National List of Major Freight Highway Bottlenecks and Congested Corridors
Federal Highway Administration (FHWA) Freight Mobility Trends: Truck Hours of Delay, 2019

The following table lists the top Interstate bottlenecks and congested corridors in the U.S. based upon Truck Hours of Delay per Mile using Freight Mobility Indicators of Total Truck Delay per Mile from 2019. The U.S. Federal Highway Administration (FHWA) used the Freight Mobility Trends (FMT) tool with data from the National Performance Management Research Data Set (NPMRDS) (https://npmrds.ritis.org) to develop the list.

Delay per Mile is calculated for each Interstate segment using the 2019 NPMRDS travel time data as follows:

- Delay is calculated for each 15-minute time period as the difference between actual travel time and reference travel time. Reference travel time is based on 85th percentile speed during off-peak and overnight time periods.
- Delay for each 15-minute time period is multiplied by 15-minute truck volumes. Truck volumes are estimated from Annual Average Daily Truck Traffic (AADTT) using typical time-of-day traffic volume profiles. Delay for each 15-minute time period is aggregated to get annual truck hours of delay.
- The total truck hours of delay is then divided by the segment length to get total truck hours of delay per mile, allowing for the comparison of all roadway sections across the NHS.

The above process was completed for 2017 and 2018 to compare trends from year to year. The use of delay per mile for assessing bottlenecks is a consistent measure that allows for comparing performance over the entire Interstate system from year to year and across all States. Truck hours of delay are quantified along corridors, as opposed to individual points, to consider the full delay that a truck would experience driving along a congested corridor.

The top bottleneck locations were then compared with the bottlenecks identified by States in their 2018 Baseline Performance Reports. Finally, FHWA Office of Freight Management coordinated the locations with the FHWA Division Offices and State departments of transportation (DOTs) for review and comment.

The table lists the Route, Urban Area, and State ordered by 2019 Truck Hours of Delay per Mile. Information is provided for AADTT, Annual Truck Hours of Delay per Mile, Planning Time Index (PTI), Buffer Index (BI), Travel Time Index (TTI), and Travel Reliability Index (TRI), and Total Corridor Congestion Cost per Year. Annual Truck Hours of Delay per Mile is determined at the most congested segment of the corridor. Total Corridor Congestion Cost is calculated for the full extent of delay along the congested corridor, which may include multiple segments, as a function of both the time and fuel used while the truck is in congested traffic, factoring costs of personnel, commercial vehicle operation, and wasted fuel.

Table 1. National List of Major Freight Highway Bottlenecks and Congested Corridors Based Upon Truck Hours of Delay per Mile, 2019 NPMRDS

