMENT PLANNING		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	LRPC 6/28/2018
419	NEW HAMPTON	NH 104 AT I-93 EXIT 23 BRISTOL	HIGH TRUCK USAGE AT IRVING STATION		TRAFFIC CONGESTION & SAFETY	LRPC 6/28/2018
420	MEREDITH	NH 25	STEEP HILL EB AT INTER LAKES HIGH SCHOOL; TRUCK CLIMBING LANE MAY BE WARRANTED	IMPROVE BYPASS SHOULDERS AT INTERSECTIONS	ROADWAY INFRASTRUCTURE	LRPC 6/28/2018
421	MEREDITH	US 3/NH 25 INTERSECTION	SEASONAL CONGESTION; INSTITUTE DEMAND MANAGEMENT TECHNIQUES AND INTELLIGENT TRANSPORTATION SYSTEM APPLICATIONS		TRAFFIC CONGESTION & SAFETY	LRPC 6/28/2018
422	WOLFEBORO	NH 28 AT WESTON'S/MIDDLETON ROAD	SB TRUCKS MAKE WIDE TURN INTO NB LANE		ROADWAY INFRASTRUCTURE	LRPC 6/28/2018
423	OSSIPEE	NH 16 AT NH 25	CONGESTION DUE TO TIMING OF TRAFFIC SIGNALS; INSTITUTE INTELLIGENT TRANSPORTATION SYSTEM APPLICATIONS		TRAFFIC CONGESTION & SAFETY	LRPC 6/28/2018
424	OSSIPEE	NH 16 AT NH 28	CONGESTION DUE TO TIMING OF TRAFFIC SIGNALS; INSTITUTE INTELLIGENT TRANSPORTATION SYSTEM APPLICATIONS		TRAFFIC CONGESTION & SAFETY	LRPC 6/28/2018
425	PLYMOUTH	US 3/HIGH ST/HOLDERNESS RD ROUNDABOUT	DIFFICULT FOR TRUCKS TO NAVIGATE; DAMAGE TO ROUNDABOUT		ROADWAY INFRASTRUCTURE	LRPC 6/28/2018
426	LACONIA	NH 106	NARROW SHOULDERS; FUTURE IMPACT OF REDEVELOPMENT OF LACONIA STATE SCHOOL PROPERTY		ROADWAY INFRASTRUCTURE	LRPC 6/28/2018
427	LACONIA	US 3 AND NH 106	DOWNTOWN CONGESTION		TRAFFIC CONGESTION & SAFETY	LRPC 6/28/2018
428	FRANKLIN	US 3, US 3A, NH 127	DOWNTOWN CONGESTION	FRANKLIN IS UNDERGOING NUMEROUS REDEVELOPMENT EFFORTS, INCLUDING ESTABLISHMENT OF A WHITE-WATER PARK (EST 160,000 VISITORS FOR SPECIAL EVENTS); ALSO HOME TO ONE OF NH LARGEST MANUFACTURERS (WATTS WATER TECHNOLOGIES)	TRAFFIC CONGESTION & SAFETY	LRPC 6/28/2018
429	FRANKLIN - LACONIA	FRANKLIN AND LACONIA	THE TWO BIGGEST INDUSTRIAL CENTERS IN THE LAKES REGION, BOTH BYPASSED BY I-93		KEY FREIGHT FACILITY/GENERATOR	LRPC 6/28/2018
430	FREEDOM - EFFINGHAM	NH 25	IMPACT OF PORTLAND AS A MAJOR FREIGHT CENTER; HIGH USAGE BY LOGGING AND WOOD CHIP TRUCKS		KEY FREIGHT FACILITY/GENERATOR	LRPC 6/28/2018
431	HEBRON	US 3A AT NORTH SHORE ROAD	DIFFICULT FOR VEHICLES TRANSPORTING EQUIPMENT ON LOW-BED TRAILERS TO ENTER ONTO US 3A FROM NORTH SHORE ROAD		ROADWAY INFRASTRUCTURE	LRPC 6/28/2018
432	HEBRON	WEST SHORE ROAD	POOR CONDITION AND HEAVY SUMMER TRAFFIC MAKES DELIVERIES TO SUMMER CAMPS DIFFICULT		TRAFFIC CONGESTION & SAFETY	LRPC 6/28/2018

ID	LOCATION	MAIN ROUTE	COMMENT	ADDITIONAL COMMENTS	MAIN TYPE	SOURCE
433	HOLDERNESS - SANDWICH	NH 113	POSSIBLY BECOMING AN ALTERNATE TRUCKING ROUTE AROUND CONGESTION AT US 3/ NH 25 INTERSECTION IN MEREDITH FOR WB TRUCKERS HEADING FOR I-93 EXIT 24	NH 113 HAS A NARROW TRAVEL SURFACE, LIMITED SHOULDER WIDTH, BIKE/PED SAFETY ISSUES	ROADWAY INFRASTRUCTURE	LRPC 6/28/2018
434	MOULTONBOROUGH	NH 25	VILLAGE CONGESTION BETWEEN NH 109 AND BLAKE ROAD		TRAFFIC CONGESTION & SAFETY	LRPC 6/28/2018
435	MOULTONBOROUGH	NH 25 BETWEEN BIRCH LANE AND MOULONBORO NECK ROAD	POOR GEOMETRIC ALIGNMENT		ROADWAY INFRASTRUCTURE	LRPC 6/28/2018
436	JEFFERSON - SHELBURNE	US 2 FROM NH 115 TO MAINE STATE LINE	MAJOR E-W CORRIDOR CONNECTING NHFN ROUTES, CONNECTS TO IMPORTANT FREIGHT FACILITIES	INCLUDES 3 BRIDGES ON STATE RED LIST	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	NCCRPC 6/28/2018
437	JEFFERSON - CARROLL	NH 115 FROM US 2 TO US 3	MAJOR E-W CORRIDOR CONNECTING NHFN ROUTES, CONNECTS TO IMPORTANT FREIGHT FACILITIES	CARRIES SOME OF THE HIGHEST VOLUMES OF OUTBOUND TONNAGE IN NH	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	NCCRPC 6/28/2018
438	GORHAM	NC 16/HUTCHINS ST SPUR CORRIDOR	NH 16 FROM US 2 TO BERLIN, THEN HUTCHINS ST TO MILAN, THEN EAST SIDE RIVER RD TO BERLIN REGIONAL AIRPORT	CARRIES SIGNIFICANT OUTBOUND FREIGHT TONNAGE, CONNECTS TO SEVERAL MAJOR FREIGHT FACILITIES; SEVERAL INTERSECTIONS NEED BETTER GEOMETRY FOR TRUCKS	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	NCCRPC 6/28/2018
439	WHITEFIELD	HAZEN ROAD/AIRPORT ROAD SPUR CORRIDOR	HAZEN RD FROM NH 115 TO WHILEFIELD, ENDING AT NH CENTRAL RAILROAD TRANSLOAD FACILITY	PROVIDES ACCESS TO FREIGHT FACILITIES; POOR CONDITION OF ROAD NEEDS IMPROVEMENT	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	NCCRPC 6/28/2018
440	CARROLL - FRANCONIA	US 3 FROM NH 115 TO I-93	MAJOR E-W CORRIDOR CONNECTING NHFN ROUTES, CONNECTS TO IMPORTANT FREIGHT FACILITIES	CARRIES SOME OF THE HIGHEST VOLUMES OF OUTBOUND TONNAGE IN NH	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	NCCRPC 6/28/2018
441	BETHLEHEM	TRUDEAU ROAD SPUR CORRIDOR	TRUDEAU RD FROM US 3 TO CASELLA WASTE SYSTEMS LANDFILL	LOCAL ROAD PROVIDING ACCESS TO MAJOR LANDFILL THAT RECEIVES WASTE-HAULING TRUCKS FROM MANY NH MUNICIPALITIES AND NEIGHBORING STATES	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	NCCRPC 6/28/2018
442	AMHERST - MERRIMACK - NASHUA	NH 101A AND SOMERSET PARKWAY	HIGHEST PRIORITY CORRIDOR; DAILY TRUCK VOLUME PEAKS AT 3,500; SERVICES USPS NASHUA LOGISTICS AND NUMEROUS COMMERCIAL/INDUSTRIAL SITES	SOMERSET PARKWAY PROVIDES A KEY LINK TO NH 101A AND CARRIES 2,100 TRUCKS PER DAY	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	NRPC MPO 6/21/2018
443	MILFORD - AMHERST	NH 101	RECOMMEND DESIGNATING THE FULL CORRIDOR (PART URBAN, PART RURAL), TO HIGHLIGHT THE IMPORTANCE OF NH 101 AS THE PRIMARY E-W CORRIDOR FOR FREIGHT IN S. NH	TRUCK TRAFFIC REACHES PEAK OF 2,150 TRUCKS PER DAY	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	NRPC MPO 6/21/2018
444	NASHUA	NH 130, COBURN AVE TO BLUE HILL AVE	TRUCK VOLUME 2,500 TO 3,000 TRUCKS PER DAY DUE TO HIGH CONCENTRATIONS OF MAJOR RETAIL ESTABLISHMENTS		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	NRPC MPO 6/21/2018
445	MERRIMACK	US 3 FROM GREELEY ST TO INDUSTRIAL DR, PLUS CONNECTIONS TO FEE TURNPIKE	ANHEUSER-BUSCH IS A MAJOR TRUCK GENERATOR ALONG THIS CORRIDOR		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	NRPC MPO 6/21/2018
446	HUDSON - NASHUA	NH 3A/SAGAMORE BRIDGE/D.W. HWY/SPIT BROOK RD	SAGAMORE BRIDGE CARRIES 3,940 TRUCKS PER DAY, HIGHEST IN NRPC AREA OTHER THAN FEE TURNPIKE		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	NRPC MPO 6/21/2018

ID	LOCATION	MAIN ROUTE	COMMENT	ADDITIONAL COMMENTS	MAIN TYPE	SOURCE
447	EXETER - BRENTWOOD	NH 27 BETWEEN NH 101 EXITS 8 & 9	THIS 2.9 MILE SECTION OF NH 27 CARRIES A SUBSTANTIAL NUMBER OF TRUCKS DUE TO THE LOCATION OF AN INDUSTRIAL ZONE ON PINE ROAD THAT MOVES MAINLY BULKY GOODS AND RAW MATERIALS (1.2 MILES FROM NH 101 EXIT 8 AND 1.7 MILES FROM EXIT 9).	THE INTERSECTION OF PINE ROAD AND NH 27 HAS POOR GEOMETRY FOR TRUCKS AND LIMITED SIGHT DISTANCES. THE EXIT 9 INTERCHANGE AT NH 101 EXPERIENCES SUBSTANTIAL DELAYS FOR LEFT TURNING TRAFFIC DURING PEAK HOURS.	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018
448	EXETER - STRATHAM - NORTH HAMPTON	NH 111 BETWEEN NH 101 EXIT 12 AND MARIN WAY	NH 111 BETWEEN THE NH 101 EXIT 12 INTERCHANGE AND THE INDUSTRIAL DEVELOPMENT ON MARIN WAY IN STRATHAM EXPERIENCES A RELATIVELY HIGH VOLUME OF TRUCK TRAFFIC.	A CAPACITY ANALYSIS OF THE INTERCHANGE AND MARIN WAY INDICATE THAT THERE ARE SEVERAL MOVEMENTS THAT EXPERIENCE FAILURE CONDITIONS DURING PEAK HOURS	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018
449	EPPING	NH 125 BETWEEN BRICKYARD SQUARE AND COFFIN RD	BETWEEN BRICKYARD SQUARE AND THE COFFIN ROAD SIGNAL THERE IS SUBSTANTIAL TRUCK TRAFFIC SERVING A LARGE COMMERCIAL ZONE AS WELL AS SIGNIFICANT THROUGH TRUCK MOVEMENTS ON A CONGESTED, LARGELY TWO-LANE SECTION OF NH 125.		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018
450	GREENLAND - PORTSMOUTH	NH 33 BETWEEN I-95 EXIT 3 AND OCEAN RD.	THERE IS A HIGH VOLUME OF TRUCK TRAFFIC BETWEEN THE I-95 EXIT 3 INTERCHANGE AND OCEAN ROAD IN GREENLAND SERVING COMMERCIAL AND INDUSTRIAL AREAS IN BOTH COMMUNITIES	AS WELL AS ACCESSING THE PEASE TRADEPORT, PORTSMOUTH TRANSPORTATION CENTER, AND THE TRUCK STOP AT NH 33 & OCEAN ROAD.	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018
451	HAMPSTEAD - ATKINSON	NH 111	THIS SECTION APPROXIMATELY 7 MILE SECTION OF NH 111 PROVIDES AN EAST-WEST CONNECTION THROUGH THE CENTER OF THE RPC REGION CONNECTION NH 125 TO THE I-93 AND NH 28 CORRIDORS.	OF THAT SECTION THE 1.8 MILE SEGMENT BETWEEN EAST ROAD AND WEST ROAD/ISLAND POND ROAD EXPERIENCES THE GREATEST SAFETY AND CONGESTION ISSUES.	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018
452	HAMPTON	NH 101 AT I-95	THE INTERCHANGE RAMPS FEATURE TIGHT TURNS THAT PERIODICALLY RESULT IN TRUCK ROLL-OVERS AND THE SHORT MERGE SECTIONS AFTER THE TOLL PLAZA CREATE CHALLENGES FOR DRIVERS.		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018
453	HAMPTON	NH 101/ US 1 INTERCHANGE	THIS INTERCHANGE FEATURES RAMPS WITH OUTDATED GEOMETRY AND VERY SHORT ACCELERATION LANES THAT OFTEN REQUIRE VEHICLES TO STOP COMPLETELY WHEN ENTERING NH 101 WESTBOUND AND ARE DIFFICULT FOR LARGER VEHICLES TO NAVIGATE.		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018
454	NEWINGTON	SHATTUCK WAY INDUSTRIAL CORRIDOR	THIS TOWN OF NEWINGTON ROADWAY PROVIDES ACCESS FROM THE LARGE WATERFRONT TERMINAL AND INDUSTRIAL DISTRICT TO THE SPAULDING TURNPIKE AND I-95.		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018
455	PLAISTOW	NH 125 AT THE MASS BORDER	NH 125 FROM THE STATE LINE TO EAST ROAD (1.2 MILES) OR MAIN STREET [NH 121A] (2.7 MILES) PROVIDES A CONNECTION FROM I-495 IN MASSACHUSETTS TO THE NH 101, US 4, AND NH 16 CORRIDORS.	THIS ROADWAY CARRIES A RELATIVELY HIGH VOLUME OF TRUCKS AND IS SEEING SOME DIVERSION DUE TO THAT CONGESTION AND THE NUMBER OF SIGNALS ON THE ROADWAY THAT MANY BYPASS BY USING MAIN STREET.	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018
456	PORTSMOUTH	US 1 BYPASS	THIS ROADWAY CONNECTS THE I-95 AND SPAULDING TURNPIKE CORRIDORS TO US 1 COMMERCIAL AND INDUSTRIAL DISTRICTS, PORTSMOUTH NAVAL SHIPYARD, THE PORT OF NEW HAMPSHIRE AND SERVES AS THE ALTERNATE ROUTE BETWEEN ME AND NH IN THE EVENT OF I-95 BRIDGE CLOSURES.		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018
457	RAYMOND	NH 107 AT NH 101	NH 107 BETWEEN THE INTERSECTION WITH NH 27 AND THE SPLIT WITH NH 102 PROVIDES A CONNECTION BETWEEN NH 101 EXIT 5 AND THE WAL-MART DISTRIBUTION CENTER AS WELL AS THE TOWNS COMMERCIAL DISTRICT.		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018
458	SALEM	NH 97 (MAIN ST) AT I-93	THIS SECTION OF MAIN STREET PROVIDES CONNECTIONS BETWEEN NH 28, I-93, AND SALEM'S LARGEST INDUSTRIAL ZONE AT COMMERCIAL DRIVE.		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018

ID	LOCATION	MAIN ROUTE	COMMENT	ADDITIONAL COMMENTS	MAIN TYPE	SOURCE
459	SALEM	NH 97 (MAIN ST)	NH 97 (MAIN ST) IN SALEM BETWEEN NH 28 AND THE MASSACHUSETTS BORDER PROVIDES A CONNECTION BETWEEN THE I-93 AND I-495 CORRIDORS AND FROM FREIGHT FLOWS PROVIDED CARRIES A DISPROPORTIONATE AMOUNT OF TRUCK TRAFFIC.		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018
460	SALEM	ROCKINGHAM PARK BLVD	PROVIDES A CONNECTION BETWEEN I-93 EXIT 1 AND THE NH 28 COMMERCIAL CORRIDOR IN SALEM.	TRUCK FLOW DATA INDICATES THAT TRUCKS ARE ALSO USING THIS CORRIDOR TO CONNECT TO NH 97 VIA VETERANS MEMORIAL PARKWAY (1.0 MILES), GEREMONTY DRIVE (0.6 MILES), AND LAWRENCE ROAD (0.7 MILES).	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018
461	SEABROOK	NH 107 AT I-95	NH 107 BETWEEN BATCHELDER ROAD AND US 1 PROVIDES A CONNECTION BETWEEN THE US 1 COMMERCIAL CORRIDOR, I-95 AT EXIT 1, AND THE LARGE INDUSTRIAL CENTER ON BATCHELDER ROAD.	FURTHER, NH 107 PROVIDES AN EAST/WEST CONNECTION BETWEEN THE I-95 CORRIDOR AND NH 125.	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018
462	SEABROOK	NH 286	PROVIDES A DIRECT CONNECTION FROM I-95 (EXIT 60 IN MASS) TO NH 1A AND THE SEACOAST. TRUCK FLOW DATA INDICATES A RELATIVELY HIGH VOLUME OF TRUCK TRAFFIC UTILIZING THIS FACILITY.		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	RPC 6/28/2018
463	AUBURN - BEDFORD	NH 101 FROM NH 114 TO CANDIA/RAYMOND TOWN LINE	BOTH INBOUND AND OUTBOUND COMMODITY FLOW DATA REFLECT THE IMPORTANCE OF NH 101 AS AN EAST-WEST FREIGHT TRAFFIC CORRIDOR WITHIN THE SNHPC REGION AND BEYOND. WHILE THE SNHPC MPO IS ONLY RECOMMENDING THAT THE LIMITED ACCESS SECTION OF NH 101 BE DESIGNATED	AS A CUFC, IDENTIFIED FREIGHT TRAFFIC ISSUES INCLUDE CAPACITY CONCERNS WEST THROUGH BEDFORD INTO THE NASHUA REGION. ADDITIONALLY, THE INTERCHANGE OF NH 101 AND I-93 WAS IDENTIFIED AS A FREIGHT BOTTLENECK	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SNHPC 6/29/2018
464	MANCHESTER	RAYMOND WIECZOREK DR AND PETTENGILL RD	RAYMOND WIECZOREK DRIVE PROVIDES CONNECTIVITY BETWEEN EVERETT TURNPIKE AND AIR FREIGHT OPERATIONS AT MANCHESTER-BOSTON REGIONAL AIRPORT. THIS ROAD IS ONE OF THE FEW TRUE INTERMODAL FREIGHT CONNECTORS IN THE STATE.	PETTENGILL ROAD PROVIDES ADDITIONAL FREIGHT CONNECTIVITY IN THIS AREA, AND SERVES ONE OF THE ONLY AREAS IN NH SPECIFICALLY DEVELOPED THROUGH LAND USE PLANNING TO BE A HUB OF LOGISTICS, WAREHOUSING AND FREIGHT MOVEMENT	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SNHPC 6/29/2018
465	MANCHESTER - HOOKSETT	NH 28 BYPASS FROM NH 101 EXIT 1 TO US 3	PERMISSIVE SIGNAGE EFFECTIVELY ENCOURAGES ALL TRAFFIC, INCLUDING TRUCKS, TO USE THIS ROADWAY TO AVOID OTHER CONGESTED AREAS. THIS SEGMENT WAS SPECIFICALLY IDENTIFIED AS A POTENTIAL CUFC BECAUSE	IT SERVES SIGNIFICANT FREIGHT TRAFFIC GENERATORS ON THE EAST SIDE OF MANCHESTER NORTH INTO HOOKSETT. CAPACITY AND CONGESTION RESULTING IN BOTTLENECKS ARE THE KEY FREIGHT TRAFFIC CONCERNS ON THIS SEGMENT.	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SNHPC 6/29/2018
466	MANCHESTER	NH 3A/BROWN AVENUE FROM I-293 EXIT 2 TO MANCHESTER-BOSTON REGIONAL AIRPORT	NH 3A/BROWN AVENUE PROVIDES A DIRECT CONNECTION BETWEEN I-293 AND AIR FREIGHT OPERATIONS AT THE AIRPORT. THE IDENTIFIED SEGMENT ALSO INCLUDES FREIGHT GENERATORS OF REGIONAL AND STATEWIDE SIGNIFICANCE, INCLUDING A UPS WAREHOUSING/LOGISTICS CENTER.	CONGESTION IS THE PRIMARY FREIGHT TRAFFIC CONCERN ON THIS SEGMENT.	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SNHPC 6/29/2018
467	MANCHESTER	CANDIA ROAD FROM I-93 EXIT 6 TO EAST INDUSTRIAL PARK DRIVE	THE SHORT SEGMENT OF CANDIA ROAD PROVIDES FREIGHT TRAFFIC CONNECTIVITY BETWEEN I-93 AND A REGIONALLY SIGNIFICANT AREA OF WAREHOUSING AND INDUSTRIAL DEVELOPMENT SITUATED ALONG EAST INDUSTRIAL PARK DRIVE.	FREIGHT BOTTLENECKS AT THE I-93 EXIT 6 INTERCHANGE ARE THE PRIMARY FREIGHT TRAFFIC CONCERN ON THIS SHORT SEGMENT.	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SNHPC 6/29/2018
468	LONDONDERRY	I-93 EXIT 4A "CONNECTOR ROAD" (FOR FUTURE CUFC CONSIDERATION)	THE SNHPC MPO NOTED THAT, UPON COMPLETION OF THE I-93 EXIT 4A PROJECT IN DERRY AND LONDONDERRY (AND ASSUMING THE CURRENT PREFERRED ALTERNATIVE IS ULTIMATELY SELECTED FOR CONSTRUCTION), THE NEW "CONNECTOR ROAD" FROM EXIT 4A TO TSIENNETO ROAD	WOULD MERIT CONSIDERATION AS A CUFC GIVEN THAT PART OF THE PURPOSE AND NEED STATEMENT FOR THE PROJECT IS TO IMPROVE FREIGHT TRAFFIC CONNECTIVITY TO I-93 FOR COMMERCIAL AND INDUSTRIALLY ZONED LANDS IN BOTH DERRY AND LONDONDERRY.	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SNHPC 6/29/2018

