

Appendix 10

Reviewer Comments on the January 20, 1999 Draft

General Comments

Comment	How Addressed
Add language about the importance of federal legislation (e.g., ISTEA and TEA 21) to the development of Intelligent Transportation Systems.	Wording added in Chapter IV Next Steps discussion for ITS.
Consider prioritizing routes where ODOT can insist on access control on the State Highway Freight System.	Wording added in Chapter I discussion of 1999 <i>Oregon Highway Plan</i> provisions for expressways.
Discuss the adequacy of chain-up areas for trucks going over mountain passes on the State Highway Freight System.	Wording added in Chapter III discussion of truck safety: "Longer or additional chain-up areas in mountainous regions might help improve safety during inclement weather."
Discuss the need for passing lanes in areas with heavy truck movements.	Wording added in Chapter III discussion of truck safety: "Other examples include construction of passing lanes in mountainous and high traffic areas ..."
Discuss the types of information used in the document, including their reliability and limitations.	Wording about sources and references has been included in a new section entitled "Preface" at the beginning of the report. Efforts were made to use reliable data. The limitations of the data and other information are too extensive to itemize in the Freight Moves report. The reader is referred to the source documents in Appendix 1 for further information on reliability and limitations of the data.
Don't overlook the importance of lesser-traveled state and local roads that provide access and mobility for local freight haulers.	Lesser-traveled state roads discussed in Chapter III under Highways Not on the State Freight System, Local Streets and Roads, and NHS Intermodal Connectors. Also, see comment below for page III-10.
Encourage local jurisdictions, intermodal facilities, landfills, and others to provide adequate facilities for weighing and inspecting trucks.	Wording added in Chapter III discussion of truck safety: "The provision of additional facilities for weighing and inspecting trucks along local roads and near intermodal facilities and landfills would further facilitate enforcement activities."
Identify specific freight movement impediments through inquiries to shippers, receivers, and carriers of freight. Seek recommendations/explanations of remedies to identified impediments. Prioritize impediments and their remedies. Develop a freight movement policy to guide future planning and construction.	A survey of shippers and carriers is discussed in Next Steps in Chapter IV. The possible need to develop a statewide freight policy also is discussed in Next Steps in Chapter IV.
Include a discussion of the importance of access management to safe and efficient freight movements.	Paragraph on access management added to Chapter I discussion of the 1999 <i>Oregon Highway Plan</i> .
Include information about hazardous material flows.	Hazardous materials discussed as an "environmental sensitivity" issue in Chapter I. More information on hazardous material flows might be developed through statewide work on commodity flows as discussed in Next Steps in Chapter IV.
Include information about intermodal connectors that are not on the National Highway System (e.g., to the Port of Umatilla).	Wording added in Chapter III in the Roads discussion at the beginning of the Concerns and Needs section: "For connector roads not on the NHS, needs will be

	identified with further development of the Intermodal Management System and through the corridor and transportation system planning process.”
Install more weigh-in-motion facilities with automatic vehicle identification devices in order to speed up truck traffic, reduce costs, and improve highway safety.	Addition made in Chapter IV discussion of ITS Next Step: “This might include further investigating the feasibility of installing more weigh-in-motion facilities with automatic vehicle identification devices in order to speed up truck traffic, reduce costs, and improve highway safety.”
Make chapter summaries into overviews at the beginning of the chapter.	Report summary comprised of chapter summaries included at the beginning of the document.
Make the font size bigger than 10 point.	Font size for the text is 12 point. Font size is smaller in parts of some of the text boxes, figures, tables, and appendices.
Plan for the types of vehicles that might operate in the future (e.g., 58-foot truck trailers).	Wording added in Chapter I discussion of Freight Issues: “Larger freight-hauling equipment (e.g., longer trucks, longer and/or higher rail cars, deeper draft ships) strain existing transportation facilities and often result in the need to build new capacity or better manage existing capacity.”

