

2021

Mobility Report

UPWP Task 5.1 Annual Mobility Report
June 30, 2021



NORTH FLORIDA

TPO

OVERVIEW

The data presented in this 2021 Annual Mobility Report is based on regional trends from 2015 to 2019. Certain performance measures are available up to the 2020 year and are reported as current as possible. This report summarizes the quantity, quality, system utilization and accessibility dimensions of mobility in the North Florida Transportation Planning Organization's (North Florida TPO) planning boundaries (North Florida Region) consisting of Clay, Duval, Nassau and St. Johns counties. These measures were established in the North Florida TPO's Congestion Management Process in 2019. This report also includes the performance measures adopted by the Federal Highway Administration (FHWA) for metropolitan planning. These datasets are made available through an online Integrated Data Exchange at <https://cmp.northfloridatpo.com/>. The following summarizes the key results and findings:

- Automobile traffic grew 3.3% from 2018 to 2019 while gross domestic product grew by 2.9%. The number of aviation passengers and amount of freight moving through the port increased steadily from 2015 to 2019. Aviation passengers declined sharply in 2020 due to the impact of Covid-19 on air travel.
- In 2019, traffic delays decreased by 1.6% and average speed across the network decreased by 1.6 mph during the peak hour. Traffic delays cost the region \$188 million in 2019.
- The vehicles-per-lane-mile on the roadway system increased by 2.7% from 2018 to 2019.
- The estimated system reliability for interstate facilities is still greater than the 75% system reliability goal.
- Increases in demand and congestion make it harder to get traffic flowing after major back-ups. Road rangers continue to respond to and clear incidents in a timely manner.
- Single-occupancy trips represent about 80% of all trips. This data trend over the past five years indicates ride-sharing is increasing.
- Vehicle, pedestrian and bicycle crashes all declined from 2019 to 2020. However, fatalities for all modes of travel have increased during the same period. Bicycle and pedestrian safety continue to be a high priority for the TPO.
- In 2019, vehicle crashes cost the region \$4.9 billion in economic losses and 262 lives.
- Vehicles are a major contributor to air pollution, producing significant amounts of carbon dioxide (CO₂), nitrogen oxides (NO_x), carbon monoxide (CO), and other pollutants. The total cost of emissions for the 2019 year was \$1.7 million.
- The total fuel consumption cost due to delay in 2019 was \$3.9 million.

The goals identified in this document are described in the 2019 Congestion Management Process and the 2045 Long Range Transportation Plan. A summary of the federal performance measures are presented, followed by the report summarizing performance measures for the North Florida region.



OVERVIEW

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued a Planning Rule in May 2016 to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America’s Surface Transportation (FAST) Act. This rule specifies the requirements for State DOTs and MPOs to implement a performance-based approach to planning and programming. Under this framework, the three FHWA Performance Measures (PM) rules and FTA transit rules established various performance measures required to monitor the performance of safety (PM1), bridge and pavement (PM2), system performance (PM3), and transit asset management (TAM). This document identifies targets and reports progress on these identified performance measures through 2019.

PM1
Safety

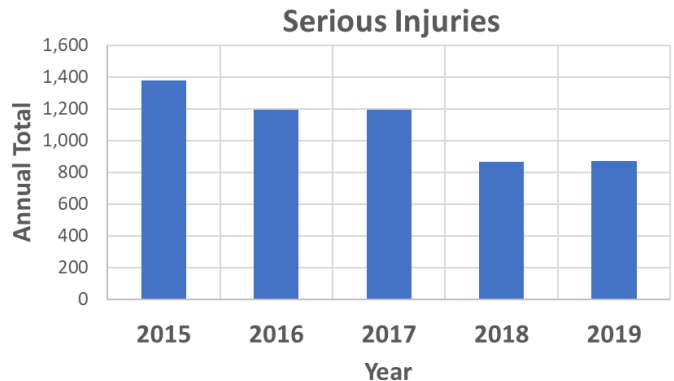
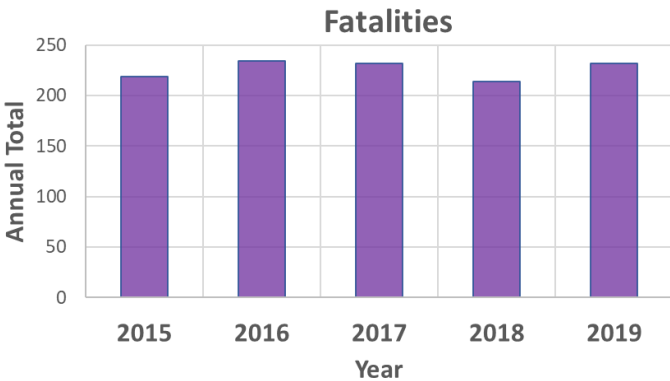
PM2
Bridge & Pavement

PM3
System Performance

TAM
Transit Asset Management

PM1 – Safety

The safety performance measures help to assess fatalities and serious injuries on all public roads regardless of ownership or functional classification. As required by 23 CFR 490, the North Florida TPO adopted targets for number of fatalities, number of serious injuries, fatality rate, serious injury rate and total number of non-motorized fatalities and serious injuries. These targets align with the Florida Department of Transportation’s adopted targets.



Performance Measure	Target	2015	2016	2017	2018	2019
Number of Fatalities	0.0	219	234	232	214	232
Rate of Fatalities per 100 Million VMT	0.0	1.344	1.378	1.347	1.234	1.301
Number of Serious Injuries	0.0	1,379	1,195	1,191	863	869
Rate of Serious Injuries per 100 Million VMT	0.0	8.463	7.037	6.913	4.977	4.874
Number of Non-motorized Fatalities and Serious Injuries	0.0	192	174	173	191	162

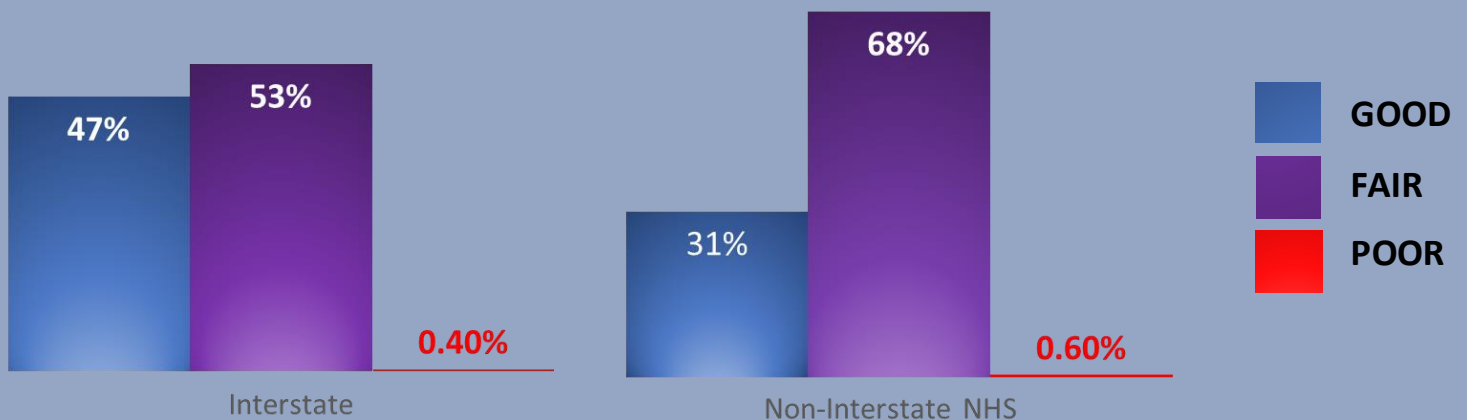


PM2 – Pavement and Bridge Condition

Pavement and bridge condition assessment is vital to the continued maintenance of the roadway system. As required by 23 USC 23 CFR 490, the Florida Department of Transportation has adopted initial targets for bridge and pavement conditions. The North Florida TPO adopted the FDOT guidance for performance management of pavement and bridges.

Performance Measure	Target	2015	2016	2017	2018	2019
Pavement						
% of Interstate Pavements in GOOD Condition	≥ 60%	68.0%	66.3%	57.5%	35.3%	47.0%
% of Interstate Pavements in POOR Condition	≤ 5%	0.0%	0.1%	0.0%	0.5%	0.4%
% of Non-Interstate NHS Pavements in GOOD Condition	≥ 40%	37.2%	32.6%	36.2%	31.5%	31.0%
% of Non-Interstate NHS Pavements in POOR Condition	≤ 5%	0.5%	0.5%	0.6%	0.4%	0.6%
Bridge						
% of NHS Bridges by Deck Area Classified as in GOOD Condition	≥ 50%	-	-	52.06%	51.53%	51.24%
% of NHS Bridges by Deck Area Classified as in POOR Condition	≤ 10%	-	-	0.66%	0.66%	0.86%

Pavement (Flexible and Rigid Combined)



NHS Bridge Deck Area





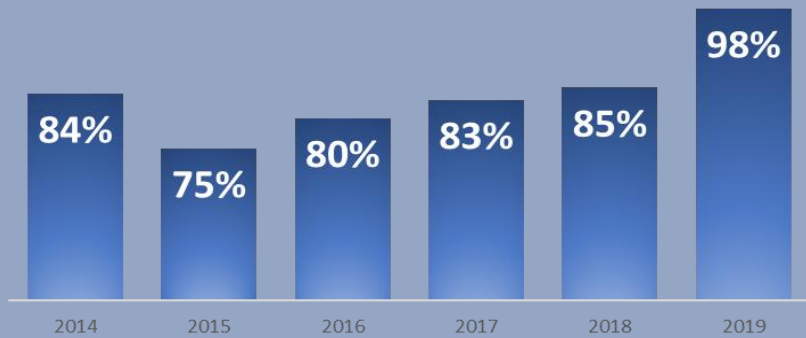
PM3 - System Performance

PM3 establishes measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). The North Florida TPO has adopted the Florida Department of Transportation performance targets. Reliability refers to a consistent predictable travel time.

Performance Measure	Target	2015	2016	2017	2018	2019	2020
% of Person Miles Traveled on the Interstate that are Reliable	70%	84%	75%	80%	83%	85%	98%
% of Person Miles Traveled on the Non-Interstate NHS that are Reliable	50%	59%	60%	85%	86%	87%	94%
Truck Travel Time Reliability (TTTR) Index	2.0	1.64	1.67	1.67	1.59	1.64	1.34

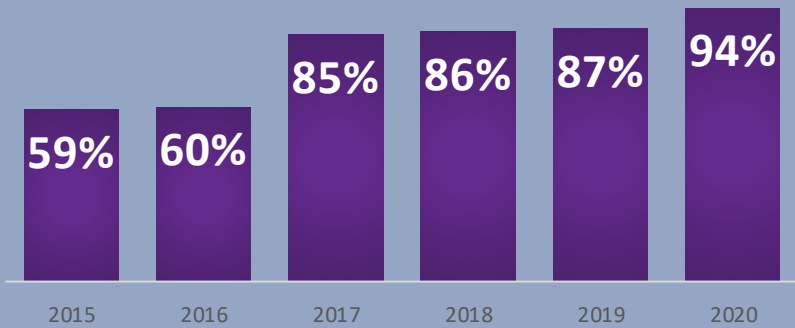
Interstate

Percent of the Person Miles Traveled on the Interstate that Are Reliable



Non-Interstate

Percent of the Person-Miles Traveled on the Non-Interstate NHS that Are Reliable



Truck

Truck Travel Time Reliability Index (Interstate)





TAM - Transit Asset Management Plan

Transit agencies are required to report performance measures and targets annually, while Metropolitan Planning Organizations (MPOs) do not have to do so every year. However, in consultation with Florida Department of Transportation (FDOT) and transit providers, MPOs may choose to revise or maintain their performance targets when they update their Transportation Improvement Programs (TIPs) or Long-Range Transportation Plans (LRTPs) regardless of the frequency of those updates. In the North Florida TPO boundary, the transit agencies reporting to the National Transit Database include the Jacksonville Transportation Authority and the Sunshine Bus Company (St. Johns). Nassau County Transit reports as part of the FDOT’s Group TAM Plan.

JTA 2019 TAM Performance Measures and Targets

Category	Class	Target	Actual	Calc SGR	Performance Measure
Rolling Stock	Buses	34%	31%	69%	% of fleet exceeds UL of 12 yrs. or 500k miles
	Cutaway Buses	64%	64%	36%	% of fleet exceeds UL of 5 yrs. or 150k miles
	Vans	63%	57%	43%	% of fleet exceeds UL of 4 yrs. or 100k miles
	Monorail Cars	40%	0%	100%	% of fleet exceeds UL of 25 yrs.
	Ferry	0%	0%	100%	% of fleet exceeds UL of 25 yrs.
Equipment (Non-Revenue Fleet)	Automobiles	91%	91%	9%	% of non-revenue service vehicles exceeds UL of 4yrs or 100k miles
	Other Rubber Tire Vehicles	58%	54%	46%	% of non-revenue service vehicles exceeds UL of 4yrs or 100k miles
	Boats	0%	0%	100%	% of non-revenue service vehicles exceeds UL of 18yrs
Infrastructure	Fixed Rail Guideway	4%	30%	70%	% of track segments under performance restriction
Facilities	Admin/Maintenance	5%	6%	94%	% of facilities rated under 3.0 on TERM scale
	Parking/Passenger	46%	3%	97%	% of facilities rated under 3.0 on TERM scale



TAM - Transit Asset Management Plan

FDOT Group 2021 TAM Plan Targets

Category	Class	Target (2021)	Actual (2020)	Performance Measure
Rolling Stock	Automobiles	≤ 28%	28.6%	% of automobiles exceeding their ULB of 8 years
	Buses	≤ 16%	17.0%	% of buses exceeding their ULB of 14 years
	Cutaway Buses	≤ 14%	14.1%	% of cutaways exceeding their ULB of 10 years
	Minivans	≤ 26%	26.6%	% of minivans exceeding their ULB of 8 years
	School Buses	≤ 75%	100.0%	% of minivans exceeding their ULB of 8 years
	Sports Utility Vehicles	≤ 18%	18.2%	% of sports utility vehicles exceeding their ULB of 8 years
	Vans	≤ 47%	47.9%	% of vans exceeding their ULB of 8 years
Equipment (Non-Revenue Fleet)	Automobiles	≤ 66%	66.7%	% of non-revenue automobiles exceeding their ULB of 8 years
	Other Rubber Tire Vehicles	≤ 7%	7.1%	% of non-revenue truck and other rubber tire vehicles exceeding their ULB of 14 years
Facilities	Admin/Maintenance	≤ 0%	0%	% of facilities rated under 3.0 on TERM scale
	Passenger/Parking Facilities	≤ 0%	0%	% of facilities rated under 3.0 on TERM scale

St. Johns County Sunshine Bus Transit Asset Targets and Measures

Category	Class	Target (2019)	Target (2020)	Target (2021)	Target (2022)	Target (2023)	Performance Measure
Rolling Stock	Cutaway Buses	38%	32%	27%	22%	16%	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)
	Minivans	20%	26.6%	20%	20%	20%	
Equipment (Non-Revenue Fleet)	Automobiles	100%	50%	50%	50%	50%	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Facilities	Admin/Maintenance	0%	0%	0%	0%	0%	% of facilities rated under 3.0 on TERM scale



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OVERVIEW

This is the eighth Annual Mobility Report prepared by the North Florida TPO. These reports provide valuable travel trend information for the North Florida TPO’s Congestion Management Process (CMP). Performance measures in this report are identified in the updated 2019 CMP.

The technical methods used to estimate and evaluate performance measures are well-documented in the CMP and prior Annual Mobility Reports. Only the key findings and results of the analysis are discussed in this report. Additional detail is provided in the appendices.

Unless otherwise indicated, performance measures, such as vehicle miles traveled and other statistics, are for the Interstate System, expressways, principal arterials and major collectors only, consistent with the Florida Department of Transportation’s (FDOT) Statewide Mobility Performance Measures reporting system. Cost numbers are all reported in 2019 US dollars.

The measures reported in this report are also available on the North Florida TPO’s Congestion Management Dashboard (CMD) website (<https://cmp.northfloridatpo.com>). The CMD is used to generate figures and tables for this report and will serve as a reference for all identified performance measures moving forward. The following sections summarize travel trends and suggest factors impacting these trends along with each performance measure.

Figure 1. Congestion Management Process Life Cycle



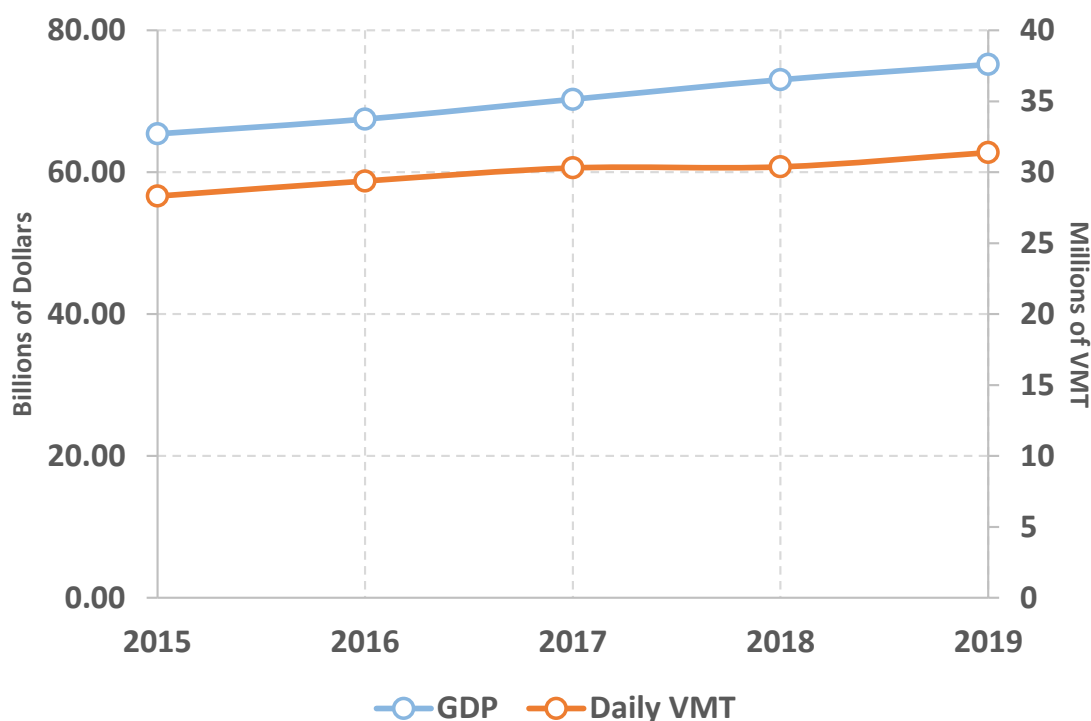


Vehicle Miles Traveled on the roadways continue to grow with the economy while outpacing population growth

Over the past five years (2015 to 2019) the population in the North Florida region has grown and roadway travel has increased as expected. During this span, the gross domestic product and truck miles traveled have increased indicating a strong economy. Vehicle occupancy increased with population indicating more road users are sharing vehicles. Transit ridership decreased negatively impacting transit performance measures. JAXPORT continues to show increased tonnage and containers shipped. Aviation passengers at Jacksonville International Airport increased from 2015 to 2019, but declined sharply in 2020 due to the impacts of Covid-19.

Vehicle miles traveled is the most direct measure of total travel on roadways. Between 2015 and 2019, the daily vehicle miles traveled increased 10.84% while gross domestic product (GDP) in the four-county region increased by 14.95%. This trend continued from 2018 to 2019 with GDP outpacing vehicle miles traveled growth by 2.66%. Since 2015, population (a major driver in the region's economic growth) grew by 9.9%.

Figure 2. Gross Domestic Product and Vehicle Miles Traveled in North Florida





Vehicle Miles Traveled

Description

Vehicle miles traveled (VMT) is the most direct measure of total travel the roadways and represents the average annual daily traffic (AADT) multiplied by the roadway segment length. This measure is reported annually by FDOT in the Mobility Performance Measure (MPM) data.

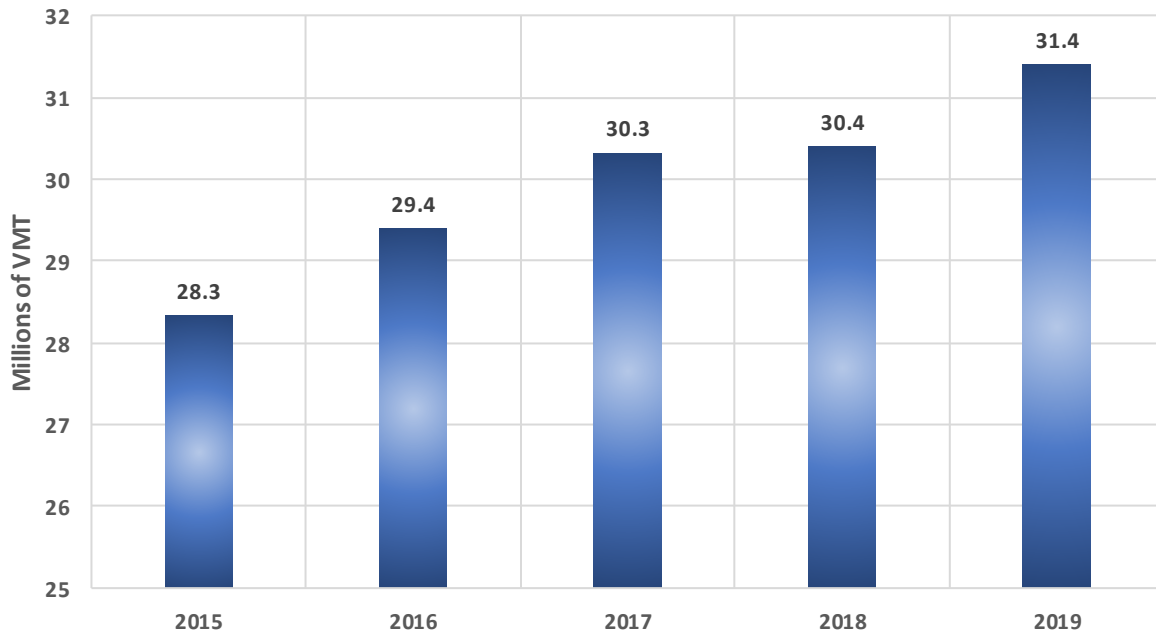
Benchmark

There is no defined benchmark for VMT. Generally, increases in the quantity traveled (throughout) preferred. However, consistent with livability and sustainability goals, one objective is to reduce the amount of travel needed. Therefore, no benchmarks are proposed, but monitoring is performed.