ID	LOCATION	MAIN ROUTE	COMMENT	ADDITIONAL COMMENTS	MAIN TYPE	SOURCE
469	WAKEFIELD	NH 16	ALTHOUGH THE SPAULDING TURNPIKE SECTION OF NH16 IS NOT BEING CONSIDERED FOR DESIGNATION, NH16 IS THE ONLY MAJOR LIMITED-ACCESS HIGHWAY IN THE REGION, AND IT SERVES AS THE PRIMARY N-S FREIGHT ROUTE IN THE EASTERN HALF OF NH.	STRAFFORD MPO REQUESTS THAT NHDOT CONSIDER LOCATIONS WHERE REGIONAL HIGHWAYS INTERSECT WITH THE TURNPIKE IN URBANIZED AREAS, AS WELL AS NON-TURNPIKE SECTIONS OF NH16 BECAUSE OF THE ROUTE'S IMPORTANCE IN CONNECTING THE SEACOAST WITH REGIONS TO THE NORTH	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SMPO 6/29/2018
470	NORTHWOOD	US 4	US4 IS THE PRIMARY E-W CORRIDOR AND THE MOST DIRECT ROUTE TO CONCORD AND THE I93 CORRIDOR FOR COMMUNITIES IN THE STRAFFORD REGION. US4 BISECTS THE TOWN OF NORTHWOOD, CREATING A BARRIER TO LOCAL TRAVEL.	NORTHWOOD'S LOCAL ECONOMY, SAFETY, AND OVERALL QUALITY OF LIFE ARE VULNERABLE TO POOR FREIGHT PLANNING AND MANAGEMENT ALONG US4. BALANCING FREIGHT MOVEMENT WITH LOCAL SAFETY AND QUALITY OF LIFE ALONG US4 WILL REQUIRE ONGOING COLLABORATION	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SMPO 6/29/2018
471	BARRINGTON	NH 125	NH125 IS THE ONLY ALTERNATIVE TO NH16 FOR DIRECT N-S TRAVEL AND IT LINKS THE CITY OF ROCHESTER TO NH101. NH125 CARRIES HIGH VOLUMES OF FREIGHT TRAFFIC AND IS AN IMPORTANT LINK FOR SEVERAL RURAL COMMUNITIES, INCLUDING BARRINGTON.	HOWEVER, HIGH TRAFFIC VOLUMES AND SPEEDS CONFLICT WITH LOCAL DEVELOPMENT EFFORTS. ONE CRITICAL BOTTLENECK IS AT THE INTERSECTION WITH NH9. THE INTERSECTION IS A LOCAL NEXUS POINT OF COMMERCIAL AND RESIDENTIAL DEVELOPMENT IN BARRINGTON.	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SMPO 6/29/2018
472	ROCHESTER	NH 11	NH11 IS AN IMPORTANT REGIONAL ROUTE THAT LINKS THE CITY OF ROCHESTER THROUGH FARMINGTON AND NEW DURHAM TO ALTON, CARRYING TOURISM TRAFFIC TO THE LAKES REGION. IN RECENT YEARS THE CORRIDOR HAS EXPERIENCED SIGNIFICANT COMMERCIAL	DEVELOPMENT, TRAFFIC VOLUMES, AND CONGESTION. COMPREHENSIVE PLANNING AND COLLABORATION WITH MUNICIPALITIES ALONG NH11 ARE NEEDED TO ENSURE THAT ECONOMIC DEVELOPMENT, LOCAL TRAFFIC, TOURISM ACCESS, AND FREIGHT MOVEMENT DO NOT CONFLICT	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SMPO 6/29/2018
473	TEMPLE	NH 101 AREA THAT INCLUDES BRIDGES 99/112 AND 105/113	TEMPLE "S" CURVE AREA CHALLENGED BY TOPOGRAPHICAL ISSUES ASSOCIATED WITH BLOOD BROOK AND TWO E-2 WEIGHT RESTRICTED BRIDGES REQUIRE LONG DETOURS ACCORDING TO LOCAL FREIGHT OPERATORS	HIGH PRIORITIES GROUP	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SWRPC 6/28/2018
474	KEENE	NH 12/101 FROM WINCHESTER ST TO NH 12/MAIN ST INCLUDING NH 12/101/MAIN ST INTERSECTION	HIGH TRUCK TRAFFIC ON A 2-LANE HIGHWAY THAT ADJOINS FOUR LANE HIGHWAY ON EITHER END OF HIGHWAY SEGMENT WITH A MIX OF TRAFFIC AT INTERSECTION (INCL BICYCLISTS AND PEDESTRIANS)	HIGH PRIORITIES GROUP	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SWRPC 6/28/2018
475	KEENE - SWANZEY	NH 10 FROM WINCHESTER STREET ROUNDABOUT TO MARKET BASKET STORE ENTRANCE	CONSIDERABLE TRUCK TRAFFIC ON A NARROW 2-LANE HIGHWAY WITH A MIX OF TRAFFIC (INCL. BICYCLISTS AND PEDESTRIANS)	HIGH PRIORITIES GROUP	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SWRPC 6/28/2018
476	KEENE	NH 101 FROM STONE ARCH BRIDGE TO MARLBOROUGH TOWN LINE	CONSIDERABLE TRUCK TRAFFIC ON A NARROW 2-LANE HIGHWAY WITH A MIX OF TRAFFIC (INCL. BICYCLISTS AND PEDESTRIANS) AND A BRIDGE (166-050) AND INTERSECTION (SWANZEY FACTORY RD) WITH SIGHT DISTANCE ISSUES	HIGH PRIORITIES GROUP	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SWRPC 6/28/2018
477	KEENE	NH 9/10/12 AND WEST STREET INTERCHANGE AREA	CONSIDERABLE TRUCK TRAFFIC WITH CONGESTION ISSUES AND SHORT STACKING LANE FOR WESTBOUND TRAFFIC ON WEST STREET DURING PEAK PERIOD	HIGH PRIORITIES GROUP	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SWRPC 6/28/2018
478	WINCHESTER	NH 10 AT MANNING HILL	STEEP GRADES, TIGHT CURVES AND FOREST COVER NEAR HIGHWAY CAUSING ICY WINTER CONDITIONS	OTHER PRIORITIES GROUP	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SWRPC 6/28/2018

ID	LOCATION	MAIN ROUTE	COMMENT	ADDITIONAL COMMENTS	MAIN TYPE	SOURCE
479	WALPOLE	NH 12 FROM NH 123E TO CHARLESTOWN TOWN LINE	NARROW ROADWAY, TWO AT-GRADE RAIL CROSSINGS WITH CONGESTION CONCERNS, AND AWKWARD INTERSECTION AT NH 12 AND ARCH STREET BRIDGE	OTHER PRIORITIES GROUP	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SWRPC 6/28/2018
480	PETERBOROUGH	NH 101/US 202 INTERSECTION AREA	CONSIDERABLE TRUCK TRAFFIC AND IMPORTANT TRUCK CROSSROADS	OTHER PRIORITIES GROUP	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SWRPC 6/28/2018
481	ANTRIM - STODDARD	NH 9 FROM HILLSBOROUGH TOWN LINE TO NH 123S	CONSIDERABLE TRUCK TRAFFIC AND IMPORTANT HIGHWAY ASSET FOR E-W MOBILITY, FREQUENT CRASHES, AND PORTION OF COMMERCIAL ZONED HIGHWAY IS NOT LIMITED/CONTROLLED ACCESS WHICH COULD DEGRADE TRUCK MOBILITY IN THE FUTURE	OTHER PRIORITIES GROUP	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	SWRPC 6/28/2018
482	HINSDALE	HINSDALE-BRATTLEBORO BRIDGE TO I-91 EXIT 2 IN BRATTLEBORO, VT	SWRPC ENCOURAGES NHDOT TO COORDINATE WITH VTRANS TO WORK TOWARDS ENSURING ADEQUATE TRUCK MOBILITY FROM THE NEW PROPOSED ALIGNMENT OF THE HINSDALE-BRATTLEBORO BRIDGE TO EXIT 2 IN BRATTLEBORO, VT		BRIDGE INFRASTRUCTURE	SWRPC 6/28/2018
483	WALPOLE	NEW ENGLAND CENTRAL RAILROAD BRIDGE OVER NH 123 IN WESTMINSTER, VT	PREVENTS TRUCKS FROM ACCESSING I-91 FROM NH		BRIDGE INFRASTRUCTURE	SWRPC 6/28/2018
484	WINCHESTER	TRUCK TRAFFIC DIVERTED FROM I-91 DUE TO WEIGHT RESTRICTIONS	WEIGHT LIMITED TRUCKS USING I-91 IN MASS. AND TRAVELLING TO OR FROM SOUTHWEST NH OFTEN TAKE NH 10 (WITH STEEP GRADES AND TIGHT CURVES) RATHER THAN I-91'S EXIT 3 IN BRATTLEBORO, VT		OTHER	SWRPC 6/28/2018
485	LYME	LYME-THETFORD BRIDGE	THE LYME-THETFORD BRIDGE HAS A WEIGHT LIMIT THAT CLOSES IT FOR FREIGHT TRAFFIC		BRIDGE INFRASTRUCTURE	UVLSRPC 6/30/2018
486	CORNISH	RAIL, CONNECTICUT RIVER LINE	UNOFFICIAL ESTIMATION OF RAIL FREIGHT VOLUMES ON CONNECTICUT RIVER LINE: 4.5 MGT THROUGH CHARLESTOWN AND CLAREMONT, OF WHICH ABOUT 4.3 MGT CONTINUES NORTH THROUGH CORNISH (TO WHITE RIVER)		RAIL/PORT/INTERMODAL ISSUES	UVLSRPC 6/30/2018
487	CLAREMONT	JEWELL TRUCKING	JEWELL TRUCKING IN CLAREMONT MOVES BRIDGES. THEY LOOK MASSIVELY HEAVY AND SOMETIMES PASS THROUGH MULTIPLE TIMES IN ONE DAY.		KEY FREIGHT FACILITY/GENERATOR	UVLSRPC 6/30/2018
488	CLAREMONT - LEBANON	NH 12A	IMPORTANT FREIGHT CORRIDOR FOR INDUSTRY, RETAIL AND SOLID WASTE. IN ADDITION THERE IS NO TRUCK BRIDGE OVER THE CONNECTICUT RIVER BETWEEN I-89 IN LEBANON AND NH 103/12 IN CLAREMONT.	THIS ADDS MILES AND TIME FOR THE FREIGHT THAT IS GENERATED ALONG THE CORRIDOR.	CRITICAL FREIGHT CORRIDOR RECOMMENDATION	UVLSRPC 6/30/2018
489	LEBANON	I-89 EXIT 18	SEVERAL LARGE EMPLOYERS, DARTMOUTH HITCHCOCK MEDICAL CENTER, DARTMOUTH COLLEGE AND HYPERTHERM, ARE LOCATED OFF THIS EXIT. THEY GENERATE LARGE VOLUMES OF COMMUTER TRAFFIC THAT CAN IMPACT FREIGHT MOVEMENT.		TRAFFIC CONGESTION & SAFETY	UVLSRPC 6/30/2018
490	CLAREMONT	CLAREMONT	THE CITY OF CLAREMONT IS A REGIONAL CENTER FOR GENERATING FREIGHT TRAFFIC. DESIGNATING THE OPERA HOUSE SQUARE AS A TRUCK ROUTE IS PROBLEMATIC. OPERA HOUSE SQUARE IS NOT DESIGNED FOR LARGE TRACTOR TRAILERS		ROADWAY INFRASTRUCTURE	UVLSRPC 6/30/2018
491	NEW LONDON - CLAREMONT	NH 11	CONNECTING CORRIDOR TO I-91 AND I-89		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	UVLSRPC 6/30/2018
492	LEBANON	NH 4 LEBANON AND EAST	CONNECTING CORRIDOR TO I-91 AND I-89		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	UVLSRPC 6/30/2018

ID	LOCATION	MAIN ROUTE	COMMENT	ADDITIONAL COMMENTS	MAIN TYPE	SOURCE
493	HANOVER	NH 10 HANOVER AND NORTH	CONNECTING CORRIDOR TO I-91 AND I-89		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	UVLSRPC 6/30/2018
494	LEBANON - CLAREMONT	NH 120	CONNECTING CORRIDOR TO I-91 AND I-89		CRITICAL FREIGHT CORRIDOR RECOMMENDATION	UVLSRPC 6/30/2018
495	JAFFREY	US 202 AT NH 124, JAFFREY DOGLEG AREA	TRUCK MANEUVERABILITY, IMPORTANT MANUFACTURERS CITED, ACCESS MANAGEMENT		ROADWAY INFRASTRUCTURE	SWRPC 6/28/2018
496	TROY	NH 12	TRANSPORTATION/LAND USE COORDINATION IN TROY COMMONS AREA, FREIGHT MOBILITY	BRIDGE PROJECT IS NHDOT PROJECT NUMBER 40371	TRAFFIC CONGESTION & SAFETY	SWRPC 6/28/2018
497	WESTMORELAND	NH 12	SEVERE STORM EVENTS AFFECTING ROAD AND BRIDGE INFRASTRUCTURE		ROADWAY INFRASTRUCTURE	SWRPC 6/28/2018

ID	LOCATION	MAIN ROUTE	COMMENT	ADDITIONAL COMMENTS	MAIN TYPE	SOURCE
101	BOW	BOW POWER PLANT	CONCERNS FOR BUSINESS, FREIGHT AND RAIL IF POWER PLANT CLOSES		KEY FREIGHT FACILITY/GENERATOR	PUBLIC MEETING #1 11/15/17
102	CENTER HARBOR	NH 3	LARGE TOURISM MARKET AROUND CENTER HARBOR ON ROUTE 3 AROUND 25B		TRAFFIC CONGESTION & SAFETY	PUBLIC MEETING #1 11/15/17
103	LACONIA	NH 106	VACANT INDUSTRIAL LAND THAT NEEDS ACCESS TO ROUTE 106		POTENTIAL FREIGHT OPPORTUNITY	PUBLIC MEETING #1 11/15/17
104	LOUDON	NH 106	ROUTE 106 NEAR LOUDON IS AN AREA OF CONCERN		TRAFFIC CONGESTION & SAFETY	PUBLIC MEETING #1 11/15/17
105	MANCHESTER	RAIL	SUPPORTS PROJECT FOR PASSENGER TRAINS TO MANCHESTER		RAIL/PORT/INTERMODAL ISSUES	PUBLIC MEETING #1 11/15/17
106	LITCHFIELD	NH 3A	CONGESTION ON ROUTE 3A NEAR OUTLET MALL		TRAFFIC CONGESTION & SAFETY	PUBLIC MEETING #1 11/15/17
107	TILTON	US 3	ROUTE 3 IS CONGESTED WITH LIMITED DEVELOPMENT		TRAFFIC CONGESTION & SAFETY	PUBLIC MEETING #1 11/15/17
108	TILTON	NH 132	CONGESTION ON ROUTE 132 NEAR OUTLET MALL		TRAFFIC CONGESTION & SAFETY	PUBLIC MEETING #1 11/15/17
109	WATERVILLE VALLEY	WATERVILLE VALLEY	SKIING (CAUSING TRAFFIC CONGESTION)		TRAFFIC CONGESTION & SAFETY	PUBLIC MEETING #1 11/15/17
110	CONWAY	CONWAY	ACCESS TO PORT OF PORTLAND, ME		RAIL/PORT/INTERMODAL ISSUES	PUBLIC MEETING #1 11/15/17
111	MAINE	CONWAY	FRYEBURG AIRPORT UNDERUTILIZED		POTENTIAL FREIGHT OPPORTUNITY	PUBLIC MEETING #1 11/15/17
112	HOOKSETT	HOOKSETT	GE PLANT		KEY FREIGHT FACILITY/GENERATOR	PUBLIC MEETING #1 11/15/17
113	HOLLIS - MERRIMACK	HOLLIS - MERRIMACK	TRANSPORTATION BUDWEISER INBOUND		KEY FREIGHT FACILITY/GENERATOR	PUBLIC MEETING #1 11/15/17
114	HOPKINTON	HOPKINTON	MCLANE LOGISTICS		KEY FREIGHT FACILITY/GENERATOR	PUBLIC MEETING #1 11/15/17
115	SWANZEY	KEENE AIRPORT	KEENE AIRPORT - 3RD LONGEST RUNWAY, HUNDREDS OF ACRES FOR DIRECT ACCESS TO AIRPORT		POTENTIAL FREIGHT OPPORTUNITY	PUBLIC MEETING #1 11/15/17
116	LACONIA	LACONIA	POTENTIAL INDUSTRIAL DEVELOPMENT		POTENTIAL FREIGHT OPPORTUNITY	PUBLIC MEETING #1 11/15/17
117	LONDONDERRY	MANCHESTER AIRPORT	MANCHESTER AIRPORT - INDUSTRIAL AREA TO DEVELOP		POTENTIAL FREIGHT OPPORTUNITY	PUBLIC MEETING #1 11/15/17
118	NASHUA	RAIL	CONSTRUCT A TRUCK-RAIL TRANSFER FACILITY IN NASHUA AREA SO CSI PRECAST CAN SHIP PRODUCTS OUT OF NE		RAIL/PORT/INTERMODAL ISSUES	PUBLIC MEETING #1 11/15/17
119	RAYMOND	RAYMOND	WALMART DISTRIBUTION CENTER		KEY FREIGHT FACILITY/GENERATOR	PUBLIC MEETING #1 11/15/17
120	SANBORNTON - TILTON	SANBORNTON - TILTON	INDUSTRIAL SITE (OLD PAPER MANUFACTURING SITE)		POTENTIAL FREIGHT OPPORTUNITY	PUBLIC MEETING #1 11/15/17

ID	LOCATION	MAIN ROUTE	COMMENT	ADDITIONAL COMMENTS	MAIN TYPE	SOURCE
121	WHITEFIELD	WHITEFIELD	POTENTIAL FOR INDUSTRIAL DEVELOPMENT NEAR AIRPORT		POTENTIAL FREIGHT OPPORTUNITY	PUBLIC MEETING #1 11/15/17
122	PORTSMOUTH	PEASE INTERNATIONL AIRPORT	PEASE INTERNATIONAL AIRPORT - INTERMODAL FACILITY		RAIL/PORT/INTERMODAL ISSUES	PUBLIC MEETING #1 11/15/17
123	CLAREMONT	CLAREMONT	TRUCKS CONGESTION IN DOWNTOWN CLAREMONT		TRAFFIC CONGESTION & SAFETY	PUBLIC MEETING #2 3/22/18
124	CLAREMONT	RAIL	WETLANDS AND ENVIRONMENTAL AREAS PREVENTING RR SPURS		RAIL/PORT/INTERMODAL ISSUES	PUBLIC MEETING #2 3/22/18
125	LEBANON	RAIL	RAIL TO/FROM VERMONT (BOTTLENECK)		RAIL/PORT/INTERMODAL ISSUES	PUBLIC MEETING #2 3/22/18
126	WHITEFIELD	US 3	GRADE ISSUES WITH US 3		ROADWAY INFRASTRUCTURE	PUBLIC MEETING #2 3/22/18
127	CLAREMONT	CLAREMONT	INDUSTRIAL AND RAIL		POTENTIAL FREIGHT OPPORTUNITY	PUBLIC MEETING #2 3/22/18
128	CONCORD - KEENE	NH 9	INTERSECTIONS AND INTERCHANGES		TRAFFIC CONGESTION & SAFETY	PUBLIC MEETING #2 3/22/18
129	NASHUA	PAN AM RAIL	(CLARIFICATION OF COMMENT FROM PM#1) I RECOMMEND THAT NHDOT UNDERTAKE A PROGRAM TO IDENTIFY THOSE OVERHEAD STRUCTURES ON THE PAN AM RAILWAYS NORTHERN BRANCH FROM THE NH/MA BORDER TO NASHUA WHICH ARE CLEARANCE OBSTRUCTIONS AND DEVELOP	A PLAN FOR VERTICAL CLEARANCE IMPROVEMENTS TO ACHIEVE A MINIMUM OF 21'-0" VERTICAL CLEARANCE, IF NOT THE AREMA STANDARD OF 23'-0" ABOVE TOP OF RAIL. ALSO, NHDOT SHOULD COORDINATE WITH MASSDOT FOR A SIMILAR PROGRAM FROM THE NH/MA BORDER TO AYER	RAIL/PORT/INTERMODAL ISSUES	PUBLIC MEETING #2 3/22/18
130	LEBANON - WHITE RIVER JUNCTION, VT	i-89	WHITE RIVER JUNCTION BRIDGE IS VERY STEEP AND EXPOSED TO WEATHER		BRIDGE INFRASTRUCTURE	PUBLIC MEETING #3 5/24/18
131	HOPKINTON	I-89 EXIT 6	TRUCKS PARKED ON THE SIDE OF THE ROAD		ROADWAY INFRASTRUCTURE	PUBLIC MEETING #3 5/24/18
132	WEARE	RIVER ROAD	GRAVEL PIT OFF RIVER ROAD, WEIGHT RESTRICTIONS. POTENTIALLY USE RAIL INSTEAD OF TAKING NH 77 TO I-93		ROADWAY INFRASTRUCTURE	PUBLIC MEETING #3 5/24/18
133	BERLIN	I-93	NEED FOR AN EASIER CONNECTION FROM ISLAND POND AREA TO I-93. NEED RELOAD FACILITY IN BERLIN FOR EASIER DISTRIBUTION TO LOCATIONS TO THE SOUTH, BETTER CONNECTIONS FROM BERLIN TO I-93, SET UP TRANSLOAD IN BERLIN VS VERMONT.	CONSIDER IMPACT ON VILLAGE LIVABILITY IF TRUCK TRAFFIC AND ROAD TRAFFIC IN GENERAL IS INCREASED. HIGH TRAFFIC LEVELS ARE INCOMPATIBLE WITH PEOPLE.	ROADWAY INFRASTRUCTURE	PUBLIC MEETING #3 5/24/18
134	JEFFERSON	NH 115, NH 110	NEED FOR A CONNECTION FROM NH 115 TO NH 110	[ROUTE 110 AND 142, BERLIN AREA] POTENTIAL NEW ALIGNMENT, LAND AVAILABLE - CAN ALLEVIATE A PORTION OF US 2	ROADWAY INFRASTRUCTURE	PUBLIC MEETING #3 5/24/18
135	NORTHUMBERLAND	NORTHUMBERLAND	GROVETON MILL REDEVELOPMENT		POTENTIAL FREIGHT OPPORTUNITY	PUBLIC MEETING #3 5/24/18
136	WHITEFIELD	WHITEFIELD	BURGESS BIOMASS		KEY FREIGHT FACILITY/GENERATOR	PUBLIC MEETING #3 5/24/18
137	ANDOVER	RAIL	RE-INSTATE PASSENGER FREIGHT		POTENTIAL FREIGHT OPPORTUNITY	PUBLIC MEETING #3 5/24/18
138	DUNBARTON	RAIL	BETWEEN DUNBARTON AND LANCASTER, MA] POTENTIAL RAIL		POTENTIAL FREIGHT OPPORTUNITY	PUBLIC MEETING #3 5/24/18