Summary

Comment	How Addressed
Include a map for the State Highway Freight System as well as maps for other freight facilities.	State Freight System Map and other facility maps included in Chapter II.
Page S-1, 2 nd paragraph: change “TNT Reddaway” to “USF Reddaway.” Spell out the full name for NW Natural. Check employment levels for the Union Pacific Railroad to see if it is a leading employer in Oregon. Substantiate Oregon’s dependence on wholesale trade and distribution. In the last paragraph, show the number of air-freight related jobs at Oregon’s commercial service airports.	Name changed. NW Natural is now the name for what formerly was Northwest Natural Gas. Union Pacific added as major employer and addition made to leading employers discussion in Chapter I: “The Union Pacific Railroad is the state’s leading rail carrier with just over 2,000 employees in Oregon.” No data could be found for the specific number of air freight jobs at Oregon’s airports.
Page S-2, last paragraph: include “speed” in the discussion of freight issues.	Speed included in a sentence added to the discussion of capacity as a freight issue in Chapter I: “As volumes approach capacity, traffic speeds slow to unacceptable levels, congestion increases, and mobility declines.”
Page S-3, 5 th paragraph: discuss barge to ocean shipping.	Sentence added: “Much of the material moved by barge is transloaded to/from ships, primarily in Portland.”
Page S-4: discuss the importance of intermodal facilities regarding “staging for export.” In the 5 th paragraph, check to identify whether the number of airports should be 7 rather than 9. In the last paragraph, discuss the freight-related implications of Oregon’s changing economy and in the 4 th line, change “and” to “are.”	Sentence changed: “Deep-water freight terminals, which also are located in Newport, Astoria, and Columbia County, are important ‘staging for export’ facilities.” Text reworded on page S-1 to address changes in Oregon’s economy regarding value of freight shipped: “High technology equipment accounted for about half of Oregon’s foreign trade by value in 1997, up from 30 percent in 1990. Crops and

	food products accounted for another 25 percent by value in 1997, down from about 28 percent in 1990, and 15 percent in 1997 was attributable to forestry and paper products, down from 26 percent in 1990.” Number of airports changed to 8. “And” changed to “are.”
Page S-5, 3 rd and 6 th paragraphs: indicate whether the discussion refers to value or to volume. In the 6 th paragraph, better emphasize the importance of freight moving through Oregon. In the 7 th paragraph, clarify the types of traffic to which the Columbia River tonnages pertain.	Wording added: “by value” in 3 rd paragraph and “by tonnage” in 6 th paragraph. Reference to through tonnage deleted. First sentence of 7 th paragraph changed to: “Grains, forest products, and petroleum are the primary commodities shipped on the Columbia-Snake River System.”
Page S-8, 6 th paragraph: change “rail cars for hauling wood chips” to “specialty rail cars.”	Wording changed to “specialty rail cars.”
Page S-9, last paragraph: clarify why elimination or reduction of petroleum barge service might result in higher prices for commodities shipped downstream.	Wording changed: “This in turn could result in higher prices for commodities shipped down river if barging company profitability is adversely affected by the loss in petroleum traffic.”

Chapter I

Comment	How Addressed
Move the “Freight Movements in the Transportation System” section to follow the “Freight’s Importance to the National and State Economy” section.	Section moved.
Page I-1, last paragraph: reword the second sentence to be more clear.	Wording changed: “This is accomplished in part through a review of various aspects of Oregon’s transportation system for moving materials and finished products to manufacturers, distributors, and final consumers in Oregon, other states, and internationally.”
Page I-II, 3 rd paragraph: mention intercity bus as a carrier of freight. In the 4 th paragraph, note that intercity bus has the same locational mobility as trucks.	Additions made. “Although not shown in the table, intercity buses and intercity passenger trains (e.g., Amtrak) also move a small amount of freight. . . . Trucks, along with intercity buses, have the greatest locational mobility among freight modes in that they can go, subject to size and weight limitations, wherever roads go.”
Page I-3, Table I-1: acknowledge the existence of short line railroads serving intrastate markets. Include a column with the heading “Expected Rate of Growth in Oregon.”	Wording added for short-lines in the table. Source of information for the table did not include forecasts for future growth; no source has been identified for Oregon specific forecasts.
Page I-4, 2 nd paragraph: delete the reference about ships on large inland water bodies such as the Great Lakes. Include language about moving autos and containers by water.	Language deleted re: Great Lakes. Language added about autos and containers: “Ships and barges carry many of the same commodities as rail does, with a relatively greater emphasis on low-value bulk commodities but also some higher valued commodities such as motor vehicles. . . . Containers also are moved by barges and ships, including some that focus exclusively on containers.”
Page I-8: make pie charts bigger with labels closer to the wedges and with heavier weight lines.	Charts made bigger, labels moved closer, lines deleted.
Pages I-9 (3 rd paragraph) and I-23 (1 st paragraph): change “TNT Reddaway” to “USF Reddaway.” Discuss the importance of small trucking companies	Company name changed. Wording changed in text re: companies and box. Wording added for small companies: “Data from <i>County Business Patterns</i> show

