Performance Measure Summary - Springfield MA-CT

There are several inventory and performance measures listed in the pages of this Urban Area Report for the years from 1982 to 2020. There is no single performance measure that experts agree "says it all". A few key points should be recognized by users of the Urban Mobility Scorecard data.

Use the trends - The multi-year performance measures are better indicators, in most cases, than any single year. Examining a few measures over many years reduces the chance that data variations or the estimating procedures may have caused a "spike" in any single year. (5 years is 5 times better than 1 year.)

Use several measures - Each performance measure illustrates a different element of congestion. (The view is more interesting from atop several measures.)

Compare to similar regions - Congestion analyses that compare areas with similar characteristics (for example, population, growth rate, road and public transportation system design) are usually more insightful than comparisons of different regions. (Los Angeles is not Peoria.)

Compare ranking changes and performance measure values - In some performance measures, a small change in the value may cause a significant change in rank from one year to the next. This is the case when there are several regions with nearly the same value. (15 hours is only 1 hour more than 14 hours.)

Consider the scope of improvement options - Any improvement project in a corridor within most of the regions will only have a modest effect on the regional congestion level. (To have an effect on areawide congestion, there must be significant change in the system or service.)

Performance Measures and Definition of Terms

Travel Time Index - A measure of congestion that focuses on each trip and each mile of travel. It is calculated as the ratio of travel time in the peak period to travel time in free-flow. A value of 1.30 indicates that a 20-minute free-flow trip takes 26 minutes in the peak.

Planning Time Index - A travel time reliability measure that represents the total travel time that should be planned for a trip. Computed with the 95th percentile travel time it represents the amount of time that should be planned for a commute trip to be late for only 1 day a month. If it is computed with the 80th percentile travel time it represents the amount of time that should be planned for a trip to be late for only 1 day a week. A PTI of 2.00 means that for a 20-minute trip in light traffic, 40 minutes should be planned.

Peak Commuters - Number of travelers who begin a trip during the morning or evening peak travel periods (6 to 10 a.m. and 3 to 7 p.m.). "Commuters" are private vehicle users unless specifically noted.

Annual Delay per Commuter - A yearly sum of all the per-trip delays for those persons who travel in the peak period (6 to 10 a.m. and 3 to 7 p.m.). This measure illustrates the effect of traffic slowdowns as well as the length of each trip.

Total Delay - The overall size of the congestion problem. Measured by the total travel time above that needed to complete a trip at free-flow speeds. The ranking of total delay usually follows the population ranking (larger regions usually have more delay).

Free-Flow Speeds - These values are derived from time periods with lighter traffic volumes in the INRIX speed database. They are used as the national comparison thresholds. Other speed thresholds may be appropriate for urban project evaluations or sub-region studies.

Excess Fuel Consumed - Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.

Congestion Cost - Value of travel delay for 2020 (estimated at $20.17 per hour of person travel and $55.24 per hour of truck time) and excess fuel consumption estimated using state average cost per gallon.

Urban Area - The developed area (population density more than 1,000 persons per square mile) within a metropolitan region. The urban area boundaries change frequently (every year for most growing areas), so increases include both new growth and development that was previously in areas designated as rural.

Number of Rush Hours -Time when the road system might have congestion.

Annual Greenhouse Gases (CO2) Produced -Tons of CO2 produced from all vehicle travel.

Excess Greenhouse Gases (CO2) Produced due to Congestion-Tons of CO2 produced due to congested portion of travel. The excess CO2 is a subset of the total CO2 produced.