Performance

The daily VMT increased 10.84% from 2015 to 2019 and 3.31% from 2018 to 2019.

Figure 3. Vehicle Miles Traveled on the State Highway System in North Florida



Person Miles Traveled

Description

Person miles traveled (PMT) is derived from vehicle miles traveled multiplied by persons per vehicle. This measure is reported annually by FDOT in the Mobility Performance Measure (MPM) data.

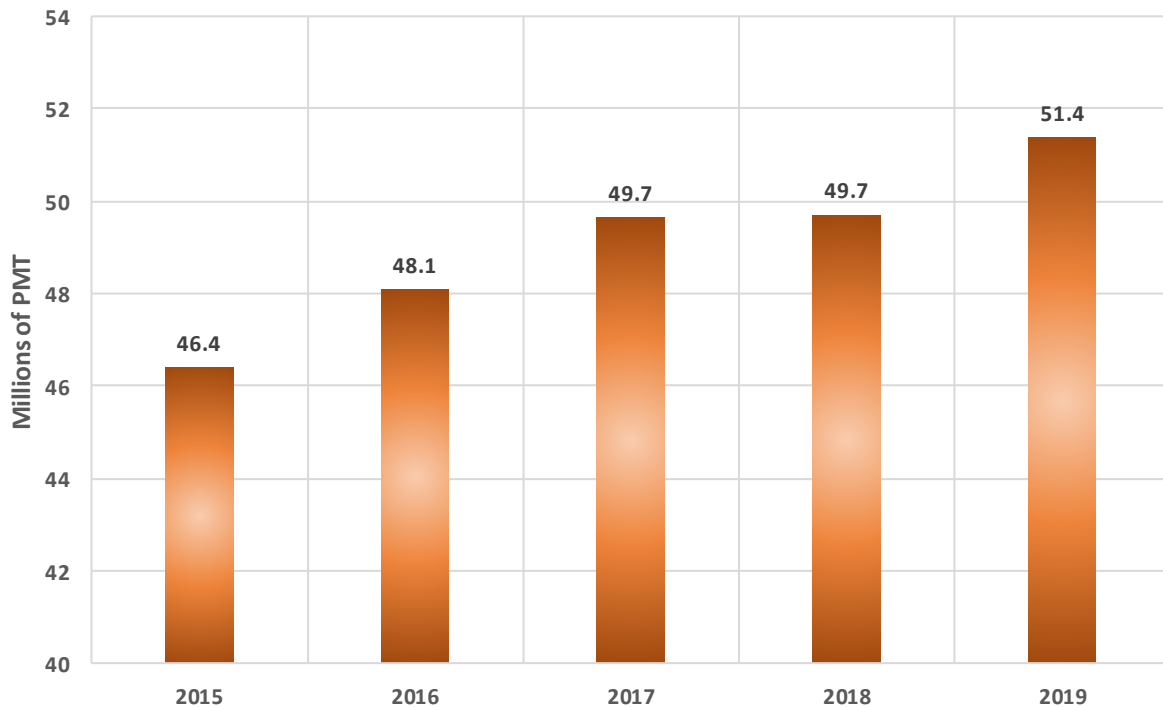
Benchmark

There is no defined benchmark for PMT. Generally, increases in the quantity traveled (throughout) preferred. However, consistent with livability and sustainability goals, one objective is to reduce the amount of travel needed. Therefore, no benchmarks are proposed, but monitoring is performed.

Performance

Between 2015 and 2019, the daily PMT on the state highway system increased by 10.7%. From 2018 to 2019 VMT increased by 3.36%.

Figure 4. Person Miles Traveled on the State Highway System in North Florida



Truck Miles Traveled

Description

Truck miles traveled (TMT) is derived from vehicle miles traveled multiplied by percent of vehicles that are trucks. This measure is reported annually by FDOT in the Mobility Performance Measure (MPM) data.

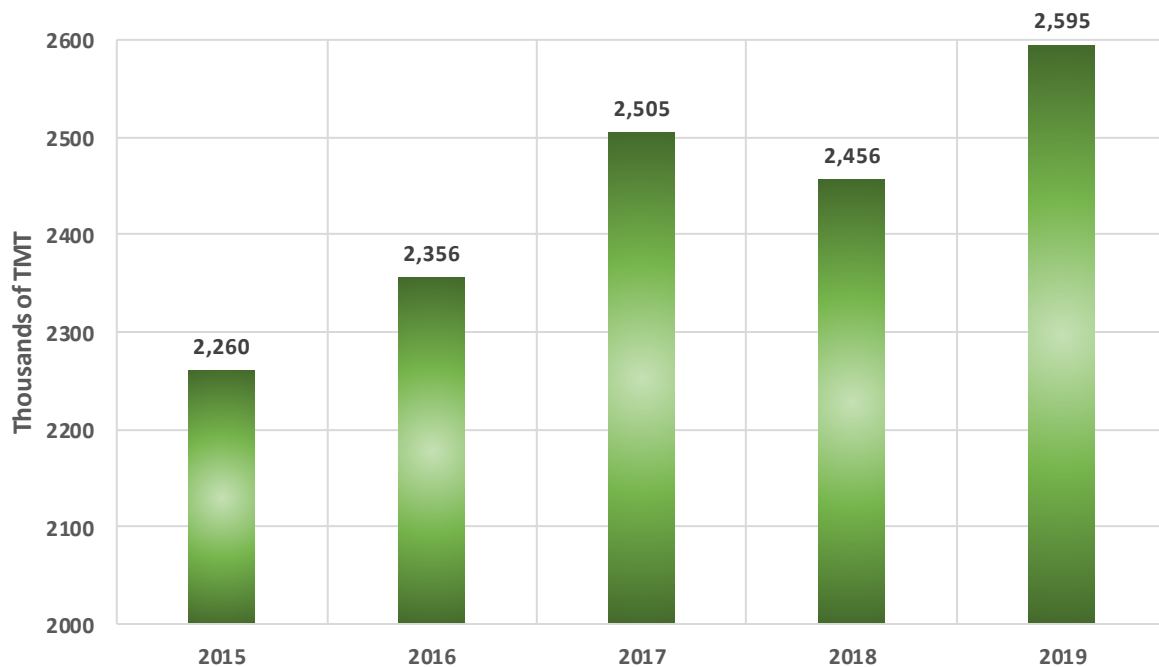
Benchmark

There is no defined benchmark for TMT. Generally, increases in the quantity traveled (throughout) preferred. However, consistent with livability and sustainability goals, one objective is to reduce the amount of travel needed. Therefore, no benchmarks are proposed, but monitoring is performed.

Performance

Between 2015 and 2019, the daily TMT on the state highway system increased by 14.79%. From 2018 to 2019 TMT increased by 5.63%.

Figure 5. Truck Miles Traveled on the State Highway System in North Florida



Vehicle Occupancy

Description

Vehicle occupancy is reported as the percent of vehicles with a single occupant, also known as single occupancy vehicles (SOV), and the percent of vehicles with more than one occupant, also known as non-single occupancy vehicles (Non-SOV).

Benchmark

Vehicle occupancy should maintain or increase from year to year.

Performance

Between 2015 and 2019, Non-SOV has increased by 3.1%. From 2018 to 2019 non-SOV travel increased by 1.3% which shows that more travelers are sharing cars.

Figure 6. Vehicle Occupancy in North Florida

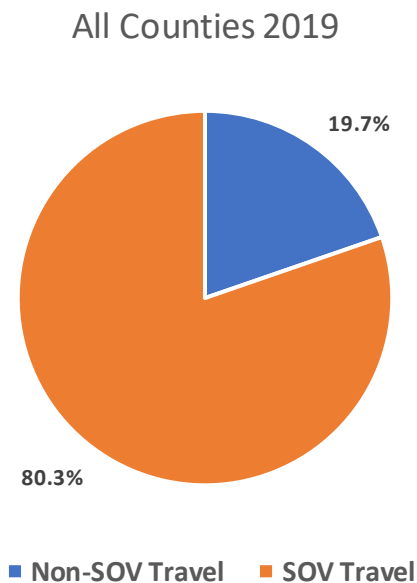


Table 1. Vehicle Occupancy in North Florida

Vehicle Occupancy	2015	2016	2017	2018	2019
Non-SOV Travel	16.6%	18.0%	18.7%	18.4%	19.7%
SOV Travel	83.4%	82.0%	81.3%	81.6%	80.3%



Transit Ridership

Description

Transit ridership is reported as unlinked passenger trips reported from the National Transit Database (NTD).

Benchmark

Transit ridership should increase from year to year.

Performance

Transit use in North Florida continues to be less than one percent of all person miles traveled. Table 2 summarizes the transit ridership data from 2015 to 2019. During this period ridership decreased by 10.28%. Transit ridership has decreased for all reporting agencies from 2018 to 2019. This decline is believed to be the result of riders who can afford to use on-demand services such as Lyft and Uber opting for these services rather than public transit.

Table 2. Transit Ridership in North Florida

Transit Ridership	2015	2016	2017	2018	2019	% Change 2015-2019
Duval County	13,325,104	13,317,000	12,659,047	12,093,048	12,006,186	-9.90%
St. Johns County	310,431	313,732	291,029	355,738	337,001	8.56%
Clay County	135,458	146,857	129,415	-	-	-
Nassau County	47,998	56,038	53,028	55,780	54,733	14.03%
Total	13,818,991	13,833,627	13,132,519	12,504,566	12,397,920	-10.28%

Transit Performance

Description

The average load on transit vehicles is the average number of passengers on a transit vehicle. The average load is calculated by passenger miles divided by revenue miles, which is information reported annually in the NTD. Passengers per revenue hour is calculated by dividing the number of passengers, also known as unlinked passenger trips, by the actual vehicle revenue hours. Passengers per revenue mile is calculated by dividing the unlinked passenger trips by the actual vehicle revenue miles.

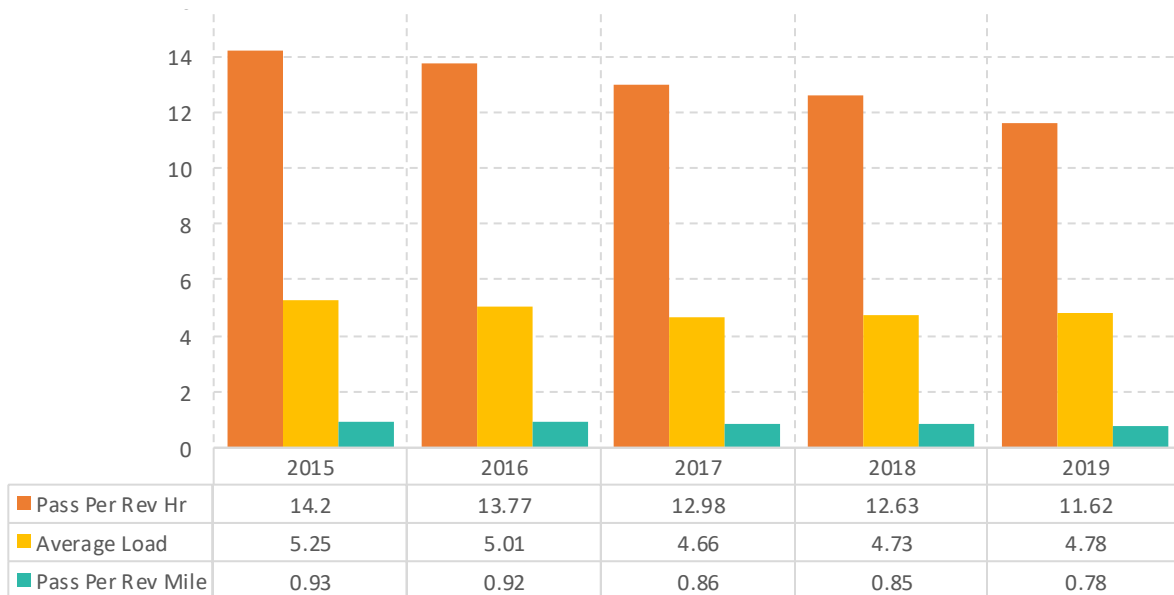
Benchmark

Transit ridership, passengers per revenue mile and passengers per revenue hour should maintain or increase from year to year.

Performance

From 2015 to 2019, passengers per vehicle revenue mile were reduced by 16.13% and passengers per revenue hour was reduced by 17.8%. The average transit load has declined from 5.3 to 4.8 during this same time span. This trend is expected with reduced ridership.

Figure 7. Transit Performance in North Florida





Aviation

Description

Enplanements refer to passengers traveling by aircraft and is reported by agency. Jacksonville International Airport reports passenger information annually.

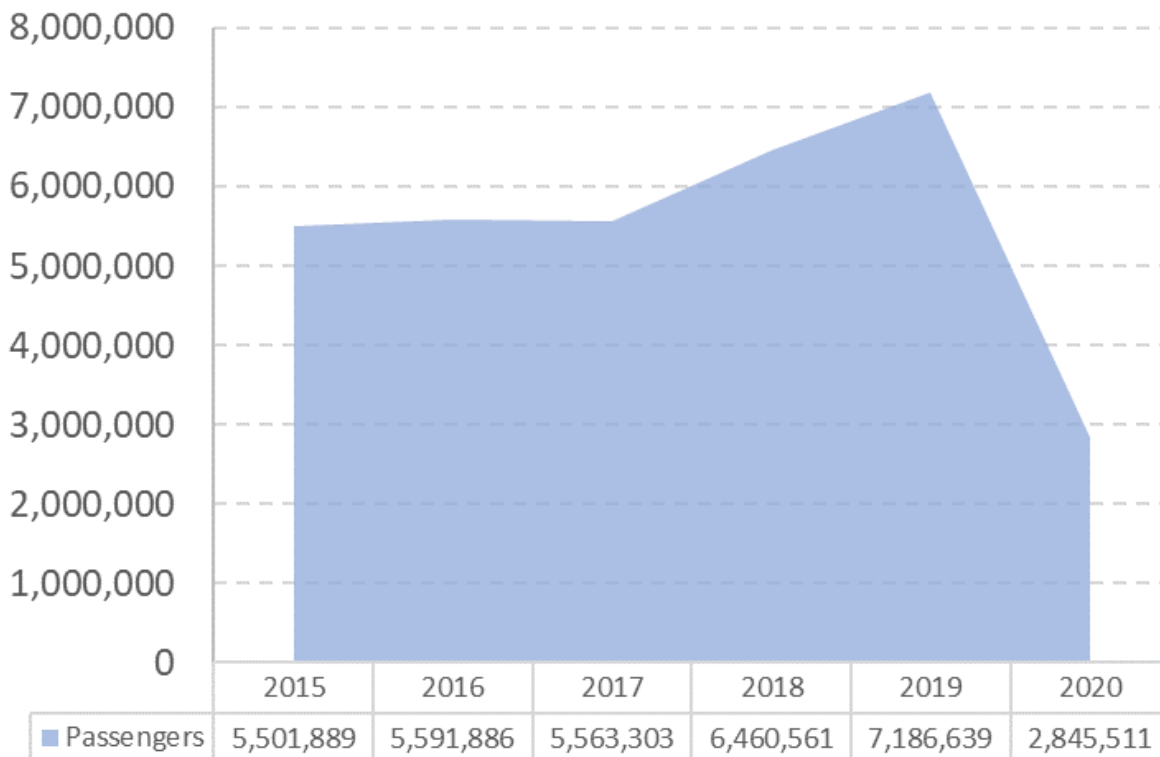
Benchmark

Enplanements should remain stable or increase from year to year.

Performance

The number of passengers passing through Jacksonville International Airport are shown in Figure 8. Passengers increased by 30.26% from 2015 to 2019. From 2019 to 2020 air passengers decreased by 60.41%. This large reduction in travel is a result of Covid-19. The Northeast Florida Regional Airport in St. Augustine did not offer commercial flights in 2019 or 2020.

Figure 8. Total Passengers at JIA



Port

Description

Total tonnage is reported in number of tons. Containers are reported in twenty-foot equivalent units (TEUs). Automobiles are a major cargo item at JAXPORT and the total number of automobiles moved is reported annually.

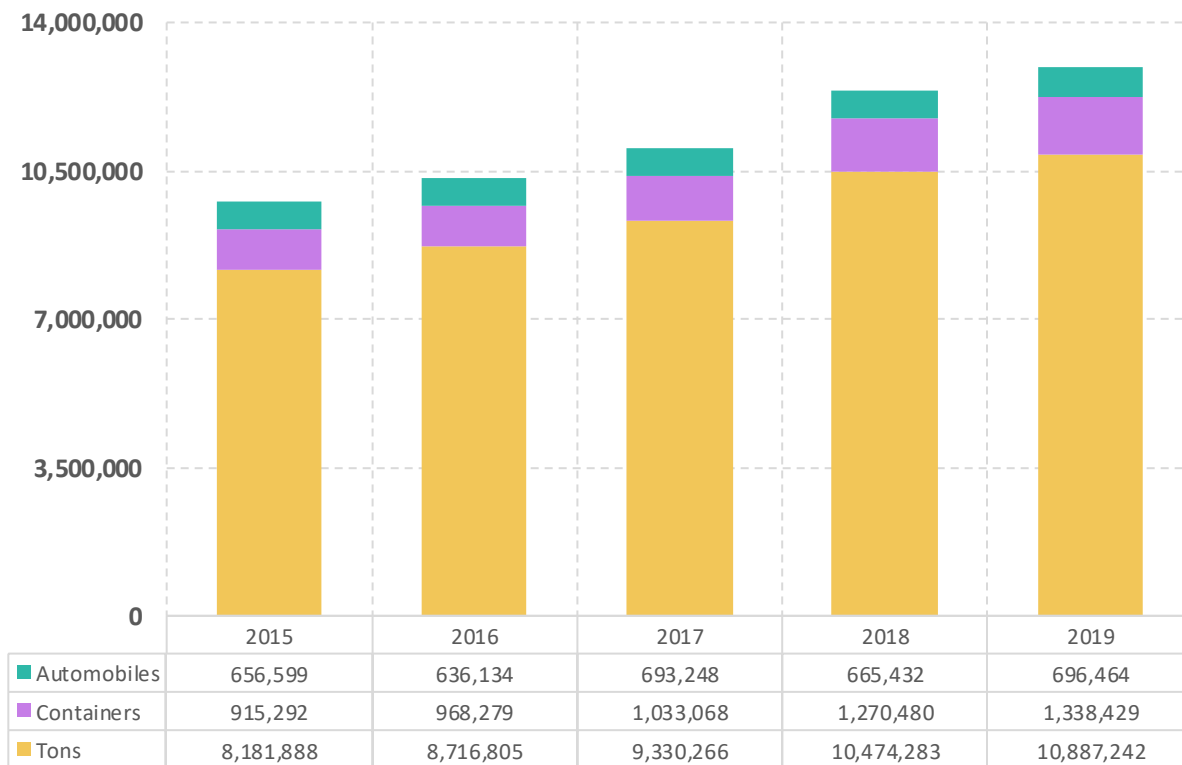
Benchmark

The amount of total tonnage, containers and automobiles moved should typically maintain or increase from year to year.

Performance

JAXPORT has continued to experience substantial growth with increased total tonnage moved in 2019. Figure 9 shows the total tonnage, containers and automobiles shipped as reported by JAXPORT. Container and freight tonnage increased by 46.23 and 33.07% respectively from 2015 to 2019. Automobile shipment has increased 6.07% from 2015 to 2019.

Figure 9. JAXPORT Tonnage and Units





Roadways remain reliable while showing reduced delays and lower average travel speeds

The quality of travel on North Florida roadways depends highly on speed and delay experienced by motorists. From 2015 to 2019 the average travel speed on the State Highway System has decreased on the State Highway System indicating these roadways have become more congested. The daily delay experienced by motorists decreased significantly. This coincides with an increase in VMT. This means that despite an increase in travel demand, roadway improvements and maintenance are adequately servicing this increased demand.

The total cost of congestion in North Florida has decreased over the past three years and was \$188 million in 2019. This is a decrease of \$3.15 million from 2018 to 2019. This change is attributed to reduced delay observed in the region. As with the reduced cost of congestion, the cost of emissions has reduced from 2018 to 2019¹.

The average on-time reliability of the roadways in North Florida has declined from 2018 to 2019 by 3.5%.

When examining specific roadways, the level of travel time reliability and truck travel time reliability have typically maintained or improved from 2018 to 2019. In 2020, the reliability was greatly improved for the majority of roadways due to reduced traffic caused by the impact of COVID-19.

According to the U.S. Census Bureau, the average commute time for the North Florida region declined from 2018 to 2019. In spite of an increase in the number of vehicles per lane mile, the percentage of miles and hours severely congested decreased from 2018 to 2019. The percentage of miles meeting LOS criteria are above targets identified by the North Florida TPO for both urban and rural facilities.

In 2019, congestion cost
North Florida

\$188

million

in economic losses from
recurring congestion.

¹ Costs associated with recurring congestion and emissions are based on delay numbers reported by the FDOT Forecasting and Trends Office. Trends from FDOT show a decrease in delay despite an increase in VMT and a reduction in average travel speed.

Average Speed

Description

The FDOT MPM data provides average peak hour travel speed by roadway segment for the state highway system. This data can be summarized for the region, by county, and by roadway functional classification. The average speed is reported annually in miles per hour and is calculated by averaging the average peak hour travel speed.