as well as the large ones. Reorganize information in 3 rd text box.	that 87 percent of freight transportation establishments employed fewer than 20 persons in 1996, while just over 2 percent employed more than 100 persons. Similarly, data from ODOT's Motor Carrier Transportation Division show that most motor carriers with an active plate are small in size, with 78 percent operating one to five vehicles and only one percent operating more than 100 vehicles."
Page I-10, 1 st paragraph: discuss other factors important to the importance of distribution activities in Portland. In the 3 rd paragraph, if appropriate, include companies that move steel, scrap metal, aggregate, and wood chips in the discussion. In the 5 th paragraph, consider including a table showing the top states in the value of exports per capita. In the last paragraph, indicate how trends in exporting will change in the future.	Language added about other factors: "Good transportation connections, perceived quality of life, differences in tax structures between Oregon and neighboring states, and favorable access to major trading partners in East Asia and other Pacific Rim nations contribute to Oregon's advantageous location for distributors serving retail stores in Oregon and other parts of the Northwest and the nation." Data on employment are not readily available for companies the move steel, scrap metal, aggregate, and wood chips. The three western states ranking higher than Oregon are identified in the text. Forecasts of trends in exporting are discussed for the Portland area in Chapter II. Data for the state as a whole are not readily available. Future trends discussed in last paragraph of "Foreign Trade" section and Table I-2.
Page I-12: change "150" to "154" in the second text box.	Number changed.
Page I-13, 2 nd paragraph: add a sentence explaining that most of the 133,000 jobs are generated in the Portland area.	Sentence changed to: "By comparison, the 20,500 jobs generated by on-site businesses were exceeded substantially by the additional 133,300 jobs generated as a result of visitors traveling through the seven commercial service airports; most of these visitors were traveling through Portland International Airport."
Page I-14, 3 rd paragraph, 1 st sentence: put "under contract to the Port of Portland" at the beginning of the sentence.	Wording changed from "under contract to the Port of Portland" to "for the Port of Portland."
Page I-21 and I-22: include "speed" in the discussion of freight issues.	Wording added to the discussion of capacity: "As volumes approach capacity, traffic speeds slow to unacceptable levels, congestion increases, and mobility declines."

Chapter II

Comment	How Addressed
Page II-1, 4 th paragraph: reword the 2 nd sentence (it's awkward) and last sentence to reflect the concentration of population along I-5.	Sentences reworded: "Similarly, petroleum and natural gas pipelines are located along the I-5 and I-84 corridors. . . . The state's largest airports are located where the most people live--the four metropolitan areas along I-5; thus the majority of Oregon's in-state air traffic follows the I-5 corridor too."
Page II-2, 1 st paragraph: clarify the meaning of federal highways.	Clarifications made: "Oregon's major roadway corridors for moving freight generally correspond to federal (designated as interstate or US) or state (designated as OR) highways."
Page II-3: clarify the meaning of federally designated	Clarifications made: "In Oregon, the National

