



CRITICAL FREIGHT CORRIDORS

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1 RHODE ISLAND FREIGHT NETWORK BACKGROUND

In 2012, Moving Ahead for Progress in the 21st Century (MAP-21)¹ directed the US DOT to “establish a national freight network to assist States in strategically directing resources toward improved movement of freight on highways.”² Building on this foundation, in 2015, the Fixing America’s Surface Transportation (FAST) Act³ designated a National Highway Freight Network (NHFN) and established the National Highway Freight Program (NHFP) to direct funds to freight projects on the NHFN. The NHFN was defined as having the following components⁴:

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data.
- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities.
- **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

The FAST Act directed States to designate the CRFCs and CUFCs up to a maximum corridor mileage allotted to each state. The 2017 Rhode Island Freight and Goods Movement Plan designated 55.4 miles of CRFCs and 74.7 miles of CUFCs.

The 2021 Infrastructure Investment and Jobs Act (IIJA) doubled the mileage that Rhode Island can designate to 300 miles for CRFCs and 150 miles for CUFCs. The next section focuses on how the network was designation was expanded in Rhode Island.

As of 2022, the national PHFS consisted of 41,799 centerlines miles, including 32,565 centerline miles of Interstate and 9,234 centerline miles of non-Interstate roads.⁵ The Rhode Island portion of the federal primary freight network is shown in Figure 1. In Rhode Island, the PHFS includes I-95, a portion of I-195 in Providence, and a segment of Route 4 between I-95 and Route 403.

¹ FHWA, <https://www.fhwa.dot.gov/map21/>

² FHWA, <http://www.fhwa.dot.gov/map21/factsheets/freight.cfm>.

³ FHWA, <https://www.fhwa.dot.gov/fastact/legislation.cfm>

⁴ FHWA, <https://ops.fhwa.dot.gov/Freight/infrastructure/nfn/index.htm>

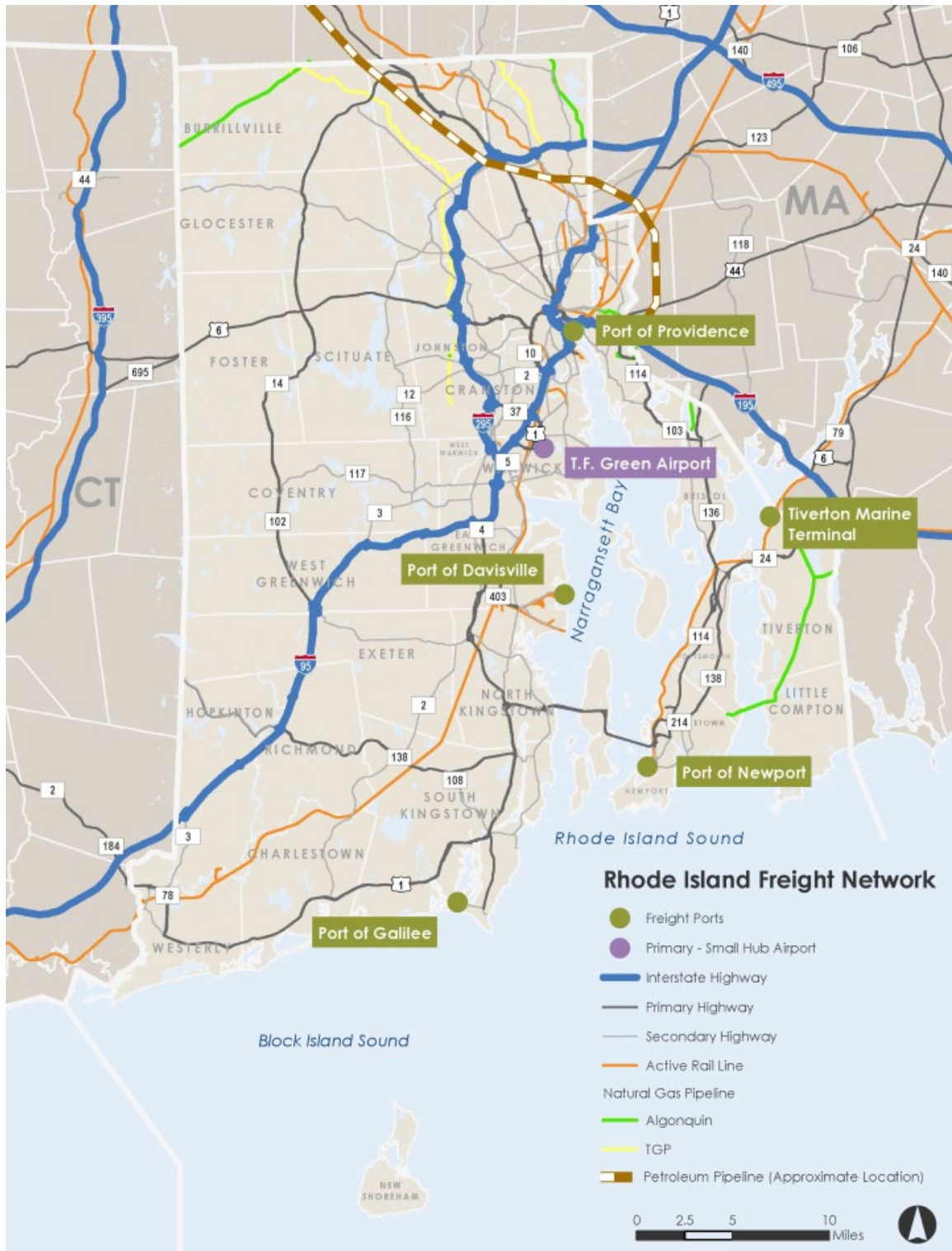
⁵ FHWA, https://ops.fhwa.dot.gov/Freight/infrastructure/nfn/maps/nhfn_mileage_states.htm