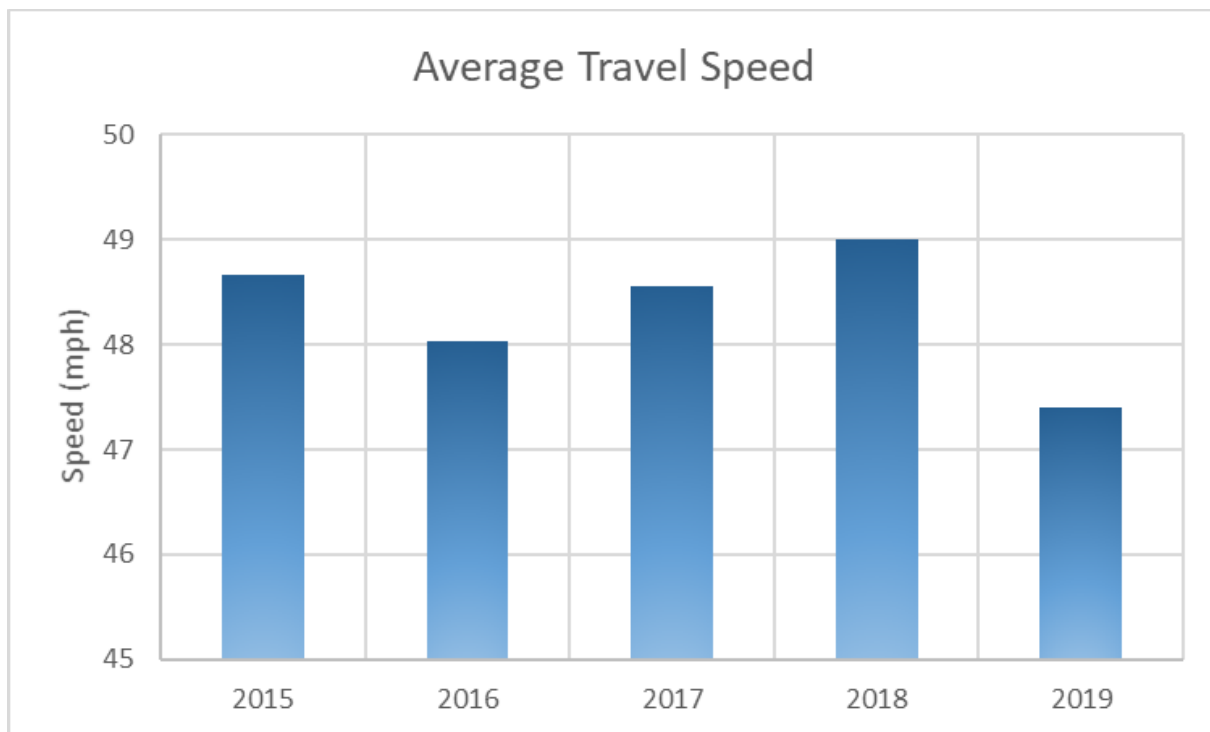
Benchmark

The average travel speed should maintain or increase from year to year.

Performance

From 2015 to 2019 the average travel speed on the state highway system in North Florida has been reduced from 48.7 mph to 47.4 mph.

Figure 10. Average Travel Speed on the State Highway System in North Florida





Daily Delay

Description

The FDOT MPM data provides daily delay by roadway segment for the state highway system. This data can be summarized for the region, by county, and by roadway functional classification. The daily delay is reported annually in vehicle-hours per day and is calculated by the sum of the daily delay.

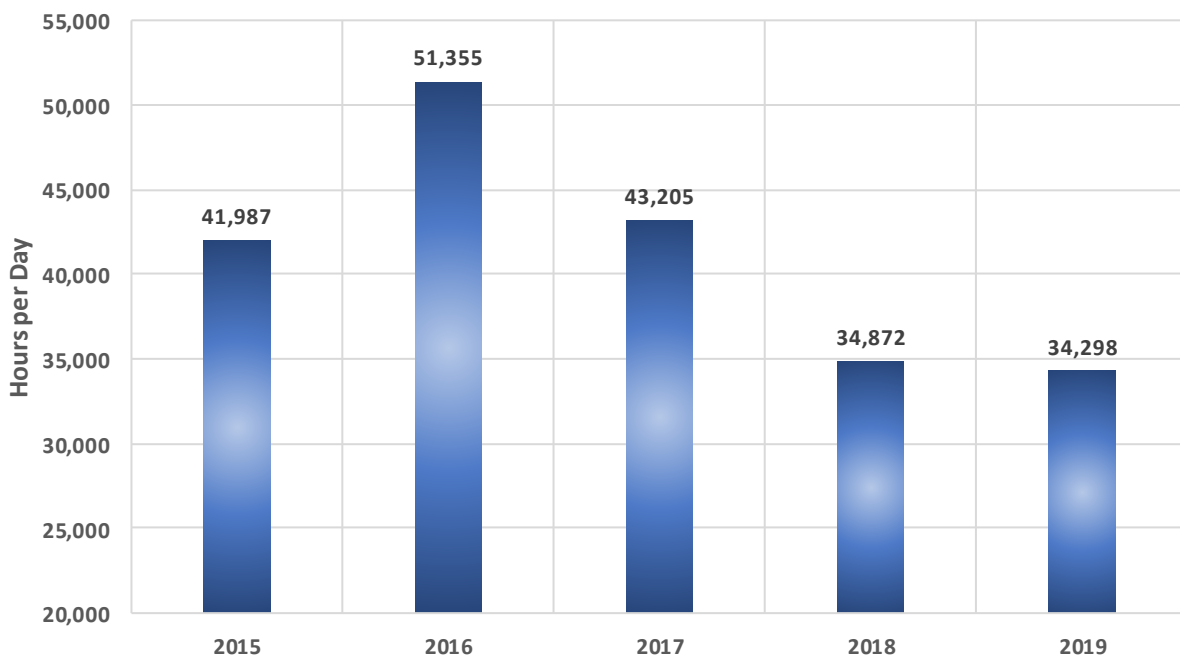
Benchmark

Daily delay should maintain or decrease from year to year.

Performance

From 2015 to 2019, daily delay on the state highway system has declined by 18.31%. Daily delay declined by 1.64% from 2018 to 2019.

Figure 11. Daily Delay on the State Highway System in North Florida



Cost of Congestion

Description

The cost of congestion is the sum of the cost of fuel consumption and the cost of time loss due to congestion. Both factors are based on the delay due to congestion as reported in the FDOT Mobility Performance Measures (MPM) data. To calculate the cost of fuel consumption, the delay is multiplied by an assumed value of fuel wasted during delay. The amount of fuel is then converted to dollars based on the average cost of gasoline. To calculate the cost of time loss due to congestion, the delay is multiplied by an assumed average cost of time.

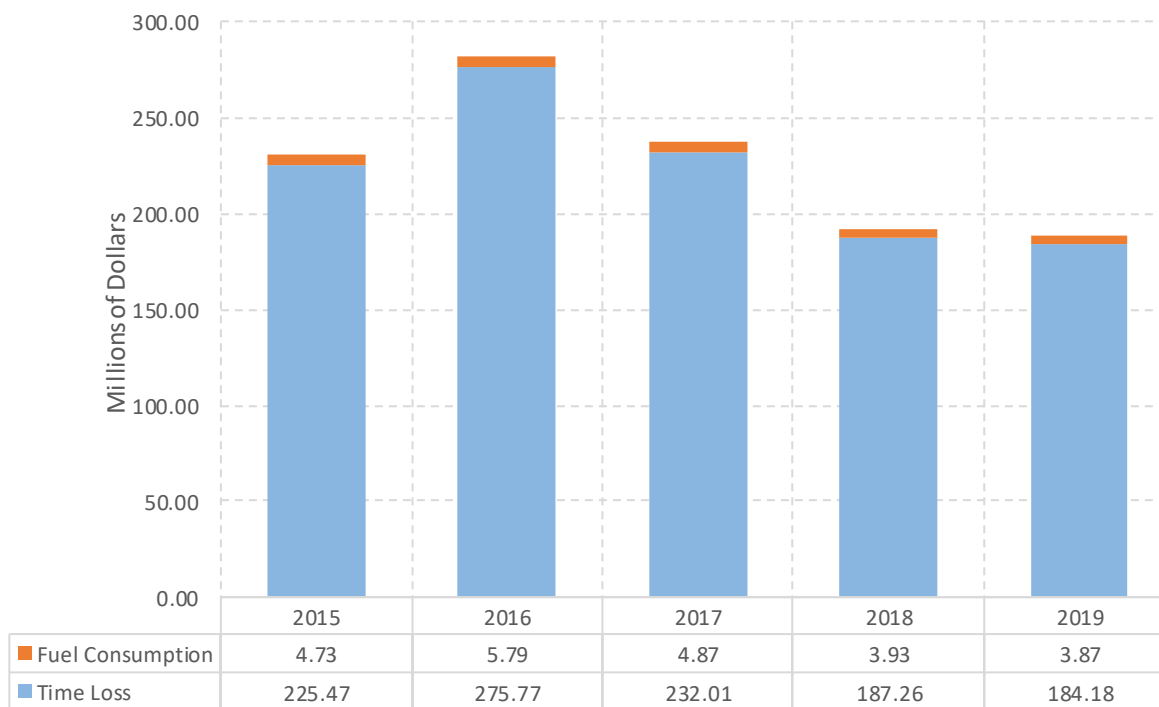
Benchmark

Many exogenous factors influence this performance measure including the price of fuels that are beyond the scope of a CMP.

Performance

From 2015 to 2019, the cost due to congestion has decreased by 18.3%. This cost reduced by \$3.15 million from 2018 to 2019.

Figure 12. Cost of Congestion in North Florida



Cost of Emissions

Description

The cost of emissions is defined as the cost of carbon dioxide, volatile organic compounds, and nitrogen oxides due to congestion. The cost of these emissions is based on delay due to congestion. The delay is reported in the FDOT MPM data and is reported in vehicle-hours per day. The delay is multiplied by emission factors to estimate the amount of emissions due to the delay. The amount of emissions is then multiplied by a monetized value to estimate the cost of the emissions due to the delay.

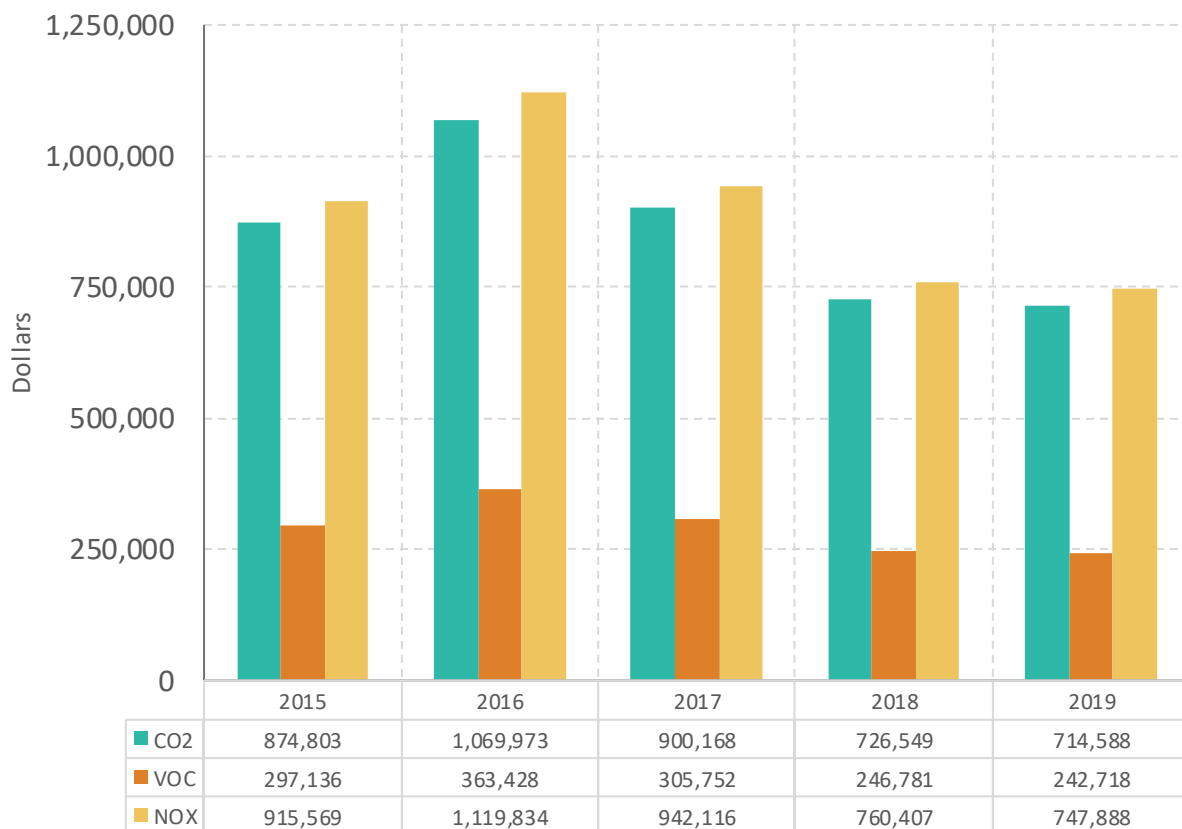
Benchmark

Many exogenous factors influence this performance measure including the price of fuels that are beyond the scope of a CMP.

Performance

From 2015 to 2019 the cost of emissions reduced proportionate to the reduction in delay (18.3%), totaling \$382,314. In 2019 the total cost of emissions was \$1,705,194.

Figure 13. Cost of Emissions Due to Delay in North Florida



On-Time Reliability

Description

The FDOT MPM data provides average speed for peak hour and can be used to calculate the on-time reliability “Florida Method” for the state roads, summarized by the region, by county, and by functional classification. The calculation using the FDOT MPM data is the sum of vehicle miles traveled for peak hour when average speed is over 45 mph (or above the posted speed limit minus 5 mph for roadways with speed limit of 45 mph or below) divided by the sum of vehicle miles traveled peak hour.

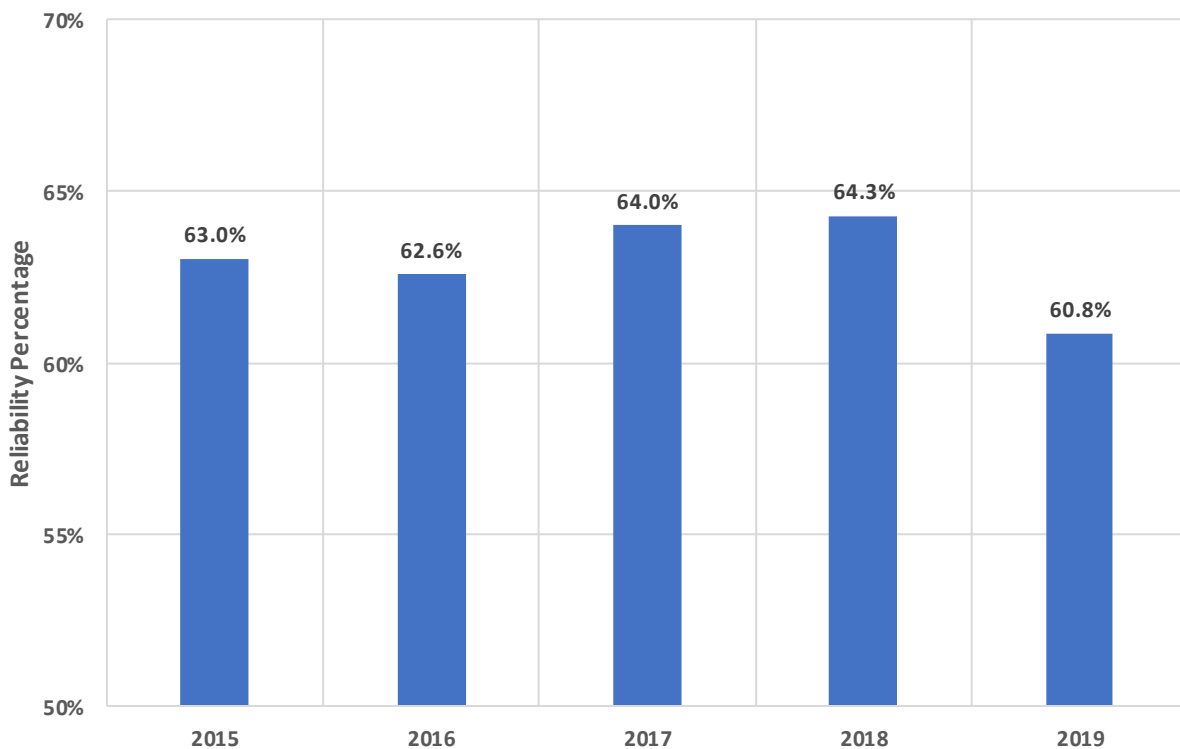
Benchmark

On-time reliability should maintain or improve from year to year.

Performance

From 2015 to 2019 the on-time reliability on the state highway system has decreased by 2.2%. The on-time reliability had increased yearly from 2016 to 2018, but fell by 3.5% from 2018 to 2019.

Figure 14. On-Time Reliability on the State Highway System



Travel Time Reliability

Description

Level of Travel Time Reliability (LOTR) is the ratio of the 80th-percentile travel time and the median travel time. This measure is expressed as a ratio and indicates the variability in travel time for the typical weekday travel times. LOTTR was assessed using the Florida Department of Transportation (FDOT) BlueTOAD data collection system on available North Florida Corridors.

Benchmark

The goal is to achieve 95% reliability on Strategic Intermodal facilities in North Florida.

Performance

The results for available corridors are shown in Table 3. The majority of corridors in the North Florida TPO region have maintained or improved reliability from 2018 to 2019. In 2020, most roadways showed significant increases in reliability likely due to lower traffic volumes as a result of COVID-19.

Table 3. Level of Travel Time Reliability on Available Corridors in North Florida

Roadway	2016	2017	2018	2019	2020
<i>I-10 Eastbound</i>	91%	82%	79%	83%	97%
<i>I-10 Westbound</i>	94%	62%	93%	94%	97%
<i>I-95 Northbound</i>	97%	96%	93%	85%	98%
<i>I-95 Southbound</i>	96%	92%	97%	97%	98%
<i>I-295 West Beltway Northbound</i>	98%	98%	98%	98%	98%
<i>I-295 West Beltway Southbound</i>	98%	97%	98%	98%	98%
<i>I-295 East Beltway Northbound</i>	98%	98%	96%	84%	87%
<i>I-295 East Beltway Southbound</i>	95%	93%	89%	72%	81%
<i>SR-10 (Atlantic Blvd) Eastbound</i>	91%	91%	65%	88%	93%
<i>SR-10 (Atlantic Blvd) Westbound</i>	93%	92%	84%	93%	92%
<i>SR-13 (San Jose Blvd) Northbound</i>	93%	90%	90%	90%	88%
<i>SR-13 (San Jose Blvd) Southbound</i>	94%	92%	92%	91%	64%
<i>SR-21 (Blanding Blvd) Northbound</i>	92%	91%	83%	83%	85%
<i>SR-21 (Blanding Blvd) Southbound</i>	94%	94%	91%	91%	82%
<i>SR-200 (A1A) Eastbound</i>	-	-	83%	93%	94%
<i>SR-200 (A1A) Westbound</i>	-	-	77%	90%	90%
<i>US-1 (Philips Hwy) Northbound</i>	87%	90%	90%	90%	93%
<i>US-1 (Philips Hwy) Southbound</i>	90%	92%	91%	91%	93%
<i>US-17 Northbound</i>	94%	93%	91%	92%	94%
<i>US-17 Southbound</i>	94%	93%	89%	88%	94%
<i>US-90 (Beach Blvd) Eastbound</i>	89%	92%	90%	90%	93%
<i>US-90 (Beach Blvd) Westbound</i>	95%	89%	88%	89%	92%

Truck Travel Time Reliability

Description

Truck Time Reliability (TTTR) is the ratio of the 95th-percentile travel time and the median travel time. This measure is expressed as a ratio and indicates the variability in travel time for the typical weekday travel times. TTTR is reported based on the 95th-percentile, since FHWA determined that reliability is much more sensitive for trucks than for general traffic.

Benchmark

The goal is to achieve a ratio of less than 1.75 or a percentage greater than 60%.

Performance

The results for available corridors are shown in Table 4. The majority of corridors in the North Florida TPO region have maintained or improved reliability over the last year. The impact of COVID-19 in 2020 may have had a positive impact on the reliability of the roadways due to lower traffic volumes.

Table 4. Truck Travel Time Reliability in North Florida

Roadway	2016	2017	2018	2019	2020
<i>I-10 Eastbound</i>	37%	33%	42%	47%	92%
<i>I-10 Westbound</i>	72%	67%	59%	76%	89%
<i>I-95 Northbound</i>	61%	62%	60%	49%	94%
<i>I-95 Southbound</i>	61%	58%	59%	53%	93%
<i>I-295 West Beltway Northbound</i>	75%	80%	76%	82%	93%
<i>I-295 West Beltway Southbound</i>	61%	59%	59%	64%	94%
<i>I-295 East Beltway Northbound</i>	88%	56%	60%	54%	63%
<i>I-295 East Beltway Southbound</i>	49%	54%	56%	34%	32%
<i>SR-10 (Atlantic Blvd) Eastbound</i>	76%	73%	32%	64%	84%
<i>SR-10 (Atlantic Blvd) Westbound</i>	77%	69%	40%	73%	84%
<i>SR-13 (San Jose Blvd) Northbound</i>	64%	54%	53%	52%	79%
<i>SR-13 (San Jose Blvd) Southbound</i>	77%	61%	57%	62%	64%
<i>SR-21 (Blanding Blvd) Northbound</i>	74%	81%	67%	67%	76%
<i>SR-21 (Blanding Blvd) Southbound</i>	84%	84%	75%	74%	82%
<i>SR-200 (A1A) Eastbound</i>	-	-	62%	67%	76%
<i>SR-200 (A1A) Westbound</i>	-	-	67%	55%	90%
<i>US-1 (Philips Hwy) Northbound</i>	66%	59%	57%	60%	84%
<i>US-1 (Philips Hwy) Southbound</i>	71%	67%	60%	65%	87%
<i>US-17 Northbound</i>	77%	78%	77%	65%	86%
<i>US-17 Southbound</i>	82%	81%	72%	58%	87%
<i>US-90 (Beach Blvd) Eastbound</i>	74%	74%	61%	70%	83%
<i>US-90 (Beach Blvd) Westbound</i>	74%	76%	79%	61%	84%



Average Commute Time

Description

The U.S. Census Bureau reports average commute time through the American Community Survey. The trip time is compiled for each of the four counties in the North Florida TPO planning area.

