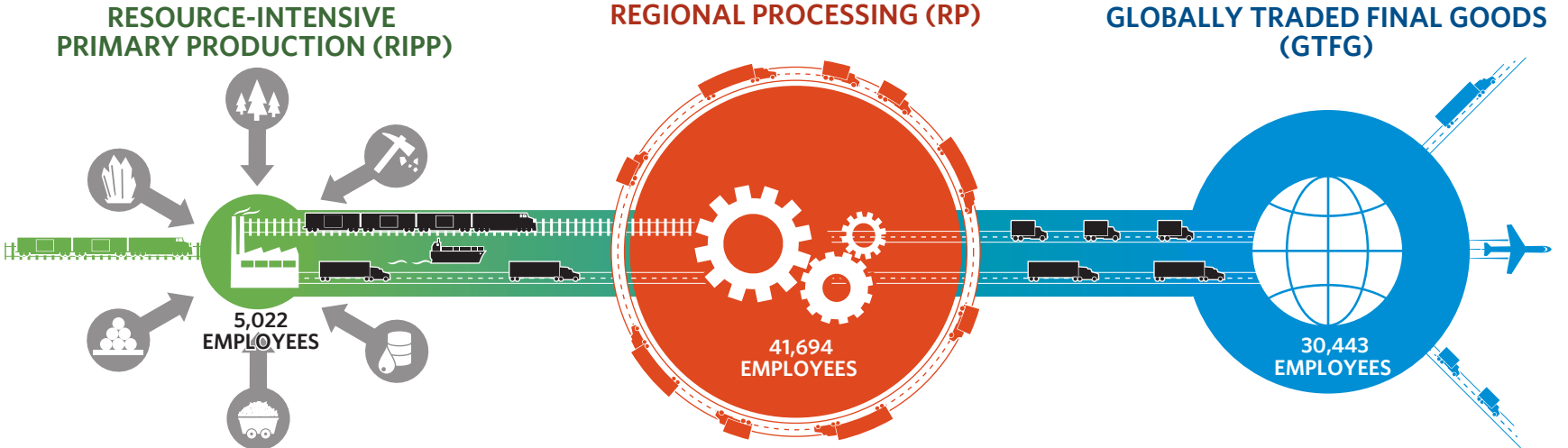


The freight-manufacturing nexus in the O'Hare subregion



DESCRIPTION:	Refine raw material (e.g., wood to paper)	Create intermediate goods (e.g., fabricated metals) or regionally consumed goods (e.g., food)	Utilize regionally and internationally produced intermediate goods to create final products
INDUSTRIES:	Wood, paper, petroleum, primary metals	Food and beverage, fabricated metals, chemicals	Computer parts, medical supply, machinery
FREIGHT MODE CHOICE:			
TRANSPORTATION AND LOCATION DETERMINANTS:	Low transportation costs and proximity to supply chain	Regional processing: time to market Intermediate parts: supply chain connections	Reliability, flexibility, export access
TENDENCY TO CO-LOCATE WITH FREIGHT:	High	High	Moderate
PRODUCT VALUE DENSITY:	\$430 to \$1,249 per ton	\$904 to \$3,135 per ton	\$6,865 to \$16,670 per ton
SUBREGION PROPORTION OF CMAP REGION EMPLOYEES IN PRODUCTION TYPE:	14%	22%	23%

Source: Chicago Metropolitan Agency for Planning analysis of Economic Modeling Specialists International and Wial et al. "Why Does Manufacturing Matter?," 2012.