

# RURAL FREIGHT TRANSPORTATION CONFERENCE

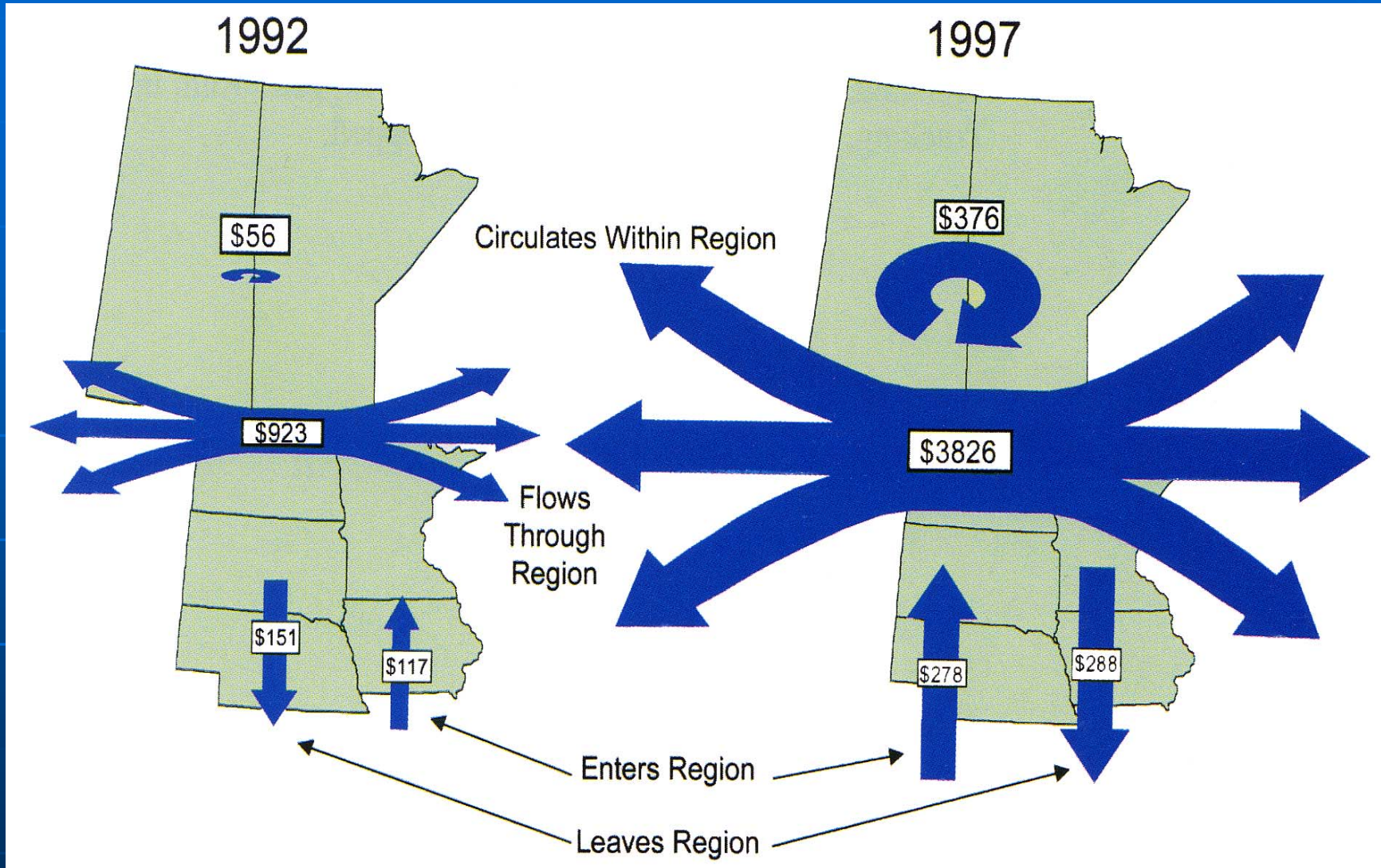
Managing Roads for Rural Economies

NDDOT Highway Performance  
Classification System  
(HPCS)