highways and state designated highways.	Highway System includes all interstate and nearly all other federally designated (US) highways as well as a number of state designated (OR) highways”
Page II-6: include the Portland Terminal Railroad in Figure II-5.	Railroad name included in a footnote in the figure.
Page II-7: make the county names easier to read on the Oregon Ports map (Figure II-6).	County names deleted.
Page II-8: use “Washington State Route 14” instead of what’s in the text now.	Wording changed.
Page II-9, Marine Terminals section: include language about the relative importance of the Port of Portland’s T-6 terminal as the state’s international container terminal.	Wording added: “Additionally, a wide variety of products moves through general cargo terminals and container terminals, the largest of which is the Port of Portland’s T-6, Oregon’s only international container terminal.”
Page II-11: add a seventh grain elevator to Figure II-9 to be consistent with the language on page II-10.	Elevator added.
Page II-12, first line, check the number of airports to ensure consistency with Figure II-10. Clarify the amount of tonnage explained from general aviation airports, including some not shown on the map.	Number changed from nine to eight. Tonnage figures are correct as shown. Airports shown were the only ones with at least 50 tons of air freight tonnage in 1997 according to FAA statistics.
Pages II-14 to II-16: identify county names on the “leading county” maps. In the last paragraph on page II-16, clarify that the federal Commodity Flow Study does not include data for exports to international destinations (i.e., it includes data only for state-to-state commodity movements).	County names for leading counties are included in the text—would be too small to read on the maps. Clarifications made about commodity flow data: “The survey obtained data for state-to-state commodity movements; it did not collect data for exports to international destinations.”
Page II-17, 2 nd paragraph: make the 4 th sentence a complete sentence.	Wording changed: “By value, Oregon was the 2 nd leading state for shipments from Washington and the 3 rd leading for shipments from Idaho, but was not in the top five states for shipments from California.”
Page II-19, 3 rd paragraph: delete the bulleted items for the 2040 Commodity Flow Study because the Portland Commodity Flow Study provides more current information.	Items deleted.
Page II-21, last paragraph: replace “Sante” with “Santa.” Use the correct name for the BNSF—Burlington Northern and Santa Fe—as needed throughout the document.	Corrections made.
Page II-22, 5 th paragraph: clarify whether foreign imported logs are being processed in Oregon or elsewhere. Also, note whether timber processed in Oregon is imported from other states. Clarify the meaning of “also” in the 2 nd sentence. In the first sentence of the last paragraph, insert “th” after “13”; i.e., 13 th .	Clarification made: “A number of Oregon timber companies import logs from other states and occasionally from foreign countries such as Chile.” “Also” deleted and “th” inserted.
Page II-23, 2 nd paragraph: clarify the meaning of rail through shipments regarding the types of commodities shipped east-west vs. north-south. Better indicate Portland’s significance as a rail hub.	Sentence about through movements deleted. Language added about locations of origins and destinations of major commodities: “Farm products and chemical products from other northwestern states and the northern Great Plains are the leading products shipped to Oregon by rail. Lumber and wood products are the leading commodities shipped by rail from Oregon to other states, primarily California and the Midwest.” Sentence added about Portland as a rail hub: “Portland is an important hub for commodities moving by rail.”

Chapter III

Comment	How Addressed
Change table-like text boxes into tables and combine text boxes with similar information where appropriate. Include enough information in tables/text boxes for them to stand-alone. Identify whether the maps apply only to the state freight system or to the entire system.	Most tables include numerical values (e.g., employment, dollars, crashes) and are thus distinguished from many of the text boxes where numbers consist of milepoint locators or rankings. Text boxes summarize textual information, provide lists of highway/street segments (rather than just listing them in the narrative), and provide visual contrast to tables and figures. Most tables and text boxes are stand-alone. Several additional maps have been made to distinguish concerns/needs for highways on the Freight System from those for highways off the Freight System.
Include language about the need for additional parking for truckers in safety rest areas.	Language added in discussion of “Safety”: “Truck driver fatigue, for example, might be reduced by providing more or better opportunities for parking at safety rest areas or commercial truck stops.”
Review the geometrics of all state, county, and city roads to identify what would be needed to bring them up to a standard that would allow large trucks operating on interstate highways to also operate on most of Oregon’s other highways safely and efficiently.	Estimated annual and 20-year costs of bringing state highways up to geometric and other standards are included in Table III-4 under the category “modernization.” Estimation of costs for modernizing county and city roads is beyond the scope of the Freight Moves report. These costs are expected to be estimated in the next update of the 1993 <i>Oregon Roads Finance Study</i> .
Page III-7, 3 rd paragraph, 3 rd line: reword “number of hours of daily when service is available.”	Second “of” deleted.
Page III-8, 4 th bullet: delete “through action of the state, or the state in partner with others.”	This is a direct quotation from the 1999 <i>Oregon Highway Plan</i> ; thus it hasn’t been deleted in the freight study.
Page III-9: identify beginning and ending milepoints for the corridors on the truck crash corridor map (Figure III-1).	Milepoints added to the map legend.
Page III-10: include wording to note that city and county roads are a vital link in the freight transportation system.	“Vital link” language added: “This includes state highways as well as local streets and roads which are vital links in the freight transportation system.”
Page III-11: change wording in “the overall benefits to passenger movements would be greater than the benefits for freight movements” because the assertion is debatable.	“Would be” changed to “may.”
Page III-12: show route numbers for the State Highway Freight System on the map for congestion (Figure III-2).	Route shields added.
Page III-13, 5 th paragraph: change “This compares to 23 percent of highways statewide in poor or very poor conditions” to “This compares to 23 percent of all state highways in poor or very poor condition.” Also, change the last part of “I-84 accounts for about 30 percent of the less-than-fair mileage, more than any other highway on the Freight System” to “. . . less-than-fair mileage on the state Freight System, more than any other highway.”	Wording changed to “23 percent of all state highway mileage” and as suggested re: I-84.