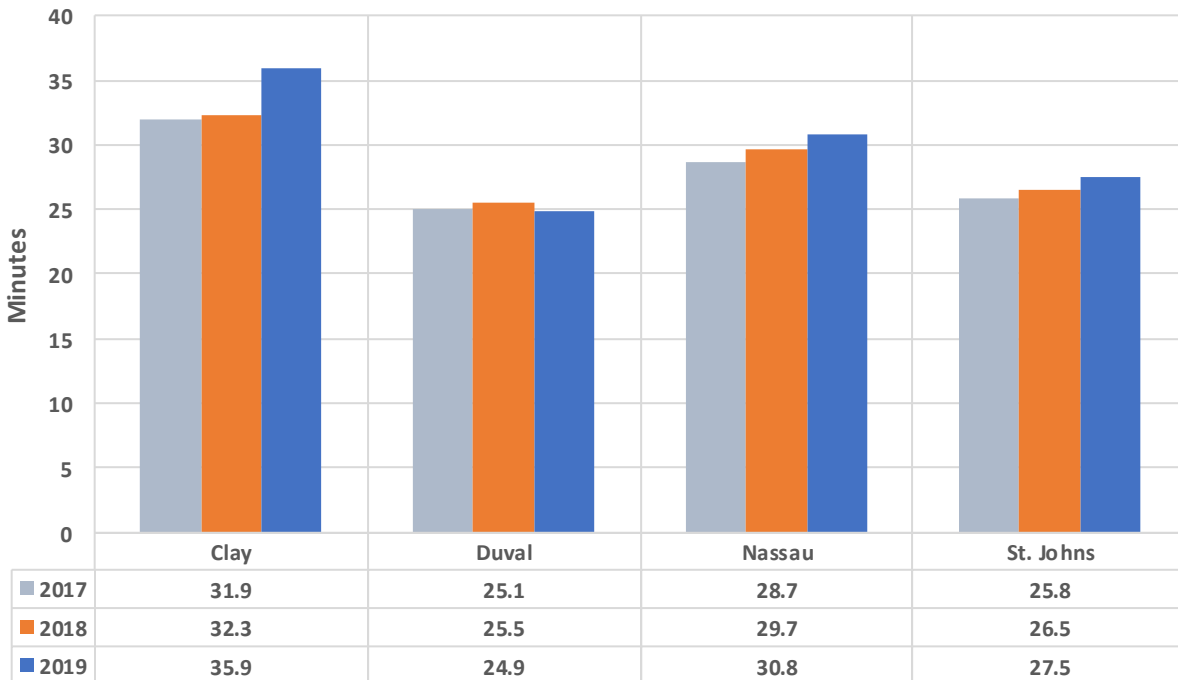
Benchmark

Average trip time should maintain or decline each year.

Performance

From 2018 to 2019 the average commute time has increased for Clay, Nassau and St. Johns counties while commute time declined for Duval County as shown in Figure 15. Duval residents generally commute within the county while residents in other counties are more likely to travel to another county for work trips. The average commute time for the entire four county region was 27.2 minutes in 2019, a 1.36% decrease from 2018.

Figure 15. Average Commute Time by County



Quality of Travel

System Utilization

Description

System utilization measures show the changing conditions at the facility level based on information provided in the FDOT MPM data files. System utilization measures include percent miles severely congested, percent travel severely congested, hours severely congested and vehicles per lane mile.

Benchmark

- Percent miles severely congested should maintain or reduce from year to year.
- Percent travel severely congested should maintain or reduce from year to year.
- Hours severely congested should maintain or reduce from year to year.
- Vehicles per lane mile is an indicator of utilization and used for information only.

Performance

From 2015 to 2019, system utilization increased in all observed measures. However, from 2018 to 2019 congestion on North Florida roadways has decreased while the vehicles per lane mile have increased. This suggests roadways are performing better while at the same time accommodating more vehicles. These trends are consistent with the other measures of the quality and quantity of travel.

Table 5. System Utilization in North Florida

<i>System Utilization</i>	2015	2016	2017	2018	2019
<i>% Miles Severely Congested (peak hour)</i>	6.25	8.81	8.25	7.32	6.99
<i>% Travel Severely Congested (daily)</i>	2.40	3.12	3.22	3.11	2.93
<i>% Travel Severely Congested (peak hour)</i>	11.95	16.50	14.63	14.14	12.92
<i>Hours Severely Congested (daily)</i>	0.34	0.42	0.46	0.44	0.42
<i>Hours Severely Congested (per year)</i>	124.88	156.18	166.56	161.21	154.50
<i>Vehicles per Lane-Mile (peak hour)</i>	684.95	702.66	716.01	715.97	735.00

In 2019, vehicle crashes cost the region \$4.9 billion in economic losses and 232 people died in vehicle crashes

Traffic safety will remain a challenge for the region with 30,683 crashes and 232 fatalities in 2019. This represents eight percent of Florida's crashes and seven percent of fatalities. Florida ranks second in the country in the number of pedestrian fatalities and first in bicycle fatalities. The economic costs to the region due to crashes in 2019 was \$4.9 billion.

In 2019, vehicle crashes cost North Florida

\$4.9

billion

in economic losses.

In 2020 there were

263

fatalities from crashes

In North Florida

The

total number of crashes has reduced every year from 2017 to 2020, however fatalities have risen the past two years. From 2019 to 2020 the number of vehicle, pedestrian and bicycle crashes have all declined. There were significantly fewer crashes in 2020 likely due to reduced traffic on the roads due to COVID-19. Despite the reduced traffic volume, the number of fatalities was the highest in the region over the last five years.

Vehicle Crashes

Description

Information regarding crashes in the North Florida TPO region are aggregated from the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) annual crash reports.

Benchmark

The North Florida TPO has adopted FDOT targets for safety measures. The goal is to reduce total crash rates from year to year with zero fatalities.

Performance

The total number of crashes in North Florida has declined over the past five years and by 8.6% from 2019 to 2020. This is the third year in a row that crashes were reduced. The values for 2020 may be impacted by reduced traffic volume due to COVID-19. Despite the reduction in total crashes, the number of fatal crashes still remains high with 263 fatal crashes in 2020.

Figure 17. Total Crashes and Crash Rates in North Florida

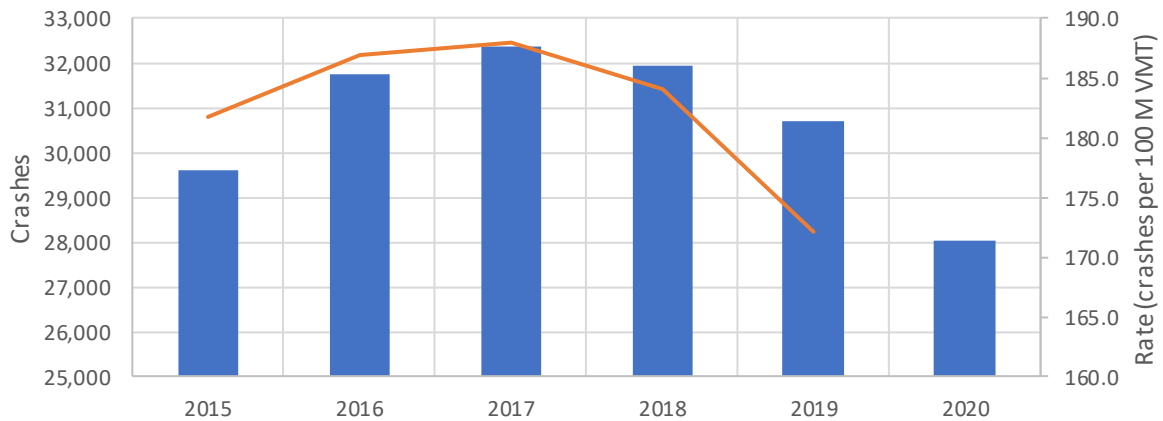
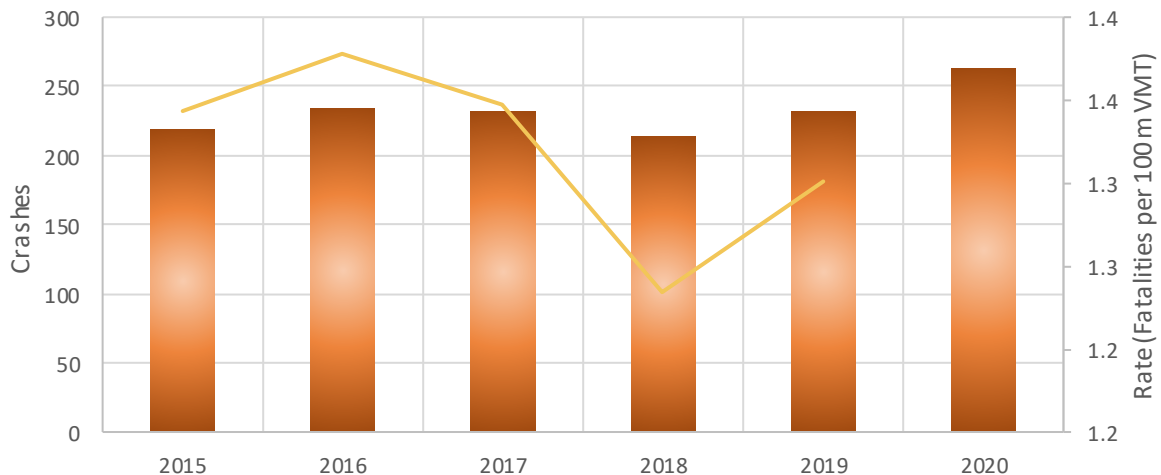


Figure 16. Fatal Crashes and Fatal Crash Rate in North Florida



Pedestrian Crashes

Description

Information regarding pedestrian crashes in the North Florida TPO region are aggregated from the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) annual crash reports.

Benchmark

The North Florida TPO has adopted FDOT targets for safety measures. The goal is to reduce pedestrian crash rates from year to year while having zero fatalities.

Performance

The total number of pedestrian crashes in North Florida had grown steadily from 2015 to 2019. The number of crashes was reduced by 22.3% from 2019 to 2020. The values for 2020 may be impacted by declining traffic volume due to COVID-19. Despite the reduction in total crashes, the number of fatal crashes still remains high with 263 fatal crashes in 2020.

Figure 19. Pedestrian Crashes and Pedestrian Crash Rates in North Florida

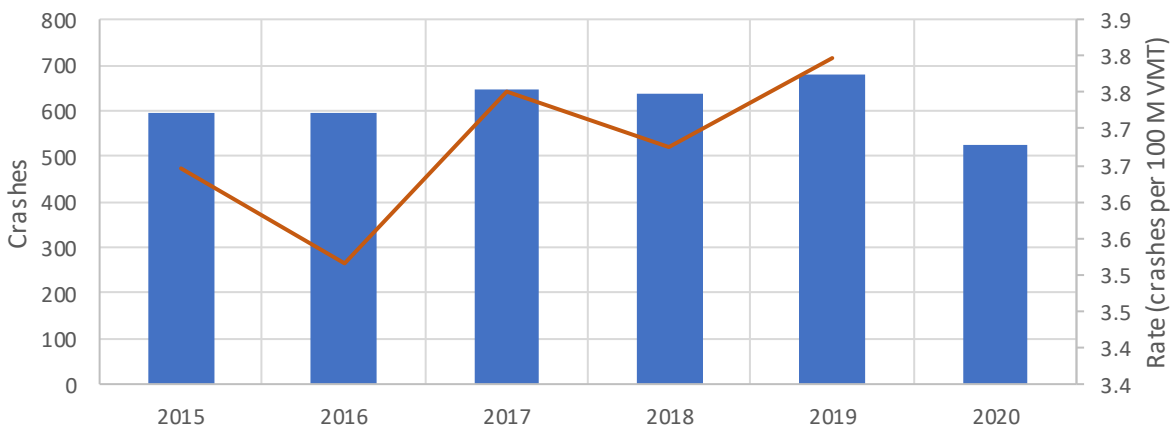
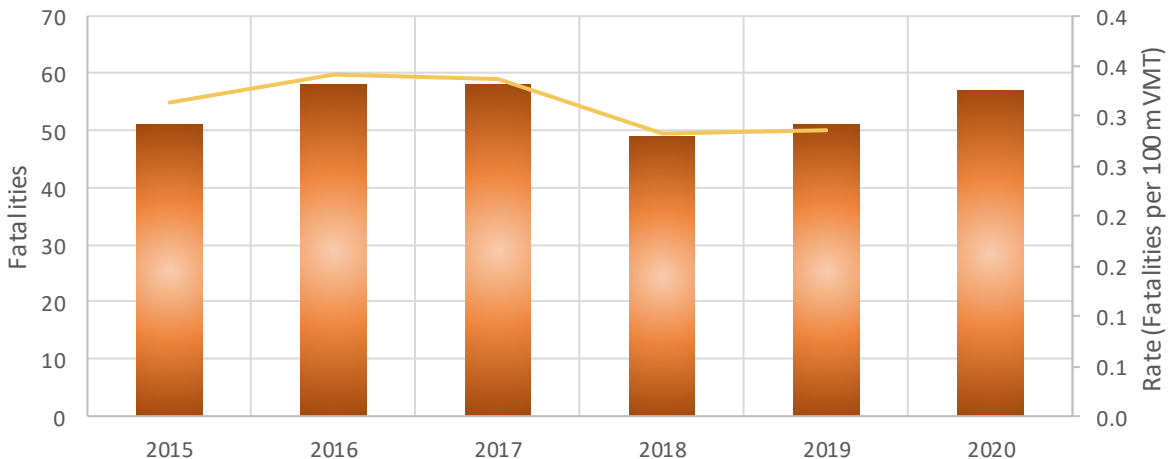


Figure 18. Pedestrian Fatalities and Pedestrian Fatality Rates in North Florida



Bicycle Crashes

Description

Information regarding bicycle crashes in the North Florida TPO region are aggregated from the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) annual crash reports.

Benchmark

The North Florida TPO has adopted FDOT targets for safety measures. The goal is to reduce bicycle crash rates from year to year with zero fatalities.

Performance

The total number of bicycle crashes in North Florida has fluctuated over the past five years. In 2020, 380 bicyclists were involved in crashes with 18 fatalities. Fatal crashes have increased by 125% from 2015 to 2020.

Figure 21. Bicycle Crashes and Bicycle Crash Rates in North Florida

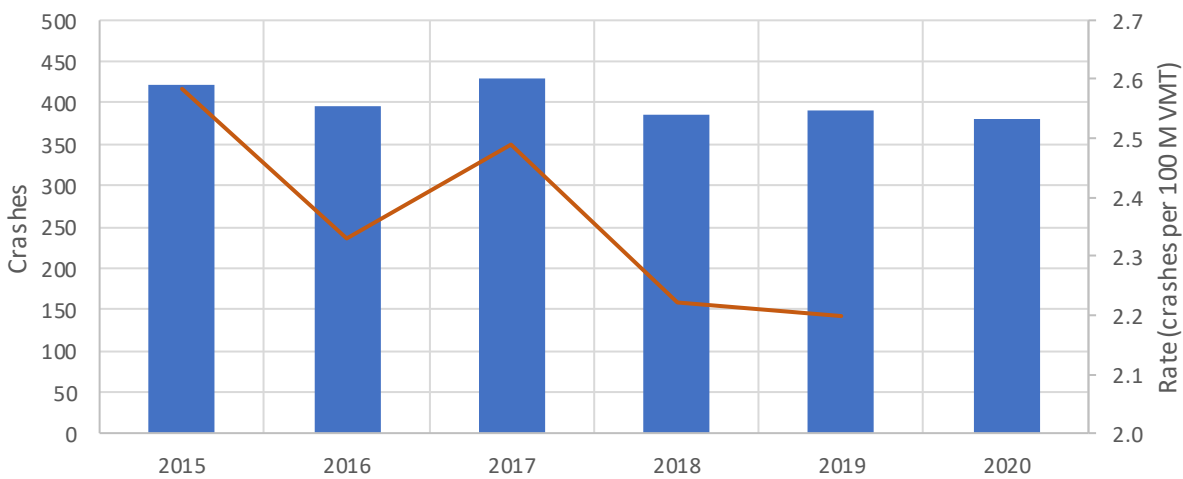
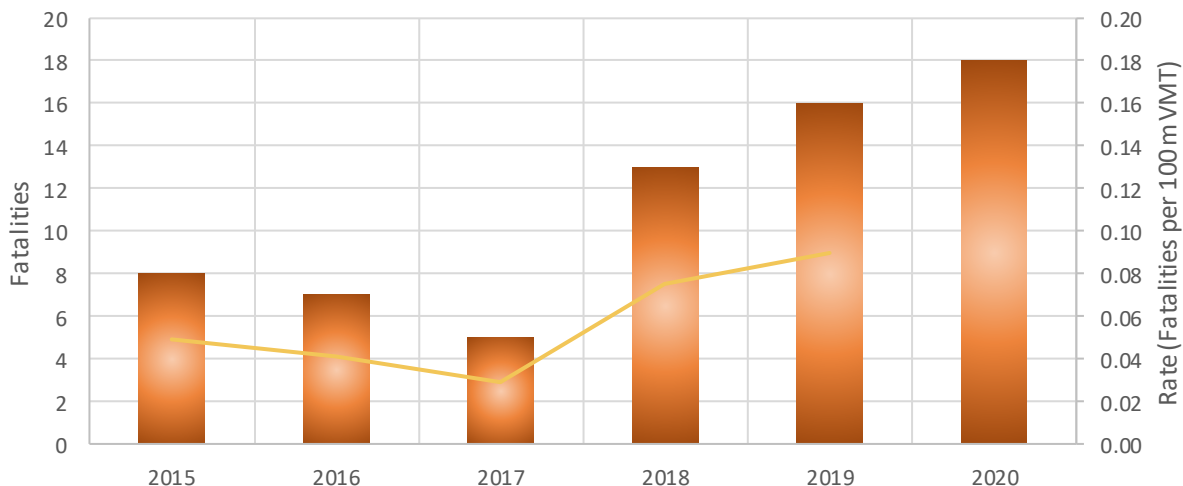


Figure 20. Bicycle Fatalities and Bicycle Fatality Rates in North Florida



Serious Injury Crashes

Description

The FDOT provides information for fatal and serious injury crashes for both the state highway system (SHS) and local roads.

Benchmark

The North Florida TPO has adopted FDOT safety targets. The goal is zero fatal and serious injury crashes.

Performance

The total number of serious injury crashes declined from 2015 to 2019 on both the state highway system and local roads. From 2018 to 2019 the number of serious injury crashes remained relatively unchanged. Non-motorized serious injuries and fatalities declined on the state highway system.

Figure 22. Serious Injury Crashes in North Florida

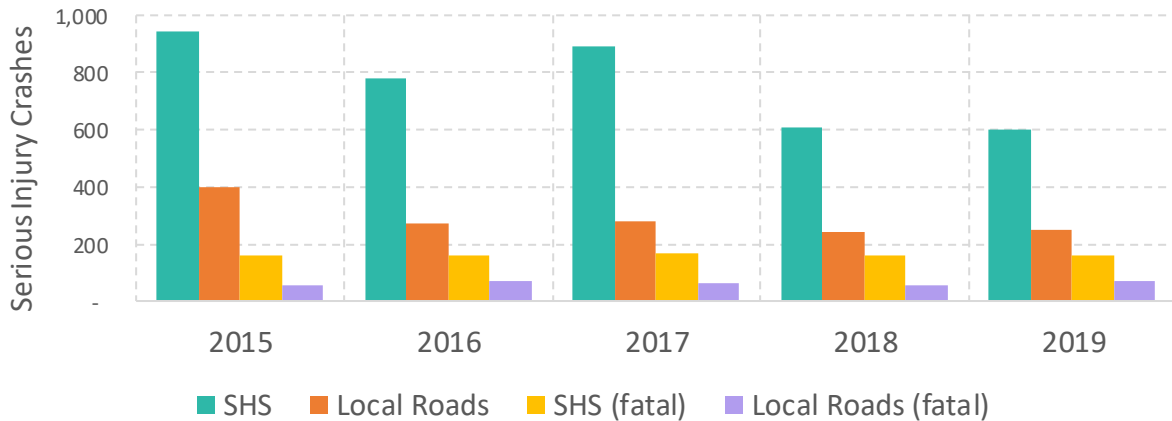
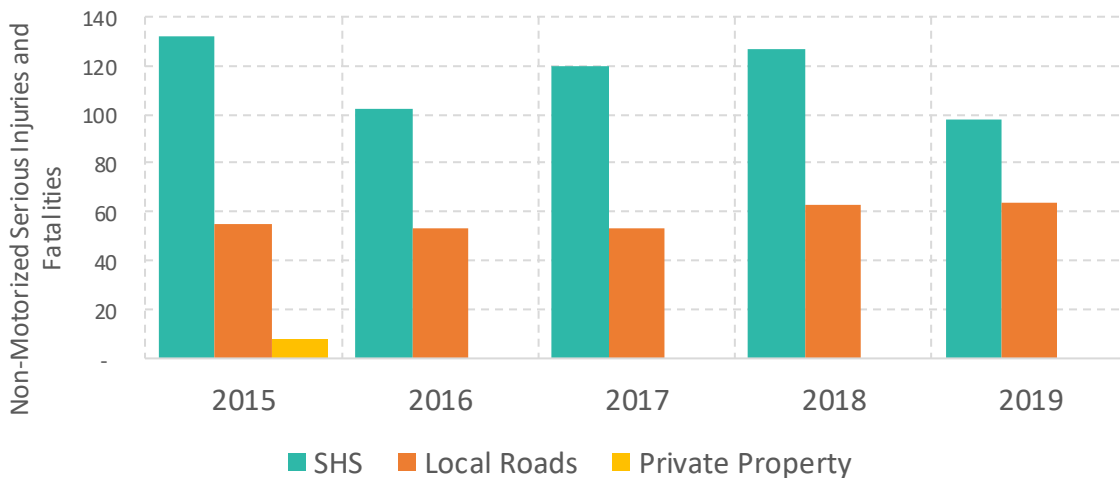


Figure 23. Non-Motorized Serious Injuries and Fatalities in North Florida



Incident Response

As there have been significant increases in travel demand, congestion and crashes, public agencies continue to work diligently to respond to incidents. In 2020, the average time for the FDOT to verify and respond to incidents was 6.8 minutes. Despite increasing demand on roadways, the time of incident clearance has remained low. Incident clearance duration increased by 2.5 minutes on average from 2019 to 2020. The most common incidents the FDOT responds to are disabled vehicles (48.6%) and crashes (20.7%).

