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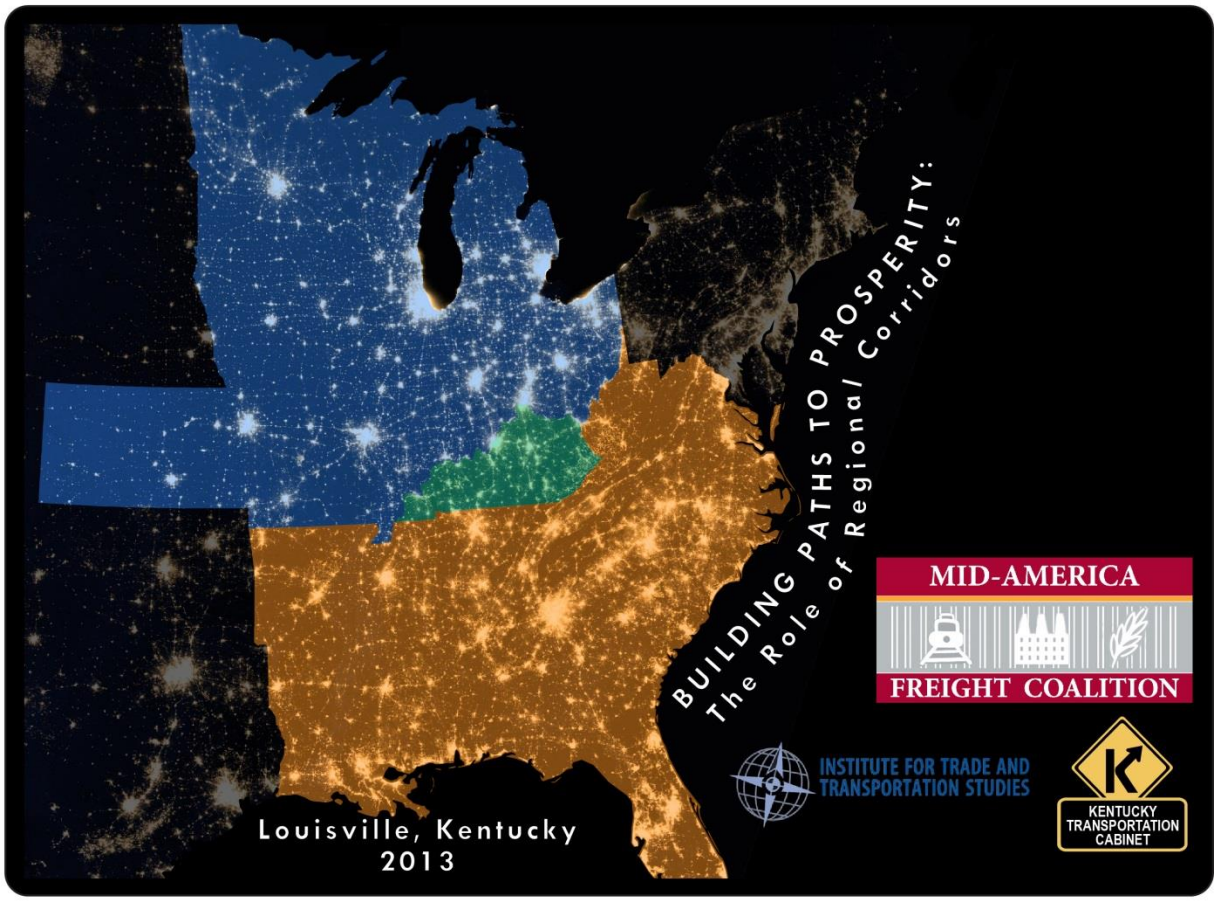
MAP-21 Primary Freight Network Criteria: Top Corridor Status and Criteria Values in MAASTO Region States



http://midamericafreight.org/

April 19, 2013

MID-AMERICA FREIGHT COALITION

NATIONAL CENTER FOR FREIGHT & INFRASTRUCTURE RESEARCH & EDUCATION
CFIRE

- FHWA Primary Freight Network Designation –

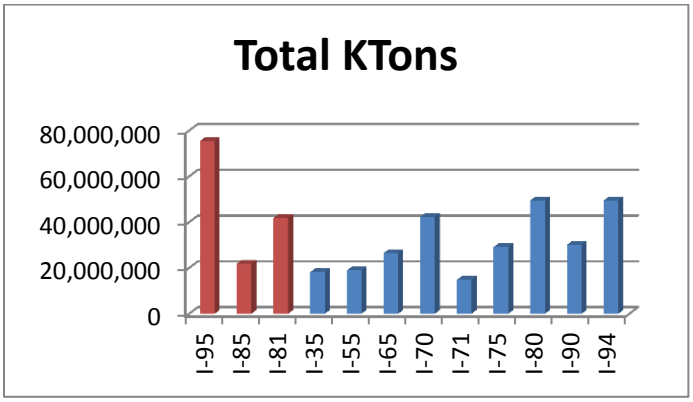
In a February 6, 2013 Federal Register Notice, the Federal Highway Administration released table 1 identifying factors, data sources, and parameters that may be used to designate corridors for the primary freight network. CFIRE is currently collecting those data sources, and creating a geodatabase for dissemination to state DOTs. The state tables that follow contain a 'rough draft' inventory for three corridors within each MAFC state selected based on annual average daily truck travel (AADTT). While FHWA guidance suggests that HPMS be used for AADTT, our initial analysis uses FAF 3.4 AADTT as a starting point to prepare states for USDOTs announcement of the Primary Freight Network.