2019 Rank	2018 Rank	Road	Urban Area	State	Generalized Bottleneck Location/Congested Corridor	Length (Miles)	AADTT (Trucks)	Delay (Hours)	Delay/ Mile	Change from 2018	PTI	BI	TTI	TRI	Total Corridor Congestion Cost ($/year)
1	1	I-95/ I-295	New York	NY/ NJ	I-278/I-678 to NJ side of GW Bridge/SR-4	8.2	19,110	336,775	263,116	4%	10.56	205%	3.47	1.44	76,000,000
2	3	I-90/I-94	Chicago	IL	I-94N to I-55	10.5	16,006	257,845	140,942	-9%	7.22	159%	2.76	1.45	86,900,000
3	4	I-605	Los Angeles	CA	I-5 to SR-60	6.5	21,926	365,837	139,777	11%	4.73	127%	2.07	1.30	62,500,000
4	2	I-35	Austin	TX	Airport Blvd to Stassney Ln	7.9	22,148	231,906	111,359	-47%	9.93	298%	2.47	2.51	109,900,000
5	6	I-610	Houston	TX	I-69 to I-10	3.8	14,758	104,501	104,009	2%	9.21	229%	2.81	1.62	60,800,000
6	5	I-678	New York	NY	I-495 to Belt Parkway and I-295/I-95 to south end Bronx-Whitestone Bridge	5.8 2.9	13,020	134,371	100,237	-3%	6.33	171%	2.34	1.31	40,000,000
7	11	I-405	Los Angeles	CA	At SR-73 and I-105 to SR-42 Manchester Blvd	7.5	24,278	238,811	95,686	3%	6.27	217%	1.98	2.24	147,800,000
8	7	I-290	Chicago	IL	I-90/I-94 to I-290	13.5	17,452	162,175	94,778	-6%	5.49	163%	2.03	1.41	59,700,000
9	8	I-69/ US-59	Houston	TX	Buffalo Speedway to I-45	4.4	13,662	187,114	89,185	-7%	7.19	205%	2.32	1.84	57,800,000
10	12	I-278	New York	NY	I-95/I-678 to Grand Central Pkwy. and SR-27 Prospect Expy. to SR-29 Queens Blvd.	7.7 9.2	13,214	708,920	88,339	2%	6.03	164%	2.24	1.55	147,000,000
11	9	I-24	Nashville	TN	US-41 to SR-155	5.8	25,550	122,135	86,920	-7%	5.05	179%	1.80	1.72	52,200,000
12	10	I-10	Los Angeles	CA	20th Street to I-5 And at I-605	15.3 6.0	14,072	217,248	86,745	-7%	7.26	162%	2.74	1.50	164,100,000
13	15	I-710	Los Angeles	CA	Cesar Chavez Ave. to Atlantic Blvd.	3.0	13,666	117,160	85,730	19%	7.38	240%	2.12	2.02	47,500,000
14	23	I-45	Houston	TX	US-90 to I-69	3.5	14,368	137,629	84,471	37%	5.78	143%	2.34	1.54	58,800,000
15	17	I-680	San Francisco	CA	SR-262 to SR-238	4.3	12,812	215,782	81,240	15%	8.73	268%	2.36	2.09	14,000,000
16	25	I-495	New York	NY	Little Neck Parkway to Queens Midtown Tunnel	14.3	17,976	256,729	70,916	16%	4.33	139%	1.74	1.81	112,400,000
17	21	I-5	Seattle	WA	SR-16 to SR-18 and I-90 to 85th St	9.6 7.1	13,752	139,061	69,732	6%	6.43	194%	2.21	1.66	62,500,000
18	14	I-5	Los Angeles	CA	SR-134 Ventura Fwy. to I-605	19.8	14,194	164,580	68,560	-15%	6.80	224%	2.10	2.01	123,200,000
19	20	I-76	Philadelphia	PA	University Ave to US-1	6.2	9,210	82,470	67,019	2%	7.94	214%	2.52	1.79	37,500,000
20	19	I-87	New York	NY	I-278 to 230th Street	5.9	9,800	166,565	64,891	-2%	7.54	218%	2.35	1.99	25,100,000
21	27	I-105	Los Angeles	CA	I-405 to SR-19	13.7	14,794	131,310	64,807	8%	4.54	112%	2.02	1.34	56,800,000
22	22	I-75/ I-85	Atlanta	GA	I-20 to I-75/I-85 split	4.2	14,710	43,279	63,432	0%	5.53	172%	2.03	1.52	19,300,000
23	34	I-10	New Orleans	LA	I-610 to Pontchartrain Expy.	3.7	28,358	567,191	61,114	12%	4.12	154%	1.43	3.60	73,000,000
24	73	I-10	Lake Charles	LA	At I-210	9.3	28,358	567,191	61,114	93%	4.12	154%	1.43	4.00	31,500,000