Minneapolis Airport Marriott  
Wednesday, September 8, 2004

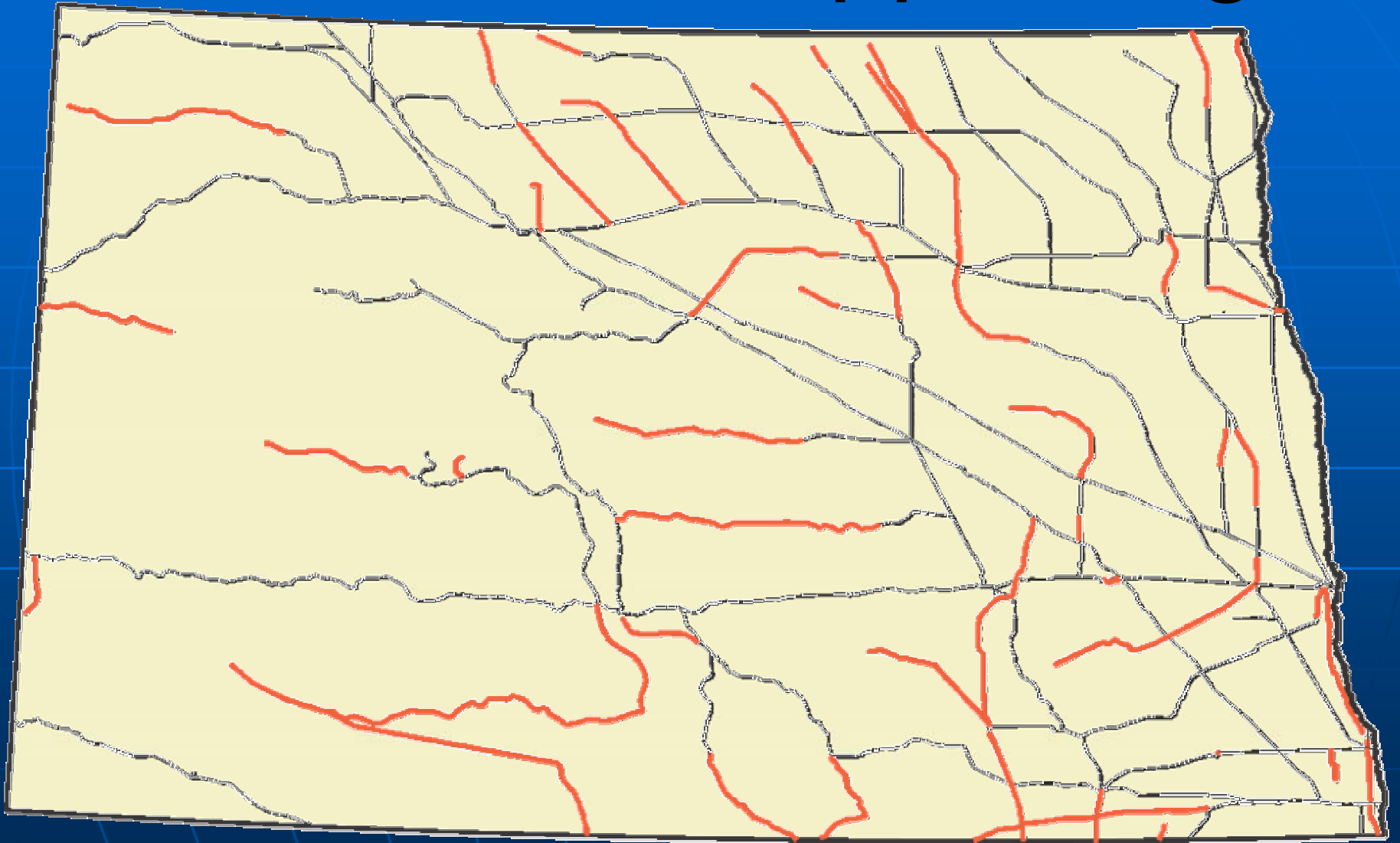
# RURAL FREIGHT MOVEMENTS

- North Dakota has been experiencing out migration – but demands on our highway system have not diminished
- More goods than ever are moving – especially Ag products
- Great demand on moving manufactured goods