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139	LYNDEBOROUGH	LYNDEBOROUGH	GRANITE STATE AGGREGATE, 10-11 RAIL CARTS, 3X PER DAY- CAN ONLY DRIVE 180 DAYS PER YEAR		KEY FREIGHT FACILITY/GENERATOR	PUBLIC MEETING #3 5/24/18
140	AMESBURY, MASS.	AMESBURY, MASS.	WASTE POWER GENERATION: SHIP WASTE BY RAIL LIKE ROANOKE		POTENTIAL FREIGHT OPPORTUNITY	PUBLIC MEETING #3 5/24/18
141	AUBURN, MAINE	AUBURN, MAINE	INTERMODAL FACILITY CLOSED, TRANSLOAD FACILITY AVAILABLE		POTENTIAL FREIGHT OPPORTUNITY	PUBLIC MEETING #3 5/24/18
142	SUGAR HILL	NH 117	MBI STAGES HEAVILY LOADED TRASH TRUCKS IN SUGAR HILL AS THEY WAIT TO BE SCHEDULED FOR UNLOADING AT CASELLA'S LAND FILL IN BETHLEHEM. THESE TRUCKS CREATE A NOISE PROBLEM FOR LOCAL RESIDENTS, AS THEY MOVE IN AND OUT OF A STAGING AREA	ON NH 117 AT ALL HOURS. SOME TRUCKS ARE SO OVERLOADED THEY CAN BARELY MAKE IT UP THE HILLS. STAGING SHOULD NOT ALLOW OVERLOADED TRUCKS OR OVERNIGHT STORAGE, AND SHOULD MINIMIZE NOISE IMPACTS ON LOCAL RESIDENTS.	TRAFFIC CONGESTION & SAFETY	PUBLIC MEETING #3 5/24/18
143	MANCHESTER	I-93	NEED ON-RAMP TO NORTHBOUND I-93 NEAR ISLAND POND RD/CANDIA RD FOR INDUSTRIAL PARK TRAFFIC (SEE HANDWRITTEN DIAGRAM IN PM#3 SUMMARY)		ROADWAY INFRASTRUCTURE	PUBLIC MEETING #3 5/24/18
144	NORTHWOOD	NH 4	INCREASE IN TRUCKS ON ROUTE 4 COULD/WOULD BE QUITE BAD FOR NORTHWOOD'S ECONOMY, SAFETY, QUALITY OF LIFE		TRAFFIC CONGESTION & SAFETY	PUBLIC MEETING #4 6/21/18
145	ATKINSON - ROLLINGSFORD	RAIL	CANNOT SHIP DOUBLE STACK CONTAINERS DUE TO LOW BRIDGES		RAIL/PORT/INTERMODAL ISSUES	PUBLIC MEETING #4 6/21/18
201	ALBANY	NH 16 AT NH 113	NEED SIGNALS AT INTERSECTION AND SIGNAGE & LONG TERM REDESIGN OF THE INTERSECTION ITSELF		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
202	BARRINGTON	NH 125 AT NH 9	MAJOR FREIGHT ROUTE IN REGION; CONFLICTS WITH LOCAL TOWN CENTER PLANNING; ACCESS TO/FROM LOCAL BUSINESSES. NH 125 IS A MAJOR N-S FREIGHT ROUTE THROUGH SMALL COMMUNITIES.	COMPREHENSIVE PLANNING FOR THE NH 125 CORRIDOR IS NEEDED IN ORDER TO INCORPORATE MULTIPLE FACTORS (FREIGHT, BALANCING LOCAL FREIGHT ACCESS AND SAFETY, ECONOMIC DEVELOPMENT, ETC.)	ROADWAY INFRASTRUCTURE	ONLINE SURVEY
203	CHESTER	DERRY RD AT CHESTER RD	INTERSECTION CONGESTION AND SIGHT		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
204	CLAREMONT	NH 11 AT NH 103	NEED A TRUCK ROUTE AROUND THE CITY		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
205	CLAREMONT	NH 11 AT NH 12 / NH 103	NEED A TRUCK ROUTE AROUND THE CITY		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
206	CONCORD	I-93 AT I-393 INTERCHANGE	ELIMINATE THE INTERCHANGE AND RE-ROUTE ALL TRAFFIC TO EXIT 15 AND/OR 13 WITH NEW RAMPS OR FRONTAGE ROAD SYSTEMS		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
207	DOVER	CHESTNUT ST AT THIRD ST	RAILWORK IS REQUIRED. POOR PEDESTRIAN FACILITIES		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
208	DOVER	SPAULDING TURNPIKE EXIT 8	EXIT 8N HAS TWO ACCESS POINTS, THE ONE ON THE OVERPASS, FOR EAST BOUND VEHICLES ON NH 155/9 IS TOO CLOSE TO THE OFF RAMP.		ROADWAY INFRASTRUCTURE	ONLINE SURVEY
209	DOVER	NH 9/CENTRAL AVE AT NH 4	INTERSECTION IMPROVEMENTS, TRAFFIC DEMAND MONITORING AND SIGNAL COORD., LANE WIDENING, IMPROVED RAIL CROSSING/SIGNALIZATION ALONG ENTIRE CORRIDOR		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
210	GOFFSTOWN	NH 13 AT NH 114	INADEQUATE SIGNAGE. TOLD "SOLUTION IN PROGRESS"		ROADWAY INFRASTRUCTURE	ONLINE SURVEY

ID	LOCATION	MAIN ROUTE	COMMENT	ADDITIONAL COMMENTS	MAIN TYPE	SOURCE
211	GORHAM	US 2 AT NH 16	IN GORHAM UPPER VILLAGE, THE US 2 AND NH 16 INTERSECTION IS A CONGESTED AREA. ATVS ARE PERMITTED ON THE ROAD ON TWO LEGS OF THIS THREE-WAY INTERSECTION, POSING A POTENTIAL SAFETY RISK (MAINLY FOR THEMSELVES).		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
212	NORTHUMBERLAND	GROVETON	SPEED UP INTERNET ACCESS, INCREASE CELL PHONE COVERAGE	POOR INFRASTRUCTURE TO PROMOTE MORE BUSINESS/INCREASED FREIGHT	OTHER	ONLINE SURVEY
213	HAMPTON	I-95 AT NH 101			TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
214	HANOVER	NH 10 AT WHEELLOCK ST	HIGH PEDESTRIAN CONFLICTS, LIMITED CAPACITY		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
215	KEENE	NH 9/NH 10/NH 12 TRAFFIC CIRCLE			ROADWAY INFRASTRUCTURE	ONLINE SURVEY
216	KEENE	CITY CENTER MARKED			BRIDGE INFRASTRUCTURE	ONLINE SURVEY
217	LACONIA	CITY CENTER MARKED			TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
218	LONDONDERRY	I-93 AT NH 102 INTERCHANGE (EXIT 4)	ADD MORE PICKUP DROP OFF TIMES		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
219	MANCHESTER	I-293 AT NH 3A/BROWN AVE (EXIT 2)			ROADWAY INFRASTRUCTURE	ONLINE SURVEY
220	MANCHESTER	I-293 AT AMOSKEAG STREET / GOFFSTOWN ROAD (EXIT 6)	ONGOING DESIGN & ENVIRONMENTAL STUDIES TO ADDRESS EXIT 6 & 7, THE PROJECT BE PURSUED AS EXPEDITIOUSLY AS PRACTICAL; PROPOSED SINGLE-POINT URBAN INTERCHANGE SHOULD ADDRESS INADEQUATE ACCELERATION/DECELERATION LANES AND IMPROVE SAFETY.		ROADWAY INFRASTRUCTURE	ONLINE SURVEY
221	LONDONDERRY	MANCHESTER AIRPORT	NEED TO UNITE AIRPORT, RAIL, AND ROAD SYSTEM		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
222	MANCHESTER	I-93 AT HANOVER ST & CANDIA RD (EXIT 6)	DRIVERS EXPECT TO BE ABLE TO ACCESS I-93 NORTHBOUND, BUT SUDDENLY NEED TO FIGURE OUT HOW TO FIND THEIR WAY. THIS CAUSES CONFUSION (A BAD THING IN DRIVERS). ADD AN ON RAMP.		ROADWAY INFRASTRUCTURE	ONLINE SURVEY
223	WALPOLE	ARCH BRIDGE	RESTORATION OF VILAS BRIDGE WOULD KEEP CONGESTION ON ROUTE 12 AT ARCH BRIDGE DOWN ESPECIALLY WHEN RAILROAD IN FRONT OF THE ARCH BRIDGE IS ACTIVE		BRIDGE INFRASTRUCTURE	ONLINE SURVEY
224	PORTSMOUTH	PORT OF PORTSMOUTH	ONLY NH LOCATION WITH FULL MIX OF FREIGHT MODES, NEED TO IMPROVE LINKS BETWEEN RAIL, AIR, AND MARINE FREIGHT MODES. PORT OF NH IN EXTREME NEED OF RENOVATION AND UPGRADES;	NEED AN INDEPENDENT EVALUATION OF THE MANAGEMENT AND PORT OPERATIONS TO ENHANCE OCEAN AND RAIL BUSINESS; THE PORT SYSTEM NEEDS INCREASED AND REPAIRED BERTH CAPACITY	RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
225	PORTSMOUTH	I-95 EXIT 7	NEED FOR INTERMODAL CONNECTIONS INCLUDING PORT, RAIL AND HIGHWAY		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
226	STRATHAM	NH 108 AT BUNKER HILL AVENUE	INABILITY TO SAFELY ACCESS; NEED TRAFFIC SIGNAL OR ROUND-A-BOUT		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
227	STRATHAM	NH 33 AT WINNICUTT ROAD	INABILITY TO ACCESS; NEED TRAFFIC SIGNAL OR ROUND-A-BOUT		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY

ID	LOCATION	MAIN ROUTE	COMMENT	ADDITIONAL COMMENTS	MAIN TYPE	SOURCE
228	WILTON	NH 101 AT NH 31	UPGRADE OF RAIL BETWEEN WILTON AND NASHUA		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
229	MEREDITH	US 3 AT NH 25			TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
230	PORTSMOUTH	NH 16 AT US 1 BYPASS TRAFFIC CIRCLE	PORTSMOUTH TRAFFIC CIRCLE IS CHALLENGING FOR VEHICLES OF ALL SIZES.		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
231	BEDFORD	NH 101	IMPROVED TRAFFIC FLOW		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
232	PORTSMOUTH - NEWINGTON	RAILROAD	FIX THE RAILROAD 1ST. PORTSMOUTH TO NEWINGTON		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
233	BOW	I-93			TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
234	COLEBROOK	STATE OF NH RAIL	CONSISTENT FRIEIGHT SERVICE		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
235	CONCORD	I-89	MORE LANES AND IMPROVED TRAFFIC FLOW		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
236	CONCORD	i-93	BETTER RAIL INTER MODAL		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
237	CONCORD	LANGDON AVE	LACK OF EXPEDIENT AND RELIABLE RAIL FREIGHT SERVICE. INVEST IN REBUILDING RAIL INFRASTRUCTURE NORTHWARD TO WHITE RIVER JCT		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
238	CONCORD	LOUDON RD	LANE CHANGES REQUIRED IN SMALL AREAS		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
239	CONCORD	SEWALL FALLS RD	LACK OF ACCESS - EGRESS. NB EXIT SB ENTRANCE TO I-93 TO EASE TRAFFIC FLOW TO RT 132 - US RT 3 FUNNELED INTO CITY FOR INTERSTATE ACCESS		ROADWAY INFRASTRUCTURE	ONLINE SURVEY
240	CONWAY	NH 16	RESTORE FREIGHT RAIL ON COMWAY AND MT DIVISION LINES		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
241	CONWAY	NH 113	CONWAY BY-PASS (LONG TERM) AND CURRENT ROAD & TRAFFIC SIGNAL IMPROVEMENTS NEEDED (IMMEDIATELY)		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
242	CONWAY	NH 153	CONWAY BY-PASS (LONG TERM) AND CURRENT ROAD & TRAFFIC SIGNAL IMPROVEMENTS NEEDED (IMMEDIATELY)		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
243	CORNISH	NH 12A	NEED BETTER SAFETY PROTOCOLS FOR EXCESS DIMENSION LOADS (CANAM STEEL BRIDGES) CROSSING RAILROAD TRACKS		TRUCK HAZMAT & SERVICE AREAS	ONLINE SURVEY
244	DOVER	DOVER POINT ROAD	REPOSITION TOLLS AND/OR INSTITUTE ALL ELECTRONIC TOLLING ALONG SPAULDING TURNPIKE TO HELP RETAIN TRAFFIC ON TURNPIKE AND MINIMIZE OPPORUNITY FOR LEAKAGE ONTO DOVER POINT ROADWAY BYPASSING TOLLS		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
245	DOVER - PORTSMOUTH	US 4			TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
246	DOVER	OAK STREET	BRIDGE DECK NEEDS TO BE REPLACED,		BRIDGE INFRASTRUCTURE	ONLINE SURVEY
247	HANOVER	NH 120	ADD SIDEWALKS TO ALLOW SAFER PEDESTRIAN ASSESS, SLOW TRAFFIC		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY

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248	BELMONT	NH 3	BETTER RAIL CONNECTIONS FOR 24/7 USE		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
249	LACONIA	NH 106			TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
250	LEBANON - HANOVER	NH 10	EXTEND BICYCLE AND PEDESTRIAN FACILITY BETWEEN THE TWO COMMUNITIES		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
251	LITTLETON	NH 18 / MAIN ST	MAIN STREET IN LITTLETON HAS SIGNIFICANT TRUCK TRAFFIC - FROM WEST HEADING NORTH ON NH 116 TO WHITEFIELD, ALONG WITH ON-STREET PARKING AND PEDESTRIAN TRAFFIC. THIS SITUATION IS DIFFICULT FOR ALL OF THESE ROAD USERS.	SITUATION SHOULD BE MONITORED AND MORE INCREMENTAL SAFETY AND CONGESTION SOLUTIONS CONSIDERED.	TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
252	LONDONDERRY	I-93			TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
253	MANCHESTER	I-93 AT ISLAND POND RD	NEED FOR ON RAMP LOCATION(S). NORTHBOUND ON RAMP UTILIZING HIGHWAY MEDIAN TO ELIMINATE -OUT OF THE WAY AND THEN BACK- ROUTE TO GET TO I-93 NB FROM INDUSTRIAL PARK DR AND CANDIA RD. ALSO BETTER ACCESS TO FIRE STATION ON IND PARK DR		ROADWAY INFRASTRUCTURE	ONLINE SURVEY
254	MANCHESTER	NH 28 (SOUTH WILLOW ST)	ADAPTIVE SIGNAL CONTROL TECHNOLOGY COULD HELP TO MITIGATE THE TRAFFIC CONGESTION ON THIS CORRIDOR AND IMPROVE FREIGHT MOVEMENT.		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
255	MANCHESTER	I-293	FIX/REBUILD RAIL YARD TO OFFER BETTER TRANSLOAD OPTIONS.		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
256	NASHUA	US 3 / EVERETT TURNPIKE			TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
257	MERRIMACK	US 3	WORK WITH RAIL FREIGHT CARRIER TO DEVELOP NEW CUSTOMERS		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
258	NASHUA	EVERETT TURNPIKE	MAKE EVERETT TURNPIKE A CONSISTENT WIDTH; TURNPIKE WIDENING (UNDERWAY)		ROADWAY INFRASTRUCTURE	ONLINE SURVEY
259	AMHERST	NH 101			TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
260	MILFORD	NH 101A			TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
261	MOULTONBOROUGH	NH 25			TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
262	NASHUA	BRIDGE ST	LIKE MANCHESTER REBUILD YARD AND ASSOCIATED TRACKAGE TO OFFER COMPETITIVE TRANSLOAD SERVICE.		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
263	NASHUA	PAN AM RAILWAYS	CONSTRUCT A RAIL/TRUCK FREIGHT TRANSFER FACILITY IN S. NH TO TRANSLOAD CARGO, INBOUND AND OUTBOUND. ALLOW NH INDUSTRIES TO EXTEND THEIR MARKET REACH.; UPGRADE TRACK AND RAIL BRIDGES TO CARRY INDUSTRY STANDARD 286,000 POUND GROSS WEIGHT RAILCARS.		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
264	NEWINGTON	NH 16 / US 4 / SPAULDING TURNPIKE	BRIDGE CONSTRUCTION TAKING FOREVER, PEDESTRIAN BRIDGE NOT BEING ADDRESSED		BRIDGE INFRASTRUCTURE	ONLINE SURVEY

ID	LOCATION	MAIN ROUTE	COMMENT	ADDITIONAL COMMENTS	MAIN TYPE	SOURCE
265	NEWMARKET	NH 152	WOULD LIKE TO CONNECT RAIL STATION IN NEWMARKET NH		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
266	NEWMARKET	NH 108	WOULD LIKE TO SEE BIKE LANE AND SIDEWALK IMPROVEMENTS		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
267	ROCHESTER	ROCHESTER NECK RD			TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
268	DOVER	B&M RR (IN ROLLINSFORD, DOVER, MADBURY, DURHAM, NEWMARKET)	AT-GRADE RAIL CROSSINGS IN DOVER DOWNTOWN. ONE MAIN LINE IN THE SOUTHEAST/SEACOAST - ONLY DIRECT RAIL LINK WITH MA, NH AND ME - IS SHARED PASSENGER/FREIGHT. RAIL SIDING IS NEEDED TO IMPROVE SAFETY, CAPACITY, AND ON-TIME PERFORMANCE.		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
269	STRATHAM	NH 108	UNCONTROLLED MERGE FROM 2 LANES TO 1 IN FRONT OF THE HONDA BARN		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
270	TAMWORTH	NH 113			TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
271	TAMWORTH	NH 16			TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
272	TILTON	US 3	BETTER RAIL FACILITIES FOR INTERMODAL FREIGHT USE		RAIL/PORT/INTERMODAL ISSUES	ONLINE SURVEY
273	PLAISTOW - ROCHESTER	NH 125	STRAIGHTEN AND EXPAND TO 4 LANES		ROADWAY INFRASTRUCTURE	ONLINE SURVEY
274	HVERHILL, MASS.	NH 125 (I-495 TO NH/MA BORDER)	CONGESTION NEAR THE MASS BORDER AND SINGLE LANE OF TRAVEL BETWEEN THE BORDER AND I-495 CREATES CONGESTION.		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
275	CONCORD	I-93	MORE LANES AND IMPROVED TRAFFIC FLOW		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
276	CONWAY	NH 16	UPGRADES TO ROAD, WIDENING, SIGNALS THROUGH THE VILLAGE ON RT16		ROADWAY INFRASTRUCTURE	ONLINE SURVEY
277	BELMONT	NH 3			TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
278	NASHUA	BRIDGE ST	IMPLEMENT ITS		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
279	NEWMARKET	NH 152	ALTERNATE ROUTES... WE ARE HOPEFUL VEHICLE THROUGH COUNTS WILL DROP OF WITH LITTLE BAY BRIDGE COMPLETION		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
280	NEWMARKET	NH 108	CREATE UNDERPASS FOR AT-GRADE CROSSING		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
281	NEWMARKET	NH 108	BICYCLE LANE CANTILEVERED OVER BRIDGE;		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
282	DOVER	SPAULDING TURNPIKE EXIT 9	CONSTRUCT E-W HWY FROM SPAULDING TURNPIKE EXIT 9 TO 93 IN CONCORD		ROADWAY INFRASTRUCTURE	ONLINE SURVEY
283	PORTSMOUTH	MARKET ST AND I-95	TRUCK PARKING, REST STOP OR SERVICE AREAS		ROADWAY INFRASTRUCTURE	ONLINE SURVEY

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284	CONWAY	NH 16	SOME OF THE BUSIEST SECTIONS OF ROAD IN REGION, TOURISM-RELATED CONGESTION THROUGH CONWAY SLOWS TRAFFIC FOR EVERYBODY. TRUCKS CANNOT BYPASS THE BUSIEST SECTIONS		TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
301	BELLOWS FALLS, VT	NH 123 AT NEW ENGLAND CENTRAL RR	VERTICAL CLEARANCE PREVENTS SOME TRUCKS FROM ACCESSING I-91		BRIDGE INFRASTRUCTURE	SFAC MEETING #1 6/8/17
302	HAVERTHILL, MASS.	RAIL BRIDGE OVER MERRIMACK RIVER	LIMITED CAPACITY, SHARE W/PASSENGER RAIL (MBTA)		RAIL/PORT/INTERMODAL ISSUES	SFAC MEETING #1 6/8/17
303	PORTSMOUTH	GRANITE STATE TERMINAL	SALT TRUCKS LINE UP AT 3AM; NOW SHIPPING WOOD CHIPS		KEY FREIGHT FACILITY/GENERATOR	SFAC MEETING #1 6/8/17
304	PORTSMOUTH	PROPOSED PORTSMOUTH TURNING BASIN PROJECT	THIS IS THE LAST CHOKE POINT ON NE WATERWAY, MARINE'S UPPERMOST TURNING BASIN		RAIL/PORT/INTERMODAL ISSUES	SFAC MEETING #1 6/8/17
305	NASHUA	RAIL	POTENTIAL SITE FOR INTERMODAL TRANSFER FACILITY		RAIL/PORT/INTERMODAL ISSUES	SFAC MEETING #1 6/8/17
306	MANCHESTER - KEENE	NH 101	2-LANE ROAD, NEEDS TO BE WIDENED TO ACCOMMODATE TRAFFIC		ROADWAY INFRASTRUCTURE	SFAC MEETING #1 6/8/17
307	STODDARD	NH 9 (US 202 TO KEENE)	2-LANE, WINDING AND DANGEROUS; CARRIES HEAVY FREIGHT TO BRATTLEBORO, VT		ROADWAY INFRASTRUCTURE	SFAC MEETING #1 6/8/17
308	SWANZEY	NH 10	POTENTIAL TRUCK DIVERSIONS FROM I-91 DUE TO STRICT WEIGHT LIMITS AND ENFORCEMENT IN VT		OTHER	SFAC MEETING #1 6/8/17
309	NORTHWOOD	US 202/US 4 (SPAULDING TURNPIKE TO CHICHESTER)	2-LANE WINDING ROAD NEEDS UPGRADE		ROADWAY INFRASTRUCTURE	SFAC MEETING #1 6/8/17
310	JEFFERSON - SHELBURNE	US 2	2-LANE WITH NARROW SHOULDERS; WOOD PRODUCTS FROM ME TO VT, NY, CANADA		ROADWAY INFRASTRUCTURE	SFAC MEETING #1 6/8/17
311	HAMPTON - PORTSMOUTH	I-95	BOTTLENECK, ESP SAT. A.M. AND MOST OF THE SUMMER		TRAFFIC CONGESTION & SAFETY	SFAC MEETING #1 6/8/17
312	DOVER	SPAULDING TURNPIKE (I-95 TO DOVER)	BOTTLENECK; UNDER CONSTRUCTION		TRAFFIC CONGESTION & SAFETY	SFAC MEETING #1 6/8/17
313	MERRIMACK	EVERETT TURNPIKE (NASHUA TO I-293)	BOTTLENECK		TRAFFIC CONGESTION & SAFETY	SFAC MEETING #1 6/8/17
314	BOW	I-93 (BOW TO US 4)	BOTTLENECK, HIGH TRAFFIC AND CONGESTION; DROPS FROM 4 TO 2 LANES		TRAFFIC CONGESTION & SAFETY	SFAC MEETING #1 6/8/17
315	MILTON	SPAULDING TURNPIKE (NORTH OF ROCHESTER)	WINDING ROADWAY		ROADWAY INFRASTRUCTURE	SFAC MEETING #1 6/8/17
316	RAYMOND	NH 101 (EAST OF MANCHESTER)	CONGESTION AT WALMART EXIT		TRAFFIC CONGESTION & SAFETY	SFAC MEETING #1 6/8/17
317	PORTSMOUTH - HAMPTON	BOSTON AND MAINE CORP RAILROAD	ABANDONED		RAIL/PORT/INTERMODAL ISSUES	SFAC MEETING #1 6/8/17
318	SOMERSWORTH - PLAISTOW	BOSTON AND MAINE CORP RAILROAD	SINGLE TRACK, NO 22'6" CLEARANCE BRIDGES		RAIL/PORT/INTERMODAL ISSUES	SFAC MEETING #1 6/8/17