Table 1: Primary Freight Network Factors, Sources, and Parameters

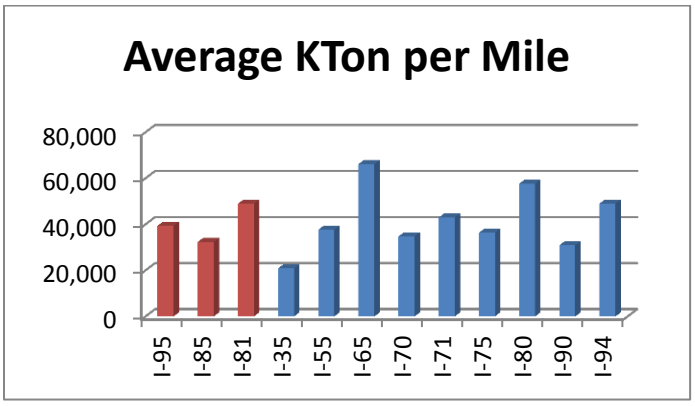
Factor	Data Source	Parameter
Origins/Destinations of Freight Movements	FAF 3.4	Connect Top Origins/Destinations
Freight Tonnage and Value by Highways		Include Top Routes by Weight of Freight Transported (Ktons)
		Include Top Routes by Value of Commodity Transported
Percentage of AADTT on principal Arterials	HPMS 2010 AADTT	Include Top Routes by Percentage of AADTT on principal Arterials
AADTT on principal Arterials		Include Top Routes by AADTT on principal Arterials
Land & Maritime Ports of Entry	USACE	Connect Top Water Ports Ranked by Weight and Values
	MARAD	Connect Top Water Ports Ranked by Number of TEUs
	BTS Transborder Data	Connect Top Land Points of Entry by Weight and Values
Access to Energy Exploration, Development, Installation or Production Areas	EIA	Include Access to coal basins, top coal mines, coalbed methane fields, natural gas production locations, gas and oil plays (exploration areas)
	Pennwell Mapsearch Data	Include access to oil refineries and distribution centers
		Include access to biodiesel and ethonal plants
Population Centers	2010 Census	Connect top urbanized areas; utilize Census Urbanized Area Boundary for geographical areas
Network Connectivity	FAF 3.4	In order to reduce gaps in the network, connect PFN segments to one another, to the interstate system, or begin/end at access point.
Major Intermodal Connectors	NHS Intermodal Connectors	Connect major airport facilities, rail hubs, pipeline terminals, and port terminals
Air Ports of Entry	FAA	Connect top air ports of entry by landed weight
		Connect top air ports of entry by value
For routes off the Interstate System, designation on the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the State	FAF 3.4	Where there are parallel routes to consider, avoidance of routes on the National Network that are 'restricted' or 'low clearance'
For routes off the Interstate System, availability of truck facilities	FHWA Research Report	Where there are parallel routes as alternatives, consider presence of truck stops, rest areas, and weigh stations as factors

Source: http://www.gpo.gov/fdsys/pkg/FR-2013-02-06/html/2013-02580.htm

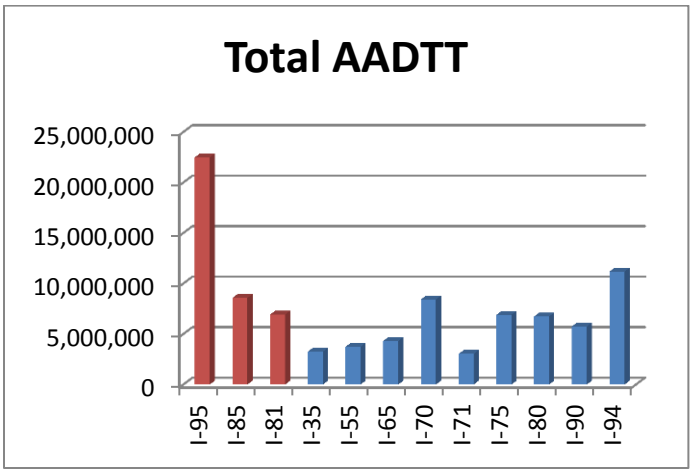
Comparison of MAASTO Freight Corridors to Eastern Corridors



While the East coast corridors to the left include the entire corridor, the MAFC corridors end at the MAFC border. Despite this fact, the MAFC corridors are comparable in total kilo tons to the East coast corridors. I-95 moves the most freight by weight.



The chart to the left takes into consideration the number of miles within a corridor. Again the MAFC corridors are comparable. I-95 no longer stands out, and I-65 moves the most weight per mile.



Again, when not considering the number of miles, I-95 has considerably more trucks on its corridor than the rest. The MAFC corridors again are comparable.

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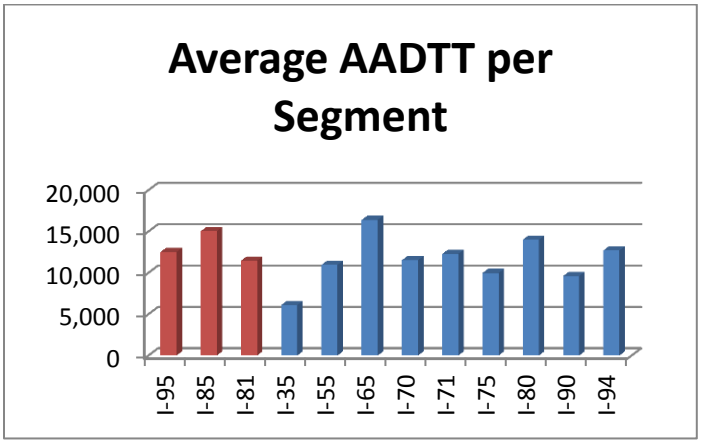

The last figure to the left takes into consideration the number of segments found within the corridor and divides the AADTT by those segments to get at an average AADTT for segments within the corridor.

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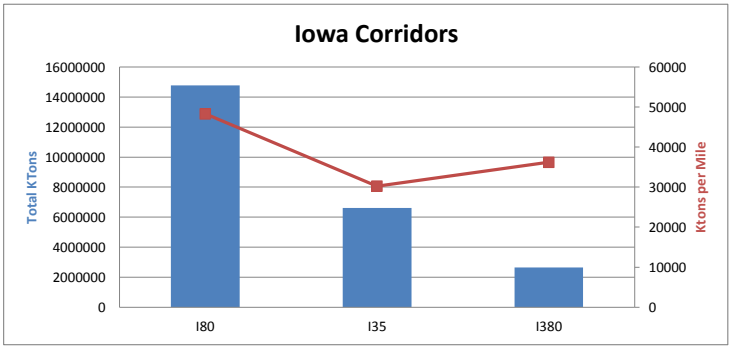
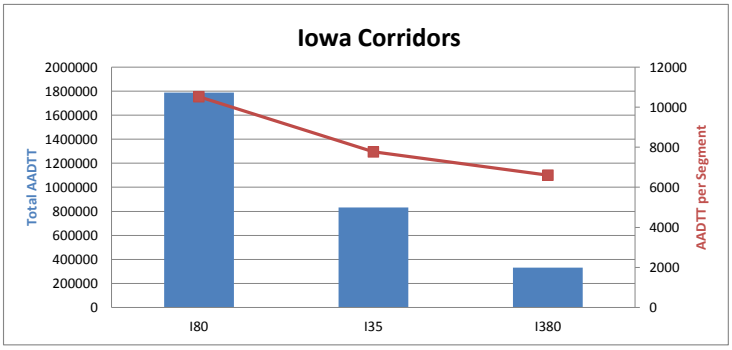
MAASTO State Corridor Status