Figure 24. Incident Clearance Time and VMT

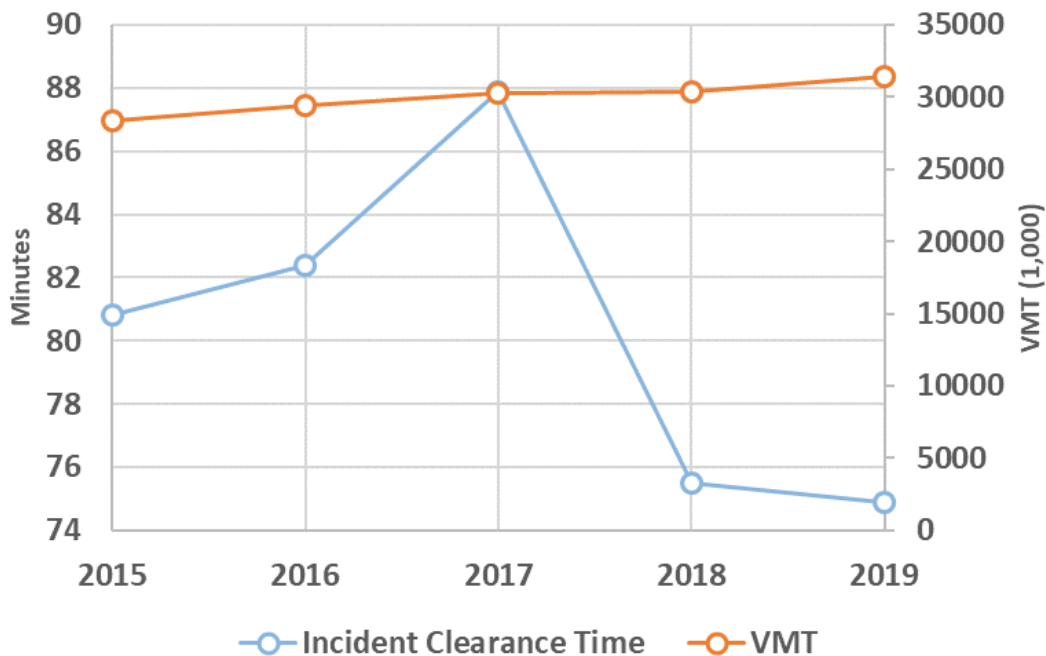


Table 6. Incident Management Performance

Performance Measure	2015	2016	2017	2018	2019	2020
Events	2,978	3,609	3,865	4,173	4,898	4,965
Verification Duration (min)	4.1	4.2	4.7	4.1	3.2	2.6
Response Duration (min)	3.7	4.0	4.1	4.0	4.3	4.2
Open Roads Duration (min)	50.0	50.5	46.0	40.2	37.3	42.9
Departure Duration (min)	23.0	23.7	33.1	27.2	30.1	27.7
Roadway Clearance Duration (min)	57.8	58.7	54.9	48.3	44.8	49.7
Incident Clearance Duration (min)	80.8	82.4	87.9	75.5	74.9	77.4

Accessibility to different commuting options and modes needs improvement to provide transportation to jobs in the region.

Providing users of the road system with accessible transportation options is vital to maintaining a livable and sustainable network. One of the CMP economic competitiveness performance measures is access to jobs. For the North Florida region in 2018, there were 581,469 jobs within 0.5 miles of state roads. The total number of jobs identified in the North Florida TPO region is 706,597, meaning 82% of identified jobs are within 0.5 miles of state roads.

Access to transit and other commuting options provides a snapshot of how well the transit system is serving the community. In 2019, the percentage of population within 0.25 miles of a transit stop is calculated as 24.8%, including 394,630 residents. This is well below the target of 95%, which may need to be revised in subsequent CMP updates as part of a discussion on transit accessibility measures. Transit access is also measured by proximity to park-n-ride lots, with 64% of the population living within five miles of a park-n-ride lot.

Providing adequate facilities for pedestrians and bicyclists is vital to ensuring quality of service for all modes of travel. Seventy percent of roadway facilities are equipped with bike facilities, and 43% have sidewalks.

Access to Jobs

Description

Employment data is an annual number representing the average number of jobs available throughout the year. The number of jobs is obtained from the U.S. Census Bureau’s Longitudinal Employer-Household Dynamics (LEHD) program through the “On-The Map” tool. Data is exported from the tool for each county within the TPO boundary. This data is provided in a point file representing the total number of jobs at specific locations or addresses. The FDOT state highway line file is used to determine the number of jobs for each point within 1/2-mile of a state highway. The number of jobs is summed for each point within 1/2 mile of a State highway.

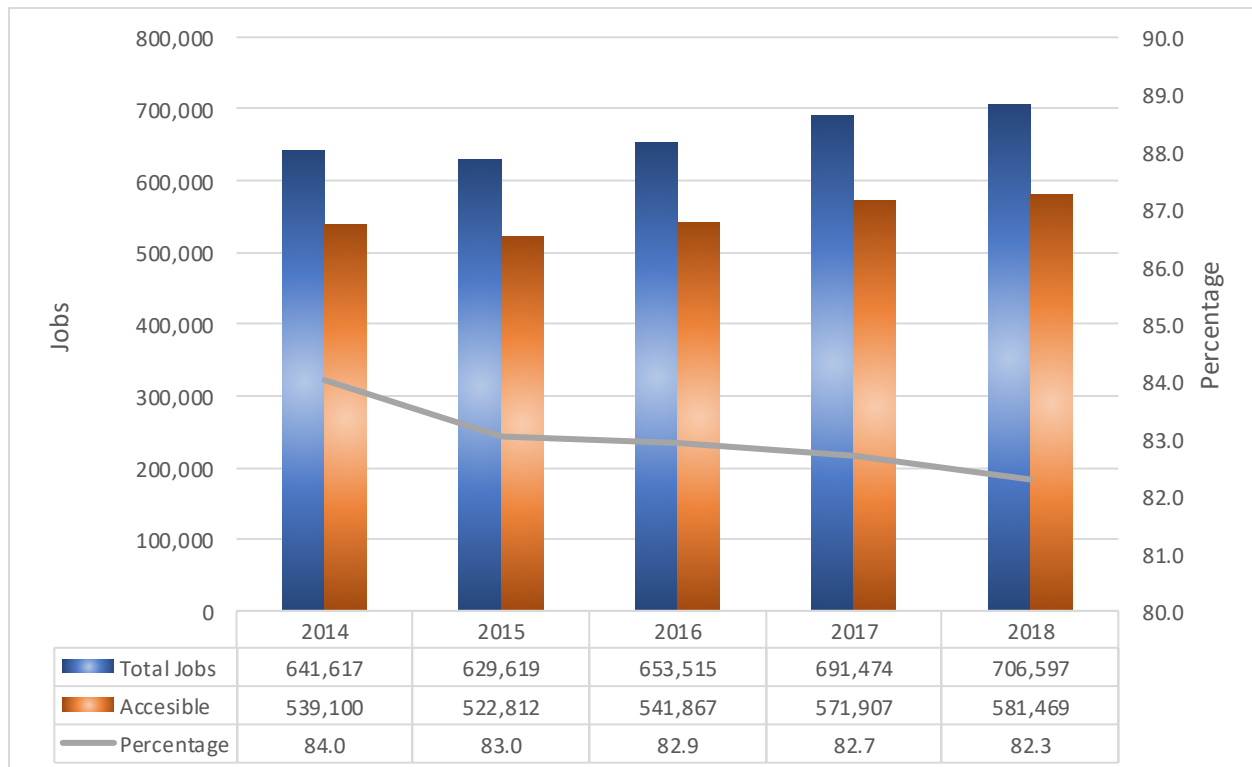
Benchmark

The goal is to maintain or improve access to jobs.

Performance

For the North Florida region in 2018, there were 581,469 jobs within 1/2 mile of state roads. The total number of jobs identified in the North Florida TPO region was 706,597, meaning 82% of identified jobs were within 1/2 mile of state roads.

Figure 25. Jobs within one half mile of the State Highway System





Access to Transit

Description

Population with access to transit is defined as the number of people living within one-quarter mile of a transit stop. The population used for this performance metric is requested by the American Community Survey from the U.S. census. The transit stop locations are from the three transit agencies within the North Florida TPO region, including Nassau Transit, JTA and the Sunshine Bus Company. JTA provides service for Duval and Clay counties. The JTA and the Sunshine Bus Company publish files in the general transit feed specification (GTFS) format containing a stops file in which the bus stops are listed with latitude and longitude coordinates. The bus stops for Nassau Transit and Clay transit are obtained from their websites.

The bus stop locations for the transit agencies are used to create a polygon file that is ¼-mile circle around each bus stop. This polygon file is overlaid on the census block group file that contains the 2017 estimated population. The population within the area of the bus stop ¼-mile polygon file is estimated from the census block group file based on the percentage of the census block that is geographically covered by the bus stop ¼-mile polygon file.

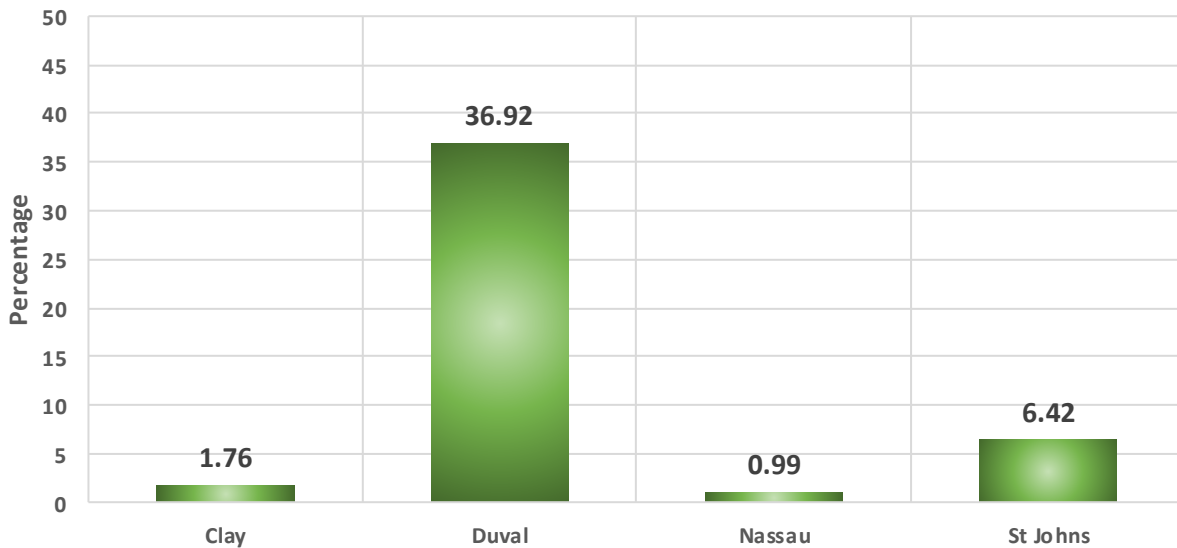
Benchmark

The goal is to provide transit access to 95% of the population.

Performance

The TPO planning area in total provides transit access to 24.8% of the population. This number is buoyed by Duval county providing 36.9% accessibility to Duval County residents. The other three counties provide limited transit service to their population.

Figure 26. Percent Population within one-quarter mile of transit stops in North Florida



Access to Park and Ride Lots

Description

There are 11 park-n-ride lots in North Florida where the public can park and ride a transit vehicle from one of the three transit providers. The park-n-ride lots are mapped manually using the JTA System Map and Google Maps as a guide. The 11 park-n-ride lots include: Jacksonville Beach, Wonderwood, Monument, Armsdale, Baldwin, Avenues Walk, JTB, Clay County/Black Creek, Marbon, and Kings Avenue Garage. The population used for this performance metric is the 2019 U.S. Census American Community Survey population data.

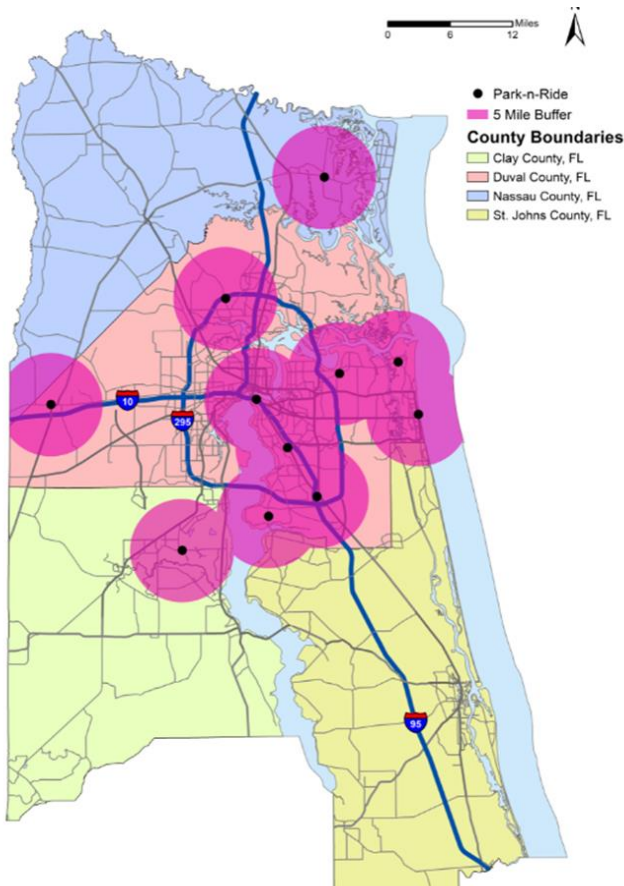
Benchmark

The goal is to provide transit access to 95% of the population.

Performance

Figure 27 shows the population within five miles of park and ride lots in the North Florida region for the 2020 year. The total percentage of the population within five miles of park-n-ride lots is 56.5%.

Figure 27. Population with Access to Park n Ride Lots



County	% of total pop
Clay	47%
Duval	72%
Nassau	32%
St. Johns	15%
Total	57%

Pedestrian and Bicycle Facilities

Description

Pedestrian facilities are considered non-freeway SHS facilities that have sidewalks or shared use paths available to pedestrians. Bicycle facilities are considered non-freeway SHS facilities that have bike lanes, paved shoulders or shared paths available to bicyclists. This information is provided by FDOT annually to the North Florida TPO.

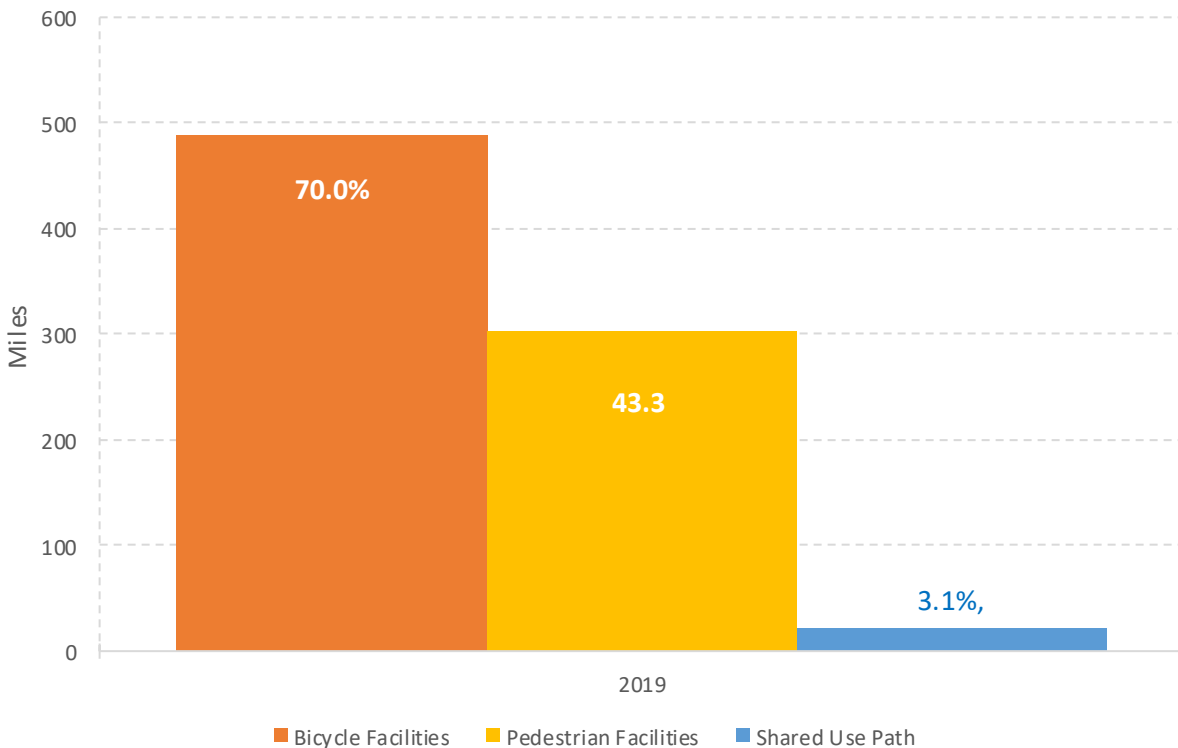
Benchmark

This performance measure will not change significantly from year to year but will be evaluated in each major update to the CMP to establish benchmark and monitor performance.

Performance

Figure 28 shows the state roadway miles in the North Florida TPO boundary along with the miles of pedestrian and bicycle facilities for the year 2019. Seventy percent of roadway facilities are equipped with bike lanes, and 43% have pedestrian facilities.

Figure 28. Pedestrian and Bicycle Facilities in North Florida



Monitoring pavement and bridge conditions is vital to protecting the transportation network.

Preserving our transportation system is vital to providing adequate service for users of the roadways. This section provides an overview of North Florida's bridge and pavement condition as reported by FDOT, along with the age of the region's transit vehicles as reported by the National Transit Database.

In 2019, 47% of interstate pavement was reported in good condition and 0.4% was in poor condition. For non-interstate facilities in 2019 the percentage in good condition was 31% with only 0.6% was in poor condition. This is well below the adopted targets of 60% and 40% respectively. Bridge conditions exceed the benchmark with 68.5% reported in good condition versus the 50% goal. The average age of transit vehicles in the region was 5.8 years.

Pavement Condition

Description

Pavement conditions are evaluated by the FDOT and sent in summary format to the North Florida TPO. An annual spreadsheet is provided showing the percent of Florida interstate and non-interstate National Highway System lane miles in good, fair and poor condition.

Benchmark

- Percent of Interstate Pavement in Good Condition: > **60%**
- Percent of Interstate Pavements in Poor Condition: ≤ **5%**
- Percent of Non-Interstate NHS Pavement in Good Condition: ≥ **40%**
- Percent of Non-Interstate NHS Pavement in Poor Condition: ≤ **5%**

Performance

In 2019, 47% of interstate pavement was reported in good condition and 0.4% was in poor condition. For non-interstate facilities in 2019, the percentage in good condition was 31% while only 0.6% was in poor condition.

Figure 30. Interstate Roadway Condition

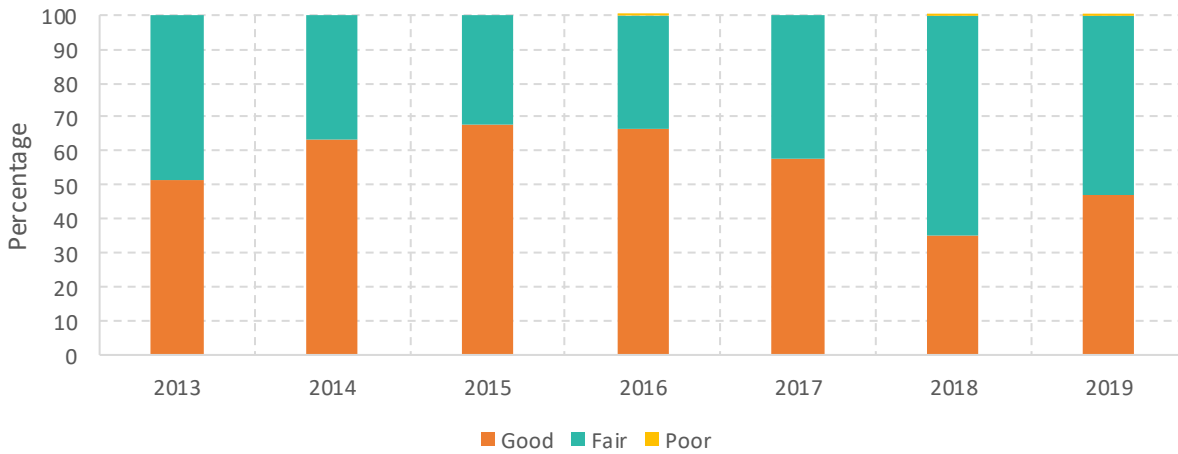
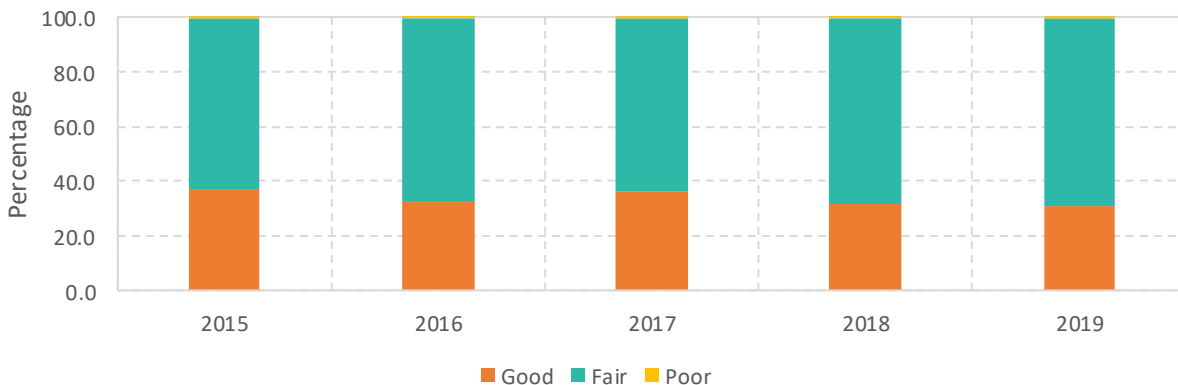


Figure 29. Non-Interstate Roadway Condition



Bridge Condition

Description

Bridge condition should be evaluated annually to determine maintenance schedules. The bridge condition is evaluated as good, fair or poor for the 632 bridges reported by the Florida Department of Transportation.

Benchmark

- Percent of National Highway System Bridges in Good Condition: > 50%
- Percent of National Highway System Bridges in Poor Condition: ≤ 5%

Performance

In 2019, 68.5% of the bridges were reported in good condition, with only 1.27% reported in poor condition. The measures reported in terms of deck area are shown in Figure 31.