Source – Reebie Associates

# Rail Lines Disappearing





# *TransAction*



**North Dakota's  
Statewide Strategic Transportation Plan**

# MANAGING ROADS FOR RURAL ECONOMIES

- TransAction initiatives related to improving North Dakota's economy
  - Initiative one – North Dakota will strategically prioritize its use of transportation resources
  - Initiative two – North Dakota will define the levels of transportation service it will strive to provide and maintain

# NDDOT Highway Performance Classification System (HPCS)

- HPCS is a management philosophy that strives to improve the highway system's safety, performance and service in balance with maintenance of the infrastructure.

# Why was HPCS developed?

- Highway system was developed over many years
- Many segments were in need of rehabilitation
- Emphasis on maintaining individual segments did not improve overall system performance

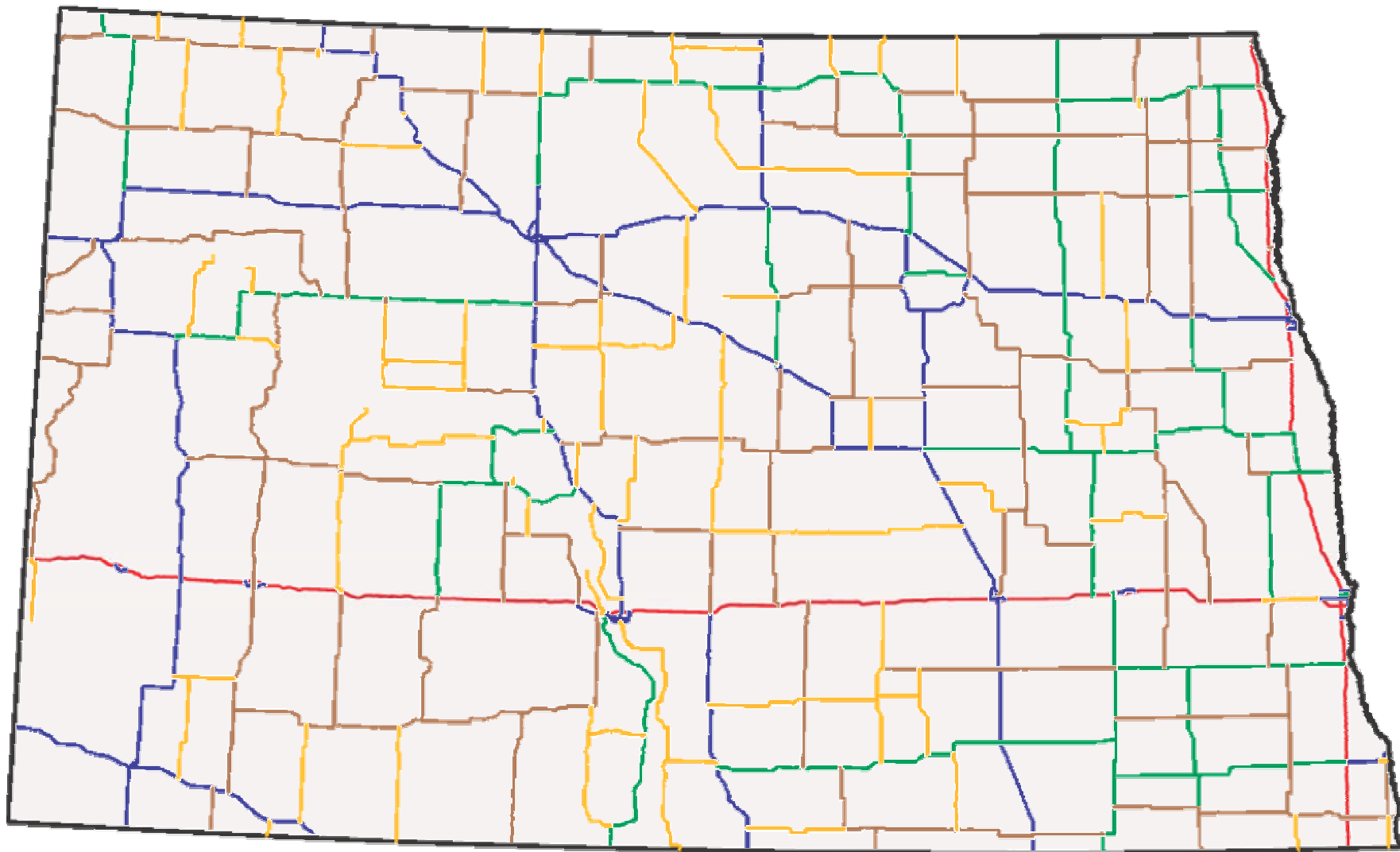


# Why was HPCS developed?

- Not all roads need to provide the same level of service
- Limited resources make it impossible to provide the same level of service on every highway
- A long-range strategy for the consistent application of standards must be developed
- Our state highway system is dynamic

# HPCS FACTORS

- Current and projected traffic (trucks)
- Route continuity
- Route connections



<b>Traffic Volume</b>	<b>Truck Traffic Volume</b>	<b>Spring Load Restrictions</b>
High 8300 AADT	High 1725 TAADT	Unrestricted 80,000 lbs
High 3700 AADT	Moderate/High 445 TAADT	Unrestricted 105,5000 lbs
Moderate 1310 AADT	Moderate 175 TAADT	Class A 105,500 lbs