IOWA

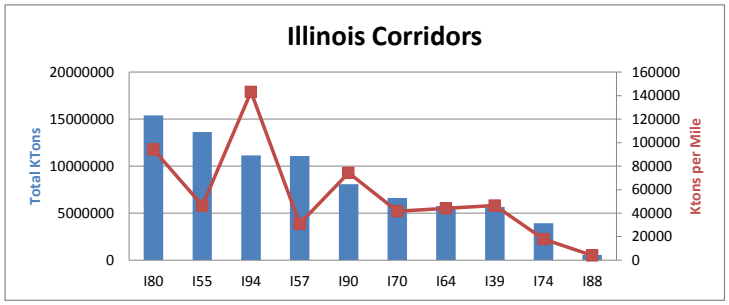
Factor	Parameter	I80	I35	I380
Origins/Destinations of Freight Movements	Connect Top Origins/Destinations	Spans the US from New York city to San Francisco passing thru Chicago.	Runs from top Southern land port of entry in Laredo, TX (1,695,916 thru Dallas, KC, Iowa, Minneapolis, up to Duluth, MN (port).	Begins at the southeast corner of Waterloo and runs south until Interstate 80.
Freight Tonnage and Value by Highways	Include Top Routes by Weight of Freight Transported (Ktons)	14,781,347	6,606,378	2,651,589
	Include Top Routes by Value of Commodity Transported			
Percentage of AADTT on principal Arterials	Include Top Routes by Percentage of AADTT on principal Arterials			
AADTT on principal Arterials	Include Top Routes by AADTT on principal Arterials			
Land & Maritime Ports of Entry	Connect Top Water Ports Ranked by Weight and Values	none	none	none
	Connect Top Water Ports Ranked by Number of TEUs	none	none	none
	Connect Top Land Points of Entry by Weight and Values			
Access to Energy Exploration, Development, Installation or Production Areas	Include Access to coal basins, top coal mines, coalbed methane fields, natural gas production locations, gas and oil plays (exploration areas)	2 CBM Basins and 1 shale play basin	1 CBM Basin and 1 Shale Basin	none
	Include access to oil refineries and distribution centers	none	none	none
	Include access to biodiesel and ethonal plants	7 ethanol and 2 biodiesel	6 ethanol and 2 biodiesel	4 ethanol
Population Centers	Connect top urbanized areas; utilize Census Urbanized Area Boundary for geographical areas	6 MSAs w/ combined population of 2,314,741 and GDP of $134.7 billion	2 MSAs w/ combined population of 659,175 and GDP of $44.9 billion	3 MSAs w/combined population of 578,345 and GDP of $31.1 billion
Network Connectivity	In order to reduce gaps in the network, connect PFN segments to one another, to the interstate system, or begin/end at access point.			
Major Intermodal Connectors	Connect major airport facilities, rail hubs, pipeline terminals, and port terminals	26	7	2
Air Ports of Entry	Connect top air ports of entry by landed weight	2: CID and DSM	1: CID	1: CID
	Connect top air ports of entry by value			
For routes off the Interstate System, designation on the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the State	Where there are parallel routes to consider, avoidance of routes on the National Network that are 'restricted' or 'low clearance'			
For routes off the Interstate System, availability of truck facilities	Where there are parallel routes as alternatives, consider presence of truck stops, rest areas, and weigh stations as factors			

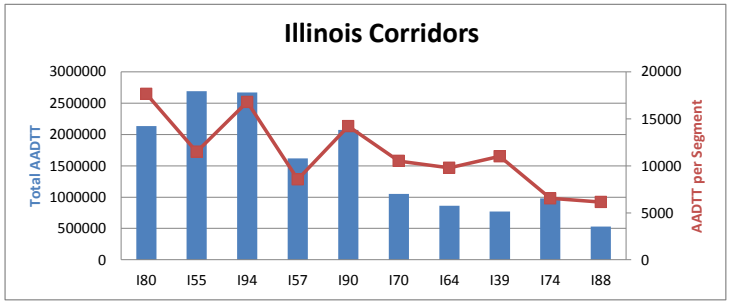




ILLINOIS

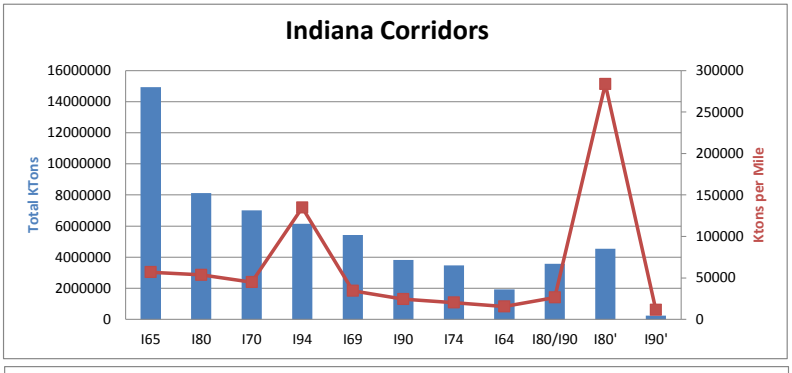
Factor	Parameter	I80	I55	I94
Origins/Destinations of Freight Movements	Connect Top Origins/Destinations	Spans the US from New York city to San Francisco passing thru Chicago.	From the heart of Chicago to St. Louis via Joliet, Bloomington, and Springfield	From the Indiana/Illinois border to the Wisconsin/Illinois border thru Chicago.
Freight Tonnage and Value by Highways	Include Top Routes by Weight of Freight Transported (Ktons)	15,387,060	13,631,647	11,138,678
	Include Top Routes by Value of Commodity Transported			
Percentage of AADTT on principal Arterials	Include Top Routes by Percentage of AADTT on principal Arterials			
AADTT on principal Arterials	Include Top Routes by AADTT on principal Arterials			
Land & Maritime Ports of Entry	Connect Top Water Ports Ranked by Weight and Values	7 water ports	9 water ports	7 ports
	Connect Top Water Ports Ranked by Number of TEUs			
	Connect Top Land Points of Entry by Weight and Values	none	none	none
Access to Energy Exploration, Development, Installation or Production Areas	Include Access to coal basins, top coal mines, coalbed methane fields, natural gas production locations, gas and oil plays (exploration areas)	1 CBM basin, 2 shale basins	3 gassy coal mines, 6 CBM fields, 1 CBM Basin, 2 shale basins	1 shale basin
	Include access to oil refineries and distribution centers	3 oil refineries and 2 natural gas distribution centers	4 oil refineries and 2 natural gas distribution centers	1 oil refinery
	Include access to biodiesel and ethonal plants	4 ethanol and 3 biodiesel	2 ethanol and 3 biodiesel	none
Population Centers	Connect top urbanized areas; utilize Census Urbanized Area Boundary for geographical areas	4 MSAs w/ a combined population of 9,461,105 and GDP of $589.3 billion	8 MSAs w/ a combined population of 13,489,037 and GDP of $737.3 billion	3 MSAs w/ a combined population of 9,769,962 and GDP of $557,648
Network Connectivity	In order to reduce gaps in the network, connect PFN segments to one another, to the interstate system, or begin/end at access point.			
Major Intermodal Connectors	Connect major airport facilities, rail hubs, pipeline terminals, and port terminals	182	285	257
Air Ports of Entry	Connect top air ports of entry by landed weight	1: MDW	3: ORD, STL, and MDW	2: ORD and MDW
	Connect top air ports of entry by value			
For routes off the Interstate System, designation on the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the State	Where there are parallel routes to consider, avoidance of routes on the National Network that are 'restricted' or 'low clearance'			
For routes off the Interstate System, availability of truck facilities	Where there are parallel routes as alternatives, consider presence of truck stops, rest areas, and weigh stations as factors			