2019 Rank	2018 Rank	Road	Urban Area	State	Generalized Bottleneck Location/Congested Corridor	Length (Miles)	AADTT (Trucks)	Delay (Hours)	Delay/ Mile	Change from 2018	PTI	BI	TTI	TRI	Total Corridor Congestion Cost ($/year)
25	26	I-210	Los Angeles	CA	SR-39/164 Azusa Ave to SR-19 Rosemead Blvd	10.0	20,014	155,249	60,414	0%	3.72	120%	1.68	1.35	67,600,000
26	18	I-10	Baton Rouge	LA	I-110 to SR-1	2.2	21,436	124,256	57,724	-16%	5.10	235%	1.52	3.97	33,800,000
27	32	I-25	Denver	CO	I-70 to University Blvd	8.7	14,060	91,776	55,696	-3%	5.00	166%	1.88	1.72	54,200,000
28	29	I-5	Portland	OR	Columbia River to Terwilliger Blvd	10.5	15,976	156,900	55,154	-7%	5.17	177%	1.81	1.95	53,100,000
29	31	I-55	Chicago	IL	I-94 to SR-171	10.0	14,752	308,860	53,860	-6%	4.67	160%	1.76	1.68	58,300,000
30	37	I-285	Atlanta	GA	East/ SR-400 to US-78 and West/ I-20 to Northside Dr	11.7 11.2	23,710	87,447	53,821	7%	3.43	128%	1.51	1.58	137,500,000
31	46	I-495	Washington	MD/ VA	I-66 (VA) to I-95 (MD)	19.5	19,088	278,191	53,507	18%	3.81	141%	1.55	1.78	93,900,000
32	33	I-70	Denver	CO	I-25 to I-270	4.8	11,946	125,104	53,461	-4%	4.61	148%	1.85	1.50	26,700,000
33	55	I-30	Little Rock	AR	At I-630	1.9	39,640	97,397	51,924	28%	2.32	84%	1.24	1.86	11,700,000
34	35	I-80/ I-580	San Francisco	CA	US-101 to University Ave	10.7	5,474	90,562	51,110	-2%	9.15	199%	2.97	1.37	35,200,000
35	39	I-10	Houston	TX	I-69 to I-45	2.1	18,170	94,429	50,107	1%	4.92	189%	1.67	2.00	53,700,000
36	40	I-270	Denver	CO	I-25 to I-70	5.8	10,728	160,467	50,104	1%	5.33	175%	1.92	1.82	14,500,000
37	47	I-95	Washington	VA	SR-123 to SR-286	6.3	16,184	337,261	49,241	10%	4.40	153%	1.71	1.69	49,800,000
38	24	I-110/ CA-110	Los Angeles	CA	I-10 to SR-42 Stauson Ave.	3.4	7,780	98,619	48,762	-21%	7.65	173%	2.77	1.96	23,100,000
39	36	I-10	Phoenix	AZ	At I-17 from 51st Ave to SR-143	13.9	23,436	160,526	48,254	-6%	3.41	134%	1.45	1.92	91,200,000
40	45	I-15	Riverside	CA	At SR-91	2.2	10,534	105,431	48,175	5%	6.08	228%	1.86	2.17	18,600,000
41	30	I-15	Salt Lake City	UT	At I-215 (SR-173 to SR-48)	2.4	65,670	146,145	47,435	5%	1.74	46%	1.18	1.27	62,139,000
42	44	I-15	Los Angeles	CA	At I-10	3.2	18,198	150,438	47,170	0%	3.71	144%	1.49	2.24	12,700,000
43	59	I-80/ I-94	Chicago	IL	I-294 to I-94	4.8	41,800	162,559	46,615	23%	3.00	133%	1.28	2.64	9,100,000
44	50	I-695	Baltimore	MD	I-95 to I-795	10.1	20,994	48,956	46,428	9%	3.48	146%	1.41	2.36	45,400,000
45	57	I-71/ I-75	Cincinnati	KY/ OH	I-275 to Western Hills	9.2	30,594	58,663	44,603	12%	2.28	64%	1.37	1.19	18,300,000
46	81	I-90	Chicago	IL	I-90/94 to I-294	6.7	7,190	107,654	43,345	53%	6.39	161%	2.45	1.35	32,300,000
47	51	I-64	St. Louis	MO	Market St to I-70 (over Mississippi River)	5.0	18,480	95,442	42,771	3%	4.08	165%	1.53	2.16	9,100,000
48	28	I-294	Chicago	IL	At I-290 and At I-90	6.1 3.9	18,898	117,655	42,295	-29%	3.80	156%	1.45	2.14	40,900,000
49	61	I-405	Seattle	WA	I-90 to SR-520	3.7	9,592	181,650	40,760	10%	6.25	228%	1.88	2.63	12,800,000
50	127	I-75	Chattanooga	TN	At I-24	1.6	23,596	63,454	40,747	116%	3.38	129%	1.43	1.68	6,000,000
51	65	I-676	Philadelphia	PA	I-76 to I-95	2.2	7,390	66,004	40,448	13%	5.92	181%	2.07	1.86	7,300,000
52	56	I-238	San Francisco	CA	I-880 to I-580	2.1	18,052	82,338	40,088	0%	3.13	93%	1.55	1.27	4,600,000
53	64	I-35	San Antonio	TX	At I-10	3.0	27,030	39,992	39,338	8%	1.66	37%	1.21	1.50	24,300,000
54	53	I-494	Minneapolis	MN	SR-77 to W Bush Lake Rd	6.6	12,284	78,992	38,514	-7%	5.37	189%	1.86	1.82	9,000,000