Mobility Data for Springfield MA-CT

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	630	630	630	630	630	630
Rank	67	67	67	66	66	66
Commuters (1000s)	311	311	311	311	311	311
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,484	5,861	5,822	5,832	5,774	6,093
Arterial Streets	5,013	6,553	7,265	6,842	6,556	7,218
Cost Components						
Value of Time ($/hour)	20.17	19.14	18.71	18.12	17.91	17.69
Commercial Cost ($/hour)	55.24	49.49	54.71	52.14	50.20	46.87
Gasoline ($/gallon)	2.41	2.62	2.88	2.35	2.17	2.31
Diesel ($/gallon)	2.91	2.99	3.22	2.55	2.31	2.63
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	1.1	--	--
Congested System (% of lane-miles)	--	--	--	7.2	--	--
Congested Time (number of "Rush Hours")	--	--	--	0.8	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	4,311	6,986	6,844	6,667	6,556	6,431
Rank	64	70	70	70	70	70
Fuel per Peak Auto Commuter (gallons)	12	20	20	19	19	19
Rank	39	52	47	55	53	50
Annual Delay						
Total Delay (1000s of person-hours)	9,391	15,218	15,396	15,561	15,087	14,674
Rank	70	74	73	72	73	73
Delay per Auto Commuter (pers-hrs)	25	40	41	41	41	41
Rank	55	78	72	70	68	63
Travel Time Index	1.07	1.11	1.12	1.12	1.12	1.12
Rank	57	96	91	93	93	92
Commuter Stress Index	1.08	1.13	1.13	1.13	--	--
Rank	58	93	94	90	--	--
Freeway Planning Time Index (95th Pctile)	--	1.17	1.21	1.21	--	--
Rank	--	91	89	90	--	--
Congestion Cost						
Total Cost ($ millions)	214	330	337	333	318	305
Rank	69	74	73	72	73	72
Cost per Auto Commuter ($)	492	757	775	765	752	726
Rank	64	84	77	75	76	73
Truck Congestion						
Annual Person-Hours of Delay (000)	498	658	664	648	630	613
Rank	67	73	70	71	72	72
Annual Gallons of Wasted Fuel (000)	815	1,076	1,053	1,015	998	979
Rank	70	78	78	78	78	77
Annual Congestion Cost ($ million)	27	32	36	34	32	29
Rank	67	76	70	72	70	72
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	42,927	69,562	--	--	--	--
Rank	64	70	--	--	--	--
Due to All Travel (tons)	1,615,194	2,617,343	--	--	--	--
Rank	62	65	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	8,897	11,745	--	--	--	--
Rank	70	78	--	--	--	--
Due to Truck Travel (tons)	479,187	632,600	--	--	--	--
Rank	55	63	--	--	--	--

* Note: Zeroes in the table reflect values less than 0.5.

Mobility Data for Springfield MA-CT

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	625	625	625	625	625	625
Rank	67	65	65	65	65	65
Commuters (1000s)	310	316	316	315	314	313
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,587	5,669	5,375	5,613	5,604	5,450
Arterial Streets	6,589	6,421	6,010	5,899	5,890	5,861
Cost Components						
Value of Time ($/hour)	17.67	17.39	17.14	16.79	16.28	16.01
Commercial Cost ($/hour)	44.82	41.23	39.66	44.62	42.50	41.83
Gasoline ($/gallon)	3.46	3.58	3.53	3.49	2.75	2.27
Diesel ($/gallon)	3.69	3.94	3.93	3.73	3.04	2.70
System Performance	**2014**	**2013**	**2012**	**2011**	**2010**	**2009**
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	6,332	6,267	6,226	6,082	6,031	5,966
Rank	70	70	69	69	69	69
Fuel per Peak Auto Commuter (gallons)	19	19	19	18	18	18
Rank	47	45	42	49	46	34
Annual Delay						
Total Delay (1000s of person-hours)	14,199	13,805	13,591	12,919	12,692	12,322
Rank	73	72	70	71	71	71
Delay per Auto Commuter (pers-hrs)	40	39	39	38	36	36
Rank	63	63	61	63	64	61
Travel Time Index	1.13	1.13	1.13	1.13	1.13	1.13
Rank	86	86	84	83	82	82
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	302	289	280	264	247	234
Rank	72	72	70	70	71	70
Cost per Auto Commuter ($)	699	688	685	670	680	671
Rank	75	74	70	73	71	70
Truck Congestion						
Annual Person-Hours of Delay (000)	593	577	568	540	530	515
Rank	72	74	69	72	71	70
Annual Gallons of Wasted Fuel (000)	964	954	948	926	918	908
Rank	78	78	77	77	77	77
Annual Congestion Cost ($ million)	28	26	25	26	24	23
Rank	74	74	71	74	71	67
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

* Note: Zeroes in the table reflect values less than 0.5.

Mobility Data for Springfield MA-CT

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	625	625	625	620	620	620
Rank	63	63	63	62	61	61
Commuters (1000s)	312	310	308	304	302	300
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,250	5,380	5,400	5,450	5,310	5,030
Arterial Streets	5,920	5,965	5,990	5,960	5,960	6,020
Cost Components						
Value of Time ($/hour)	16.07	15.47	15.06	14.58	14.10	13.73
Commercial Cost ($/hour)	40.77	39.30	37.88	36.51	35.19	33.92
Gasoline ($/gallon)	3.32	2.98	2.67	2.28	2.02	1.53
Diesel ($/gallon)	4.32	3.53	2.87	2.56	2.05	1.64
System Performance	**2008**	**2007**	**2006**	**2005**	**2004**	**2003**
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	6,119	6,065	5,986	5,847	5,720	5,585
Rank	71	72	70	69	69	69
Fuel per Peak Auto Commuter (gallons)	19	18	18	18	17	18
Rank	37	49	47	43	46	30
Annual Delay						
Total Delay (1000s of person-hours)	12,036	11,928	11,773	11,500	11,250	10,985
Rank	73	74	72	72	68	69
Delay per Auto Commuter (pers-hrs)	35	35	35	35	35	34
Rank	66	69	62	59	56	58
Travel Time Index	1.13	1.13	1.13	1.13	1.13	1.12
Rank	84	84	81	81	80	81
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	237	224	213	200	188	176
Rank	73	75	72	72	69	69
Cost per Auto Commuter ($)	651	671	677	687	695	697
Rank	72	70	66	64	64	63
Truck Congestion						
Annual Person-Hours of Delay (000)	503	498	492	480	470	459
Rank	72	73	69	69	68	66
Annual Gallons of Wasted Fuel (000)	932	923	911	890	871	850
Rank	76	77	76	75	72	72
Annual Congestion Cost ($ million)	23	22	20	19	17	16
Rank	73	71	69	68	67	65
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