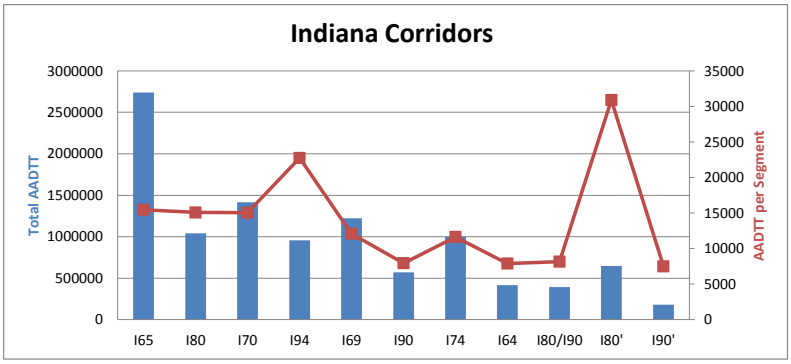




INDIANA

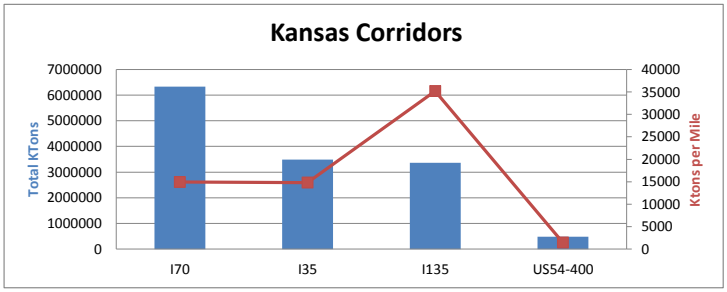
Factor	Parameter	I65	I80/90	I70
Origins/Destinations of Freight Movements	Connect Top Origins/Destinations	NW Indiana to Louisville, KY thru Indianapolis	Indiana/Ohio border to Indiana/Illinois border	Runs through the central part of the state including Indianapolis
Freight Tonnage and Value by Highways	Include Top Routes by Weight of Freight Transported (Ktons)	14,931,737	8,354,509	7,015,191
	Include Top Routes by Value of Commodity Transported			
Percentage of AADTT on principal Arterials	Include Top Routes by Percentage of AADTT on principal Arterials			
AADTT on principal Arterials	Include Top Routes by AADTT on principal Arterials			
Land & Maritime Ports of Entry	Connect Top Water Ports Ranked by Weight and Values	7 ports	6 ports	none
	Connect Top Water Ports Ranked by Number of TEUs			
	Connect Top Land Points of Entry by Weight and Values	none	none	none
Access to Energy Exploration, Development, Installation or Production Areas	Include Access to coal basins, top coal mines, coalbed methane fields, natural gas production locations, gas and oil plays (exploration areas)	1 shale play, 2 shale basins	1 shale play, 2 shale basins	3 CBM fields, 1 CBM basin, 1 shale play, 1 shale basin
	Include access to oil refineries and distribution centers	1 oil refinery	I oil refinery	none
	Include access to biodiesel and ethonal plants	3 ethanol and 2 biodiesel	1 ethanol and 1 biodiesel	1 ethanol and 1 biodiesel
Population Centers	Connect top urbanized areas; utilize Census Urbanized Area Boundary for geographical areas	7 MSAs w/ a combined population of 12,991,632 and GDP of $730.4 billion	6 MSAs w/ a combined population of 10,359,617 and GDP of $582 billion	6 MSAs w/ a combined population of 3,212,189 and GDP of $156.4 billion
Network Connectivity	In order to reduce gaps in the network, connect PFN segments to one another, to the interstate system, or begin/end at access point.			
Major Intermodal Connectors	Connect major airport facilities, rail hubs, pipeline terminals, and port terminals	44	197	9
Air Ports of Entry	Connect top air ports of entry by landed weight	2: IND and SDF	1: MDW	1: IND
	Connect top air ports of entry by value			
For routes off the Interstate System, designation on the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the State	Where there are parallel routes to consider, avoidance of routes on the National Network that are 'restricted' or 'low clearance'			
For routes off the Interstate System, availability of truck facilities	Where there are parallel routes as alternatives, consider presence of truck stops, rest areas, and weigh stations as factors			