Freight Goal Categories	Freight Goals & Objectives	Freight Policies & Strategies	Implementation Next Steps
System Preservation, Maintenance & Reliability	Maintain and improve existing infrastructure to provide safe, convenient, and reliable operations along the freight transportation network	Factor in truck traffic considerations (e.g. - needs, impacts, etc.) during roadway maintenance and construction activities	Develop guidelines & checklist to account for truck traffic needs & impacts and have them incorporated into traffic plans (as necessary & appropriate) during preliminary engineering and design phases
		Implement adaptive signal control to help mitigate congestion along key freight corridors with first / last mile considerations	Conduct a study for selected locations (based on public outreach comments along critical freight corridors) to determine the cost and benefits of implementing adaptive signal control on key freight routes
Safety & Security	Promote the safety and security of freight infrastructure for all transportation modes	Assess critical supply chains to ensure that key commodities (like food, fuel, and heating oil) can be distributed in a timely manner if emergency or natural disaster events were to occur	Conduct a study to identify critical supply chain routes and develop alternative detour routing solutions for key commodities that account for system resiliency
		Identify key freight assets to assist with contingency and response operations, and integrate freight interests within other emergency planning and safety efforts (including Homeland Security)	Coordinate with local, state, and federal entities to develop an implementation plan for emergency planning with freight related considerations
		Determine truck crash locations and develop standard countermeasures	Work with local and state entities to compile truck crash data for further analysis and develop countermeasures based on findings
State of Good Repair	Achieve and maintain a state of good repair on priority freight corridors	Consider freight impacts and benefits when prioritizing transportation projects, especially for pavement and bridge repair projects	Continue to use and refine the project prioritization screening criteria/process to help make informed decisions for future transportation projects and enhance freight measures in general project prioritization during the long range and 10 year planning process
Innovation & Advanced Technology	Determine innovative and advanced technologies along with improved land use planning practices to meet future freight demands	Implement freight-focused technology solutions to automate trucking requirements and provide real-time travel information	Develop a freight technology plan to implement automated permitting, inspection, oversize/overweight vehicle detection, and provide real-time parking & routing information
		Expand the use of technologies in freight system management and operations, including connected autonomous trucks	Conduct a study to determine the impacts and changes to parking required for electronic logging devices (ELD) and the initial implementation of connected autonomous trucking technology in cooperation with the private sector
		Educate municipalities on freight business needs and the benefits of preserving / zoning land for freight related industries (e.g., distribution centers, truck stops, intermodal facilities).	Develop and maintain an online inventory of available land for future development opportunities, including redevelopment areas and brownfield sites near the critical freight network
		Support planning efforts to increase Interstate truck parking and electrify truck stops - also work with local municipalities to increase truck parking and electrification options in town	Conduct a study to determine impacts, feasibility, and costs for additional Interstate truck parking, truck stop electrification capabilities, and opportunities for parking & electrification at local sites
Economic Efficiency & Stewardship	Support freight transportation improvements that encourage economic vitality	Support training opportunities and recruitment efforts for truck drivers to help address driver shortage issues	Work with the Department of Motor Transport to develop materials (e.g. - information pamphlets, brochures) and incentive programs to address truck driver shortages and improve retention rates
		Enhance workforce recruitment and retention in the transportation and logistics industries.	Develop a program to partner with companies, universities, community colleges, and high schools to promote freight career opportunities
		Integrate market access and logistics trends and needs in future planning efforts	Conduct a study to determine supply chain & logistics trends and develop recommendations based on current & future needs
		Support trade and market expansion opportunities	Work with private sector and modal agencies to determine needs & impacts to advance market expansion plans (e.g. Pease International Airport to increase cargo shipments and E-trade opportunities)
		Support opportunities for intermodal facilities and multimodal expansion.	Conduct a study to identify key rail, port, and airport intermodal transfer points. Based on cost and feasibility, determine potential transload facilities for intermodal consideration
		Provide guidance to analyze & improve multimodal first/last mile connections and access to major intermodal centers and manufacturing hubs.	Develop a general design guide to help improve access to key freight facilities
		Upgrade rail lines to the 286K standard	Conduct a study to determine current rail needs and develop economic scenarios to determine both qualitative and quantitative costs & benefits
Movement of Goods & System Resiliency	Improve system reliability and resiliency for the connections between New Hampshire and the National and International freight system	Account for priority freight bottleneck locations during project prioritization and development of the Ten Year Plan	Add freight bottleneck prioritization designations as an element to prioritizing projects for short / mid / long term transportation planning
		Develop delivery areas in urban districts and town centers to help reduce freight traffic impacts	Develop guidelines and best practices to incorporate delivery areas and freight in downtown and suburban areas and guidelines for accommodating freight and delivery vehicles in streetscape projects
Multi-Jurisdictional Planning	Encourage multi-jurisdictional coordination to create partnerships and develop funding opportunities for the freight transportation network	Coordinate with neighboring states in the New England area to discuss freight planning issues and infrastructure improvements	Conduct bi-annual forums to help to advance investment opportunities that improve freight movements across the New England states
		Promote intermodal coordination between freight modes to address freight planning challenges & optimize growth opportunities	Form a committee to include members of each mode of transportation and hold quarterly meetings to discuss freight planning challenges and potential opportunities
Environmental Sustainability	Increase the energy efficiency of freight transportation and seek investments that reduce the impacts of the movement of freight on the environment and public health	Partner with local, state, and federal agencies to implement programs that support alternative fuel options for freight transport	Conduct a study to determine potential environmental scenarios and conduct a cost benefit analysis targeted to improve the environmental performance of the freight system
		Protect priority freight corridors from climate change impacts by implementing the findings of ongoing climate studies	Compile and maintain updated findings from the Climate Plan & Climate Change Reports and develop a plan to implement key findings for CUFC's and CRFC's

CRITICAL URBAN FREIGHT CORRIDOR (CUFC) SEGMENTS			
ID	MAIN ROUTE	LOCATION	LENGTH (MILES)
901	CANDIA RD	I-93 TO HANOVER ST, MANCHESTER	0.7
902	CIRCUMFERENTIAL HWY	NH 3A TO DANIEL WEBSTER HWY AND US 3 / EVERETT TURNPIKE, NASHUA AND HUDSON	1.1
903	DANIEL WEBSTER HWY	MASS BORDER TO GRAHAM DR, NASHUA	2.1
904	GOSLING RD / NEWINGTON ST	CONNECTOR FROM WOODBURY AVE TO SPAULDING TURNPIKE AND PORTSMOUTH INTERNATIONAL AIRPORT	0.5
905	KILTON RD	CONNECTION FROM US 3 TO NH 101, BEDFORD	0.6
906	MAIN ST / PELHAM RD	NH 28 TO COMMERCIAL DR IN SALEM, CONNECTS TO I-93	1.5
907	MANCHESTER-BOSTON AIRPORT AREA	RAYMOND WIECZOREK DR, PETTENGILL RD, BROWN AVE, US 3A. MANCHESTER, LONDONDERRY, AND LITCHFIELD	3.8
908	MARKET ST / WOODBURY AVE	FROM DOWNTOWN PORTSMOUTH TO SPAULDING TURNPIKE IN NEWINGTON	4.3
909	NH 101	I-293 / EVERETT TURNPIKE TO SPLIT WITH NH 114, BEDFORD	1.6
910	NH 101	MILFORD AND AMHERST	5.2
911	NH 101	I-93 TO HOOKSETT RD, MANCHESTER AND AUBURN	3.0
912	NH 101 AT NH 107	RAYMOND	1.5
913	NH 101A	EVERETT TURNPIKE IN NASHUA TO NH 101 IN MILFORD AND AMHERST	7.5
914	NH 107	BATCHELDER ROAD TO US 1 (CONNECTION FROM US 1 CORRIDOR TO I-95) IN SEABROOK	0.7
915	NH 107 AT NH 101	NH 27 TO SPLIT WITH NH 102 IN RAYMOND	1.6
916	NH 108	STRATHAM (URBANIZED AREA)	0.2
917	NH 111	NH 101 TO MARIN WAY IN EXETER	0.3
918	NH 125	PLAISTOW AND KINGSTON	6.0
919	NH 125	BRENTWOOD (URBANIZED AREA)	0.3
920	NH 125	KINGSTON (URBANIZED AREA)	4.1
921	NH 130	COLISEUM AVE TO BLUE HILL AVE WITH CONNECTIONS TO US 3 / EVERETT TURNPIKE, NASHUA	0.5
922	NH 28	MANCHESTER	3.6
923	NH 28	MASS. BORDER TO NH 97 IN SALEM	3.3
924	NH 33	OCEAN ROAD TO US 1 BYPASS, GREENLAND AND PORTSMOUTH	2.9
925	NH 3A	HACKETT HILL RD TO QUALITY DR WITH CONNECTION TO I-93, HOOKSETT	1.3
926	NH 3A	WALMART BLVD TO FRIARS DR, HUDSON	1.3
927	ROCKINGHAM PARK BLVD	CONNECTION FROM NH 28 TO I-93 IN SALEM	0.7
928	SHATTUCK WAY	INDUSTRIAL AREA OFF SPAULDING TURNPIKE NEAR PORTSMOUTH AIRPORT IN NEWINGTON	2.3
929	SOMERSET PKWY	CONNECTION FROM US 3 / EVERETT TURNPIKE AND NH 101A, NASHUA	0.8
930	US 1	HERITAGE AVE TO US 1 BYPASS IN PORTSMOUTH	2.2
931	US 1	NH 101 TO POST ROAD IN HAMPTON	2.7
932	US 1 BYPASS	PORTSMOUTH	2.7
933	US 3	GREELEY ST TO INDUSTRIAL DR, PLUS CONNECTIONS TO EVERETT TURNPIKE, MERRIMACK	1.9
934	US 3	NH 101 TO I-293, BEDFORD	1.9
TOTAL (CUFC LIMIT = 75 MILES)			75.0

CRITICAL RURAL FREIGHT CORRIDOR (CRFC) SEGMENTS			
ID	MAIN ROUTE	LOCATION	LENGTH (MILES)
951	MANCHESTER-BOSTON AIRPORT AREA	RAYMOND WIECZOREK DR, PETTENGILL RD, BROWN AVE, US 3A. MANCHESTER, LONDONDERRY, AND LITCHFIELD	1.2
952	NH 101	KEENE	6.2
953	NH 101	PETERBOROUGH AND TEMPLE	8.0
954	NH 103 / NH 11 / MAIN ST	CLAREMONT	0.5
955	NH 106	LACONIA	4.3
956	NH 106	US 3 TO I-393 IN CONCORD AND PEMBROKE	4.2
957	NH 108	STRATHAM (RURAL AREA)	1.2
958	NH 12	WALPOLE	2.1
959	NH 125	US 4 TO NH 111A IN LEE, EPPING AND BRENTWOOD	12.8
960	NH 125	KINGSTON (RURAL AREA)	1.4
961	NH 125	BRENTWOOD (RURAL AREA)	1.4
962	NH 16	AT NH 25 AND NH 41 IN OSSIPEE	4.0
963	NH 25	US 3 IN MEREDITH TO MOULTONBOROUGH*	5.6
964	NH 9	US 202 TO NH 123 IN HILLSBOROUGH, ANTRIM AND STODDARD	11.1
965	NH 9	SULLIVAN, ROXBURY AND KEENE	5.6
966	NH 9 / 10 / 12	KEENE	4.3
967	NH 9 / LOUDON RD	AIRPORT ROAD/HAZEN DRIVE TO NH 106	2.8
968	REGIONAL DRIVE	AIRPORT ROAD TO NH 106 IN CONCORD	1.6
969	US 2	NH 115 TO ME BORDER IN JEFFERSON, RANDOLPH, GORHAM AND SHELBURNE	23.0
970	US 202 / US 4 / NH 9	I-393 IN CONCORD TO NH 9 IN EPSOM	4.8
971	US 3	NH 106 IN LACONIA TO NH 11 IN FRANKLIN	13.0
972	US 3	NH 25 TO NH 106 IN MEREDITH	1.4
973	US 3	I-93 TO SOUTH OF NH 106 IN CONCORD	2.6
974	US 3 / NH 115	I-93 TO US 2 IN BETHLEHEM, CARROLL, JEFFERSON AND FRANCONIA	21.2
975	US 3 BUSINESS	LACONIA	4.1
976	US 4	LEBANON	1.4
TOTAL (CRFC LIMIT = 150 MILES)			150.0

*Note: Moultonborough has expressed concerns regarding critical freight corridor designations within their town. These concerns will be taken into consideration.

NEW HAMPSHIRE STATEWIDE FREIGHT PLAN
 (APPENDIX C-8) COST ESTIMATES FOR TOP RANKED PROPOSED NEW PROJECTS
 JANUARY 2019



ID	LOCATION	MAIN ROUTE	SCORE	PROJECT DESCRIPTION	ADDITIONAL DETAILS OR COMMENTS	MAIN TYPE (NEW PROJECTS)	SOURCE (NEW PROJECTS)
823	PLAISTOW - MIDDLETON	NH 125	5.70	INSTALL PERMANENT VOLUME AND CLASSIFICATION COUNTERS IN THE NH 125 CORRIDOR	LACK OF COVERAGE FOR TRAFFIC COUNTS	OTHER	ROCKINGHAM RPC JUNE 28 LETTER
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	N/A			Permanent counting and classification stations - complete - 4 lanes	10	\$60,000.00	\$600,000
GRAND TOTAL							\$600,000
819	TEMPLE	NH 101	4.80	REBUILD OR REHAB BRIDGES 99/112 AND 105/112 ON NH 101 TO ELIMINATE E-2 RESTRICTION	TEMPLE "S" CURVE AREA CHALLENGED BY TOPOGRAPHICAL ISSUES ASSOCIATED WITH BLOOD BROOK AND TWO E-2 WEIGHT RESTRICTED BRIDGES REQUIRE LONG DETOURS ACCORDING TO LOCAL FREIGHT OPERATORS	BRIDGE INFRASTRUCTURE	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	Replace two bridges			Lanes crossing abutments	10	\$650,000.00	\$6,500,000
				New superstructure SF	6900	\$182.00	\$1,255,800
GRAND TOTAL							\$7,755,800
822	HOLLIS - EXETER	NH 111	4.70	INSTALL PERMANENT VOLUME AND CLASSIFICATION COUNTERS IN THE NH 111 CORRIDOR	LACK OF COVERAGE FOR TRAFFIC COUNTS	OTHER	ROCKINGHAM RPC JUNE 28 LETTER
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	N/A			Permanent counting and classification stations - complete - 4 lanes	8	\$60,000.00	\$480,000
GRAND TOTAL							\$480,000
837	PETERBOROUGH	NH 101 AT US 202	4.55	BRIDGE REPLACEMENT AND WIDENING FOR TCP, US 202 & NH 101 OVER CONTOOCOOK RIVER (RED LIST); PROJECT 15879 SCOPE IS BRIDGE ONLY (2021)	CONSIDERABLE TRUCK TRAFFIC AND IMPORTANT TRUCK CROSSROADS	TRAFFIC CONGESTION & SAFETY	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	Intersection signalization included			Lanes crossing new abutments	6	\$650,000.00	\$3,900,000
				New superstructure (SF)	6000	\$182.00	\$1,092,000
				Wilton & Granite new TSC & comms	1	\$40,000	\$40,000
				Wilton & Granite new mast arms	2	\$15,000	\$30,000
				Wilton & Granite new poles	1	\$3,000	\$3,000
				Wilton & Granite new signal heads	7	\$1,500	\$10,500
			Soft costs (30% of signal subtotals)	\$83,500	30.0%	\$25,050	
GRAND TOTAL							\$5,100,550
820	ANTRIM - STODDARD	NH 9	4.35	FROM HILLSBOROUGH TL TO NH 123S. ADDITION OF A PROTECTED LEFT TUNING LANE FOR NH 9 EB TRAFFIC, AND EXTENDED ACCELERATION AND DECELERATION LANES FOR NH9 WB TRAFFIC TO IMPROVE SAFETY OF ACCESSING THE REST AREA IN ANTRIM	CONSIDERABLE TRUCK TRAFFIC AND IMPORTANT HIGHWAY ASSET FOR E-W MOBILITY, FREQUENT CRASHES, AND PORTION OF COMMERCIAL ZONED HIGHWAY IS NOT LIMITED/CONTROLLED ACCESS WHICH COULD DEGRADE TRUCK MOBILITY IN THE FUTURE	ROADWAY INFRASTRUCTURE, TRAFFIC CONGESTION & SAFETY	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST, ROUTE 9 STUDY
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	(1) RA retains present configuration and access points			Mill and resurface existing lanes (lane-feet)	4400	\$90.00	\$396,000
	(2) Add 600 feet to accel and 350 feet to decel lanes			Construct new access/turning/accel/decel lanes (lane-feet)	1650	\$125.00	\$206,250
	(3) No costs for rest area facilities included			Clearing and earthwork (LF)	2200	\$50.00	\$110,000
				Pavement marking (LF)	8000	\$4.00	\$32,000
				Soft costs on items above	\$744,250	\$0.30	\$223,275
			Access rights (2019-2028 Draft Ten Year Plan) (LS)			\$2,400,000	
GRAND TOTAL							\$3,367,525

NEW HAMPSHIRE STATEWIDE FREIGHT PLAN
 (APPENDIX C-8) COST ESTIMATES FOR TOP RANKED PROPOSED NEW PROJECTS
 JANUARY 2019



ID	LOCATION	MAIN ROUTE	SCORE	PROJECT DESCRIPTION	ADDITIONAL DETAILS OR COMMENTS	MAIN TYPE (NEW PROJECTS)	SOURCE (NEW PROJECTS)
812	WHITEFIELD	US 3	3.95	FEASIBILITY STUDY OF MITIGATING GRADE	GRADE ISSUES WITH US 3	ROADWAY INFRASTRUCTURE	PUBLIC MEETING #2
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	Consultant and NHDOT Costs; Length about 2.5 miles			Feasibility Study	N/A	N/A	\$275,000
GRAND TOTAL							\$275,000
831	STATEWIDE	STATEWIDE	3.95	EVALUATE A STRATEGY TO MEET THE POTENTIAL NEED FOR PROVIDING LOCATIONS TO TRANSITION BETWEEN AUTONOMOUS TRUCK OPERATION ON INTERSTATES AND LOCAL PILOTAGE TO/FROM IN-STATE ORIGINS AND DESTINATIONS		OTHER	IBI GROUP FROM SUMMIT #2
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	Consultant and NHDOT Costs			Strategy Study	N/A	N/A	\$325,000
GRAND TOTAL							\$325,000
838	TROY	NH 12	3.95	BRIDGE REPLACEMENT OF BRIDGE NO 096/091 CARRYING NH 12 OVER NHRR (ABD); PROJECT 40371 SCOPE IS BRIDGE ONLY (2021). ADDITIONAL NON-BRIDGE WORK INCLUDES WIDENING ROADWAY TO TWO 12-FT LANES PLUS 5 TO 10 FOOT SHOULDERS THROUGH THE VILLAGE AREA, TRAFFIC SIGNALIZATION AND INTERSECTION RECONSTRUCTION TO PROVIDE TURNING LANES, AND OTHER GEOMETRIC CHANGES TO IMPROVE TRAFFIC FLOW.	TRANSPORTATION/LAND USE COORDINATION IN TROY COMMONS AREA, FREIGHT MOBILITY. ADDITIONAL NON-BRIDGE WORK DETAILS ARE NOTED AS THE "UPGRADE ALTERNATIVE" IN THE NH ROUTE 12 IMPROVEMENT PROJECT FINAL ENVIRONMENTAL ASSESSMENT, 1999 (PROJECT #10434)	TRAFFIC CONGESTION & SAFETY	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	Cost estimates shown related to bridge work only			Lanes crossing abutments	4	\$650,000.00	\$2,600,000
				New superstructure SF	3750	\$182	\$682,500
GRAND TOTAL							\$3,282,500
834	KEENE	NH 9/10/12 AND WEST STREET INTERCHANGE	3.85	SWRPC 06/28/18 PROGRAMMED PROJECT LIST (DETAILS TBD)	CONSIDERABLE TRUCK TRAFFIC WITH CONGESTION ISSUES AND SHORT STACKING LANE FOR WESTBOUND TRAFFIC ON WEST STREET DURING PEAK PERIOD	TRAFFIC CONGESTION & SAFETY	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	Draft Ten-Year Plan item for reconstruction of NH101 from Swanzy Factory Road to Marlborough town line			(Draft Ten-Year Plan Item)	N/A	N/A	\$3,647,401
GRAND TOTAL							\$3,647,401
829	STATEWIDE	STATEWIDE	3.70	INDUSTRIAL RAIL ACCESS PROGRAM. LOGISTICAL ANALYSIS AND SCENARIO PLANNING TO IDENTIFY PROMISING SITES, PROGRAM TO PRESERVE OPPORTUNITIES AND STIMULATE DEVELOPMENT OF TRANSLOAD FACILITIES AND INDUSTRIAL ACCESS	EXAMPLE DISTRIBUTION FACILITY	RAIL/PORT/INTERMODAL ISSUES	NH STATE RAIL PLAN
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	Study Cost			Study and analysis of intermodal siting	N/A	N/A	\$382,800
	NH has 17% of MA's originating carloads			One year of grants for IRAP patterned on MA program	N/A	N/A	\$519,080
GRAND TOTAL							\$901,880

NEW HAMPSHIRE STATEWIDE FREIGHT PLAN
 (APPENDIX C-8) COST ESTIMATES FOR TOP RANKED PROPOSED NEW PROJECTS
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ID	LOCATION	MAIN ROUTE	SCORE	PROJECT DESCRIPTION	ADDITIONAL DETAILS OR COMMENTS	MAIN TYPE (NEW PROJECTS)	SOURCE (NEW PROJECTS)
839	WESTMORELAND	NH 12	3.20	SWRPC 06/28/18 PROGRAMMED PROJECT LIST (DETAILS TBD)	SEVERE STORM EVENTS AFFECTING ROAD AND BRIDGE INFRASTRUCTURE	ROADWAY INFRASTRUCTURE	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	Placeholder project; Rehabilitation of 3 short-span bridges			Bridge rehabilitation (SF of superstructure)	7200	\$263.00	\$1,893,600
						GRAND TOTAL	\$1,893,600
809	STRATHAM	NH 108 AT BUNKER HILL AVENUE	3.20	SIGNALIZE OR INSTALL A ROUNDABOUT AT NH 108 AT BUNKER HILL AVENUE	INABILITY TO SAFELY ACCESS; NEED TRAFFIC SIGNAL OR ROUND-A-BOUT	TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	Single-lane roundabout			New pavement (SF)	20000	\$30.00	\$600,000
				Edge/curb treatment (LF)	1600	\$30.00	\$48,000
				Interior treatment/landscaping (SF)	3800	\$10.00	\$38,000
			Soft costs (30% of above subtotals)	\$686,000	30.0%	\$205,800	
						GRAND TOTAL	\$891,800
836	WALPOLE	NH 12	3.20	SWRPC 06/28/18 PROGRAMMED PROJECT LIST (DETAILS TBD). NH 12 FROM NH 123E TO CHARLESTOWN TOWN LINE	NARROW ROADWAY, TWO AT-GRADE RAIL CROSSINGS WITH CONGESTION CONCERNS, AND AWKWARD INTERSECTION AT NH 12 AND ARCH STREET BRIDGE	ROADWAY INFRASTRUCTURE	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	Intersection reconfiguration and update 2 RR crossings			Paved surface (SF)	14000	\$30.00	\$420,000
				Edge/curb treatment (LF)	1000	\$30.00	\$30,000
				New TSC & comms (EA)	1	\$40,000.00	\$40,000
				Pavement markings (LF)	4500	\$4.00	\$18,000
				TS mast arms (EA)	3	\$15,000.00	\$45,000
				TS signal heads (EA)	9	\$1,500.00	\$13,500
				Replace/upgrade RR crossing protection (EA)	2	\$275,000.00	\$550,000
				Right-of-way acquisition (SF)	6000	\$5.00	\$30,000
			Soft costs and contingency (45% of above)	\$1,146,500	45%	\$515,925	
						GRAND TOTAL	\$1,662,425
835	WINCHESTER	NH 10 AT MANNING HILL	3.15	SWRPC 06/28/18 PROGRAMMED PROJECT LIST (DETAILS TBD)	STEEP GRADES, TIGHT CURVES AND FOREST COVER NEAR HIGHWAY CAUSING ICY WINTER CONDITIONS	ROADWAY INFRASTRUCTURE	SWRPC 6/28/2018 PROGRAMMED PROJECT LIST
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	N/A			Project in the 2007-2016 Ten Year Plan in 2016 dollars	N/A	N/A	\$13,500,000
			Two years escalation at 2.5% per annum	N/A	N/A	\$683,438	
						GRAND TOTAL	\$14,183,438