Figure 32. Bridge Condition by Number of Bridges

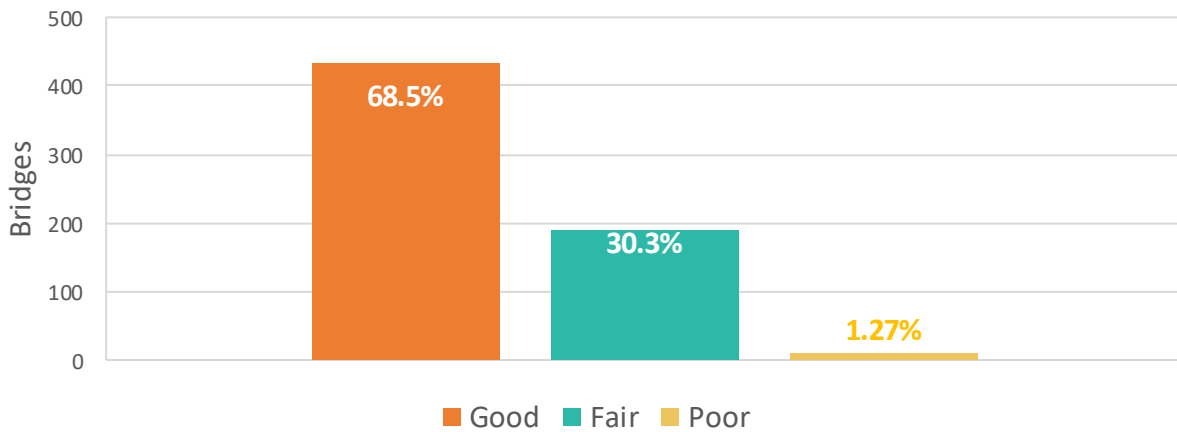
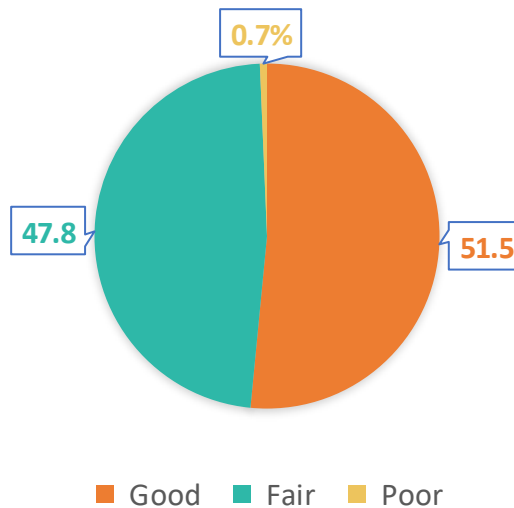


Figure 31. Bridge Condition by Deck Area



Transit Condition

Description

Assessing the age of transit fleets should be a routine process for transit agencies. The JTA , Nassau County Transit and Sunshine Bus Company report federal Transit Asset Management (TAM) performance measures to the NTD on a yearly basis. Clay County service is operated by JTA.

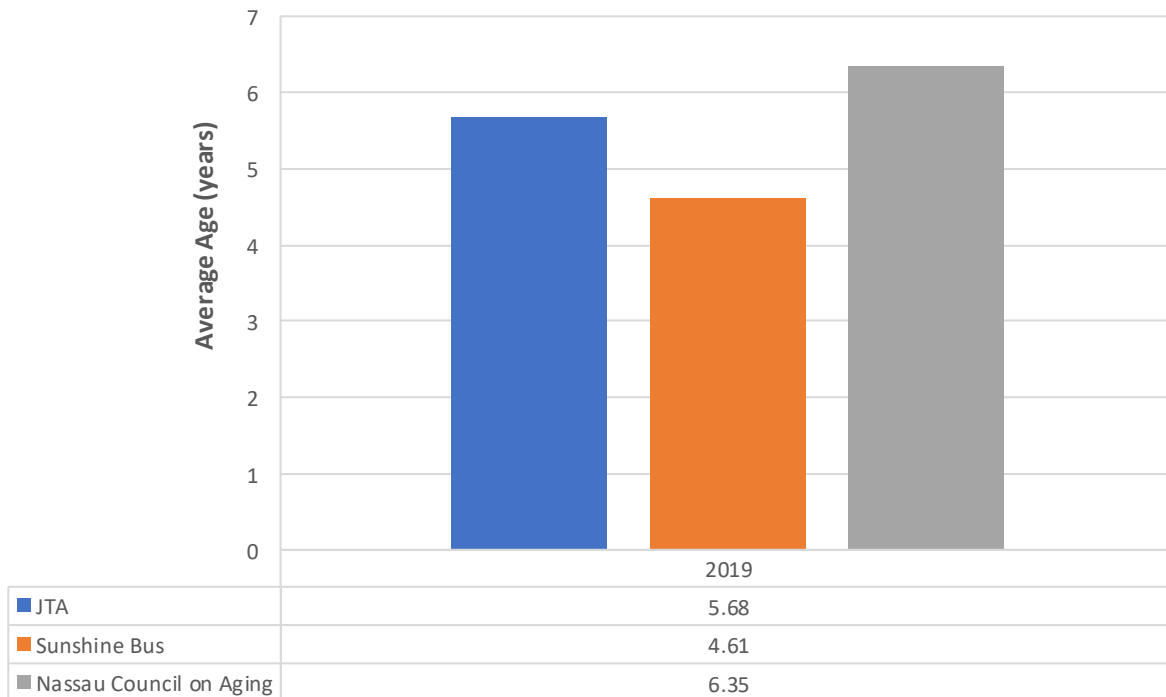
Benchmark

Benchmarks for transit asset management are set by individual agencies or as part of the FDOT group plan.

Performance

In 2019, the average age of transit vehicles for the region was 5.6 years.

Figure 33. Average Age of Transit Vehicle



Appendices

Appendix A

System Performance Measures

Regional Statistics

	Vehicle Miles Traveled	Person Miles Traveled	Truck Miles Traveled	Cost of Congestion (dollars)	Cost of Emissions (dollars)
2014	26,695,068	43,687,081	2,140,681	133,260,798	1,208,423
2015	28,329,266	46,405,012	2,260,443	230,203,426	2,087,508
2016	29,393,694	48,089,614	2,356,351	281,562,279	2,553,236
2017	30,316,400	49,651,014	2,504,957	236,878,275	2,148,037
2018	30,392,946	49,699,982	2,456,341	191,190,718	1,733,737
2019	31,398,264	51,367,951	2,594,399	188,043,077	1,705,194

	Avg Travel Speed (mph)	Avg Travel Speed Peak Period (mph)	Daily Delay (hours)	Peak Hour Delay (hours)	On-Time Reliability
2014	48.85	49.42	24,306	5,364	0.64
2015	48.67	49.32	41,987	7,573	0.63
2016	48.04	48.78	51,355	10,139	0.63
2017	48.55	49.35	43,205	10,444	0.64
2018	49.01	49.72	34,872	9,338	0.64
2019	47.38	47.92	34,297	8,248	0.61

	% Miles Meeting LOS	% Miles Severely Congested	% Travel Severely Congested (Daily)	% Travel Severely Congested (Peak Hour)	Vehicles Per Lane Mile
2014	98.92	3.12	1.43	8.32	645.80
2015	97.65	6.25	2.40	11.95	684.95
2016	97.02	8.81	3.12	16.50	702.66
2017	97.36	8.25	3.22	14.63	716.01
2018	97.83	7.32	3.11	14.14	715.97
2019	97.70	6.99	2.93	12.92	735.00

Appendix A

System Performance Measures

Regional Statistics

	Hours Severely Congested (Daily)	Hours Severely Congested (Yearly)	Centerline Miles	Lane Miles
<i>2014</i>	0.20	71.76	886.67	3455.97
<i>2015</i>	0.34	124.88	886.66	3457.99
<i>2016</i>	0.42	156.18	889.01	3497.34
<i>2017</i>	0.46	166.56	891.61	3540.14
<i>2018</i>	0.44	161.21	892.14	3549.23
<i>2019</i>	0.42	154.52	894.60	3572.33

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System Performance Measures

County Statistics

Vehicle Miles Traveled

	Clay	Duval	Nassau	St. Johns
2014	1,871,662	18,448,675	1,765,364	4,609,367
2015	1,948,306	19,494,511	1,826,672	5,059,777
2016	2,089,422	20,305,874	1,933,361	5,065,038
2017	2,141,006	20,759,795	1,970,110	5,445,489
2018	2,202,957	21,018,166	1,914,689	5,257,134
2019	2,108,633	22,022,709	1,965,855	5,301,067

Person Miles Traveled

	Clay	Duval	Nassau	St. Johns
2014	2,380,981	29,675,612	3,148,785	8,481,704
2015	2,478,480	31,357,892	3,258,135	9,310,504
2016	2,657,996	32,663,007	3,448,430	9,320,182
2017	2,723,619	33,393,164	3,513,978	10,020,253
2018	2,802,428	33,808,767	3,415,128	9,673,660
2019	2,682,436	35,424,624	3,506,390	9,754,501

Truck Miles Traveled

	Clay	Duval	Nassau	St. Johns
2014	129,216	1,282,017	256,559	472,890
2015	139,028	1,539,538	233,267	348,609
2016	136,436	1,630,503	255,066	334,346
2017	146,004	1,720,184	259,834	378,934
2018	146,585	1,732,811	253,845	323,100
2019	154,020	1,853,308	264,689	322,382

Cost of Congestion

	Clay	Duval	Nassau	St. Johns
2014	\$8,973,559	\$117,137,903	\$554,155	\$6,595,182
2015	\$18,677,237	\$172,097,621	\$13,869,166	\$25,559,402
2016	\$21,122,681	\$214,360,726	\$17,664,737	\$28,414,134
2017	\$12,681,094	\$200,952,004	\$5,052,857	\$18,192,320
2018	\$9,457,334	\$161,224,208	\$4,796,795	\$15,712,381
2019	\$9,426,606	\$160,973,303	\$2,485,109	\$15,158,059

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System Performance Measures

County Statistics

Cost of Emissions

	Clay	Duval	Nassau	St. Johns
2014	\$81,373	\$1,062,219	\$5,025	\$59,806
2015	\$169,367	\$1,560,599	\$125,767	\$231,775
2016	\$191,543	\$1,943,845	\$160,186	\$257,662
2017	\$114,993	\$1,822,253	\$45,820	\$164,970
2018	\$85,760	\$1,461,998	\$43,498	\$142,481
2019	\$85,481	\$1,459,722	\$22,535	\$137,455

Average Travel Speed

	Clay	Duval	Nassau	St. Johns
2014	40.94	47.27	54.40	56.27
2015	40.39	46.99	55.46	56.06
2016	40.21	46.34	54.79	55.74
2017	40.86	46.90	53.82	55.99
2018	41.59	47.64	53.69	55.90
2019	39.66	46.30	51.63	53.38

Daily Delay

	Clay	Duval	Nassau	St. Johns
2014	1636.70	21364.97	101.07	1202.91
2015	3406.57	31389.16	2529.62	4661.82
2016	3852.60	39097.60	3221.90	5182.50
2017	2312.93	36651.96	921.60	3318.13
2018	1724.94	29405.94	874.90	2865.81
2019	1719.33	29360.18	453.26	2764.70

On-Time Reliability

	Clay	Duval	Nassau	St. Johns
2014	0.46	0.61	0.90	0.73
2015	0.42	0.61	0.86	0.73
2016	0.45	0.61	0.72	0.73
2017	0.46	0.62	0.74	0.75
2018	0.47	0.62	0.74	0.75
2019	0.36	0.60	0.74	0.70

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System Performance Measures

County Statistics

% Miles Meeting LOS

	Clay	Duval	Nassau	St. Johns
2014	99.96	98.27	99.98	99.74
2015	99.11	97.17	99.53	97.27
2016	98.90	96.13	99.37	97.32
2017	99.62	95.84	99.86	99.37
2018	99.72	96.58	99.99	99.40
2019	99.68	96.35	100.00	99.42

% Miles Severely Congested

	Clay	Duval	Nassau	St. Johns
2014	0.00	5.28	0.00	0.00
2015	0.78	10.21	0.37	0.55
2016	3.83	14.14	0.00	0.49
2017	3.12	12.84	2.12	0.52
2018	2.84	11.61	0.10	0.69
2019	3.28	11.06	0.00	0.68

% Travel Severely Congested (Daily)

	Clay	Duval	Nassau	St. Johns
2014	0.00	2.06	0.00	0.02
2015	0.26	3.40	0.06	0.24
2016	0.81	4.35	0.04	0.29
2017	0.72	4.52	0.26	0.35
2018	0.52	4.33	0.03	0.42
2019	0.56	4.03	0.00	0.37

% Travel Severely Congested (peak Hour)

	Clay	Duval	Nassau	St. Johns
2014	0.00	12.03	0.00	0.00
2015	1.29	17.11	0.13	0.36
2016	7.44	23.00	0.00	0.36
2017	5.93	20.26	4.05	0.36
2018	5.12	19.75	0.22	0.45
2019	5.77	17.75	0.00	0.41

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System Performance Measures

County Statistics

Vehicles Per Lane Mile

	Clay	Duval	Nassau	St. Johns
2014	423.46	754.99	396.14	573.32
2015	436.86	799.79	406.23	629.03
2016	472.16	826.39	402.90	629.08
2017	475.89	831.06	408.23	676.41
2018	489.76	837.42	396.81	653.61
2019	474.60	875.59	396.80	647.44

Hours Severely Congested (Daily)

	Clay	Duval	Nassau	St. Johns
2014	0.00	0.28	0.00	0.00
2015	0.04	0.48	0.01	0.04
2016	0.10	0.59	0.01	0.05
2017	0.09	0.63	0.03	0.07
2018	0.07	0.61	0.00	0.09
2019	0.07	0.58	0.00	0.08

Hours Severely Congested (Yearly)

	Clay	Duval	Nassau	St. Johns
2014	0.00	103.49	0.00	1.38
2015	12.99	176.35	2.85	13.73
2016	38.04	217.46	2.14	18.08
2017	34.46	231.54	11.33	26.96
2018	24.67	222.37	1.14	32.22
2019	26.44	210.87	0.00	28.68

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System Performance Measures

County Statistics

Centerline Miles

	Clay	Duval	Nassau	St. Johns
2014	109.89	480.24	111.39	185.15
2015	109.88	480.24	111.39	185.15
2016	109.91	482.10	111.22	185.77
2017	109.89	484.73	111.22	185.77
2018	109.88	485.58	111.25	185.43
2019	107.61	488.02	111.35	187.63

Lane Miles

	Clay	Duval	Nassau	St. Johns
2014	367.97	2045.11	372.02	670.86
2015	371.30	2040.09	375.38	671.22
2016	368.44	2056.44	400.59	671.87
2017	374.58	2090.82	402.88	671.87
2018	374.50	2100.72	402.81	671.20
2019	369.95	2105.62	413.52	683.24

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System Performance Measures

Urban and Rural Statistics

	Vehicle Miles Traveled		Person Miles Traveled		Truck Miles Traveled	
	Urban	Rural	Urban	Rural	Urban	Rural
2014	21,813,113	4,881,955	35,082,284	8,604,798	1,377,170	763,511
2015	22,950,125	5,379,140	36,918,704	9,486,308	1,629,883	630,560
2016	23,852,690	5,541,003	38,347,192	9,742,422	1,726,510	629,842
2017	24,377,300	5,939,100	39,197,784	10,453,230	1,822,127	682,830
2018	24,654,008	5,738,937	39,616,552	10,083,431	1,829,960	626,381
2019	25,550,781	5,790,959	41,110,382	10,166,648	1,960,180	634,219

	Cost of Congestion (dollars)		Cost of Emissions (dollars)	
	Urban	Rural	Urban	Rural
2014	\$133,168,230	\$92,568	\$1,207,583	\$839
2015	\$201,900,771	\$28,302,655	\$1,830,857	\$256,651
2016	\$253,072,483	\$28,489,796	\$2,294,887	\$258,348
2017	\$236,658,198	\$220,077	\$2,146,041	\$1,996
2018	\$190,887,334	\$303,384	\$1,730,986	\$2,751
2019	\$187,423,447	\$619,629	\$1,699,575	\$5,619

	Avg Travel Speed (mph)		Daily Delay (hours)		On-Time Reliability	
	Urban	Rural	Urban	Rural	Urban	Rural
2014	45.39	64.29	24288.77	16.88	0.56	0.97
2015	45.00	64.18	36825.01	5162.17	0.55	0.97
2016	44.27	64.25	46158.30	5196.30	0.55	0.97
2017	44.68	64.47	43164.47	40.14	0.56	0.98
2018	45.45	64.30	34816.25	55.33	0.57	0.97
2019	44.26	61.31	34184.47	113.02	0.53	0.96

	% Miles Meeting LOS		% Miles Severely Congested		% Travel Severely Congested (Daily)	
	Urban	Rural	Urban	Rural	Urban	Rural
2014	98.55	100.00	4.20	0.00	1.75	0.00
2015	97.17	99.05	8.40	0.00	2.97	0.00
2016	96.33	98.97	11.96	0.00	3.84	0.00
2017	96.48	99.90	11.15	0.00	4.01	0.00
2018	97.07	100.00	9.87	0.00	3.83	0.00
2019	96.90	100.00	9.44	0.00	3.60	0.00

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System Performance Measures

Urban and Rural Statistics

	% Travel Severely Congested (Peak Hour)		Vehicles Per Lane Mile		Hours Severely Congested (Daily)	
	Urban	Rural	Urban	Rural	Urban	Rural
2014	10.18	0.00	708.71	462.34	0.24	0.00
2015	14.75	0.00	746.06	507.51	0.42	0.00
2016	20.33	0.00	773.44	504.02	0.52	0.00
2017	18.19	0.00	777.69	540.10	0.57	0.00
2018	17.42	0.00	783.60	522.25	0.54	0.00
2019	15.88	0.00	808.18	526.53	0.52	0.00

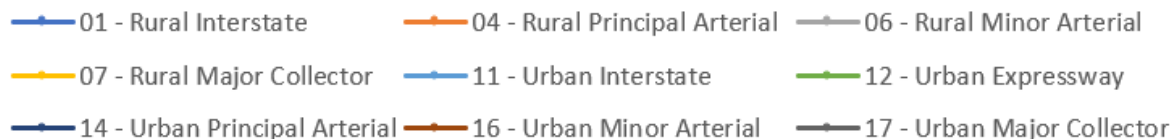
	Hours Severely Congested (Yearly)		Centerline Miles		Lane Miles	
	Urban	Rural	Urban	Rural	Urban	Rural
2014	87.82	0.00	633.68	252.99	2573.50	882.47
2015	154.15	0.00	633.67	252.99	2572.17	885.83
2016	192.46	0.00	635.79	253.21	2578.57	918.77
2017	207.14	0.00	638.42	253.19	2621.11	919.03
2018	198.74	0.00	639.19	252.95	2630.84	918.39
2019	189.88	0.00	638.46	253.05	2644.24	919.16

Appendix A

System Performance Measures

Functional Classification Statistics

Functional Classification Statistics



Vehicle Miles Traveled

	1	4	6	7	11	12	14	16	17
2014	3,135,961	1,378,706	358,095	9,194	9,458,443	2,349,843	5,771,026	4,224,550	9,250
2015	3,531,911	1,460,630	377,759	8,840	9,955,312	2,532,011	6,040,787	4,411,864	10,151
2016	3,566,645	1,572,356	392,101	9,901	10,290,982	2,685,612	6,326,434	4,537,718	11,945
2017	3,875,794	1,639,044	414,059	10,202	10,701,394	2,827,478	6,348,901	4,488,402	11,125
2018	3,725,058	1,577,826	425,852	10,202	10,834,817	2,818,742	6,428,386	4,560,777	11,287
2019	3,672,689	1,658,774	449,294	10,202	11,564,862	3,046,110	6,284,300	4,645,298	10,211

Person Miles Traveled

	1	4	6	7	11	12	14	16	17
2014	5,666,634	2,346,051	580,417	11,695	15,217,134	3,779,840	9,036,520	7,033,910	14,879
2015	6,371,157	2,491,534	612,371	11,246	16,016,628	4,072,866	9,463,290	7,349,592	16,328
2016	6,426,905	2,669,933	632,989	12,595	16,556,977	4,319,940	9,901,298	7,549,375	19,602
2017	6,994,397	2,777,696	668,158	12,978	17,217,673	4,548,139	9,937,710	7,475,968	18,294
2018	6,709,661	2,674,796	685,995	12,978	17,431,968	4,534,086	10,047,442	7,584,561	18,495
2019	6,620,113	2,808,955	724,602	12,978	18,605,958	4,914,611	9,850,838	7,722,550	16,425

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System Performance Measures

Functional Classification Statistics

Truck Miles Traveled

	1	4	6	7	11	12	14	16	17
2014	604,497	140,634	17,737	644	909,592	81,761	235,080	150,644	93
2015	467,849	140,840	21,394	477	1,066,942	112,675	272,773	177,302	191
2016	447,999	159,968	21,251	624	1,150,502	120,155	272,550	183,077	224
2017	495,569	162,886	23,660	714	1,201,310	142,786	286,390	191,420	221
2018	440,321	161,126	24,097	837	1,226,582	121,799	289,207	192,149	223
2019	429,360	174,106	29,886	867	1,322,249	157,518	284,253	195,984	176

Cost of Congestion

	1	4	6	7	11	12	14	16	17
2014	\$0	\$92,568	\$0	\$0	\$57,711,422	\$14,727,943	\$20,905,327	\$39,810,567	\$12,971
2015	\$11,117,900	\$13,762,988	\$3,395,702	\$26,066	\$68,878,802	\$18,523,230	\$57,716,462	\$56,767,827	\$14,451
2016	\$10,681,412	\$14,343,861	\$3,435,465	\$29,058	\$77,387,876	\$24,121,174	\$68,570,036	\$82,991,752	\$1,645
2017	\$28,074	\$191,732	\$271	\$0	\$70,420,510	\$29,774,955	\$39,792,419	\$96,655,356	\$14,957
2018	\$82,699	\$209,656	\$11,029	\$0	\$70,618,596	\$17,432,152	\$31,055,304	\$71,772,868	\$8,414
2019	\$92,221	\$507,475	\$19,933	\$0	\$71,417,138	\$15,811,947	\$32,520,702	\$67,673,277	\$383

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System Performance Measures

Functional Classification Statistics

Cost of Emissions

	1	4	6	7	11	12	14	16	17
2014	\$0	\$839	\$0	\$0	\$523,333	\$133,555	\$189,572	\$361,006	\$118
2015	\$100,818	\$124,804	\$30,793	\$236	\$624,600	\$167,971	\$523,379	\$514,776	\$131
2016	\$96,860	\$130,072	\$31,153	\$264	\$701,761	\$218,733	\$621,800	\$752,578	\$15
2017	\$255	\$1,739	\$2	\$0	\$638,580	\$270,002	\$360,842	\$876,481	\$136
2018	\$750	\$1,901	\$100	\$0	\$640,377	\$158,077	\$281,613	\$650,844	\$76
2019	\$836	\$4,602	\$181	\$0	\$647,618	\$143,384	\$294,901	\$613,668	\$3