<p>Page III-15: change I-5 milepoint 140 to 240 in the text box at the top of the page. Also, re-title the title of the second text box so that the Sunset Tunnel can be included in the box. Change the title to show that the bridges are over the State Freight System route (as opposed to on the freight route itself).</p>	<p>Milepoint changed. Text box title changed to “State Freight System Bridges and Tunnels with Low Overhead Clearance” and Sunset Tunnel included in text box.</p>
<p>Page III-20, 2nd to last paragraph: mention the Downhill Speed Information System that will be installed soon at Emigrant Hill in eastern Oregon.</p>	<p>Wording added: “Other examples include . . . Intelligent Transportation System improvements such as a) variable message signing to alert truck drivers and other motorists about adverse driving or other conditions ahead, and b) a speed information system to help truck drivers negotiate steep downhill grades.”</p>
<p>Page III-22, text box: add “OR 19 from Condon to Arlington” as a non-freight system highway important for moving freight and change “OR 126 east and west of Eugene-Springfield” to “OR 126.” In the 3rd paragraph, delete OR 18 since it does not enter a metro area and list OR 99E and OR 99W separately.</p>	<p>Addition made: “OR 19 south of Arlington.” Change made: “OR 126 in the Eugene-Springfield area.” OR 18 ends in Yamhill County, which is part of the Portland metropolitan statistical area. OR 99E and OR99W listed separately as suggested.</p>
<p>Page III-23, 2nd paragraph: state that rural congestion takes a different form than urban congestion (e.g., when following a slow-moving vehicle on a two-lane highway without passing opportunities). In the last sentence of this paragraph, clarify “. . . safely accommodate truck turning movements” (e.g., turns at intersections or trucks crossing over the centerline of the highway). In the 3rd paragraph, change the third line from “. . . slower traffic or the re-routing of traffic onto already heavily traveled routes” to “. . . slower traffic or rerouting traffic onto already heavily traveled routes.”</p>	<p>Language added: “Rural congestion occurs most often during weekends and holidays on heavily traveled two-lane routes with few passing opportunities.” Text reworded: “. . .or roadway curvature that is too sharp for trucks to navigate without hitting curbs, traveling on shoulders, or crossing the centerline.” Text reworded in third paragraph as suggested.</p>
<p>Page III-24, text box at the top of the page: include structures less than 14 feet, six inches rather than just those less than 14 feet. Check the height of the railroad overpass on OR 99W near Whiteson (between McMinnville and Amity).</p>	<p>Text box made for all non-freight system structures with overhead clearance of 14 feet to 14 feet 6 inches. Bridge near Whiteson is 14 feet 8 inches above the highway.</p>
<p>Maps and text boxes on pages III-25 to III-27: put examples of length and weight restrictions, overcrossing concerns, etc. into a technical appendix that also includes 11” by 17” copies of the maps pertaining to roadway deficiencies (detailed information in the existing maps is hard to read).</p>	<p>Text boxes left in the text to help explain locations on maps. Larger copies of the maps available by contacting Steve Kale or via the world wide web at: ftp://ftp.odot.state.or.us.tdb/trandata/maps/freightstudy.</p>
<p>Pages III-25 and III-26: make the triangles on the bridge deficiency maps bigger. Discuss the Albany-area structure with restricted clearance as shown in Figure III-4 on page III-25. Somewhere identify where triple trailer combinations are banned.</p>	<p>Triangles made bigger. Location of restricted clearance structures provided in the text box entitled “Non-State Freight System Highways with Low Overhead Clearance.”</p>
<p>Pages III-27 or III-28: add a geometric deficiency concern for the John Day Highway south of Arlington in the vicinity of the Olex curves at milepoint 17.01 to 17.2. In Figure III-6 on page III-27, remove the length restriction shown for US 101 south of Port Orford because ODOT has fixed the highway there.</p>	<p>Geometric deficiency concern noted in the text box entitled “Non-Freight System Highways, Other Problem Sections.” U.S. 101 length restriction removed from map.</p>
<p>Page III-28: change “OR 136” to “OR 126” in the text box. Explain why the wording following the text box is not incorporated into the text box.</p>	<p>Change made. Smith River Canyon curvature problems are in California, not Oregon; they are not shown in the text box because Oregon cannot fix the problem.</p>