* Note: Zeroes in the table reflect values less than 0.5.

Mobility Data for Springfield MA-CT

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	620	615	615	605	600	600
Rank	61	61	61	60	60	60
Commuters (1000s)	297	291	287	279	273	270
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,805	4,215	4,250	4,140	3,980	3,845
Arterial Streets	6,095	5,825	5,890	5,835	5,675	5,430
Cost Components						
Value of Time ($/hour)	13.43	13.22	12.85	12.43	12.17	11.98
Commercial Cost ($/hour)	32.69	31.51	30.38	29.28	28.89	28.50
Gasoline ($/gallon)	1.40	1.70	1.58	1.13	1.08	1.28
Diesel ($/gallon)	1.45	1.65	1.61	1.19	1.21	1.33
System Performance	**2002**	**2001**	**2000**	**1999**	**1998**	**1997**
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	5,350	5,297	5,286	5,108	4,796	4,581
Rank	68	65	62	60	60	60
Fuel per Peak Auto Commuter (gallons)	16	16	17	16	16	15
Rank	42	36	24	27	18	17
Annual Delay						
Total Delay (1000s of person-hours)	10,524	10,420	10,395	10,045	9,432	9,011
Rank	68	67	64	64	63	62
Delay per Auto Commuter (pers-hrs)	33	33	33	33	31	30
Rank	59	58	56	51	56	56
Travel Time Index	1.12	1.12	1.12	1.12	1.11	1.11
Rank	81	78	77	76	77	71
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	164	161	156	144	132	125
Rank	67	65	64	64	63	61
Cost per Auto Commuter ($)	680	680	703	700	671	651
Rank	64	58	53	51	50	47
Truck Congestion						
Annual Person-Hours of Delay (000)	440	436	434	420	394	377
Rank	66	66	66	66	64	63
Annual Gallons of Wasted Fuel (000)	815	806	804	778	730	697
Rank	71	71	70	69	67	67
Annual Congestion Cost ($ million)	15	14	14	12	11	11
Rank	66	66	64	65	64	63
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

* Note: Zeroes in the table reflect values less than 0.5.

Mobility Data for Springfield MA-CT

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	595	595	590	590	580	575
Rank	60	59	58	56	56	54
Commuters (1000s)	264	261	255	252	245	240
Daily Vehicle-Miles of Travel (1000s)						
Freeway	3,720	3,715	3,660	3,530	3,455	3,330
Arterial Streets	5,435	5,425	5,325	5,365	5,265	5,080
Cost Components						
Value of Time ($/hour)	11.71	11.37	11.06	10.78	10.47	10.17
Commercial Cost ($/hour)	28.12	27.75	27.38	27.02	26.66	26.30
Gasoline ($/gallon)	1.31	1.22	1.07	1.15	1.14	1.23
Diesel ($/gallon)	1.37	1.28	1.12	1.20	1.21	1.29
System Performance	**1996**	**1995**	**1994**	**1993**	**1992**	**1991**
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	4,383	4,207	4,056	3,766	3,575	3,380
Rank	60	58	57	57	56	56
Fuel per Peak Auto Commuter (gallons)	14	13	13	12	12	11
Rank	18	19	15	16	13	13
Annual Delay						
Total Delay (1000s of person-hours)	8,619	8,275	7,977	7,406	7,031	6,647
Rank	62	61	59	58	57	57
Delay per Auto Commuter (pers-hrs)	29	28	28	26	25	24
Rank	54	52	48	49	45	43
Travel Time Index	1.11	1.10	1.10	1.09	1.09	1.09
Rank	71	72	69	74	67	61
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	117	109	102	93	86	79
Rank	62	61	59	57	57	56
Cost per Auto Commuter ($)	639	631	626	596	582	572
Rank	46	42	37	36	32	30
Truck Congestion						
Annual Person-Hours of Delay (000)	360	346	333	309	293	277
Rank	63	62	62	59	58	58
Annual Gallons of Wasted Fuel (000)	667	641	617	573	544	515
Rank	65	66	65	63	63	63
Annual Congestion Cost ($ million)	10	10	9	8	8	7
Rank	63	60	61	60	57	57
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

* Note: Zeroes in the table reflect values less than 0.5.