NEW HAMPSHIRE STATEWIDE FREIGHT PLAN
 (APPENDIX C-8) COST ESTIMATES FOR TOP RANKED PROPOSED NEW PROJECTS
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ID	LOCATION	MAIN ROUTE	SCORE	PROJECT DESCRIPTION	ADDITIONAL DETAILS OR COMMENTS	MAIN TYPE (NEW PROJECTS)	SOURCE (NEW PROJECTS)
802	BARRINGTON	NH 125 AT NH 9	2.95	COMPREHENSIVE PLANNING STUDY FOR NH125 BETWEEN TBD AND TBD	MAJOR FREIGHT ROUTE IN REGION; CONFLICTS WITH LOCAL TOWN CENTER PLANNING; ACCESS TO/FROM LOCAL BUSINESSES. NH 125 IS A MAJOR N-S FREIGHT ROUTE THROUGH SMALL COMMUNITIES. COMPREHENSIVE PLANNING FOR THE NH 125 CORRIDOR IS NEEDED IN ORDER TO INCORPORATE MULTIPLE FACTORS (FREIGHT, BALANCING LOCAL FREIGHT ACCESS AND SAFETY, ECONOMIC DEVELOPMENT, ETC.)	ROADWAY INFRASTRUCTURE	ONLINE SURVEY, STRAFFORD RPC JUNE 28 LETTER
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	Consultant and NHDOT Costs			Planning Study	N/A	N/A	\$175,000
GRAND TOTAL							\$175,000
815	NEWMARKET	NH 108 AT RR	2.95	GRADE SEPARATE RAILROAD AND NH 108	THIS CROSSING HAD RECENT SAFETY IMPROVEMENTS. TRAFFIC AND CONGESTION ON NH 108 ARE AN ONGOING ISSUE WITH OVER 17,000 AADT. CONTINUED TRAFFIC VOLUME GROWTH MAY CREATE THE NEED FOR FUTURE GRADE SEPARATION OF THE RAIL AND NH 108.	RAIL/PORT/INTERMODAL ISSUES	STRAFFORD MTP 2015-40
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	Rail profile dropped			Rail demolition (LF)	2100	\$25.00	\$52,500
				Track reconstruction (LF)	2100	\$200.00	\$420,000
				Sub ballast - 6" compacted layer (SY)	2100	\$65.00	\$136,500
				Excavation/earthwork (CY)	18714	\$12.50	\$233,925
				Retaining walls (2) average height 13 feet (LF)	3160	\$2,600.00	\$8,216,000
				Soft costs (30% of subtotals above)	\$9,058,925	30.0%	\$2,717,678
				Abutments incremental to retaining wall	2	\$650,000.00	\$1,300,000
			New highway bridge superstructure (SF)	\$3,250	\$182.00	\$591,500	
GRAND TOTAL							\$13,668,103
818	ROCHESTER	ROCHESTER NECK RD BRIDGE OVER ISINGLASS	2.95	REBUILD OR REHAB THE 225/139 ROCHESTER NECK RD BRIDGE OVER ISINGLASS TO PROVIDE WIDER SHOULDERS FOR PEDESTRIANS AND BICYCLISTS	NOT DEFICIENT, BUT BRIDGE HAS NARROW SHOULDERS AND WOULD BENEFIT FROM WIDENING. LARGE TRUCKS USE THIS ROAD FREQUENTLY CONTRIBUTING TO SAFETY ISSUES TO ALTERNATIVE MODES.	BRIDGE INFRASTRUCTURE	STRAFFORD MTP 2015-40
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	Rebuild			Equivalent Lanes crossing abutments (additional)	2.5	\$650,000.00	\$1,625,000
			New superstructure (SF)	4250	\$182.00	\$773,500	
GRAND TOTAL							\$2,398,500
804	CONCORD	I-93 AT I-393 INTERCHANGE	2.85	INTERCHANGE RECONFIGURATION STUDY	ELIMINATE THE INTERCHANGE AND RE-ROUTE ALL TRAFFIC TO EXIT 15 AND/OR 13 WITH NEW RAMPS OR FRONTAGE ROAD SYSTEMS	TRAFFIC CONGESTION & SAFETY	ONLINE SURVEY
	Assumptions			Item	Quantity	Unit Cost	Subtotal
	Consultant and NHDOT Costs - no design work included			Reconfiguration Study	N/A	N/A	\$175,000
GRAND TOTAL							\$175,000

NEW HAMPSHIRE STATEWIDE FREIGHT PLAN
(APPENDIX C-9) FREIGHT INVESTMENT PLAN FOR NATIONAL HIGHWAY FREIGHT PROGRAM (Z460) FUNDING
JANUARY 2019

Ranking Score	NHDOT Project #	Project	Phase	FY	Federal NHFP Funding	Non-Federal Funding	Expenditures (Per Fiscal Year)	*TOTAL Project Funding Required
(PREVIOUSLY OBLIGATED NHFP FUNDING)	15880	I-89 FROM NORTH OF HARDY HILL RD BRIDGE NORTH 5 MILES TO SOUTH OF EXIT 20 - REHABILITATE ROADWAY & BRIDGES	CON	2017	9,401,547	-	9,401,547	\$16,030,583
			CON	2018	1,233,815	-	1,233,815	
			Project Sub-Total		10,635,362	-	10,635,362	
4.90	16148	I-89 NB & SB SUPERSTRUCTURE REPLACEMENT & WIDENING, I-89 NB & SB OVER CONNECTICUT RIVER (BR NO 044/103 & 044/104)	CON	2019	7,936,545	33,012,553	40,949,098	\$40,051,898
				2020	-	-	-	
				2021	-	-	-	
			Project Sub-Total		7,936,545	33,012,553	40,949,098	
4.85	13742	I-93 WIDENING FROM I-89 TO BETWEEN EXIT 15 AND 16	PE	2019	7,752,427	9,903,987	17,656,414	\$329,723,635 (for PE, ROW, CON)
				2020	-	-	-	
				2021	-	-	-	
				2022	-	-	-	
				2023	-	-	-	
				2024	-	-	-	
				2025	-	-	-	
				2026	-	-	-	
			Project Sub-Total		7,752,427	9,903,987	17,656,414	
					26,324,334	42,916,540	69,240,874	

**Funding Summary (All Projects)	FY	Federal NHFP Funding	Non-Federal Funding	Expenditures (Per Fiscal Year)	Annual NHFP Apportionments	Unused NHFP Balance at End of FY
FY 2016-2020	2016	-	-	-	4,805,235	4,805,235
	2017	9,401,547	-	9,401,547	4,596,312	-
	2018	1,233,815	-	1,233,815	5,014,159	3,780,344
	2019	15,688,972	42,916,540	58,605,512	11,908,628	-
	2020	-	-	-	-	-
Overall 2016-2020		26,324,334	42,916,540	69,240,874	26,324,334	-

*Total based on funding needs in 2017-2020 STIP, 2019-2028 TYP.

**Funding summary shows the federal NHFP funding allocations for each fiscal year, and the remaining balance at the end of each fiscal year (accounts for annual NHFP apportionments through FY 2020).

Appendix D

State of New Hampshire Truck Bottlenecks

Truck Bottlenecks by Priority Level
(ID number corresponds to table)

- HIGH
- MEDIUM
- LOW

National Multimodal Freight Network

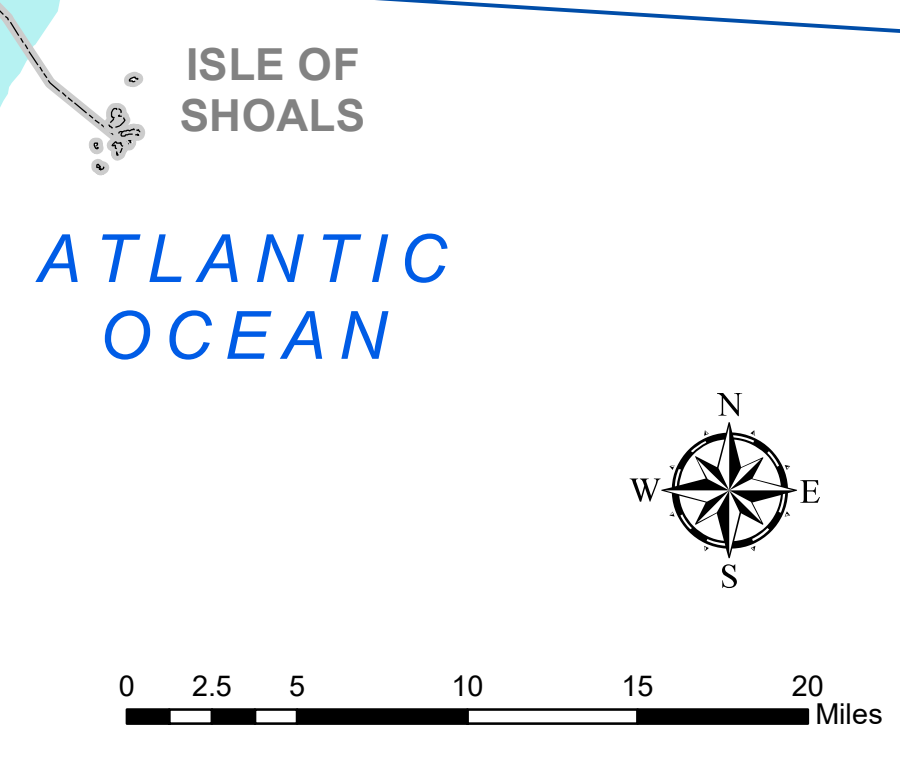
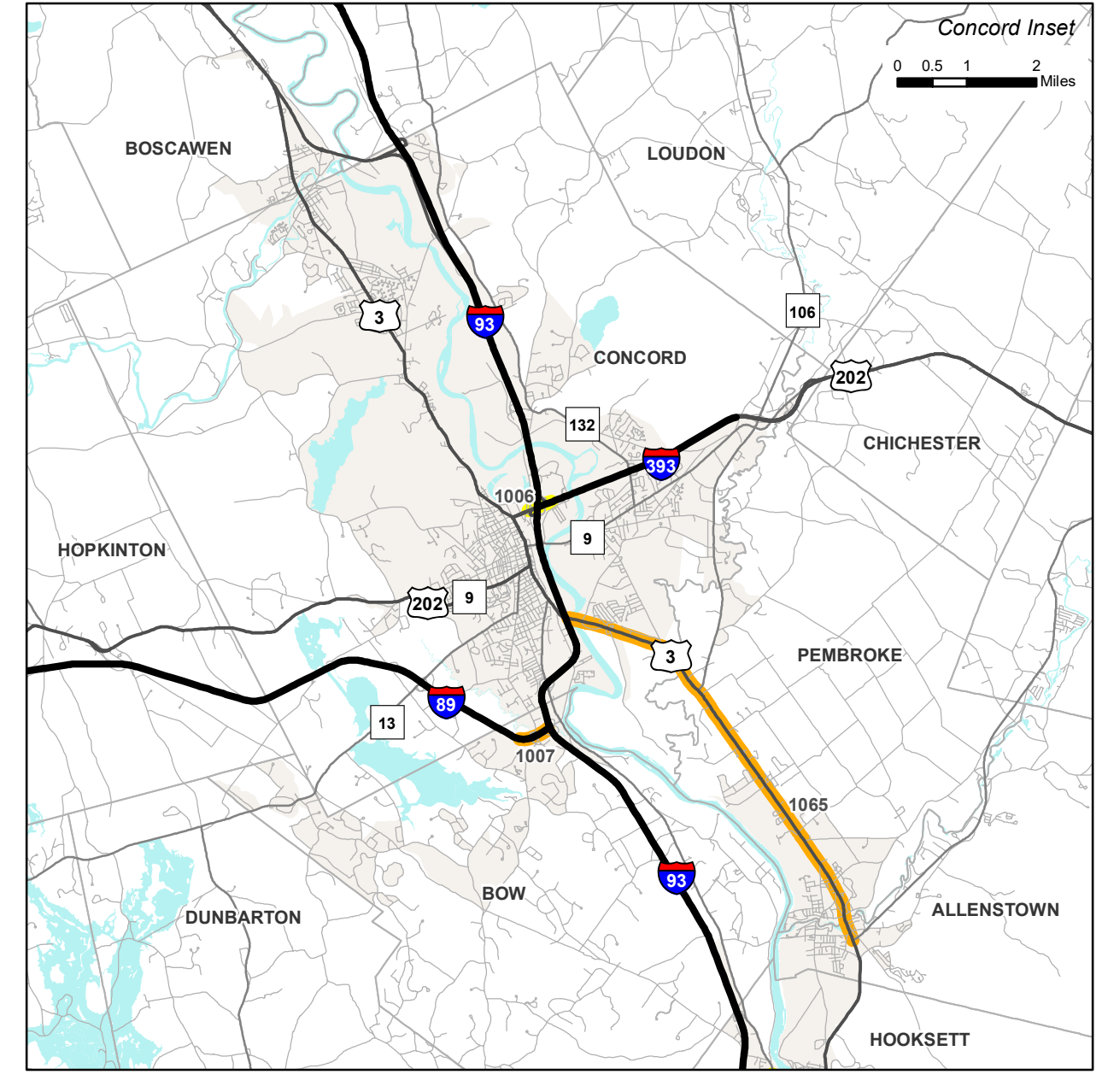
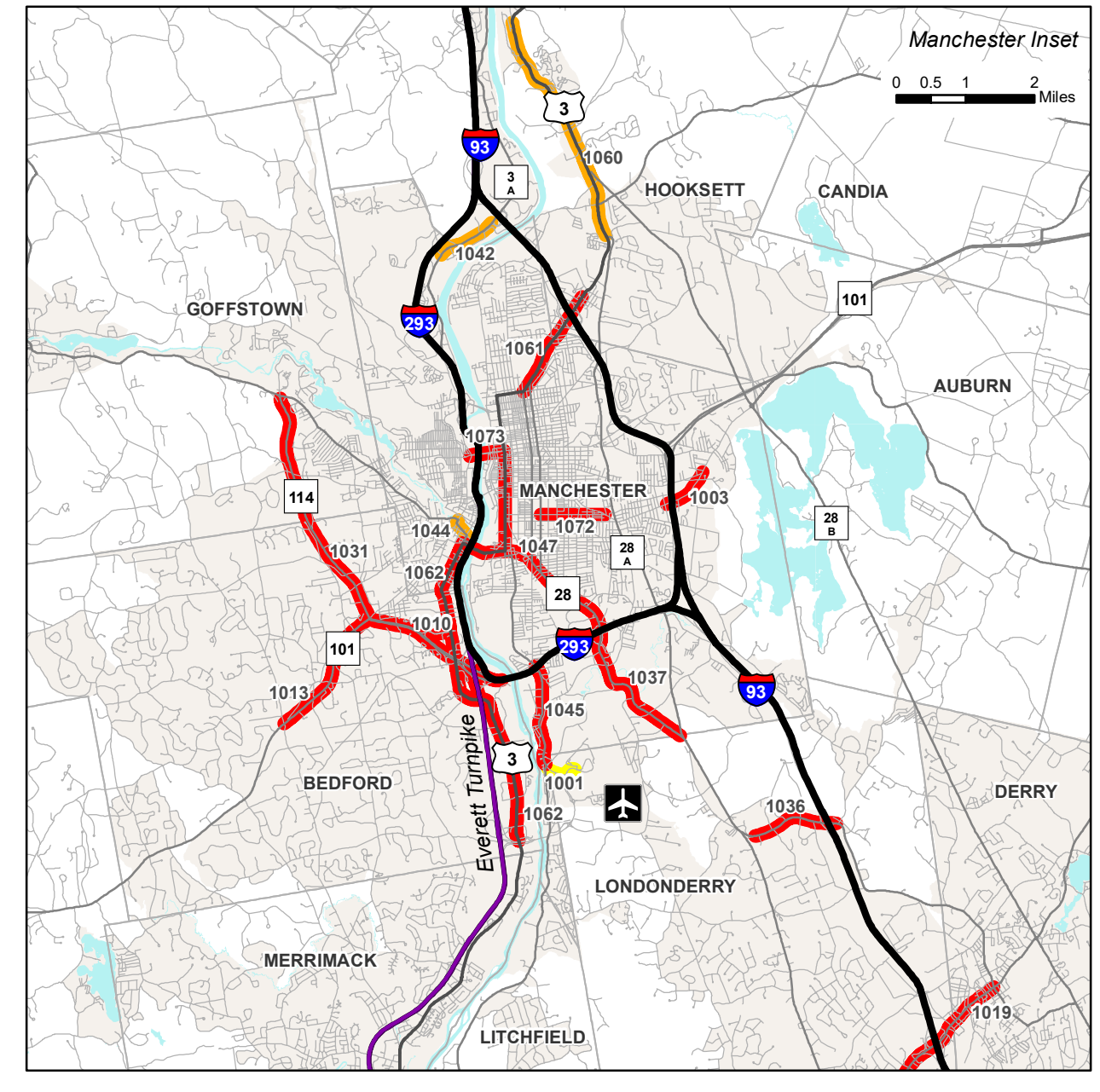
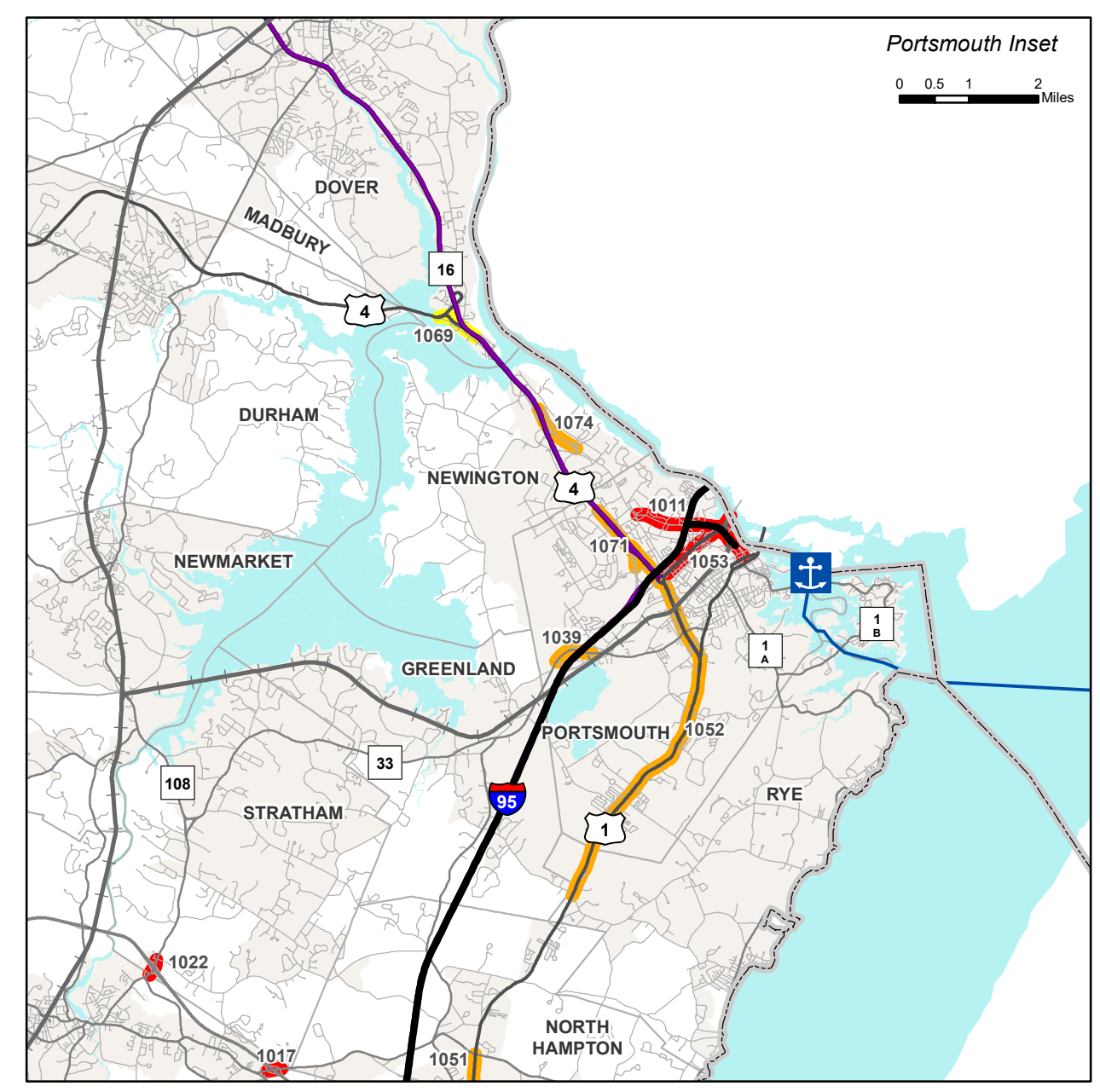
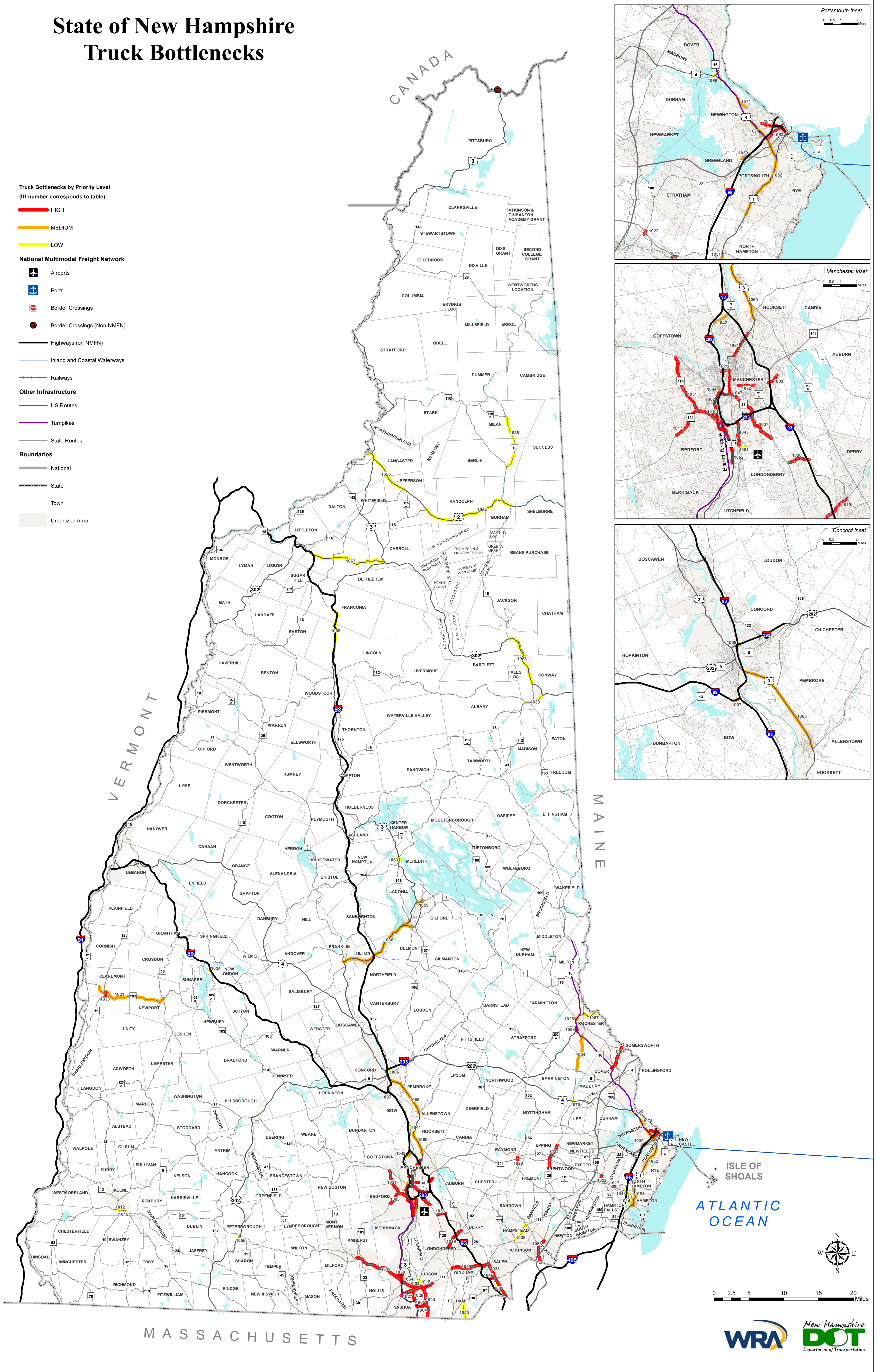
- Airports
- Ports
- Border Crossings
- Border Crossings (Non-NMFN)
- Highways (on NMFN)
- Inland and Coastal Waterways
- Railways