2019 Rank	2018 Rank	Road	Urban Area	State	Generalized Bottleneck Location/Congested Corridor	Length (Miles)	AADTT (Trucks)	Delay (Hours)	Delay/ Mile	Change from 2018	PTI	BI	TTI	TRI	Total Corridor Congestion Cost ($/year)
55	58	I-85	Atlanta	GA	I-75 to SR 13/141 and I-285 to SR-378	2.8; 6.6	17,078	163,020	37,663	-4%	3.76	151%	1.48	1.83	35,700,000
56	48	I-35E	Dallas	TX	I-30 to Market Center Blvd.	2.8	15,572	90,016	37,601	-15%	3.46	124%	1.54	1.87	24,900,000
57	54	I-635	Dallas	TX	I-35 to SR-78	14.0	20,228	67,349	37,059	-9%	2.43	66%	1.45	1.23	61,400,000
58	42	I-95	Baltimore	MD	I-395 to I-895	8.1	18,962	37,591	36,203	-24%	2.36	75%	1.32	1.67	34,900,000
59	79	I-95	Philadelphia	PA	At I-676	2.0	10,170	64,693	35,789	16%	3.25	87%	1.71	1.26	11,900,000
60	67	I-270	St. Louis	MO	I-64 to SR 100	3.5	35,200	111,888	35,500	3%	2.24	85%	1.21	1.91	28,200,000
61	63	I-215	Riverside	CA	I-10 to SR-80	5.9	14,482	180,876	35,057	-4%	3.52	115%	1.51	1.47	35,300,000
62	38	I-75	Cincinnati	OH	SR-562 to SR-126	3.0	22,350	26,881	34,492	-31%	3.94	156%	1.54	1.58	29,500,000
63	52	I-94	Chicago	IL	I-90/94 to US-14	2.3	16,000	113,471	33,752	-19%	3.52	138%	1.47	1.66	12,900,000
64	74	I-880	San Francisco	CA	At I-980 and At US-101	2.5; 5.8	12,070	212,423	32,983	3%	3.99	145%	1.61	1.63	55,800,000
65	70	I-24	Chattanooga	TN	I-75 to US-41	3.5	22,266	34,046	32,057	-3%	3.18	145%	1.30	2.86	18,500,000
66	100	I-40	Albuquerque	NM	At I-25	1.7	28,886	52,481	31,823	37%	2.13	63%	1.30	1.88	9,700,000
67	72	I-805	San Diego	CA	SR-52 to SR-163	2.5	12,420	80,062	31,791	-2%	5.62	242%	1.62	3.96	13,900,000
68	60	I-30	Dallas	TX	I-35 to Grand Ave.	4.0	18,622	54,192	31,390	-15%	3.53	134%	1.43	1.81	14,300,000
69	84	I-376	Pittsburgh	PA	Fort Pitt Bridge to Squirrel Hill	4.5	5,182	50,528	31,346	13%	6.64	235%	2.00	2.51	2,800,000
70	78	I-10	Riverside	CA	At I-215	1.6	23,010	49,901	31,196	1%	2.62	102%	1.26	2.12	17,300,000
71	75	I-84	Hartford	CT	SR-2 to Prospect Ave	4.0	11,584	123,868	29,849	-6%	3.77	144%	1.52	2.14	7,700,000
72	73	I-405	Portland	OR	I-5 to US-26	2.3	8,594	22,135	29,467	-9%	6.31	213%	1.97	2.13	1,200,000
73	86	I-95	Wilmington	DE	At I-295/I-495	3.7	24,278	48,048	28,402	6%	3.05	138%	1.29	2.67	2,700,000
74	43	I-94	Minneapolis	MN	SR-280 to Hennepin Ave	4.5	8,700	31,602	28,016	-41%	4.07	117%	1.87	1.37	4,400,000
75	80	I-205	Portland	OR	At I-84	3.6	10,580	127,148	27,951	-6%	4.10	171%	1.50	2.64	7,100,000
76	82	I-95	Fredericksburg	VA	US-17 to Russell Rd	14.5	19,778	217,884	27,933	-1%	2.97	118%	1.36	1.59	20,000,000
77	96	I-93	Boston	MA	At I-90 and At SR-3	5.0; 5.5	8,762	99,456	27,386	12%	3.58	102%	1.75	1.38	19,600,000
78	85	I-95	Bridgeport	CT	At US-1 in Fairfield and At US-1 in Stamford	1.5; 1.8	11,786	49,655	27,289	-2%	4.26	155%	1.63	1.77	51,000,000
79	71	I-40	Nashville	TN	I-24 to I-65	3.0	10,758	40,849	27,148	-17%	3.95	162%	1.48	2.42	4,100,000
80	87	I-95	New Haven	CT	I-91 to SR-10	1.8	12,094	48,954	26,805	1%	4.26	177%	1.53	2.73	2,700,000
81	94	I-78	New York	NJ	US-22 to SR-440	5.0	12,166	34,185	26,033	4%	3.85	105%	1.86	1.48	6,700,000
82	98	I-35W	Dallas	TX	At I-30	1.2	10,852	46,490	24,953	5%	3.55	116%	1.64	1.45	11,900,000
83	68	I-15	Ogden	UT	SR-232 to SR-273	2.0	20,606	66,654	24,114	27%	2.62	108%	1.25	2.21	5,995,000
84	88	I-75	Atlanta	GA	I-85 to Moores Mill Rd	3.3	16,806	29,466	23,791	-9%	3.66	176%	1.32	3.30	6,300,000
85	155	I-65	Indianapolis	IN	I-70 N to Fall Creek Blvd	2.2	13,802	27,140	23,639	120%	1.69	45%	1.16	1.46	1,500,000
86	140	I-20/I-59	Birmingham	AL	At I-65	2.0	14,870	45,814	23,124	34%	1.40	21%	1.16	2.14	2,500,000
87	119	I-270	Washington	MD	At I-495	1.5	13,602	32,657	22,345	9%	3.24	139%	1.35	2.59	26,400,000
88	16	I-15	Las Vegas	NV	I-515 to Tropicana Ave	5.5	13,322	105,126	22,146	-69%	2.86	104%	1.39	1.75	17,000,000
89	111	I-280	New York	NJ	Garden State Pkwy to SR-21	2.4	8,900	52,373	22,029	4%	4.12	138%	1.59	1.96	2,900,000

