KEY FACTS ABOUT NEW HAMPSHIRE'S INTERSTATE HIGHWAY SYSTEM

The Dwight D. Eisenhower National System of Interstate and Defense Highways, which has been called the most ambitious public works project built since the Roman Empire, is the most critical link in New Hampshire's transportation system.

- New Hampshire has 235 miles of Interstate routes running the length of the state and connecting the state's major urban areas.

- New Hampshire's Interstate system, which includes three percent of all roadway lane miles in the state, carries 23 percent of all vehicle travel in the state.

- Since funding of the Interstate system was approved in 1956, vehicle miles of travel in New Hampshire have increased by 419 percent, the state's population has increased by 125 percent from approximately 580,000 to 1.3 million and the number of vehicles in New Hampshire has increased by 429 percent.

The state's Interstate Highway System saves the average New Hampshire resident $2,541 per year -- $3.3 billion statewide -- in reduced accident costs such as medical expenses and lost productivity, the value of saved time and fuel, and reduced apparel, food, housing and transportation costs.

- By reducing travel times, the Interstate system saves each New Hampshire resident 68 hours of travel time annually – 88 million hours statewide.

- New Hampshire's Interstate system annually reduces statewide motor fuel consumption by 42 million gallons.

- Consumer costs have been significantly lowered by the Interstate Highway System. The cost of transporting goods has been reduced because the time it takes to make trips has been decreased.

- The following chart indicates the total annual savings per person and statewide of the Interstate system.

	Per Person	**Statewide (millions)**
Safety	**$58**	**$76**
Time and Fuel	**$1,089**	**$1,415**
Reduced Consumer Costs	**$1,393**	**$1,811**
Total	**$2,541**	**$3,301**

TRIP
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Traffic levels on New Hampshire's Interstate highways are increasing as travel growth outpaces the addition of new lanes.

- Between 1990 and 2004, vehicle travel on New Hampshire's Interstates increased by 50 percent, while lane miles on the system increased by four percent.

- Between 1990 and 2004, the average annual amount of travel per Interstate-lane-mile in New Hampshire increased by 44 percent.

Travel on New Hampshire's Interstate highways is safer than travel on all other roadways in the state. New Hampshire's Interstates provide travelers with a network of highways with a variety of safety designs that greatly reduce the likelihood of serious accidents.

- New Hampshire's Interstate highways have saved approximately 600 lives in New Hampshire since 1956. This estimate is based on assuming that, if there were no Interstates, traffic would be carried by other major roads in the state, which have higher traffic fatality rates.

- The features that make Interstates safer than non-Interstate routes include: a separation from other roads and rail lines, a minimum of four-lanes, gentler curves and often paved shoulders, median barriers and rumble strips to warn drivers when they are leaving the roadway.

The Interstate system is the backbone of the New Hampshire economy and has played a critical role in improving business productivity in the state.

- Every year, $31 billion in goods are shipped from sites in New Hampshire and another $32 billion in goods are shipped to sites in New Hampshire, mostly by truck.

- Sixty-three percent of the goods shipped annually from sites in New Hampshire are carried by trucks and another 27 percent are carried by courier services, which use trucks for part of the deliveries. Similarly, 76 percent of the goods shipped to sites in New Hampshire are carried by trucks and another 17 percent are carried by courier services, which use trucks for part of their deliveries.

Data from the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the U.S. Census Bureau was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.

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