Low/Moderate 635 AADT	Low/Medium 115 TAADT	Class 1 80,000 lbs
Low 295 AADT	Low 50 TAADT	Class 2 65,000 lbs

	<b>% Centerline Miles</b>	<b>% VMT</b>	<b>Truck VMT</b>	<b>% Truck VMT</b>	<b>% ESAL Miles</b>
<b>Interstate</b>					
<b>Interregional</b>	<b>51.8</b>	<b>88.8</b>	<b>1,178,489,471</b>	<b>89.7</b>	<b>93.6</b>
<b>State</b>					
<b>District Corridor District Collector</b>	<b>48.2</b>	<b>11.2</b>	<b>135,611,123</b>	<b>10.3</b>	<b>6.4</b>



<b>HPCS Level</b>	<b>% of State Lane Miles</b>	<b>2000 Incorporated City Population</b>	<b>Sales Tax Receipts</b>	<b>Elevator Throughput Capacity</b>	<b>Colleges</b>	<b>Amtrak &amp; Air Carrier Service</b>	<b>County Seats</b>
<b>Interstate Interregional State Corridors</b>	<b>51.8</b>	<b>91.3</b>	<b>96.7</b>	<b>64.9</b>	<b>19 100%</b>	<b>20 100%</b>	<b>43 82.6%</b>
<b>District Corridors District Collectors</b>	<b>48.2</b>	<b>8.7</b>	<b>3.3</b>	<b>35.1</b>	<b>0</b>	<b>0</b>	<b>10 17.4%</b>
<b>Off State System</b>	<b>N/A</b>	<b>2.3</b>	<b>.5</b>	<b>18.9</b>	<b>0</b>	<b>0</b>	<b>0</b>

# What is the current status of HPCS?

- 20 Public input meetings have been held and a set of final recommendations has been developed.

# How Will HPCS Be Used?

- Investment strategy will be updated
- HPCS will be used in selecting and implementing projects
- HPCS will be used to update highway maintenance and preservation programs

# What lies ahead?

- NDDOT is keeping pace with changes
- Our mission is to provide a transportation system that *safely* moves people and goods
- Our department vision:
  - Safe Ways
  - Great Ways
  - Promoting Economic Growth

# Questions