2019 Rank	2018 Rank	Road	Urban Area	State	Generalized Bottleneck Location/Congested Corridor	Length (Miles)	AADTT (Trucks)	Delay (Hours)	Delay/ Mile	Change from 2018	PTI	BI	TTI	TRI	Total Corridor Congestion Cost ($/year)
90	94	I-95	Miami	FL	Florida Turnpike to I-395	9.5	9,490	117,996	21,894	-12%	4.01	119%	1.79	1.62	29,400,000
91	97	I-4	Tampa	FL	I-275 to 36th St	5.8	13,116	124,896	21,620	-11%	2.81	87%	1.41	1.53	6,900,000
92	110	I-670	Kansas City	MO	At I-70	1.1	8,716	22,474	21,163	0%	3.99	168%	1.48	2.68	1,200,000
93	89	I-395	Washington	DC/ VA	US-50 to VA-236	10.4	10,408	12,903	21,150	-19%	5.25	159%	2.03	1.62	700,000
94	112	I-580	Livermore	CA	I-205 to First Street	7.1	14,306	148,916	20,960	0%	2.65	96%	1.31	1.82	8,300,000
95	109	I-95	Washington	MD	I-495 to SR-200	4.6	21,322	113,022	20,807	-3%	2.26	77%	1.24	1.61	6,300,000
96	124	I-95	Boston	MA	SR-38 to I-93	2.5	8,114	80,374	20,726	5%	4.27	174%	1.56	2.46	8,600,000
97	103	I-84	Portland	OR	At I-5	1.7	9,086	34,768	20,359	-9%	2.78	86%	1.49	1.34	3,400,000
98	90	I-65	Nashville	TN	I-40 to I-440	1.9	21,904	37,827	20,093	-22%	2.00	54%	1.22	1.71	13,500,000
99	114	I-40	Knoxville	TN	I-75/I-640 to I-275	2.3	16,692	45,684	20,059	-3%	2.65	109%	1.25	2.32	2,500,000
100	115	I-71	Columbus	OH	At I-670	4.5	15,194	88,459	19,511	-5%	2.46	93%	1.25	1.96	7,300,000