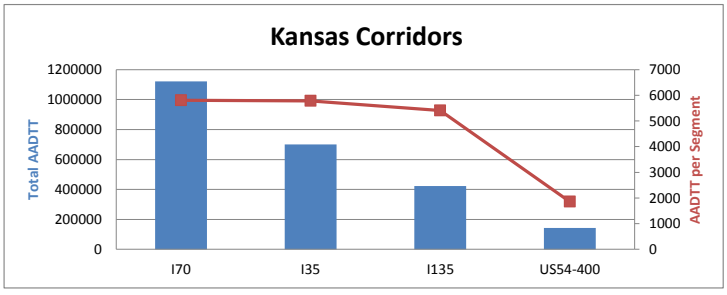




KANSAS

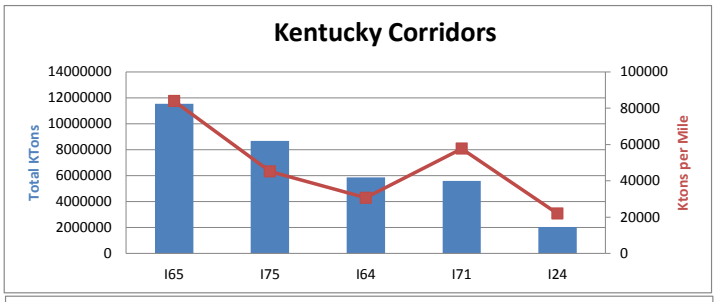
Factor	Parameter	I70	I35	I135
Origins/Destinations of Freight Movements	Connect Top Origins/Destinations			
Freight Tonnage and Value by Highways	Include Top Routes by Weight of Freight Transported (Ktons)	6,333,708	3,485,167	3,369,219
	Include Top Routes by Value of Commodity Transported			
Percentage of AADTT on principal Arterials	Include Top Routes by Percentage of AADTT on principal Arterials			
AADTT on principal Arterials	Include Top Routes by AADTT on principal Arterials			
Land & Maritime Ports of Entry	Connect Top Water Ports Ranked by Weight and Values	1	1	none
	Connect Top Water Ports Ranked by Number of TEUs			
	Connect Top Land Points of Entry by Weight and Values	none	none	none
Access to Energy Exploration, Development, Installation or Production Areas	Include Access to coal basins, top coal mines, coalbed methane fields, natural gas production locations, gas and oil plays (exploration areas)	1 CBM field, 8 CBM Basins, 2 shale basins, 1 tight gas play, 1 tight gas basin	7 CBM fields, 2 CBM Basins, 1 shale play, 2 shale basins	none
	Include access to oil refineries and distribution centers	none	1 oil	1 oil
	Include access to biodiesel and ethonal plants	2 ethanol and 1 biodiesel	2 ethanol and 4 biodiesel	1 ethanol and 1 biodiesel
Population Centers	Connect top urbanized areas; utilize Census Urbanized Area Boundary for geographical areas	4 MSAs w/ a combined population of 2,507,111 and GDP of $127.7 billion	4 MSAs w/ a combined population of 3,003,091 and GDP of $148.6 billion	a MSAs w/ a population of 623,061 and GDP of $27.4 billion
Network Connectivity	In order to reduce gaps in the network, connect PFN segments to one another, to the interstate system, or begin/end at access point.			
Major Intermodal Connectors	Connect major airport facilities, rail hubs, pipeline terminals, and port terminals	31	34	3
Air Ports of Entry	Connect top air ports of entry by landed weight	1: MCI	2: MCI and ICT	1: ICT
	Connect top air ports of entry by value			
For routes off the Interstate System, designation on the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the State	Where there are parallel routes to consider, avoidance of routes on the National Network that are 'restricted' or 'low clearance'			
For routes off the Interstate System, availability of truck facilities	Where there are parallel routes as alternatives, consider presence of truck stops, rest areas, and weigh stations as factors			

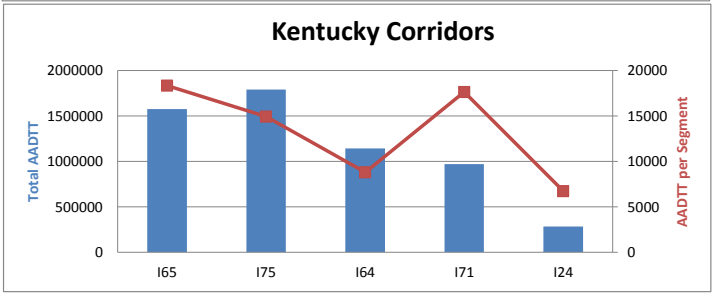




KENTUCKY

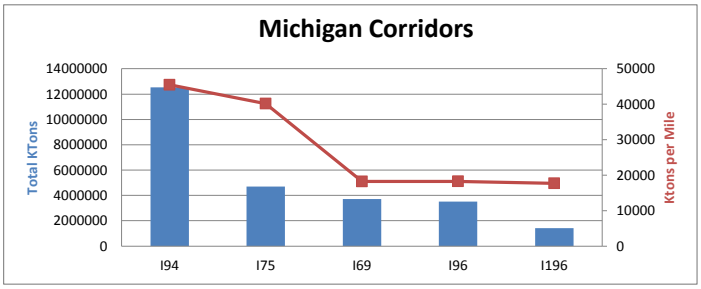
Factor	Parameter	I65	I71	I75
Origins/Destinations of Freight Movements	Connect Top Origins/Destinations	Runs north to south from Louisville (Indianapolis to the north) to Franklin (Nashville to the south)	Connects Cincinnati to Louisville	Connects Cincinnati to Lexington and follows south into Knoxville
Freight Tonnage and Value by Highways	Include Top Routes by Weight of Freight Transported (Ktons)	11,535,028	5,587,385	8,668,601
	Include Top Routes by Value of Commodity Transported			
Percentage of AADTT on principal Arterials	Include Top Routes by Percentage of AADTT on principal Arterials			
AADTT on principal Arterials	Include Top Routes by AADTT on principal Arterials			
Land & Maritime Ports of Entry	Connect Top Water Ports Ranked by Weight and Values	2	3	1
	Connect Top Water Ports Ranked by Number of TEUs			
	Connect Top Land Points of Entry by Weight and Values	none	none	none
Access to Energy Exploration, Development, Installation or Production Areas	Include Access to coal basins, top coal mines, coalbed methane fields, natural gas production locations, gas and oil plays (exploration areas)	1 CBM basin, 1 shale play, 2 shale basins, 1 tight gas basin	1 shale play, 1 shale basin	1 CBM basin, 1 shale play, 1 shale basin, 1 tight gas basin
	Include access to oil refineries and distribution centers	none	none	none
	Include access to biodiesel and ethonal plants	1 ethanol	1 ethanol, 1 biodiesel	2 biodiesel
Population Centers	Connect top urbanized areas; utilize Census Urbanized Area Boundary for geographical areas	4 MSAs with a combined population of 3,119,189 and GDP of $154.9 billion	2 MSAs with a combined population of 3,413,717 and GDP of $161.5 billion	4 MSAs with a combined population of 3,300,280 and GDP of $157.7 billion
Network Connectivity	In order to reduce gaps in the network, connect PFN segments to one another, to the interstate system, or begin/end at access point.			
Major Intermodal Connectors	Connect major airport facilities, rail hubs, pipeline terminals, and port terminals	11	34	29
Air Ports of Entry	Connect top air ports of entry by landed weight	SDF	SDF, CVG	CVG, LEX
	Connect top air ports of entry by value			
For routes off the Interstate System, designation on the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the State	Where there are parallel routes to consider, avoidance of routes on the National Network that are 'restricted' or 'low clearance'			
For routes off the Interstate System, availability of truck facilities	Where there are parallel routes as alternatives, consider presence of truck stops, rest areas, and weigh stations as factors			