Mobility Data for Springfield MA-CT

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	560	560	560	555	550	545
Rank	55	54	54	54	53	53
Commuters (1000s)	230	228	227	223	219	216
Daily Vehicle-Miles of Travel (1000s)						
Freeway	3,335	3,465	3,330	3,130	2,985	2,795
Arterial Streets	4,810	4,650	4,545	4,525	4,390	4,490
Cost Components						
Value of Time ($/hour)	9.75	9.25	8.83	8.48	8.18	8.03
Commercial Cost ($/hour)	25.95	25.60	25.26	24.93	24.60	24.27
Gasoline ($/gallon)	1.04	1.06	0.98	0.98	0.96	1.25
Diesel ($/gallon)	1.06	1.05	0.97	0.97	0.95	1.24
System Performance	**1990**	**1989**	**1988**	**1987**	**1986**	**1985**
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	3,139	2,993	2,766	2,587	2,407	2,222
Rank	55	54	54	53	51	50
Fuel per Peak Auto Commuter (gallons)	9	10	9	9	8	8
Rank	23	11	13	13	14	13
Annual Delay						
Total Delay (1000s of person-hours)	6,174	5,888	5,441	5,088	4,734	4,371
Rank	56	53	53	53	52	52
Delay per Auto Commuter (pers-hrs)	23	22	21	20	19	17
Rank	44	40	38	36	35	38
Travel Time Index	1.08	1.08	1.07	1.07	1.07	1.06
Rank	62	55	59	54	49	53
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	70	64	57	51	46	43
Rank	56	53	53	54	52	50
Cost per Auto Commuter ($)	554	555	544	526	506	482
Rank	28	29	27	26	26	27
Truck Congestion						
Annual Person-Hours of Delay (000)	258	246	227	212	198	183
Rank	57	55	55	54	52	52
Annual Gallons of Wasted Fuel (000)	478	456	421	394	367	339
Rank	62	60	61	59	57	57
Annual Congestion Cost ($ million)	7	6	6	5	5	5
Rank	54	55	52	54	51	46
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

* Note: Zeroes in the table reflect values less than 0.5.

Mobility Data for Springfield MA-CT

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	540	535	530
Rank	52	51	51
Commuters (1000s)	212	208	204
Daily Vehicle-Miles of Travel (1000s)			
Freeway	2,815	2,605	2,625
Arterial Streets	4,465	4,425	4,340
Cost Components			
Value of Time ($/hour)	7.75	7.43	7.20
Commercial Cost ($/hour)	23.94	23.63	23.31
Gasoline ($/gallon)	1.27	1.30	1.35
Diesel ($/gallon)	1.25	1.28	1.34
System Performance	**1984**	**1983**	**1982**
Congested Travel (% of peak VMT)	--	--	--
Congested System (% of lane-miles)	--	--	--
Congested Time (number of "Rush Hours")	--	--	--
Annual Excess Fuel Consumed			
Total Fuel (1000 gallons)	2,018	1,860	1,727
Rank	50	51	49
Fuel per Peak Auto Commuter (gallons)	7	6	4
Rank	12	13	19
Annual Delay			
Total Delay (1000s of person-hours)	3,969	3,659	3,396
Rank	51	50	50
Delay per Auto Commuter (pers-hrs)	16	15	14
Rank	41	40	40
Travel Time Index	1.06	1.05	1.05
Rank	50	55	51
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost ($ millions)	37	33	30
Rank	51	50	50
Cost per Auto Commuter ($)	456	441	422
Rank	28	26	25
Truck Congestion			
Annual Person-Hours of Delay (000)	166	153	142
Rank	51	51	50
Annual Gallons of Wasted Fuel (000)	307	283	263
Rank	56	56	56
Annual Congestion Cost ($ million)	4	4	3
Rank	50	47	50
Annual Greenhouse Gases (CO2) Produced			
Excess Due to Congestion (tons)	--	--	--
Rank	--	--	--
Due to All Travel (tons)	--	--	--
Rank	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced			
Excess Due to Truck Congestion (tons)	--	--	--
Rank	--	--	--
Due to Truck Travel (tons)	--	--	--
Rank	--	--	--

* Note: Zeroes in the table reflect values less than 0.5.