Average Travel Speed

	1	4	6	7	11	12	14	16	17
2014	70.33	53.89	51.59	54.13	56.44	46.11	36.09	32.72	33.33
2015	69.13	54.47	53.66	57.18	56.35	47.69	34.85	31.40	32.76
2016	69.49	54.58	53.97	57.75	55.43	46.95	34.31	30.27	34.13
2017	69.61	55.03	53.73	59.58	55.74	47.05	35.07	30.12	33.15
2018	69.43	55.14	53.36	57.97	55.69	48.44	36.53	31.62	34.28
2019	66.24	53.15	51.21	53.95	53.71	47.51	35.01	30.88	32.16

Appendix A

System Performance Measures

Functional Classification Statistics

Daily Delay (veh-hrs)

	1	4	6	7	11	12	14	16	17
2014	0.00	16.88	0.00	0.00	10526.08	2686.25	3812.96	7261.11	2.37
2015	2027.81	2510.25	619.35	4.75	12562.92	3378.48	10527.00	10353.98	2.64
2016	1948.20	2616.20	626.60	5.30	14114.90	4399.50	12506.60	15137.00	0.30
2017	5.12	34.97	0.05	0.00	12844.11	5430.70	7257.80	17629.13	2.73
2018	15.08	38.24	2.01	0.00	12880.24	3179.48	5664.23	13090.77	1.53
2019	16.82	92.56	3.64	0.00	13025.89	2883.97	5931.50	12343.04	0.07

On-Time Reliability

	1	4	6	7	11	12	14	16	17
2014	1.00	0.92	0.96	1.00	0.86	0.69	0.26	0.23	0.88
2015	1.00	0.90	0.90	1.00	0.85	0.70	0.26	0.18	0.89
2016	1.00	0.92	0.91	1.00	0.86	0.69	0.27	0.13	0.90
2017	1.00	0.92	0.96	1.00	0.85	0.70	0.28	0.15	0.90
2018	1.00	0.89	0.94	1.00	0.83	0.76	0.30	0.20	0.90
2019	1.00	0.86	0.93	1.00	0.77	0.75	0.23	0.18	0.90

Appendix A

System Performance Measures

Functional Classification Statistics

% Miles Meeting LOS

	1	4	6	7	11	12	14	16	17
2014	100.00	100.00	100.00	100.00	95.56	98.41	99.97	99.22	100.00
2015	100.00	99.19	96.07	100.00	94.85	97.09	98.79	97.06	100.00
2016	100.00	99.03	96.08	100.00	92.57	96.50	98.65	96.41	100.00
2017	99.70	100.00	100.00	100.00	92.08	95.80	99.76	96.30	100.00
2018	100.00	100.00	100.00	100.00	92.72	96.13	99.56	97.86	100.00
2019	100.00	100.00	100.00	100.00	92.24	97.07	99.57	97.30	100.00

% Miles Severely Congested

	1	4	6	7	11	12	14	16	17
2014	0.00	0.00	0.00	0.00	15.19	4.64	0.00	0.53	0.00
2015	0.00	0.00	0.00	0.00	19.71	18.96	1.68	4.81	0.00
2016	0.00	0.00	0.00	0.00	26.53	25.40	3.11	7.38	0.00
2017	0.00	0.00	0.00	0.00	18.18	29.88	1.71	11.42	0.00
2018	0.00	0.00	0.00	0.00	17.77	33.96	2.42	5.59	0.00
2019	0.00	0.00	0.00	0.00	16.69	30.01	2.28	5.98	0.00

Appendix A

System Performance Measures

Functional Classification Statistics

% Travel Severely Congested (Daily)

	1	4	6	7	11	12	14	16	17
2014	0.00	0.00	0.00	0.00	3.79	0.91	0.00	0.04	0.00
2015	0.00	0.00	0.00	0.00	4.50	6.07	0.22	1.50	0.00
2016	0.00	0.00	0.00	0.00	5.85	6.25	0.42	2.65	0.00
2017	0.00	0.00	0.00	0.00	5.43	6.78	0.29	4.14	0.00
2018	0.00	0.00	0.00	0.00	5.80	6.73	0.48	2.10	0.00
2019	0.00	0.00	0.00	0.00	5.17	6.25	0.40	2.27	0.00

% Travel Severely Congested (peak Hour)

	1	4	6	7	11	12	14	16	17
2014	0.00	0.00	0.00	0.00	21.57	6.67	0.00	0.29	0.00
2015	0.00	0.00	0.00	0.00	25.09	19.86	2.23	5.38	0.00
2016	0.00	0.00	0.00	0.00	32.69	28.98	4.36	9.15	0.00
2017	0.00	0.00	0.00	0.00	24.96	33.50	2.32	14.71	0.00
2018	0.00	0.00	0.00	0.00	24.82	39.18	3.08	6.42	0.00
2019	0.00	0.00	0.00	0.00	21.44	36.20	2.71	6.32	0.00

Appendix A

System Performance Measures

Functional Classification Statistics

Vehicles Per Lane Mile

	1	4	6	7	11	12	14	16	17
2014	822.42	266.12	240.83	108.51	1291.37	890.55	509.62	443.18	330.33
2015	926.26	279.77	254.05	104.34	1359.76	981.53	531.69	462.41	362.49
2016	935.31	280.24	262.88	116.90	1406.12	995.48	558.39	476.31	341.69
2017	1016.38	291.95	277.59	121.14	1396.60	1047.94	556.99	466.48	318.26
2018	977.33	281.12	286.30	121.14	1413.99	1035.18	559.54	473.90	322.89
2019	961.78	295.43	302.05	121.14	1550.82	1021.63	548.24	475.73	364.63

Hours Severely Congested (Daily)

	1	4	6	7	11	12	14	16	17
2014	0.00	0.00	0.00	0.00	0.52	0.12	0.00	0.01	0.00
2015	0.00	0.00	0.00	0.00	0.59	1.06	0.03	0.22	0.00
2016	0.00	0.00	0.00	0.00	0.76	0.96	0.05	0.39	0.00
2017	0.00	0.00	0.00	0.00	0.72	1.06	0.04	0.64	0.00
2018	0.00	0.00	0.00	0.00	0.78	1.08	0.07	0.34	0.00
2019	0.00	0.00	0.00	0.00	0.69	0.99	0.06	0.41	0.00

Appendix A

System Performance Measures

Functional Classification Statistics

Hours Severely Congested (Yearly)

	1	4	6	7	11	12	14	16	17
2014	0.00	0.00	0.00	0.00	190.69	43.60	0.00	2.27	0.00
2015	0.00	0.00	0.00	0.00	215.48	387.59	10.37	79.01	0.00
2016	0.00	0.00	0.00	0.00	279.63	351.16	19.70	142.23	0.00
2017	0.00	0.00	0.00	0.00	262.87	386.03	14.27	234.92	0.00
2018	0.00	0.00	0.00	0.00	282.91	394.85	24.03	124.31	0.00
2019	0.00	0.00	0.00	0.00	252.99	362.84	20.87	148.42	0.00

Centerline Miles

	1	4	6	7	11	12	14	16	17
2014	54.36	133.90	61.19	3.54	113.50	50.07	228.00	241.42	0.69
2015	54.36	133.90	61.19	3.54	113.50	50.07	228.00	241.42	0.69
2016	54.37	133.92	61.39	3.54	113.50	51.94	228.00	241.44	0.92
2017	54.37	133.92	61.39	3.52	113.50	51.94	228.00	244.06	0.92
2018	54.33	133.90	61.21	3.52	113.50	51.94	228.86	243.97	0.92
2019	54.43	133.90	61.21	3.52	113.50	54.85	225.28	244.14	0.69

Appendix A

System Performance Measures

Functional Classification Statistics

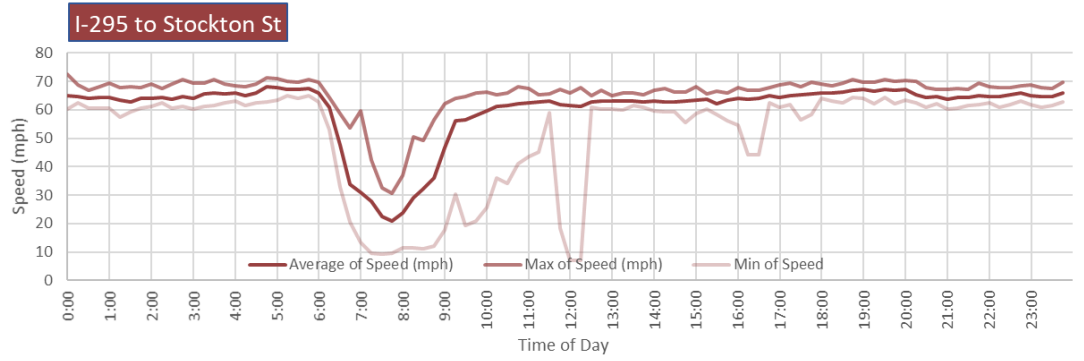
Lane Miles

	1	4	6	7	11	12	14	16	17
2014	318.91	432.43	124.06	7.07	615.85	220.48	942.12	792.73	2.33
2015	318.91	435.79	124.06	7.07	615.62	215.56	945.25	793.40	2.33
2016	318.93	468.32	124.45	7.07	615.34	225.44	942.63	792.26	2.91
2017	318.93	468.61	124.45	7.04	644.25	225.44	948.36	800.16	2.91
2018	318.78	468.48	124.10	7.04	644.25	227.49	955.89	800.31	2.91
2019	319.38	468.65	124.10	7.04	627.04	249.25	953.63	811.99	2.33

Appendix B

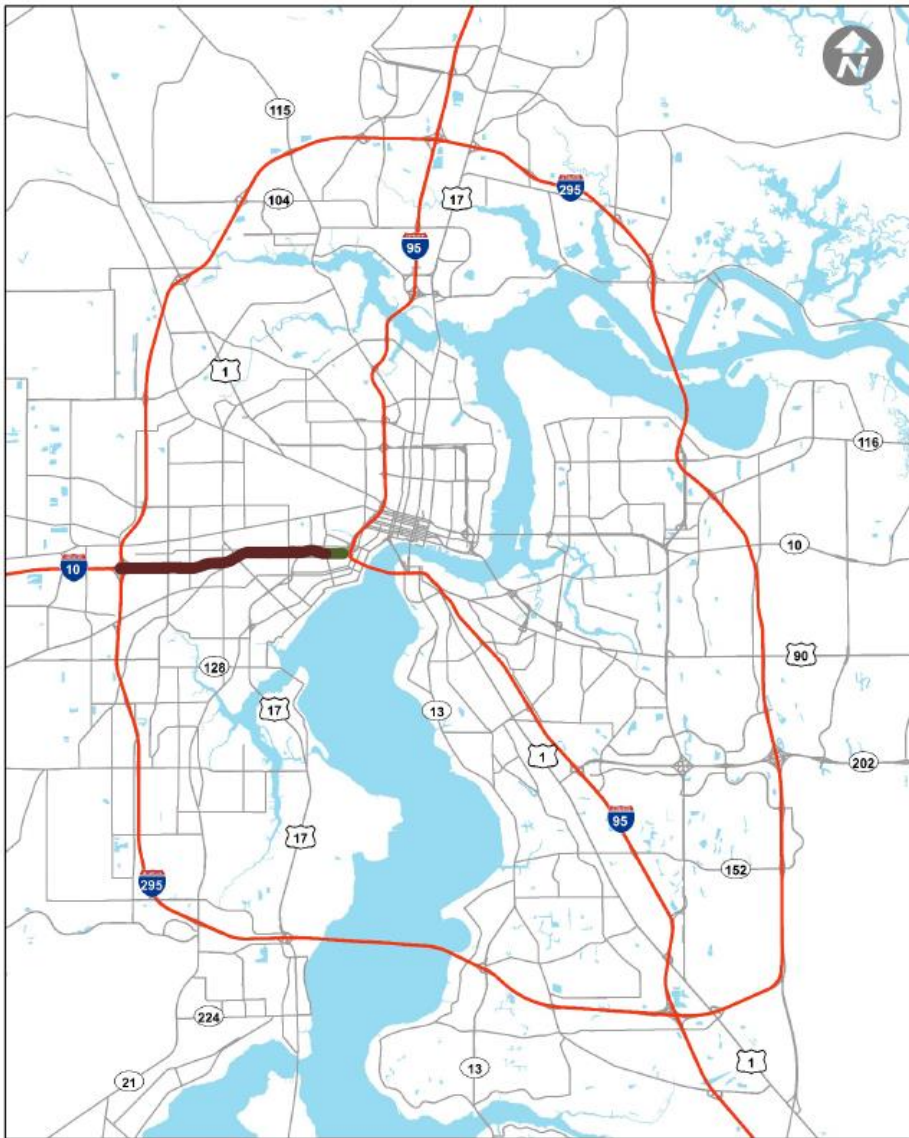
BlueTOAD Speed Data

The data in this appendix represents average speeds reported on selected roadway segments in the North Florida TPO region. The data was aggregated from the BlueArgus travel time reporting system from the months of April and May for the 2019 year. The 2020 year data is available, but due to lower traffic volumes due to Covid-19 it is speculated that the 2019 data is more representative of system conditions.



Stockton St to I-95

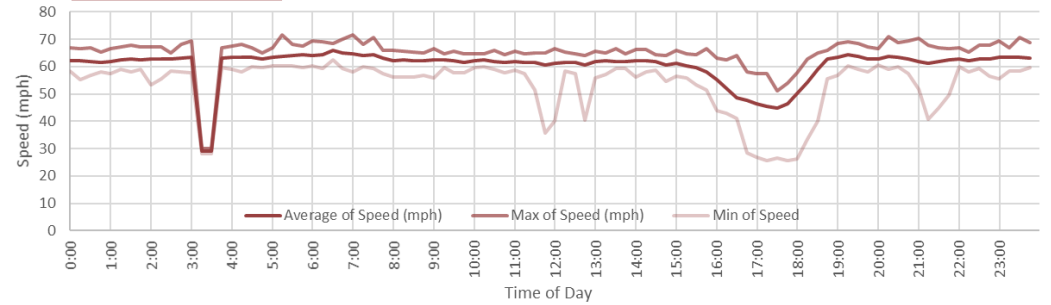
No Data Available



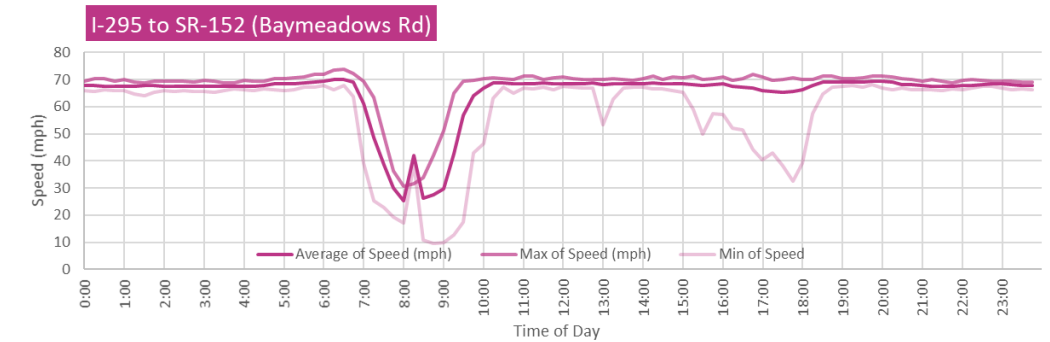
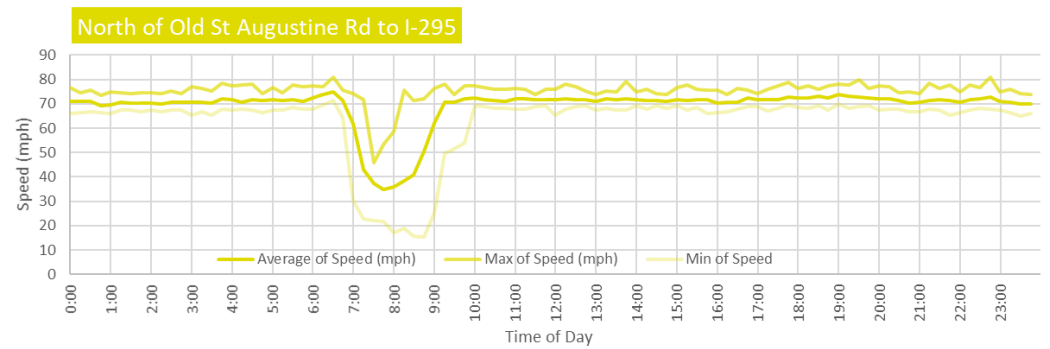
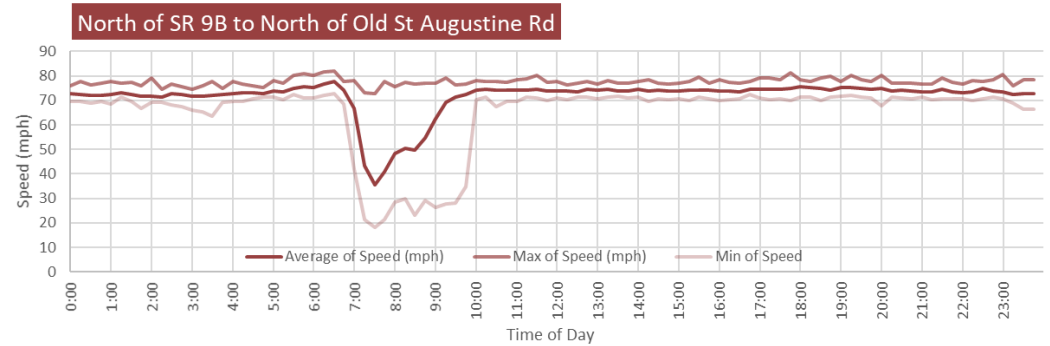
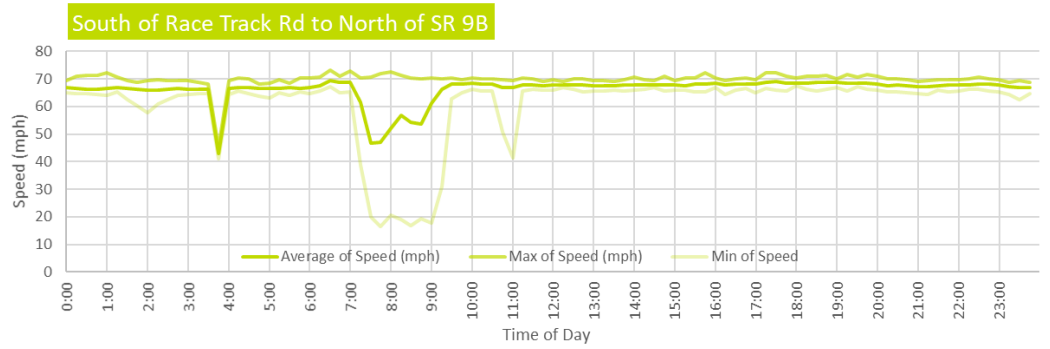
I-95 to Stockton St

No Data Available

Stockton St to I-295



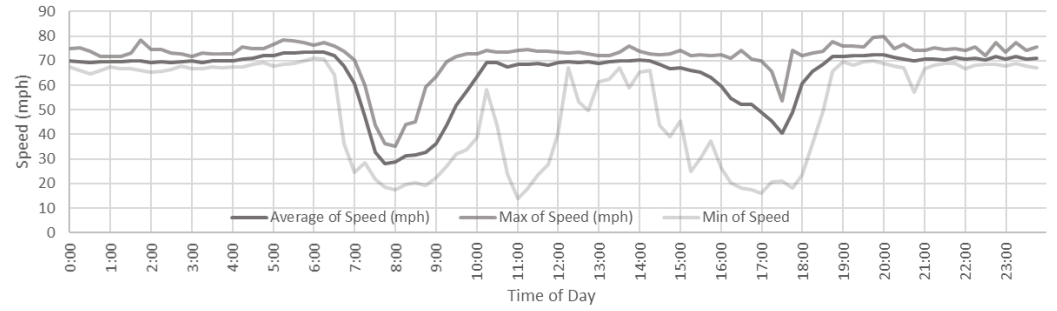
I-10 Westbound Speed Variation Chart



I-95 Northbound Speed Variation Chart



SR-152 (Baymeadows Rd) to SR-109 (University Blvd)



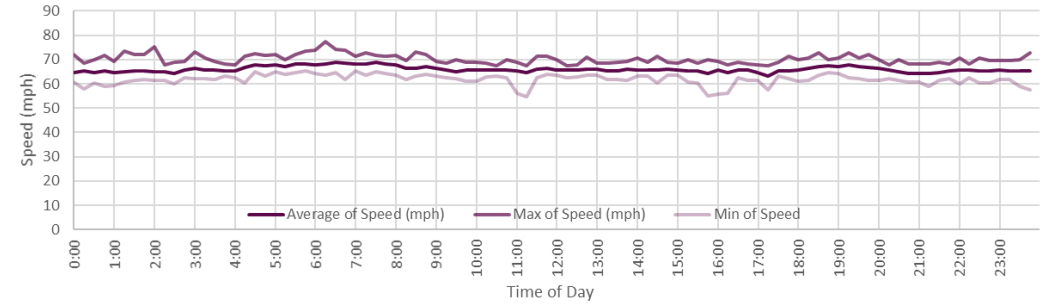
Acosta Expressway to SR 114 (8th St)

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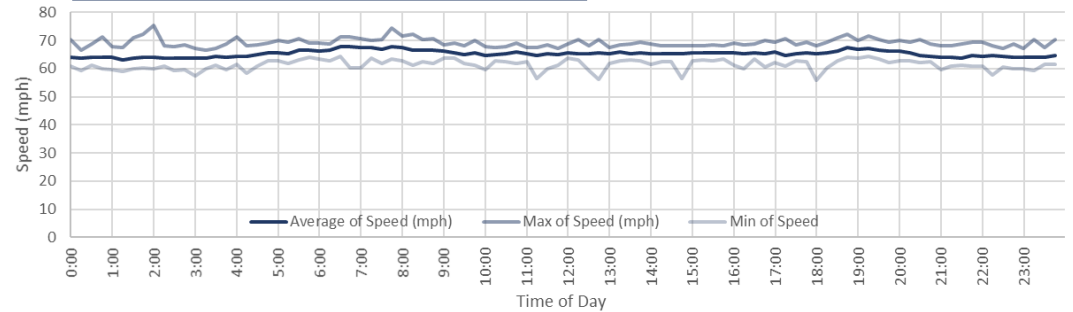
SR 114 (8th St) to Lem Turner Road (SR 115)