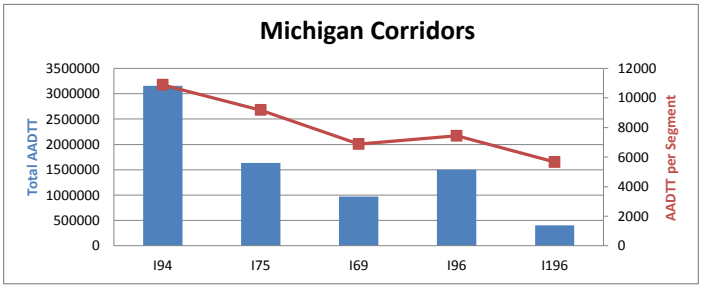




MICHIGAN

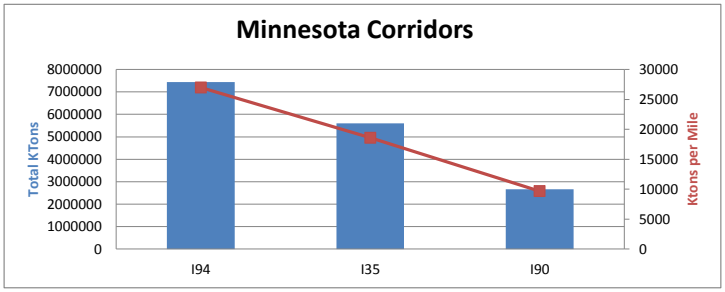
Factor	Parameter	I96	I94	I75
Origins/Destinations of Freight Movements	Connect Top Origins/Destinations	An east-west route from Detroit to Grand Rapids	Begins at the Canadian border (Port Huron) and continues south thru Detroit, and then heads west and south west into Indiana and then on to Chicago	Runs north to south from the Canadian border at Sault Ste. Maria to the Ohio border (Toledo)
Freight Tonnage and Value by Highways	Include Top Routes by Weight of Freight Transported (Ktons)	3,507,844	12,534,223	4,688,851
	Include Top Routes by Value of Commodity Transported			
Percentage of AADTT on principal Arterials	Include Top Routes by Percentage of AADTT on principal Arterials			
AADTT on principal Arterials	Include Top Routes by AADTT on principal Arterials			
Land & Maritime Ports of Entry	Connect Top Water Ports Ranked by Weight and Values	5	4	7
	Connect Top Water Ports Ranked by Number of TEUs			
	Connect Top Land Points of Entry by Weight and Values	Detroit	Detroit, Port Huron	Sault Ste. Marie
Access to Energy Exploration, Development, Installation or Production Areas	Include Access to coal basins, top coal mines, coalbed methane fields, natural gas production locations, gas and oil plays (exploration areas)	1 CBM Basin, 1 Shale Play, and 1 shale basin	1 CBM Basin, 1 Shale Play, and 1 shale basin	1 CBM Basin, 1 Shale Play, and 1 shale basin
	Include access to oil refineries and distribution centers	1 oil refinery, and 1 natural gas distribution center	1 oil refinery, and 1 natural gas distribution center	1 oil refinery, and 1 natural gas distribution center
	Include access to biodiesel and ethonal plants	2 ethanol and 2 biodiesel	3 ethanol and 4 biodiesel	1 ethanol and 2 biodiesel
Population Centers	Connect top urbanized areas; utilize Census Urbanized Area Boundary for geographical areas	10 MSAs w/ a combined population of 7,189,431 and GDP of $309.7 billion	12 MSAs w/ a combined population of 16,702,850 and GDP of $866.7 billion	7 MSAs w/ a combined population of 6,178,221 and GDP of $270.8 billion
Network Connectivity	In order to reduce gaps in the network, connect PFN segments to one another, to the interstate system, or begin/end at access point.			
Major Intermodal Connectors	Connect major airport facilities, rail hubs, pipeline terminals, and port terminals	57	56	94
Air Ports of Entry	Connect top air ports of entry by landed weight	DTW, GRR, and LAN	DTW	DTW and FNT
	Connect top air ports of entry by value			
For routes off the Interstate System, designation on the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the State	Where there are parallel routes to consider, avoidance of routes on the National Network that are 'restricted' or 'low clearance'			
For routes off the Interstate System, availability of truck facilities	Where there are parallel routes as alternatives, consider presence of truck stops, rest areas, and weigh stations as factors			