Other Infrastructure

- US Routes
- Turnpikes
- State Routes

Boundaries

- National
- State
- Town
- Urbanized Area



State of New Hampshire Project Prioritization

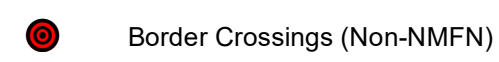
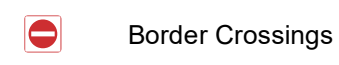
Projects (ID number corresponds to table)

— NHDOT Projects

— New Projects

— Port Project

National Multimodal Freight Network



— Highways (on NMFN)

— Inland and Coastal Waterways

— Railways

Other Infrastructure

— US Routes

— Turnpikes

— State Routes

— Railroads

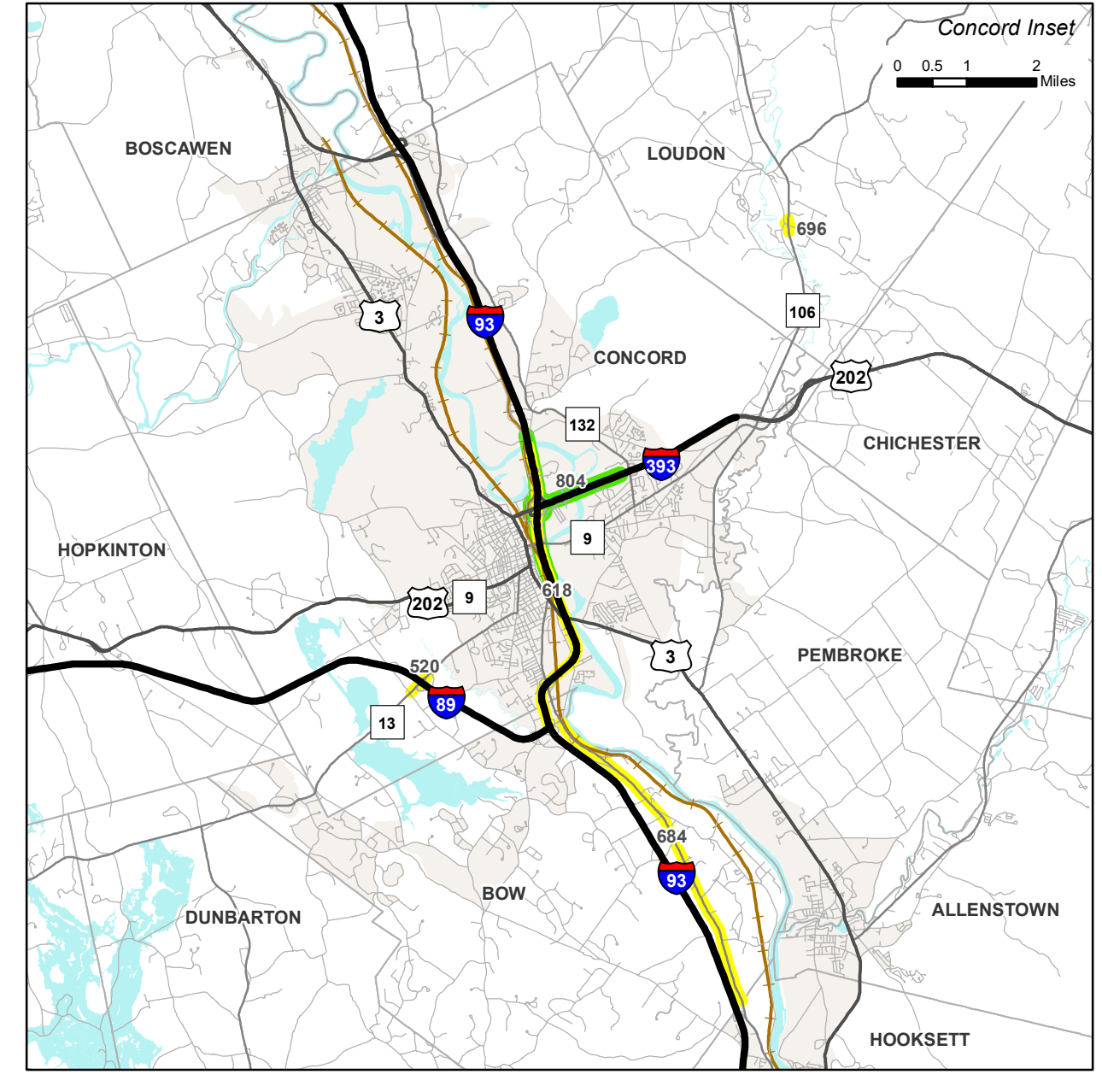
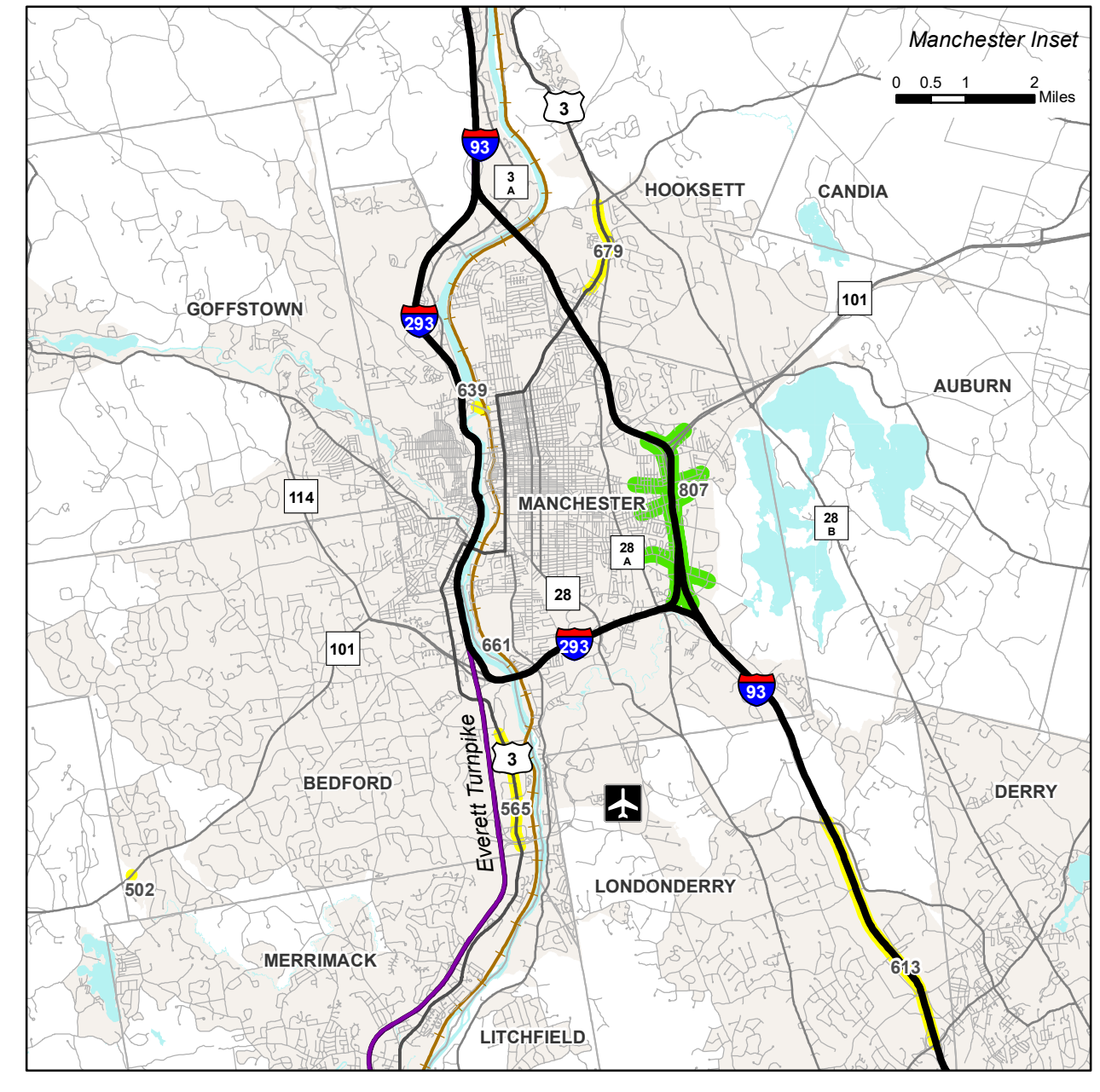
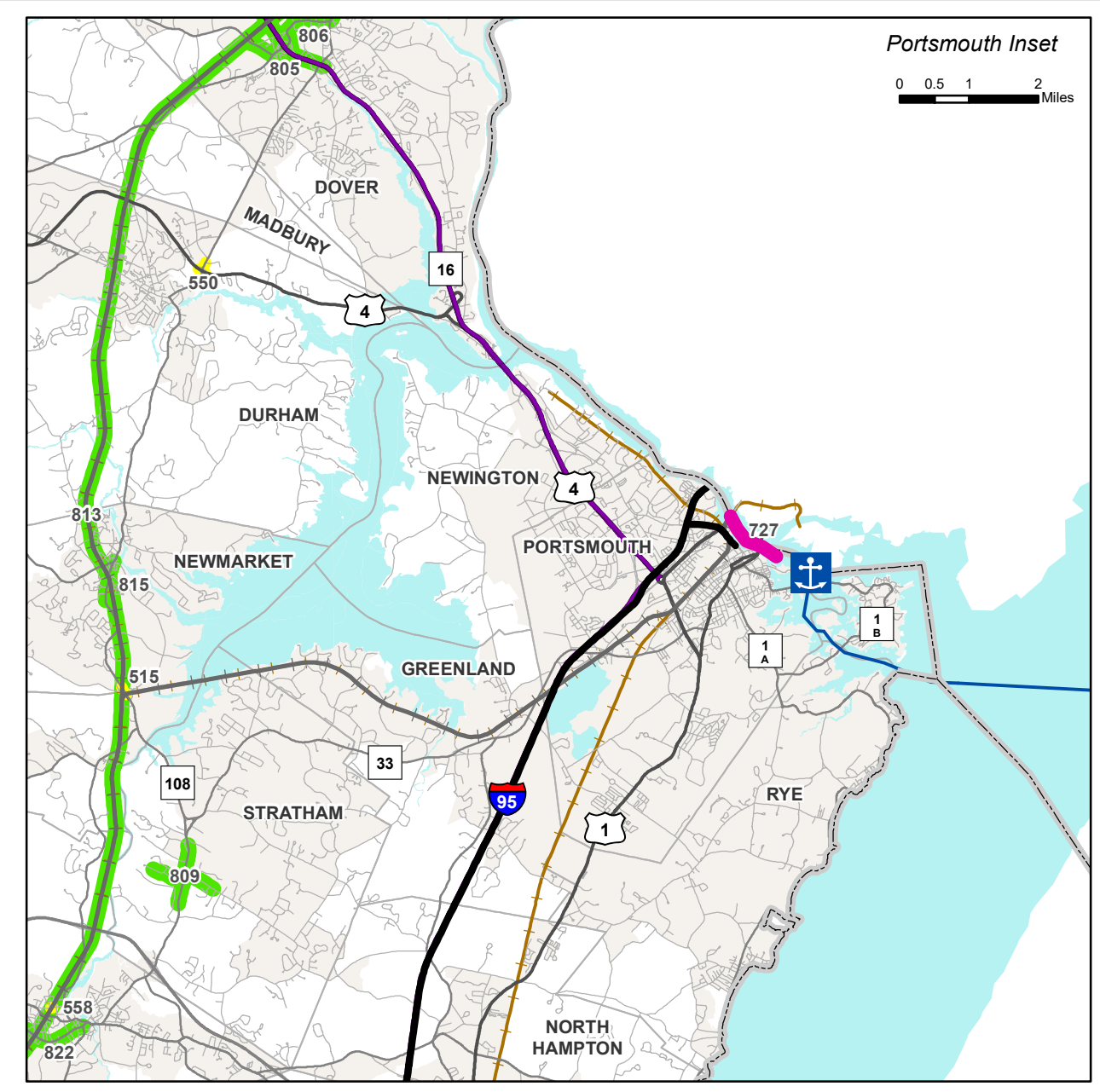
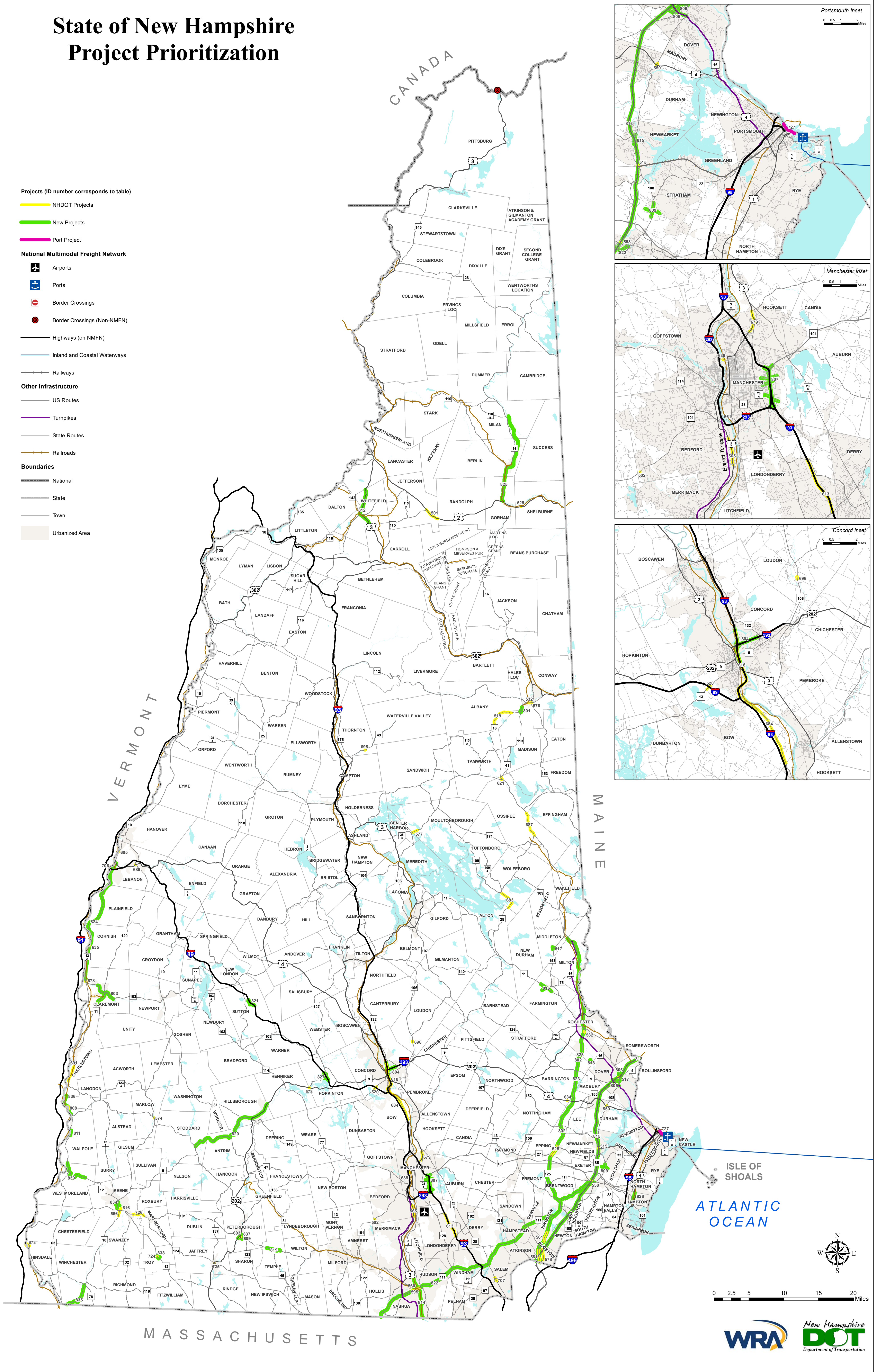
Boundaries

— National

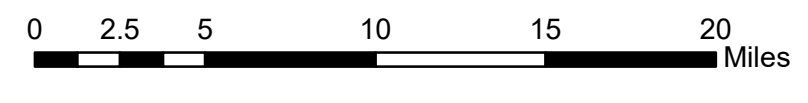
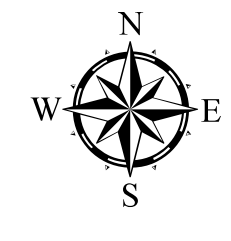
— State

— Town

Urbanized Area



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State of New Hampshire Regional Planning Commission Comments and Recommendations

RPC Comments and Recommendations (ID number corresponds to table)

- Critical Freight Corridor Recommendation
- Traffic Congestion & Safety
- Roadway Infrastructure
- Bridge Infrastructure
- Rail/Port/Intermodal Issues
- Key Freight Facility/Generator
- Potential Freight Opportunity
- Other

National Multimodal Freight Network

- Airports
- Ports
- Border Crossings
- Border Crossings (Non-NMFN)

Highways (on NMFN)