Generalized Bottleneck Location/Congested Corridor and Length: Extent of congestion for corridor caused by one or more bottlenecks, estimated based upon review of corridor congestion scans in the NPMRDS. For major congested corridors, this may include multiple contiguous bottlenecks.

Annual Average Daily Truck Traffic **(AADTT) (Trucks):** NPMRDS (single unit and combination) trucks conflated from Highway Performance Monitoring System (HPMS).

Annual Truck Hours of Delay/Mile: Difference between actual travel time and reference travel time ("free-flow" travel time), multiplied by truck volumes, then divided by the segment length. For larger bottlenecks that span multiple roadway segments, delay is provided for the most congested segment and direction of the bottleneck, not the full corridor.

Planning time index (PTI): Ratio of the 95th percentile travel time to the reference travel time ("free-flow" travel time), computed during the AM and PM peak periods.

Buffer index (BI): Represents the extra time (or time cushion) that travelers must add to their average travel time when planning trips to ensure on-time arrival.

Travel time index (TTI): Ratio of the peak-period travel time to the reference travel time ("free-flow" travel time), computed for the AM and PM peak periods.

Travel Reliability Index (TRI): Calculated the same as the MAP-21 performance measure for Truck Travel Time Reliability (TTTR), as the ratio of the 95th percentile travel time to the 50th percentile travel time during five different time periods of the day. Results will differ from the NPMRDS TTTR due to differences in route segmentation.

Total Corridor Congestion Cost ($/year): Calculated for the full extent of delay along the congested corridor as a function of both the time and fuel used while the truck is in congested traffic, factoring costs of personnel, commercial vehicle operation, and wasted fuel. For major bottlenecks with long congestion queues, this will include multiple roadway segments. For major congested corridors, the congestion cost will include the full cost of congestion along the corridor through the entire urban area, which may include multiple bottlenecks.

Changes Between 2018 and 2019

Based upon a comparison of truck hours of delay per mile, the following bottlenecks saw the greatest relative percent change (increase or decrease) in delay between 2018 and 2019. In many cases, major increases in delay from one year to the next can be attributed to major construction projects/work zones along the corridors. Any changes due to capacity or operational improvements will show up in subsequent year analyses.