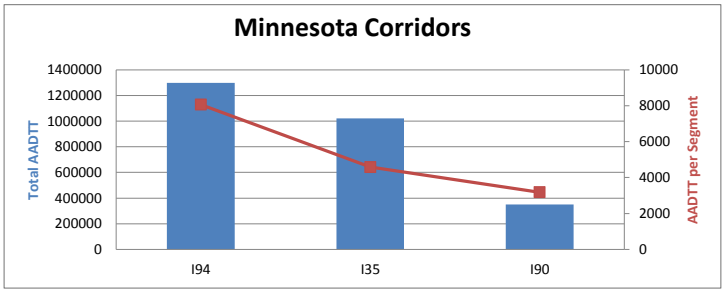




MINNESOTA

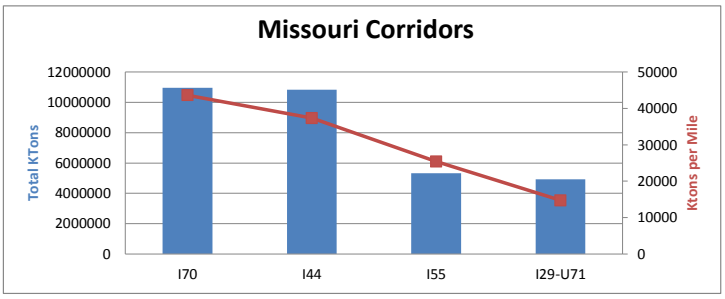
Factor	Parameter	I94	I90	I35
Origins/Destinations of Freight Movements	Connect Top Origins/Destinations	East-west route with Minneapolis the main origin/destination. Connects to Chicago via Wisconsin	East-west route running from Wisconsin border at La Crosse to South Dakota border at Sioux Falls	North-south route from Iowa border around Albert Lea to Duluth, MN
Freight Tonnage and Value by Highways	Include Top Routes by Weight of Freight Transported (Ktons)	7,440,903	2,666,634	5,601,073
	Include Top Routes by Value of Commodity Transported			
Percentage of AADTT on principal Arterials	Include Top Routes by Percentage of AADTT on principal Arterials			
AADTT on principal Arterials	Include Top Routes by AADTT on principal Arterials			
Land & Maritime Ports of Entry	Connect Top Water Ports Ranked by Weight and Values	2	1*	4
	Connect Top Water Ports Ranked by Number of TEUs			
	Connect Top Land Points of Entry by Weight and Values	none	None	none
Access to Energy Exploration, Development, Installation or Production Areas	Include Access to coal basins, top coal mines, coalbed methane fields, natural gas production locations, gas and oil plays (exploration areas)	0	0	0
	Include access to oil refineries and distribution centers	2 oil	0	3 oil
	Include access to biodiesel and ethonal plants	1 ethanol and 1 biodiesel	10 ethanol and 1 biodiesel	3 ethanol and 2 biodiesel
Population Centers	Connect top urbanized areas; utilize Census Urbanized Area Boundary for geographical areas	3 MSAs w/ a combined population of 3,677,703 and GDP of $228 billion	4 MSAs w/ a combined population of 644,677 and GDP of $35.2 billion	3 MSAs w/ a populationof 3,745,615 and GDP of $227.3 billion
Network Connectivity	In order to reduce gaps in the network, connect PFN segments to one another, to the interstate system, or begin/end at access point.			
Major Intermodal Connectors	Connect major airport facilities, rail hubs, pipeline terminals, and port terminals	1	5	16
Air Ports of Entry	Connect top air ports of entry by landed weight	MSP and FAR	none	MSP
	Connect top air ports of entry by value			
For routes off the Interstate System, designation on the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the State	Where there are parallel routes to consider, avoidance of routes on the National Network that are 'restricted' or 'low clearance'			
For routes off the Interstate System, availability of truck facilities	Where there are parallel routes as alternatives, consider presence of truck stops, rest areas, and weigh stations as factors			

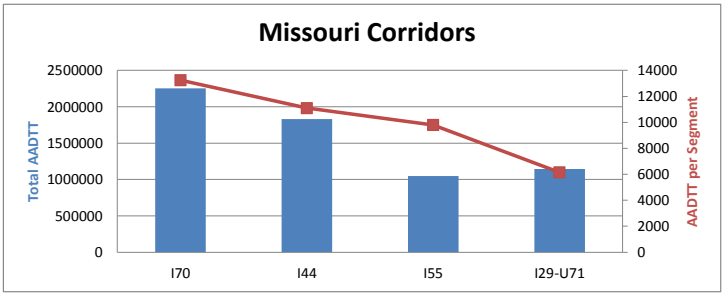




MISSOURI

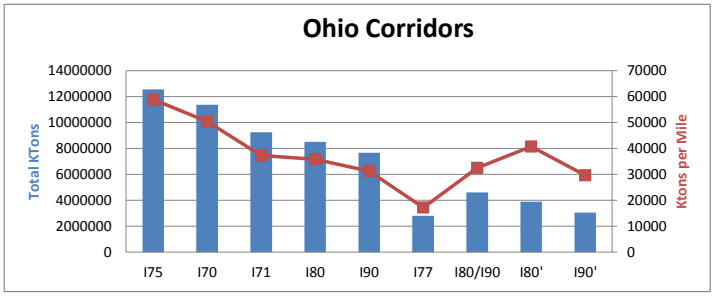
Factor	Parameter	I44	I55	I70
Origins/Destinations of Freight Movements	Connect Top Origins/Destinations	St. Louis to Joplin (Tulsa OK)	St. Louis to Memphis	St. Louis to KC
Freight Tonnage and Value by Highways	Include Top Routes by Weight of Freight Transported (Ktons)	10,830,533	5,331,463	10,961,188
	Include Top Routes by Value of Commodity Transported			
Percentage of AADTT on principal Arterials	Include Top Routes by Percentage of AADTT on principal Arterials			
AADTT on principal Arterials	Include Top Routes by AADTT on principal Arterials			
Land & Maritime Ports of Entry	Connect Top Water Ports Ranked by Weight and Values	2	5	4
	Connect Top Water Ports Ranked by Number of TEUs			
	Connect Top Land Points of Entry by Weight and Values	none	none	none
Access to Energy Exploration, Development, Installation or Production Areas	Include Access to coal basins, top coal mines, coalbed methane fields, natural gas production locations, gas and oil plays (exploration areas)	2 CBM Basins, 2 shale basins	2 CBM basins, 1 shale basin	2 CBM basins, 2 shale basins
	Include access to oil refineries and distribution centers	1 oil	1 oil	1 oil
	Include access to biodiesel and ethonal plants	2 ethanol, 1 biodiesel	2 ethanol and 4 biodiesel	3 ethanol and 3 biodiesel
Population Centers	Connect top urbanized areas; utilize Census Urbanized Area Boundary for geographical areas	5 MSAs w/ a combined population of 4,038,137 and GDP of $179.3 billion	2 MSAs w/ a combined population of 2,909,171 and GDP of $135.6 billion	4 MSAs w/ a combined population of 5,170,823 and GDP of $253 billion
Network Connectivity	In order to reduce gaps in the network, connect PFN segments to one another, to the interstate system, or begin/end at access point.			
Major Intermodal Connectors	Connect major airport facilities, rail hubs, pipeline terminals, and port terminals	28	29	58
Air Ports of Entry	Connect top air ports of entry by landed weight	STL and SGF	STL	STL and MCI
	Connect top air ports of entry by value			
For routes off the Interstate System, designation on the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the State	Where there are parallel routes to consider, avoidance of routes on the National Network that are 'restricted' or 'low clearance'			
For routes off the Interstate System, availability of truck facilities	Where there are parallel routes as alternatives, consider presence of truck stops, rest areas, and weigh stations as factors			