In addition to the federal freight network, the State of Rhode Island has identified a number of additional facilities that are important to the state and region. These facilities, including the state's ports, airports, highways, and railways described in previous sections, are shown on Figure 2.

Figure 1: US DOT Rhode Island Primary Highway Freight System Map



Figure 2: Rhode Island Freight Network Map



2 CORRIDOR DESIGNATION

The following criteria was used to expand the corridor designation for CRFCs and CUFCs in Rhode Island with this 2022 update of the Rhode Island Freight and Goods Movement Plan:

- **Truck volumes:** Data from the state was used to identify roads with high truck volumes (AADT>500) that are not already part of the previously designated critical corridor. This ensures that additional corridor designation target parts of the network used by freight.
- **Connectivity:** Gaps in the existing network were addressed to achieve a network that provides adequate accessibility to key freight generators throughout the state.
- **Potential freight conflicts:** Corridor designations avoided areas with potential environmental concerns, such as parks, reservoirs, or other incompatible land uses.
- **Stakeholder feedback:** Input on the corridor designation was received from the Freight Advisory Committee during a workshop held on January 25th, 2023. Additional feedback was sought and received by email in the subsequent weeks from the Freight Advisory Committee and other interested parties.

The designated critical urban and rural corridors are shown in Figure 3.

Table 1 presents the beginning and ending points for each urban freight corridor segment, along with the associated mileage. Total critical urban freight corridor mileage is 150 miles.

Table 1: Rhode Island Critical Urban Freight Corridors

Route	Start Point	End Point	Length (mi)
RI-7	Essex St	I-295	1.20
RI-108	US-1	Galilee Escape Rd	4.15
Galilee Escape Rd	Great Island Rd	RI-108	1.09
Great Island Rd	Galilee Escape Rd	Sand Hill Cove Rd	0.30
Sand Hill Cove Rd	Great Island Rd	Galilee Connector Rd	0.20
Galilee Connector Rd	Sand Hill Cove Rd	Great Island Rd	0.34
Roger Williams Way	Commerce Park Rd	Eccleston Ave	1.20
US-1	RI-108	Succotash Rd	4.14
US-1	RI-1A/Old Post Rd	RI-1A/Post Rd	2.96
US-1	Grove Ave	Warren Rd	6.04
RI-3	RI-78	US-1	1.07
RI-138	RI-24	RI-138/JT Connell Hwy	10.73
Broadway	US-138	Marlborough St	1.16
Marlborough St	America's Cup Ave	Broadway	0.27
RI-24	RI-138	Boyd's Ln	2.31

