**FAF³ Data:** The Freight Analysis Framework version 3 (FAF³) is a database compiled by the Federal Highway Administration. The Freight Analysis Framework integrates data from a variety of sources to create a comprehensive picture of freight movement among states and major metropolitan areas by all modes of transportation. With data from the 2007 Commodity Flow Survey and additional sources, FAF version 3 (FAF³) provides estimates for tonnage, value, and domestic ton-miles by region of origin and destination, commodity type, and mode for 2007, the most recent year, and forecasts through 2040. Also included are state-to-state flows for these years plus 1997 and 2002, summary statistics, and flows by truck assigned to the highway network for 2007 and 2040.

**Peak-Period Congestion 2007 & 2040**

The accompanying maps display traffic congestion levels on the national highway system in Northeast Ohio in 2007, and projected to year 2040. As traffic volumes grow so does congestion. Highly congested segments are defined by the Federal Highway Association as segments having stop-and-go conditions with volume/service flow ratios greater than 0.95. Congested segments reduce traffic speeds with volume/service flow ratios between 0.75 and 0.95. In 2007 there were 178 congested segments and 77 highly congested segments.

Projections to the year 2040 show continuing increases in congestion throughout all of Northeast Ohio. Every major highway and most U.S. and State Routes will experience some degree of significant congestion. In 2040, 288 segments will have peak-period congestion and 759 segments will be considered to be highly congested.
Classification of congestion is based on FHWA definitions. Highly congested segments are conditions with volume/service flow ratios greater than 0.95. Congested segments have reduced traffic speeds with volume/service flow ratios between 0.75 and 0.95.
Peak-Period Congestion on the National Highway System: 2040

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