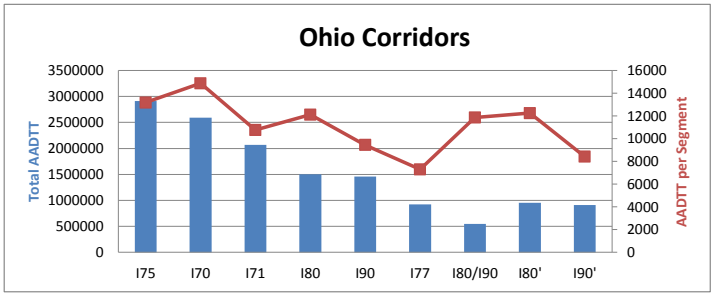




OHIO

Factor	Parameter	I70	I71	I75
Origins/Destinations of Freight Movements	Connect Top Origins/Destinations	East to west route thru Columbus onto Indianapolis	Cleveland to Cincinnati	Toledo to Cincinnati
Freight Tonnage and Value by Highways	Include Top Routes by Weight of Freight Transported (Ktons)	11,369,111	9,242,030	12,553,584
	Include Top Routes by Value of Commodity Transported			
Percentage of AADTT on principal Arterials	Include Top Routes by Percentage of AADTT on principal Arterials			
AADTT on principal Arterials	Include Top Routes by AADTT on principal Arterials			
Land & Maritime Ports of Entry	Connect Top Water Ports Ranked by Weight and Values	0	2	3
	Connect Top Water Ports Ranked by Number of TEUs			
	Connect Top Land Points of Entry by Weight and Values	none	none	none
Access to Energy Exploration, Development, Installation or Production Areas	Include Access to coal basins, top coal mines, coalbed methane fields, natural gas production locations, gas and oil plays (exploration areas)	4 gassy coal mines, 5 CBM fields, 1 CBM basin, 3 shale plays, 1 shale basin, 3 tight gas plays, and 1 tight gas basin	1 CBM basin, 2 shale plays, 1 shale basin, 2 tight gas plays, and 1 tight gas basin	1 shale basin
	Include access to oil refineries and distribution centers	0	1 natural gas distribution center	3 oil and 1 natural gas distribution center
	Include access to biodiesel and ethonal plants	2 ethanol and 1 biodiesel	2 ethanol and 2 biodiesel	4 ethanol and 2 biodiesel
Population Centers	Connect top urbanized areas; utilize Census Urbanized Area Boundary for geographical areas	7 MSAs w/ a combined population of 7,450,757 and GDP of $357.5 billion*	8 MSAs w/ a combined population of 8,255,859 and GDP of $385.6 billion	6 MSAs w/ a combined population of 4,019,767 and GDP of $176.6 billion
Network Connectivity	In order to reduce gaps in the network, connect PFN segments to one another, to the interstate system, or begin/end at access point.			
Major Intermodal Connectors	Connect major airport facilities, rail hubs, pipeline terminals, and port terminals	33	130	64
Air Ports of Entry	Connect top air ports of entry by landed weight	CMH**, DAY, LCK	CVG, CLE, CMH*, and LCK	CVG, DAY, TOL, and LCK
	Connect top air ports of entry by value			
For routes off the Interstate System, designation on the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the State	Where there are parallel routes to consider, avoidance of routes on the National Network that are 'restricted' or 'low clearance'			
For routes off the Interstate System, availability of truck facilities	Where there are parallel routes as alternatives, consider presence of truck stops, rest areas, and weigh stations as factors			





WISCONSIN

Factor	Parameter	U41	I90	I94
Origins/Destinations of Freight Movements	Connect Top Origins/Destinations	Green Bay - Fox Valley - Milwaukee	Illinois/Wisconsin border north of Rockford to Minnesota/Wisconsin border at La Crosse	Chicago - Milwaukee - Madison - Minneapolis
Freight Tonnage and Value by Highways	Include Top Routes by Weight of Freight Transported (Ktons)	1,490,826	7,883,163	13,402,606
	Include Top Routes by Value of Commodity Transported			
Percentage of AADTT on principal Arterials	Include Top Routes by Percentage of AADTT on principal Arterials			
AADTT on principal Arterials	Include Top Routes by AADTT on principal Arterials			
Land & Maritime Ports of Entry	Connect Top Water Ports Ranked by Weight and Values	2	1*	4
	Connect Top Water Ports Ranked by Number of TEUs			
	Connect Top Land Points of Entry by Weight and Values	none	none	none
Access to Energy Exploration, Development, Installation or Production Areas	Include Access to coal basins, top coal mines, coalbed methane fields, natural gas production locations, gas and oil plays (exploration areas)	none	none	none
	Include access to oil refineries and distribution centers	none	none	1 oil
	Include access to biodiesel and ethonal plants	1 ethanol	3 ethanol and 3 biodiesel	3 ethanol and 2 biodiesel
Population Centers	Connect top urbanized areas; utilize Census Urbanized Area Boundary for geographical areas	6 MSAs w/ a combined population of 2,471,949 and GDP of $130.6 billion	5 MSAs w/ a combined population of 10,673,125 and GDP of $607.9 billion	8 MSAs w/ a combined population of 15,515,994 and GDP of $903.6 billion
Network Connectivity	In order to reduce gaps in the network, connect PFN segments to one another, to the interstate system, or begin/end at access point.			
Major Intermodal Connectors	Connect major airport facilities, rail hubs, pipeline terminals, and port terminals	90	21	80
Air Ports of Entry	Connect top air ports of entry by landed weight	MKE	none	MKE
	Connect top air ports of entry by value			
For routes off the Interstate System, designation on the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the State	Where there are parallel routes to consider, avoidance of routes on the National Network that are 'restricted' or 'low clearance'			
For routes off the Interstate System, availability of truck facilities	Where there are parallel routes as alternatives, consider presence of truck stops, rest areas, and weigh stations as factors