Boyd's Ln	RI-114	RI-24	0.61
RI-114	RI-136	Boyd's Ln	1.36
RI-136	Market St	RI-114	6.38
RI-7	RI-102	Tarklin Rd	1.27
RI-103	RI-114	RI-136	0.05
US-44	Cooper Rd	I-95	9.88
US-1A	MA State Line	I-195	5.84
E Shore Expy	I-195	RI-114	1.48
RI-114	E Shore Expy	RI-103	6.52
RI-103	RI-114	RI-136	0.61
RI-14	Green Hill Rd	I-295	2.78
Green Hill Rd	Shun Pike	RI-14	0.72
Shun Pike	Green Hill Rd	I-295	0.86
RI-102	RI-146	Lapham Farm Rd	7.40
RI-146	RI/MA Line	I-95	15.80
US-6	RI-116	I-295	3.50
US-6	I-295	I-95	5.00
RI-99	RI-122	RI-146	2.70
US-1A	Henderson St	Ernest St	1.20
Oxford St	US-1A	Eddy St	0.30
Eddy St	Oxford St	Ernest St	0.60
Ernest St	Eddy St	US-1A	0.30
Thurbers Ave	Eddy St	US-1A	0.30
RI-37	I-295, Exit 3A	US-1	2.50
US-1	RI-37, Exit 5B	T.F. Green Airport Connector Rd	1.30
Airport Rd	US-1	Commerce Dr	0.80
RI-2	I-95	RI-401	0.30
RI-104	RI-2	RI-4	0.40
RI-4	RI-402	US-1	6.70
RI-403	US-1	Commerce Park Rd	1.00
US-1	RI-4	RI-108	7.60
RI-138	US-1	Newport	8.70
RI-138	RI-2	US-1	6.60
Davisville Rd	RI-403	Thompson Rd	1.70

Table 2 provides the same information for the critical rural freight corridors. Total critical rural freight corridor mileage is 187 miles.

Table 2: Rhode Critical Rural Freight Corridors

Route	Start Point	End Point	Length (mi)
RI-114	W Wrentham Road	Diamond Hill Road	1.48
W Wrentham Rd	Old Wrentham Rd	Pine Swamp Rd	1.84
RI-94	US-44	RI-102	12.78
RI-101	East Killingly Rd	US-6	10.13
RI-14	RI State Line	RI-102	5.45
RI-117	RI-14	Maple Valley Rd	7.19
RI-165	RI State Line	RI-102	9.60
RI-102	RI-3	RI-2	7.32
RI-1A	Hamilton Allenton Rd	Snuff Mill Rd	2.11
RI-1A	Griffith Rd	Ferry Rd	0.58
US-1	RI-1A/Post Rd	Succotash Rd	3.46
US-1	Warren Rd	RI-1A/Old Post Rd	4.95
RI-138	RI State Line	RI-3	5.65
RI-3	RI-138/Main St	RI-138/Rockville Rd	0.93
RI-138	RI-3	I 95	0.43
RI-2	Yawgoo Valley Rd	US-1	11.92
RI-112	RI-138	RI-2	5.46
RI-91	RI-112	RI-78	10.84
RI-216	RI-91	US-1	3.74
RI-24	RI-138	RI State Line	2.96
RI-136	RI State Line	Market St	1.62
Birch Swamp Rd	RI-136	Schoolhouse Rd	1.18
RI-177	RI-77	Redberry Ln	1.47
RI-77	RI-177	Swamp Rd	9.54
RI-179	RI-77	Coldbrook Rd	3.44
RI-7	Tarklin Rd	Essex St	5.00
US-6	CT/RI Line	RI-116	11.40
RI-102	Lapham Farm Rd	RI-44	2.10
RI-102	RI-44	I-95	23.10
RI-138	I-95	RI-2	7.20
RI-44	CT/RI Line	Cooper Rd	11.60

Figure 3: Rhode Island Critical Urban and Rural Freight Corridors Map