Page III-28: consider adding information noting a) the percentages of road mileage by type of jurisdictional ownership, b) the percentages of county, city, and state roads with asphaltic concrete or concrete pavement, c) the percentages of county, city, and state roads that are oil mat or unpaved, and d) the high vulnerability of county and city roads to damage from heavy trucks due to their low durability and capacity.	A paragraph and several sentences added in the roads discussion at the beginning of the Concerns and Needs section.
Page III-29: include the South Rivergate overcrossing and Marine Drive improvements in the text box at the bottom of the page.	Additions made.
Page III-30: clarify the location of the “Hawthorne Widening” shown in the text box at the top of the page.	Mission Street changed to Market Street.
Page III-33: change “wood chip cars” to “specialty rail cars” in the Rail Freight Needs text box. Also, reconsider the need for a third track across the Columbia between Portland and Vancouver (i.e., consider other locations for additional trackage across the Columbia).	Change made to “specialty rail cars.” Discussion of a third track revised: “Provide a third track across the Columbia River in the Portland-Vancouver area or nearby.”
Page III-34: delete reference to two crossings in Philomath (i.e., there is only one) in the at-grade rail crossings text box. Include the at-grade rail crossing on OR 34 between Corvallis and I-5. Note that several of the rail crossings have little traffic; thus little interruption of highway traffic occurs.	Deletion made. OR 34 crossing added. Text added: “All but one of these crossings involves a Class III railroad, several of which have little rail traffic.”
Pages III-36 to III-38: mention concerns and needs for the lower Willamette River and whether or not the Columbia River deepening project includes the lower Willamette. Discuss the limitation of the locks at Willamette Falls, absence of dredging, endangered/threatened species listings, barging of aggregate in the Newberg area, and limitations created by the I-5 bridges for marine or highway traffic.	New section added: “Willamette River Concerns and Needs.” Text added on concerns of I-5 and BNSF bridges:
Page III-40, 3 rd paragraph: clarify who the authors are for the <i>Lower Snake River Juvenile Salmon Migration Feasibility Study</i> .	Text added: “A current effort to address drawdown impacts is the <i>Lower Snake River Juvenile Salmon Migration Feasibility Study</i> being prepared by the Corps.”
Page III-48, 4 th paragraph, 2 nd sentence: change “six” to “seven.”	Change made.

Chapter IV

Comment	How Addressed
Consider examining trade-offs and cost-effectiveness of the potential diversion of freight traffic from I-5 to US 97.	These would be more appropriately addressed in corridor studies for I-5 and US 97. Statewide commodity flow and travel modeling work also may be useful.
Examine trade-offs between the value of goods moving by truck versus the damage trucks do to highways.	The Oregon Department of Administrative Services conducts cost-responsibility studies.
To facilitate prioritizing next steps, estimate costs associated with implementing the steps.	Resource requirements are being estimated separately from the Freight Moves study.
Page IV-3, 2 nd paragraph, last sentence: distinguish	Text reads: “Thus ODOT and OEDD may want to

freight concerns from recreation/fishing concerns if/when developing marine transportation policy documents.	further explore the need and desirability for developing a marine freight plan or other marine transportation policy document.”
Page IV-4, 1 st paragraph: identify how the number and costs of additional ATRs.	Resource requirements are being estimated separately from the Freight Moves study.

Appendices

Comment	How Addressed
Include definitions for deep draft and shallow draft waterways.	Definitions included.
Page A-21: identify whether action 1C.3 regarding “treat designated freight routes as expressways” will remain in the Highway Plan.	Language is in OTC-adopted <i>1999 Oregon Highway Plan</i> .
Clarify that the list in Appendix 8 consists of “perceived” needs/solutions, some of which are more feasible than others.	Language added: “The list of needs/solutions is referenced as “perceived” because 1) some of the needs identified were very general in nature and needed further refinement of identify specific needs, and 2) the survey did not include analysis of the technical or financial feasibility of solutions identified by respondents.”