The following bottlenecks saw the greatest percent increase in delay from 2018:

Table 2. Greatest Increase in Delay Between 2018 and 2019

Road	Urban Area	State	Increase in Delay Per Mile from 2018	
			Hours	Percent
I-65	Indianapolis	IN	12,895	120%
I-75	Chattanooga	TN	21,861	116%
I-10	Lake Charles	LA	29,486	93%
I-90	Chicago	IL	14,948	53%
I-45	Houston	TX	22,875	37%
I-40	Albuquerque	NM	8,515	37%
I-20/I-59	Birmingham	AL	5,815	34%
I-30	Little Rock	AR	11,237	28%
I-15	Ogden	UT	5,140	27%
I-80/I-94	Chicago	IL	8,721	23%

The following bottlenecks saw the greatest percent decrease in delay from 2018:

Table 3. Greatest Decrease in Delay Between 2018 and 2019

Road	Urban Area	State	Decrease in Delay Per Mile from 2018	
			Hours	Percent
I-696	Detroit	MI	-71,875	-86%
I-90	Seattle	WA	-22,581	-72%
I-15	Las Vegas	NV	-48,774	-69%
I-94	Detroit	MI	-20,605	-60%
I-45	Dallas	TX	-19,467	-55%
I-35W	Minneapolis	MN	-19,553	-53%
I-35	Austin	TX	-97,558	-47%
I-77	Charlotte	NC	-12,676	45%
I-43	Milwaukee	WI	-10,509	-43%
I-94	Minneapolis	MN	-19,264	-41%

Based upon changes to truck hours of delay per mile, the following bottlenecks saw a relative increase in delay, moving the locations to the top 100 bottlenecks, or a relative decrease in delay, dropping the locations below the top 100 bottlenecks.

The following bottlenecks were added to the list in 2019:

Table 4. Locations Added to Top 100 Between 2018 and 2019

Road	Urban Area	State
I-20/I-59	Birmingham	AL
I-580	Livermore	CA
I-65	Indianapolis	IN
I-95	Boston	MA
I-270	Washington	MD
I-95	Washington	MD
I-670	Kansas City	MO
I-280	Newark/New York	NJ
I-75	Chattanooga	TN
I-40	Knoxville	TN
I-15	Ogden	UT

The following bottlenecks from 2018 dropped off the list in 2019:

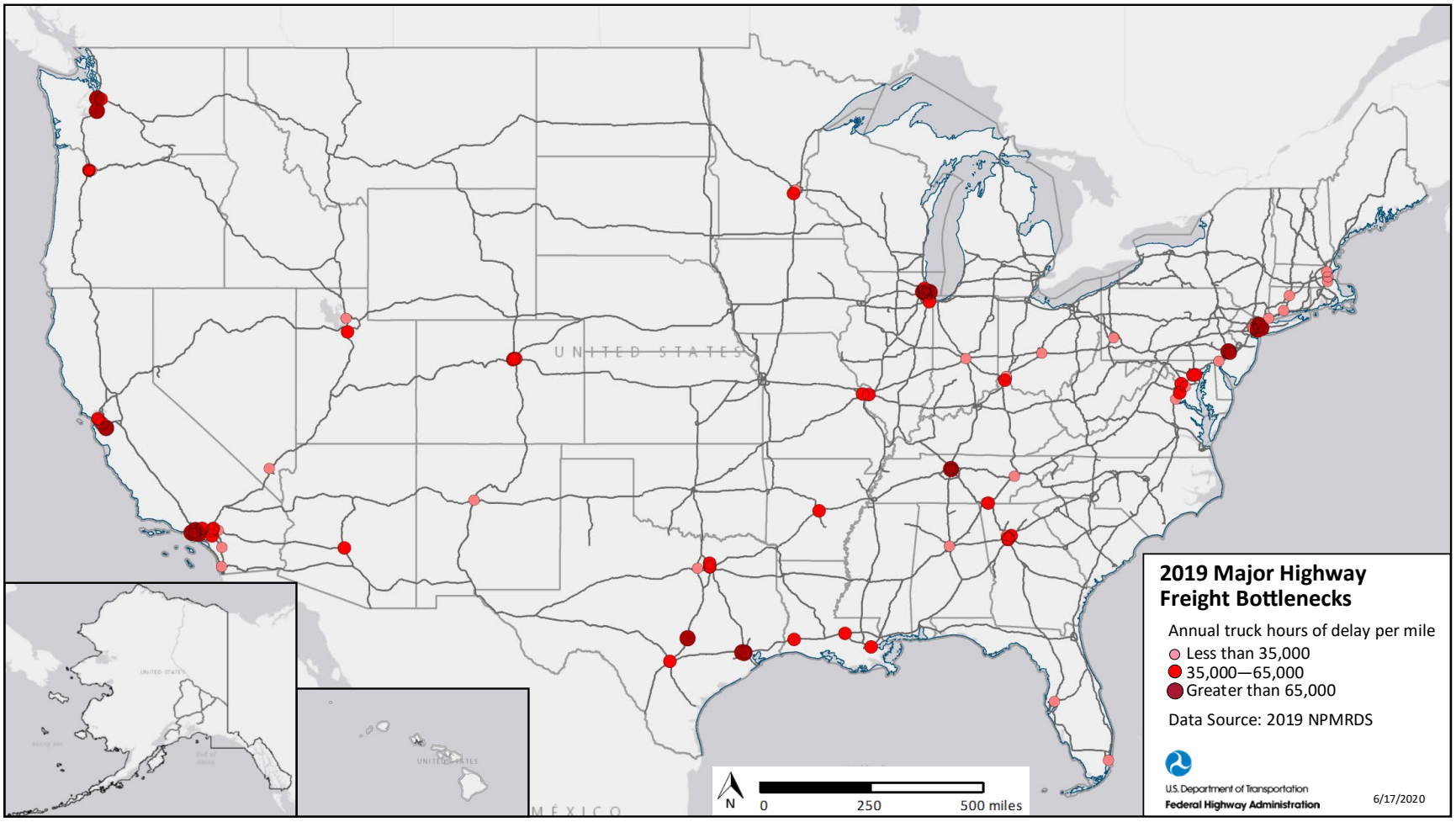
Table 5. Locations Removed from Top 100 Between 2018 and 2019

Road	Urban Area	State
I-95	Jacksonville	FL
I-275	Tampa	FL
I-696	Detroit	MI
I-94	Detroit	MI
I-35W	Minneapolis	MN
I-77	Charlotte	NC
I-85	Greenville	SC
I-45	Dallas	TX
I-64	Virginia Beach	VA
I-90	Seattle	WA
I-94	Milwaukee	WI

Mapped Locations

The following map shows the top Interstate bottlenecks in the U.S. (table 1) based on Freight Mobility Indicators of Annual Truck Hours of Delay per Mile for 2019.

Map-1. Major Freight Highway Bottlenecks Based Upon Truck Hours of Delay per Mile, 2019 NPMRDS



Other Bottlenecks

The analysis in this report uses delay per mile for assessing bottlenecks to allow for comparison over the entire Interstate system across all States. Individual State DOTs and Metropolitan Planning Organizations (MPOs) use a range of bottleneck identification methods based upon their freight plan development process and local traffic characteristics, infrastructure constraints, and impediments to efficient freight movement.

There are a range of methods for measuring congestion, delay, and reliability. Reliability is another factor that is important to the freight industry. In addition to congestion-based delay, some truck freight bottlenecks can be attributed to infrastructure restrictions that uniquely impact trucks such as bridges with weight or clearance restrictions, steep grades, frequent adverse weather, or constraints at facilities, such as ports, intermodal rail facilities, and border crossings.