Inland and Coastal Waterways

Railways

US Routes

Turnpikes

State Routes

Railroads

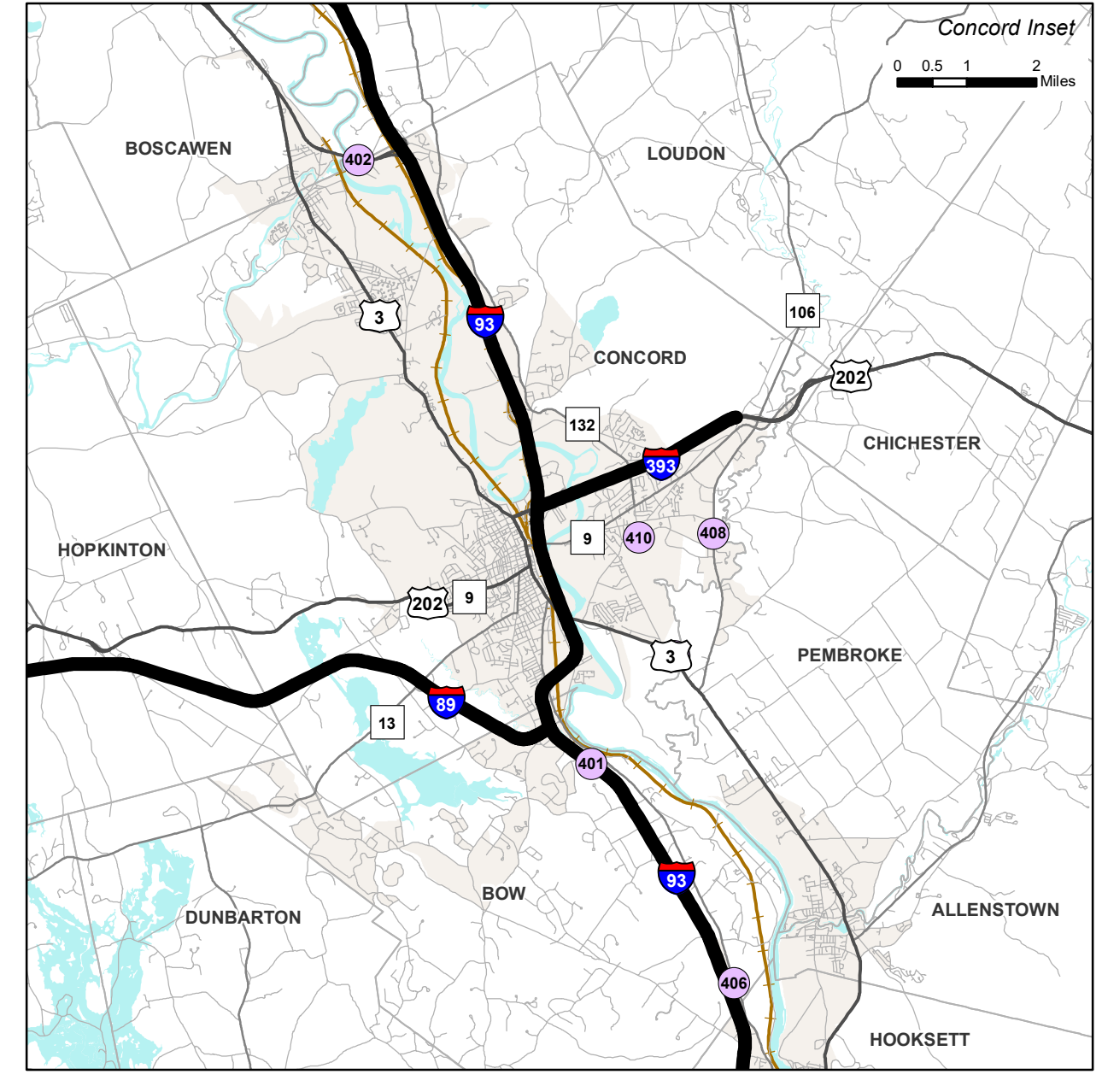
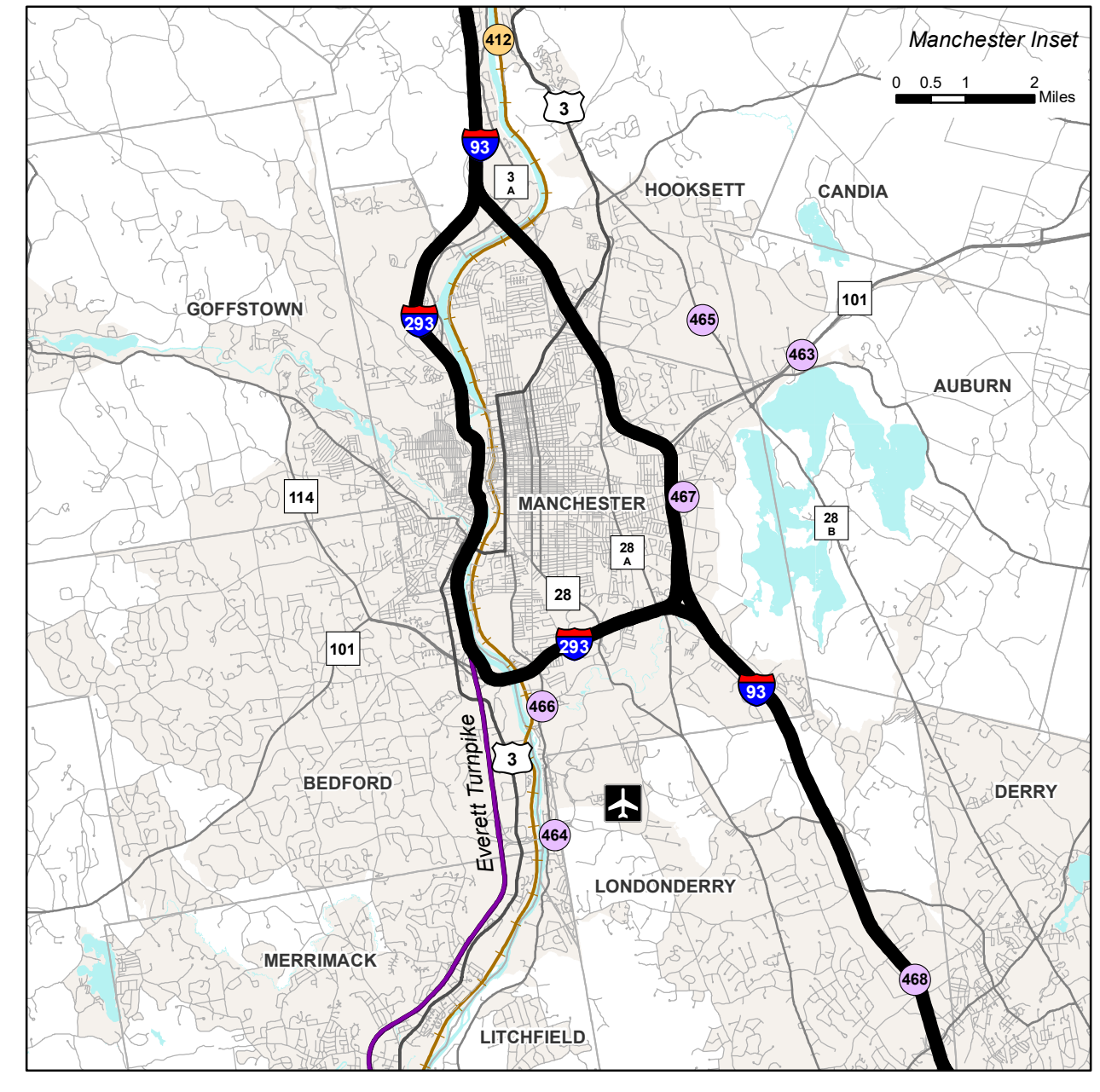
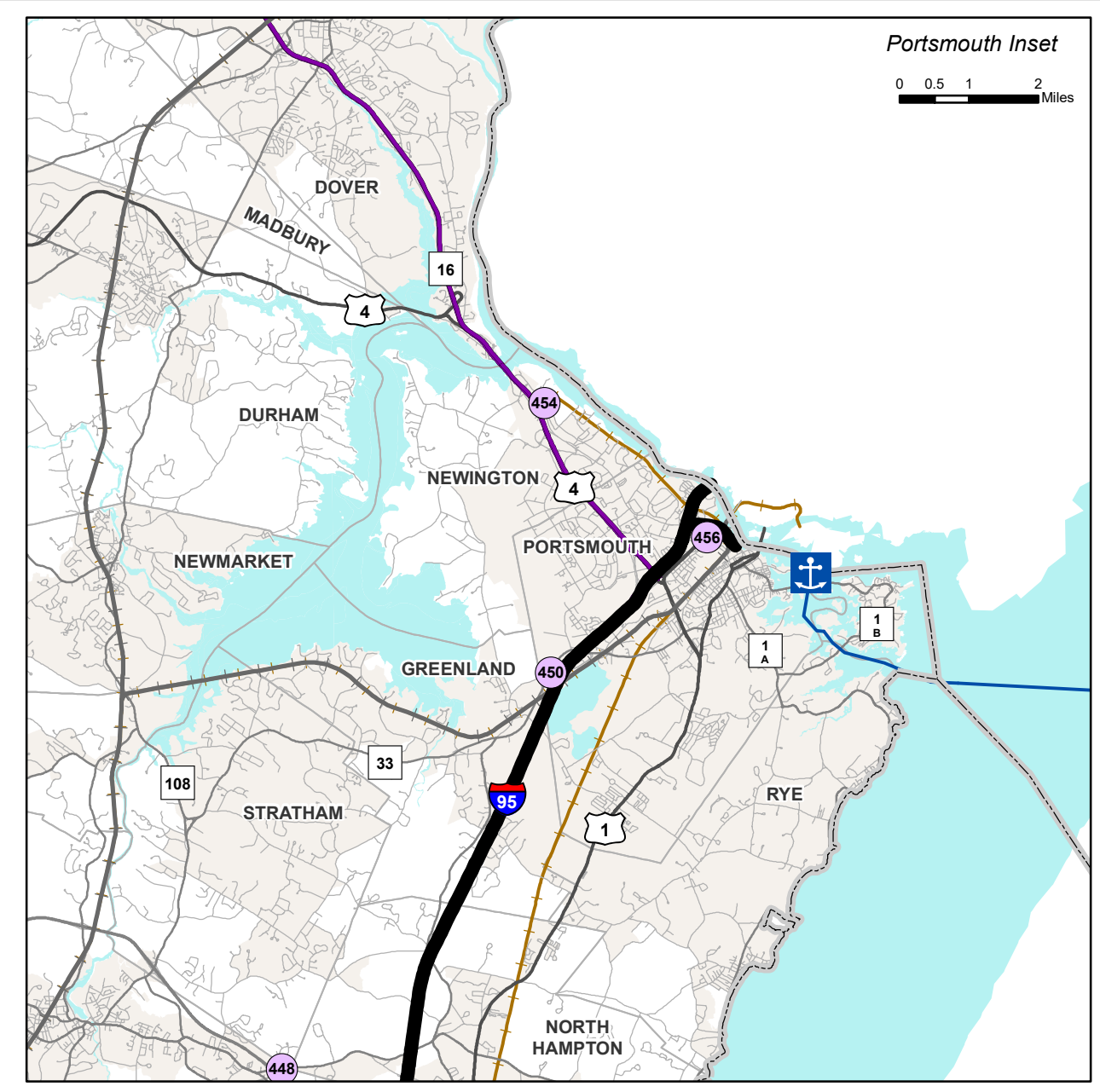
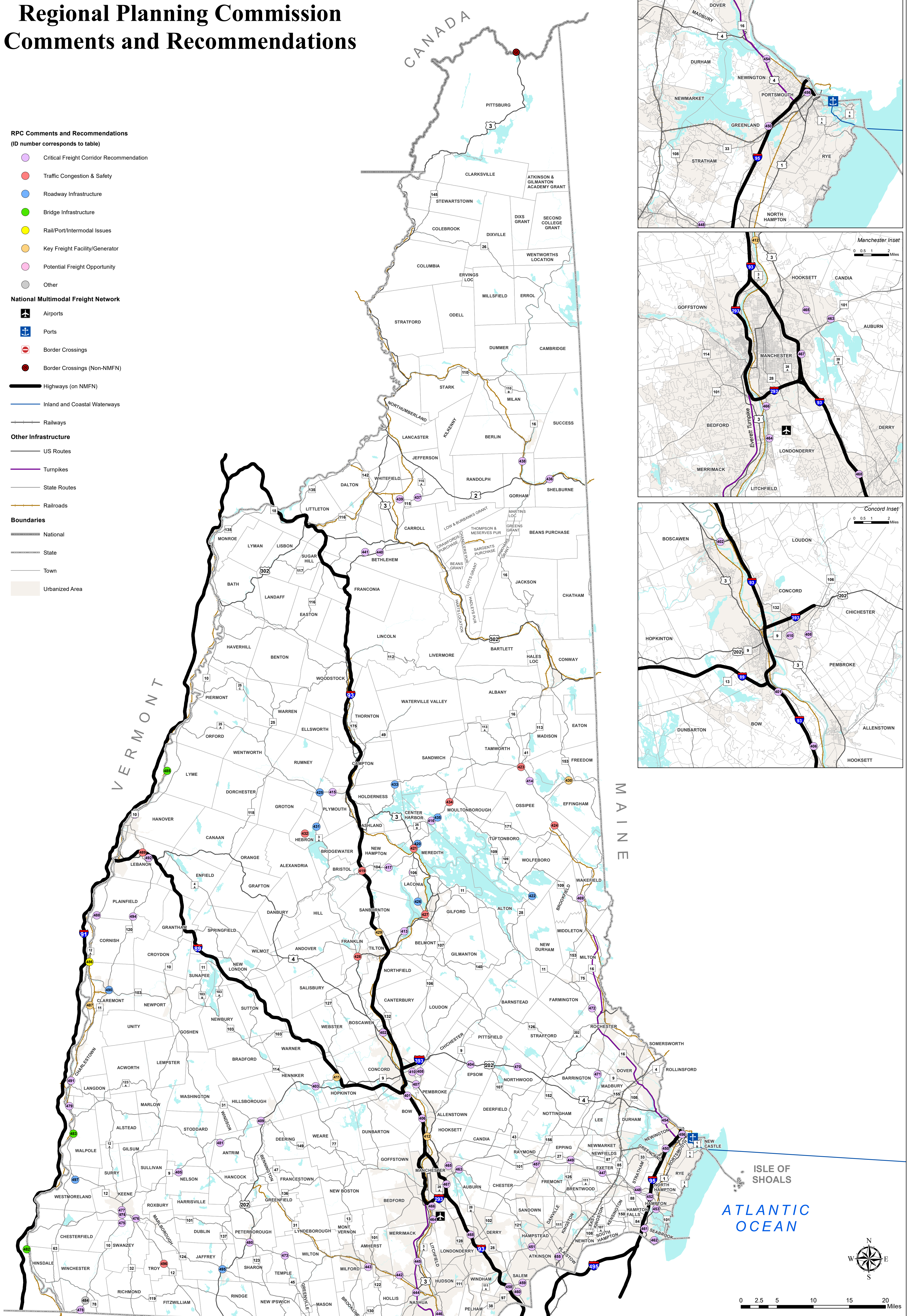
Boundaries

National

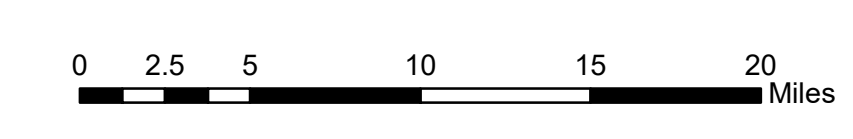
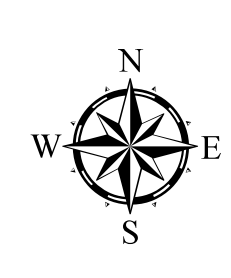
State

Town

Urbanized Area



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State of New Hampshire Public Outreach Comments

Public Outreach Comments (ID number corresponds to table)

- Traffic Congestion & Safety
- Roadway Infrastructure
- Bridge Infrastructure
- Rail/Port/Intermodal Issues
- Key Freight Facility/Generator
- Potential Freight Opportunity
- Other

National Multimodal Freight Network

- Airports
- Ports
- Border Crossings
- Border Crossings (Non-NMFN)

Inland and Coastal Waterways

Highways (on NMFN)

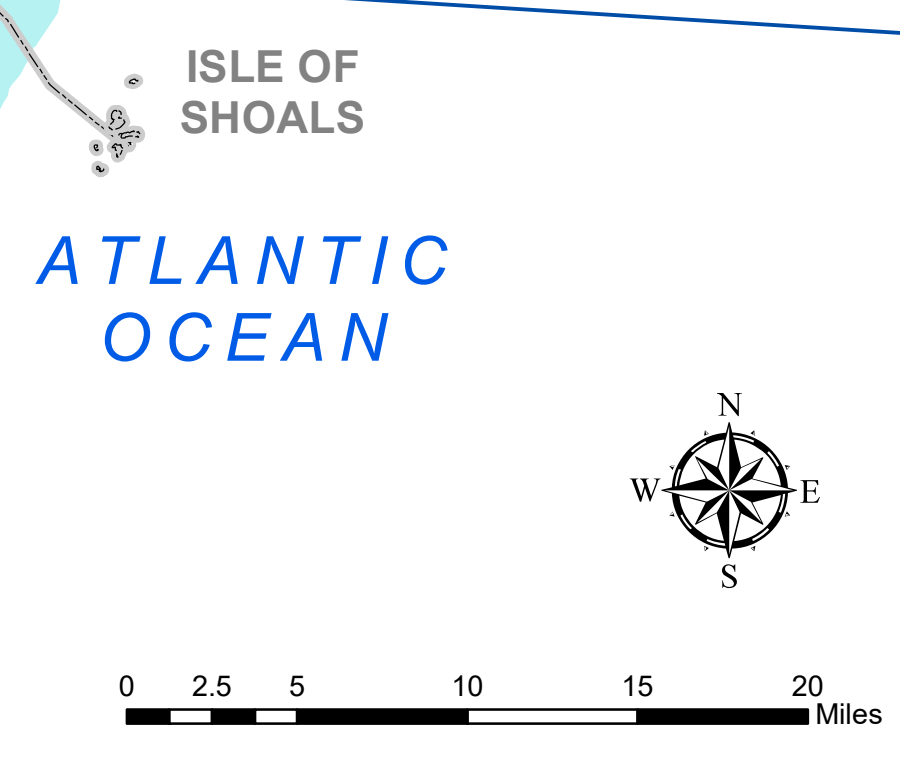
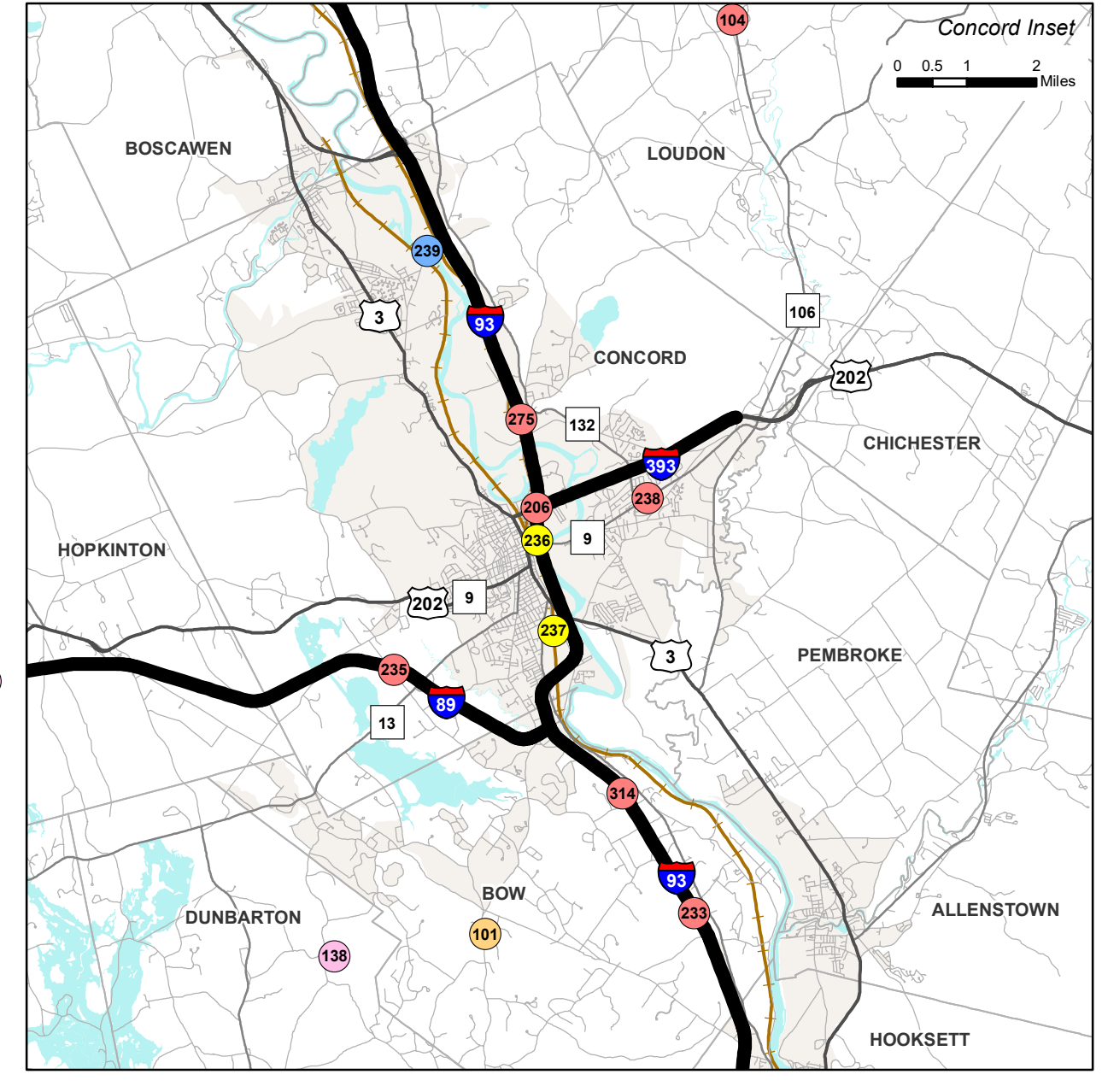
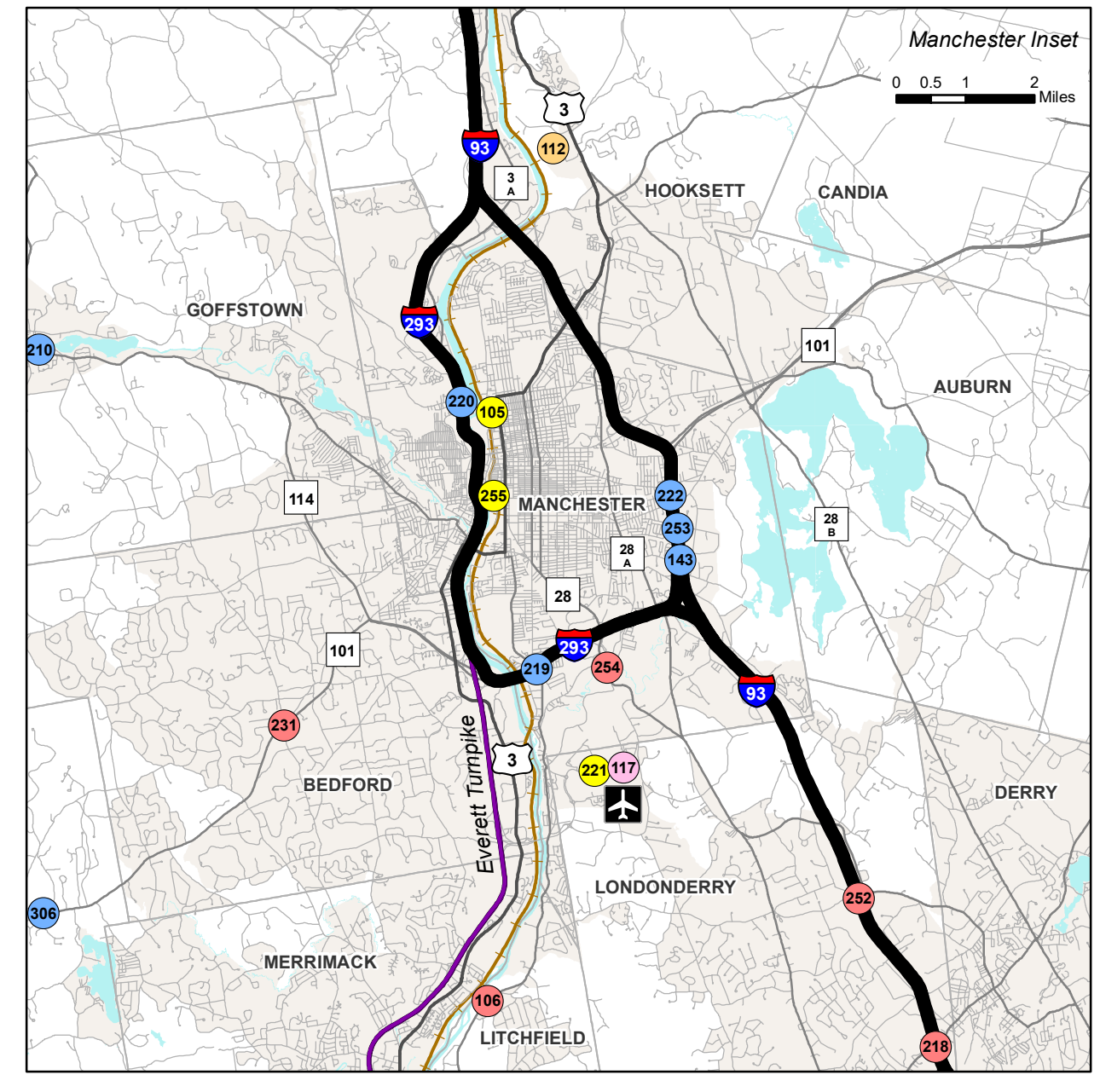
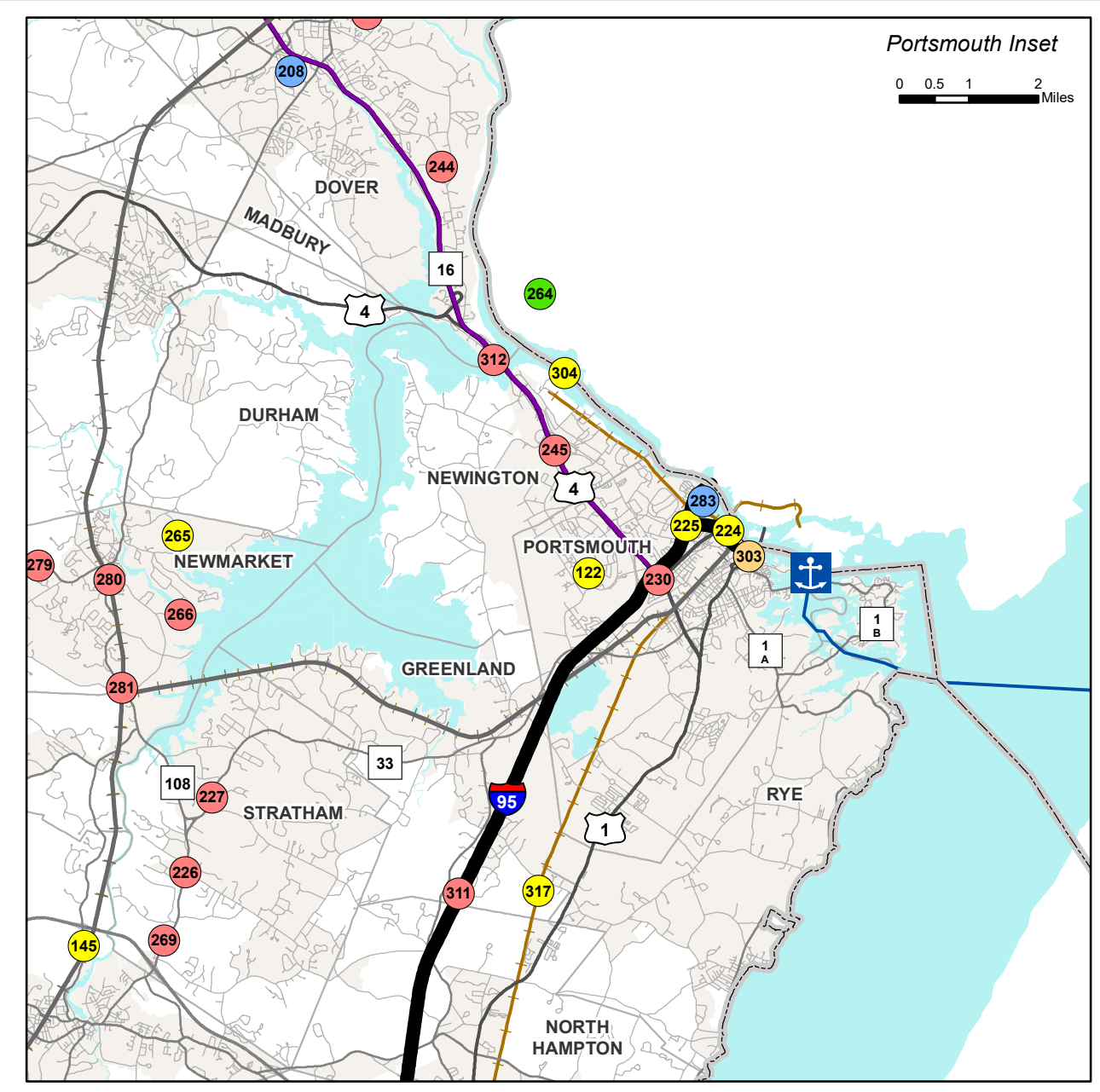
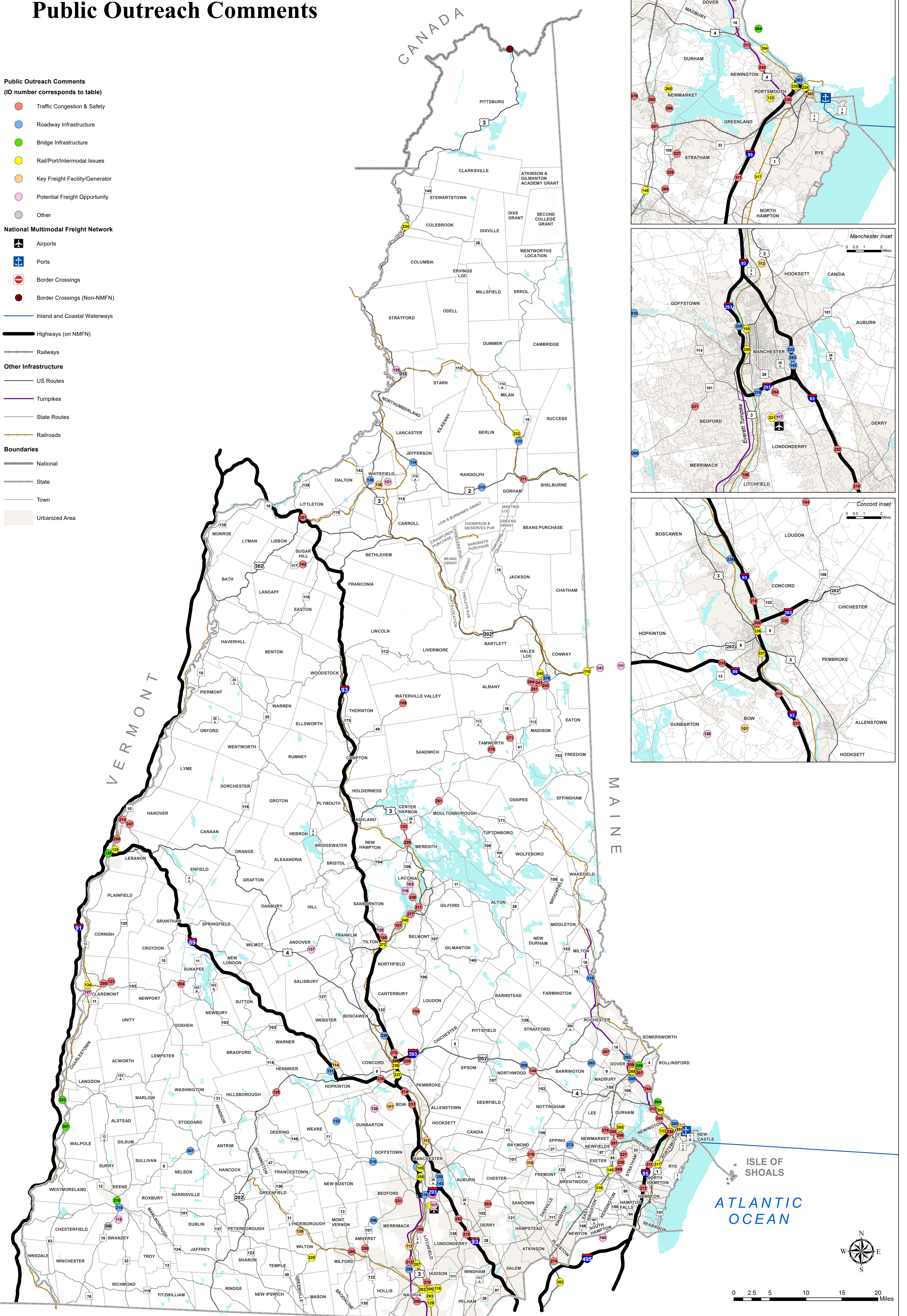
Railways

Other Infrastructure

- US Routes
- Turnpikes
- State Routes
- Railroads

Boundaries

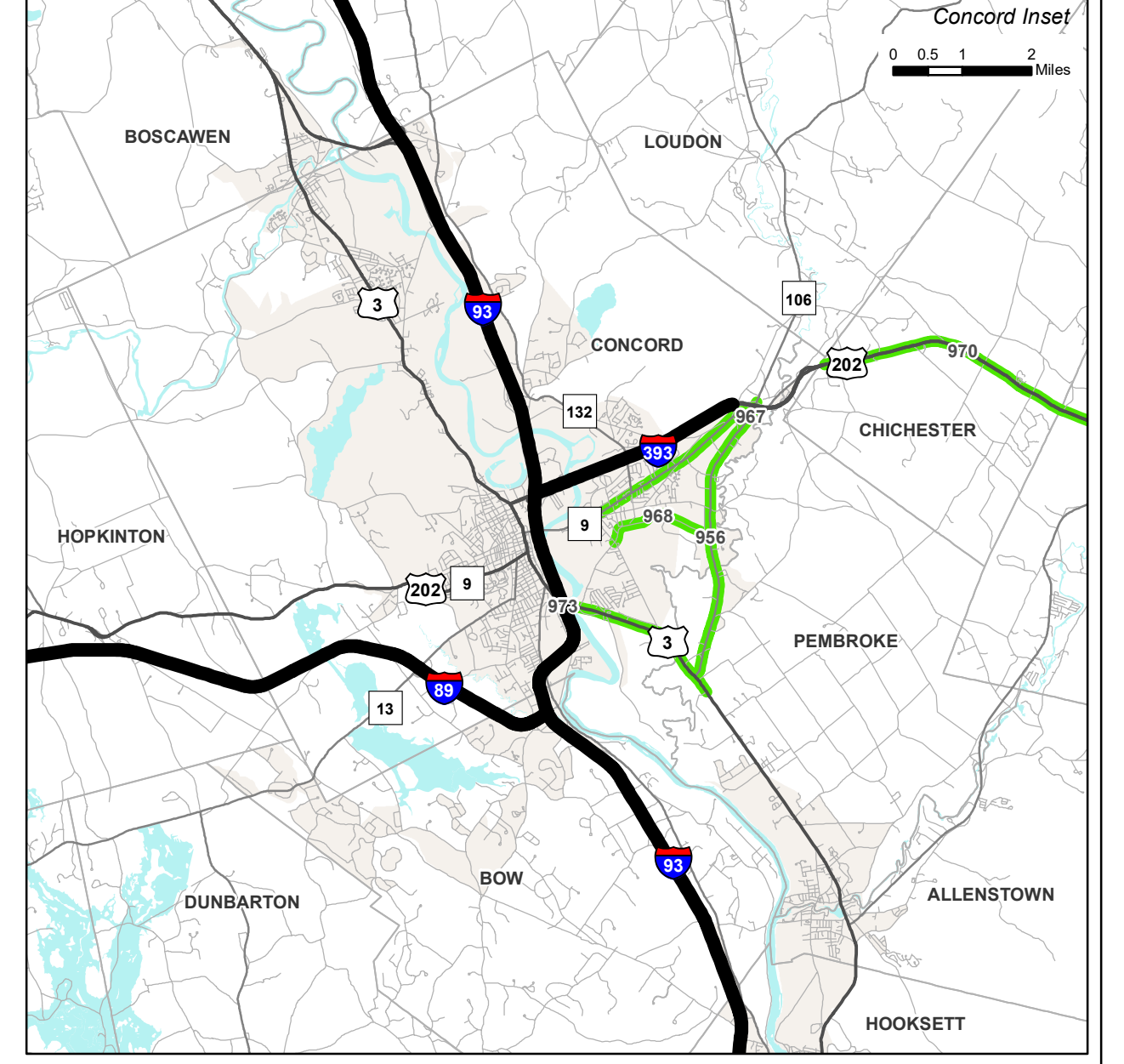
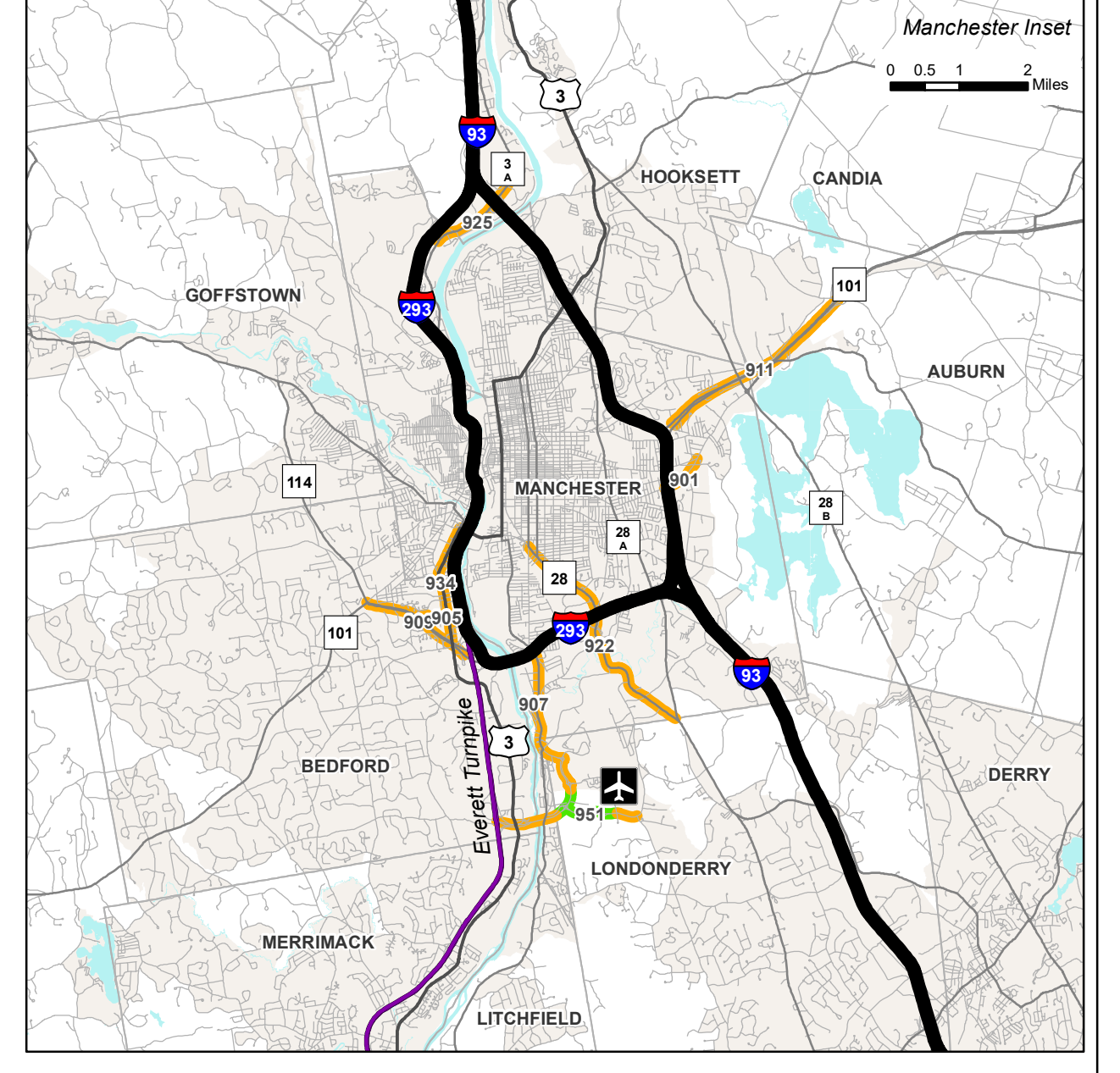
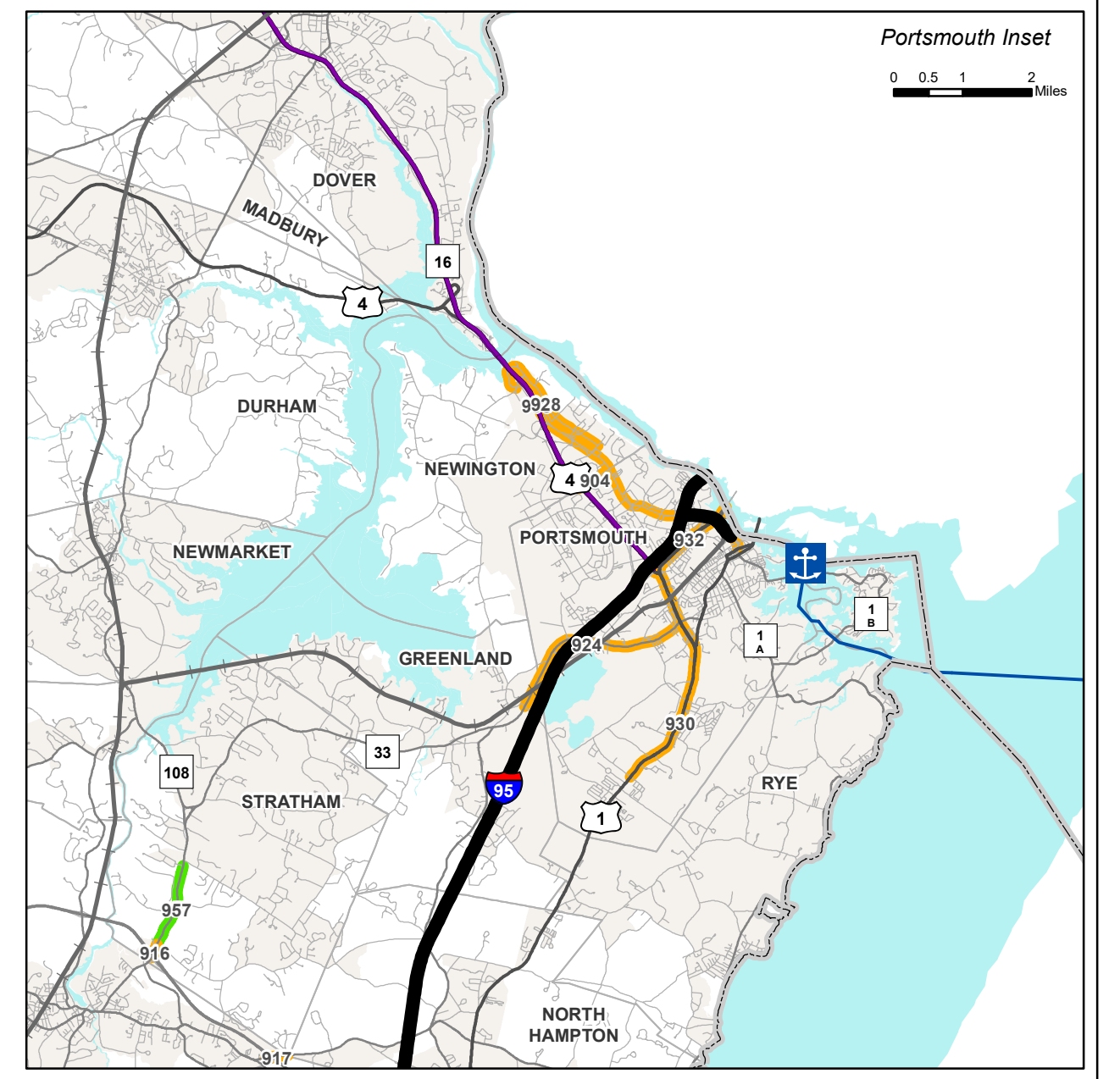
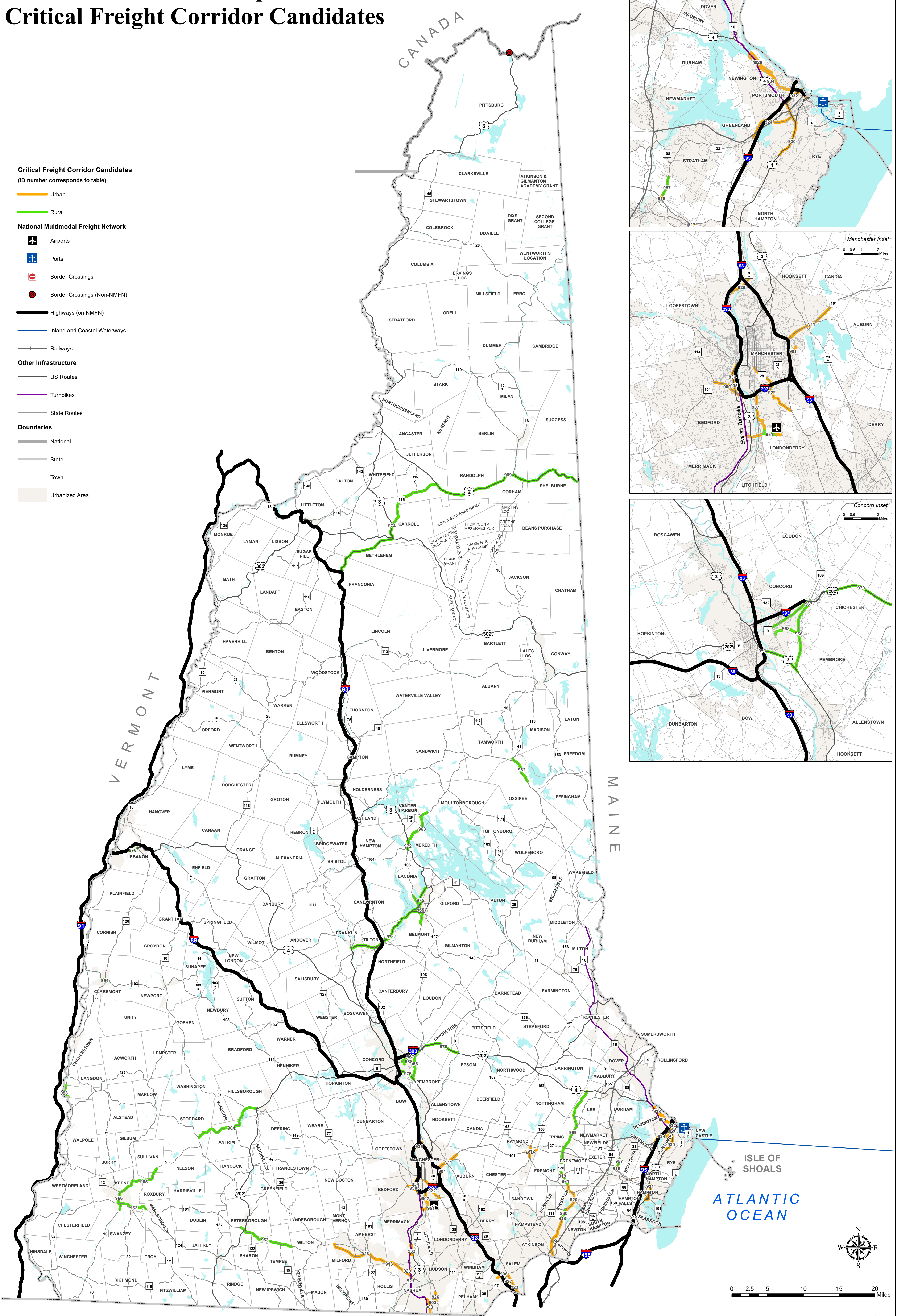
- National
- State
- Town
- Urbanized Area



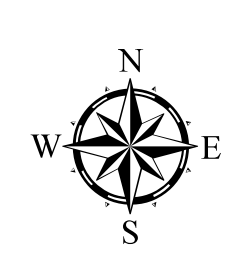
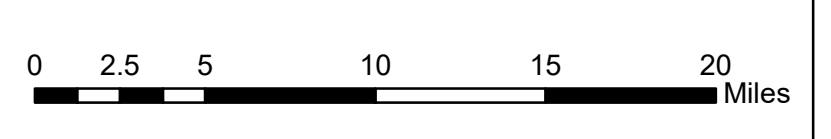
State of New Hampshire Critical Freight Corridor Candidates

Critical Freight Corridor Candidates (ID number corresponds to table)

- Urban
 - Rural
- ### National Multimodal Freight Network
- Airports
 - Ports
 - Border Crossings
 - Border Crossings (Non-NMNF)
 - Highways (on NMNF)
 - Inland and Coastal Waterways
 - Railways
- ### Other Infrastructure
- US Routes
 - Turnpikes
 - State Routes
- ### Boundaries
- National
 - State
 - Town
 - Urbanized Area



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