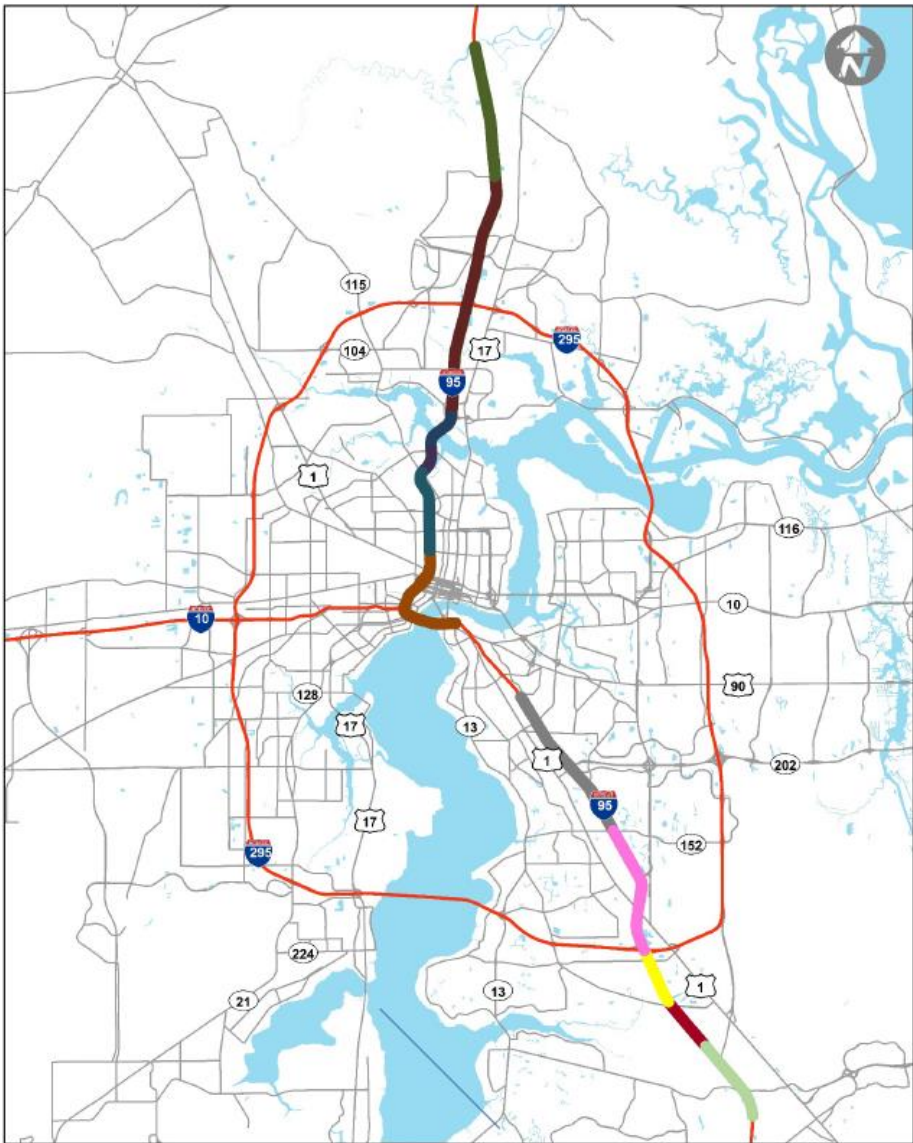
No Data Available

SR-115 (Lem Turner Rd) to SR-111 (Edgewood Ave)



SR-111 (Edgewood Ave) to SR-105 (Hecksher Dr)





Heckscher Drive to Pecan Park Road

No Data Available

Pecan Park Road to A1A (SR 200)

No Data Available



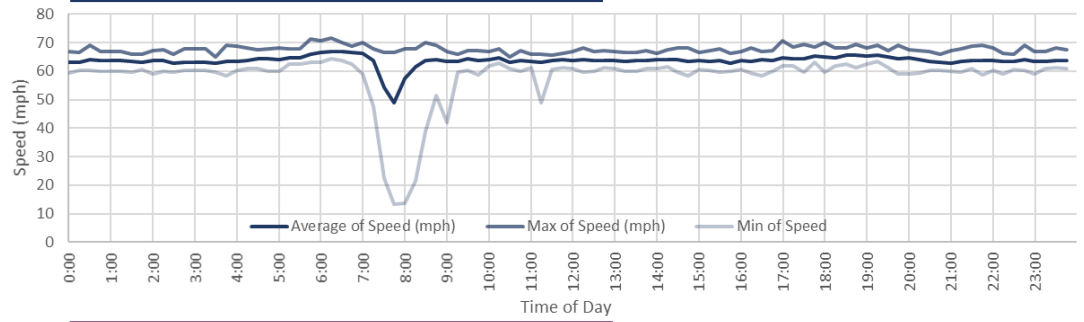
A1A (SR 200) to Pecan Park Road

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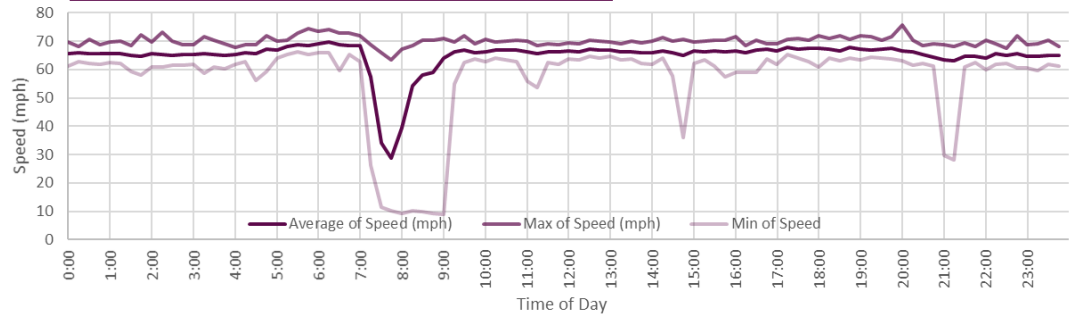
Pecan Park Road to Heckscher Drive

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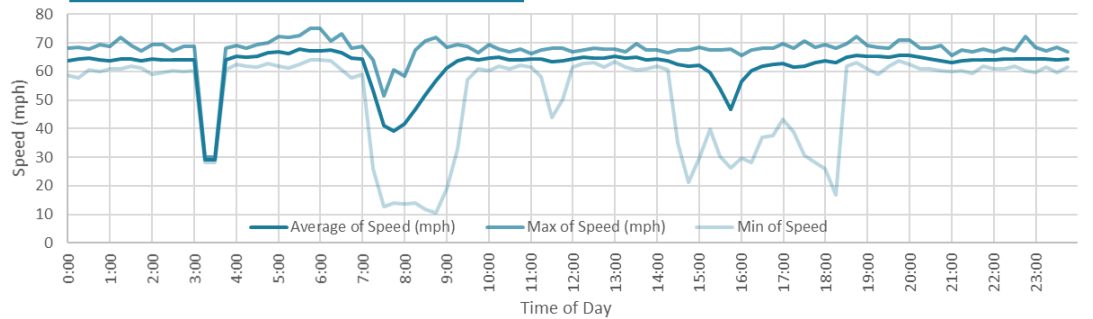
SR-105 (Heckscher Dr) to SR-111 (Edgewood Ave)



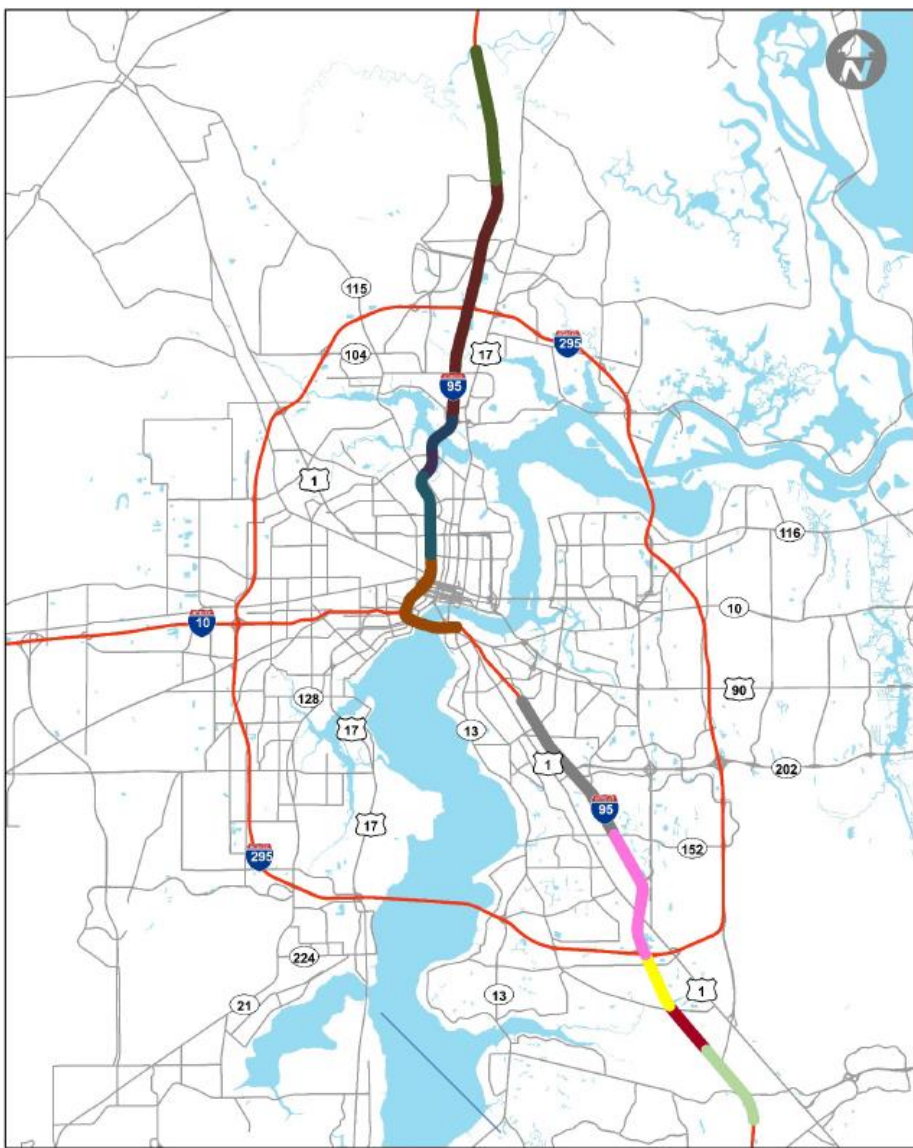
SR-111 (Edgewood Ave) to SR-115 (Lem Turner Rd)



SR-115 (Lem Turner Rd) to SR-114 (8th St)



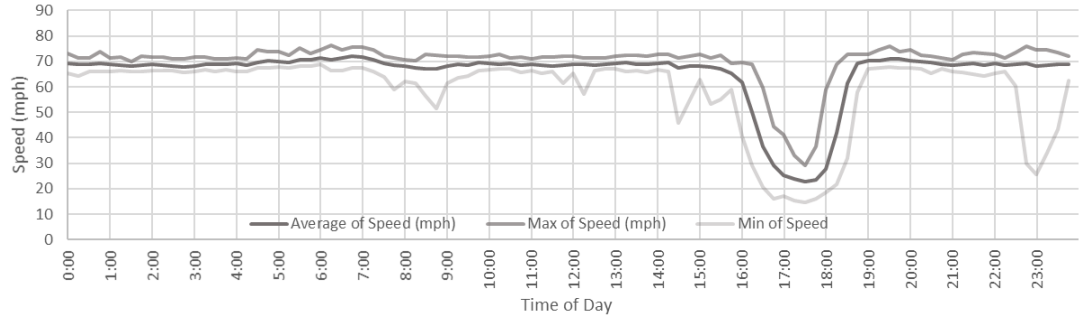
I-95 Southbound Speed Variation Chart



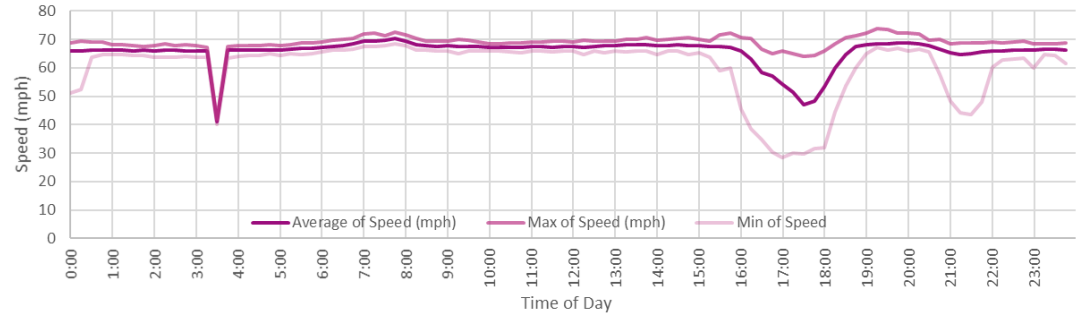
SR 114 (8th Street) to Acosta Expressway

No Data Available

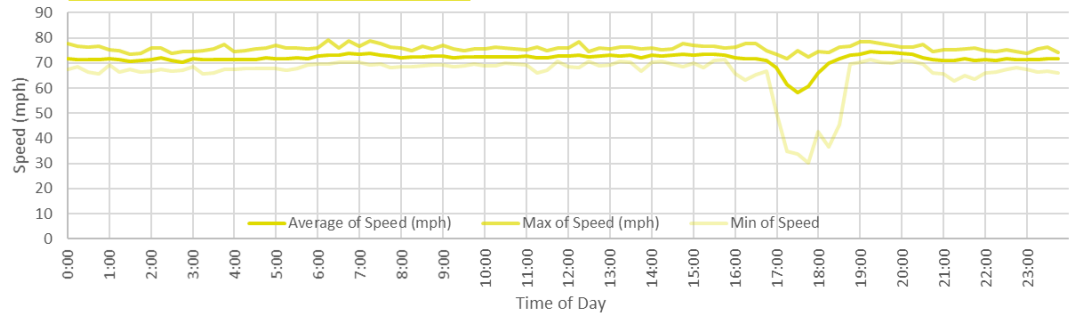
University Blvd to SR-152 (Baymeadows Rd)



SR-152 (Baymeadows Rd) to I-295



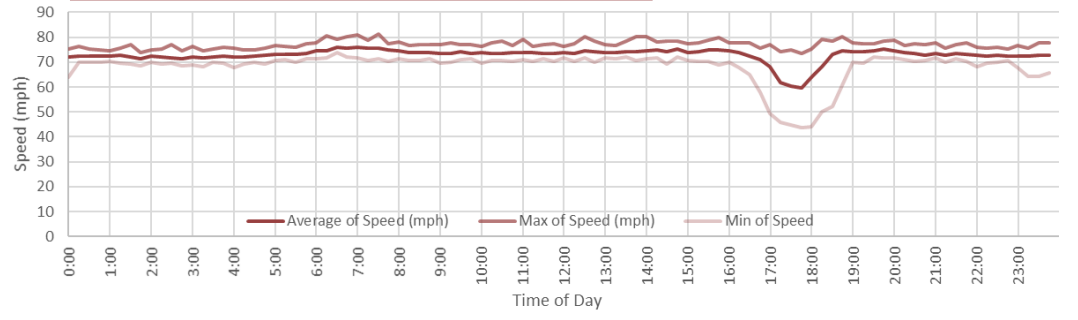
I-295 to North of Old St Augustine Rd



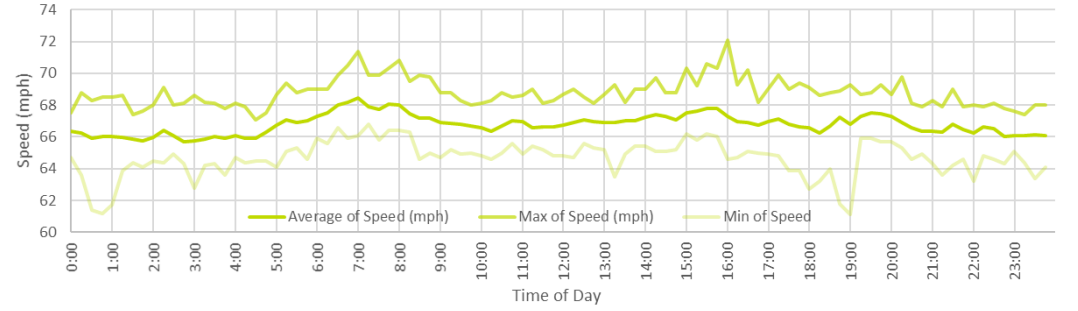
I-95 Southbound Speed Variation Chart



North of Old St Augustine Rd to North of Race Track Rd



North of Race Track Rd to South of Race Track Rd



I-95 Southbound Speed Variation Chart



I-95 North to Losco Rd

No Data Available

Losco Rd to Old St Augustine Rd

No Data Available

Old St Augustine Rd to San Jose Blvd

No Data Available

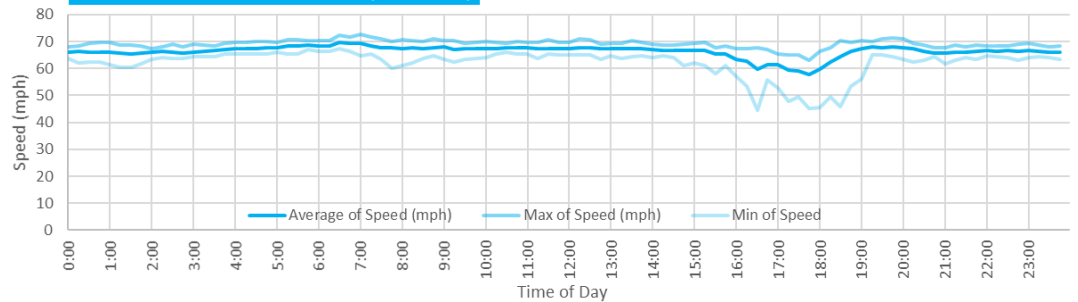
San Jose Blvd to South of Buckman

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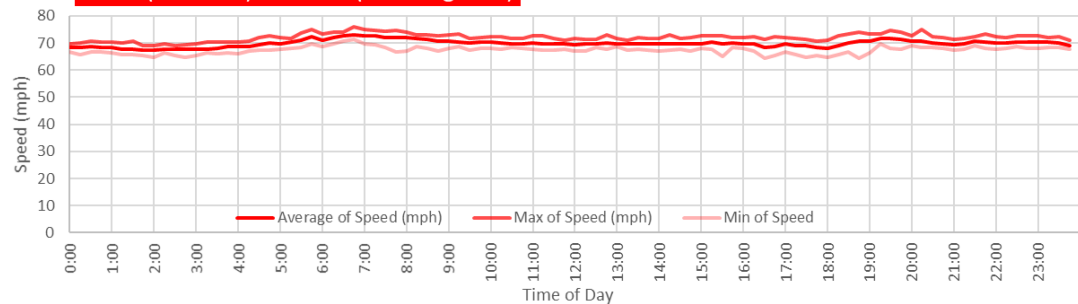
South of Buckman to North of Buckman

No Data Available

North of Buckman to SR-15 (Park Ave)



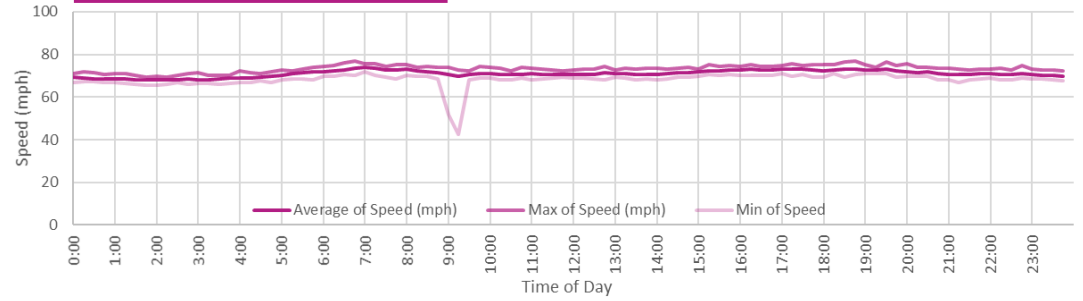
SR-15 (Park Ave) to SR-21 (Blanding Blvd)



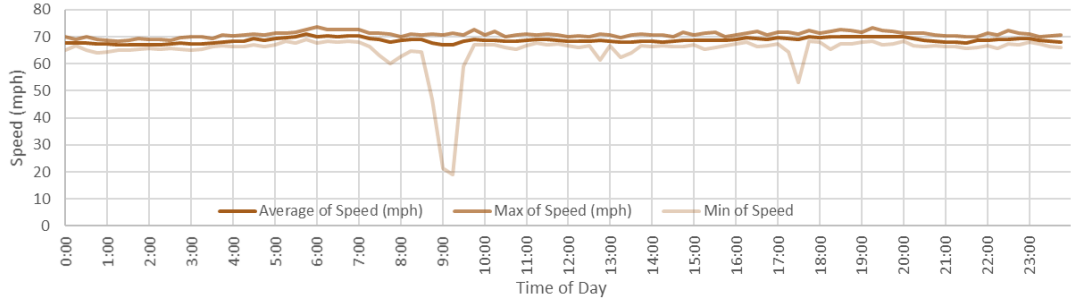
I-295 Northbound (West Beltway) Speed Variation Chart



SR-21 (Blanding Blvd) to Collins Rd



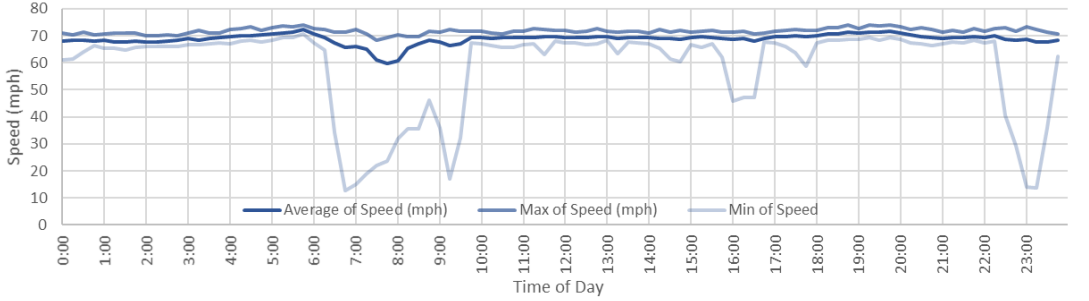
Collins Rd to SR-134 (103rd St)



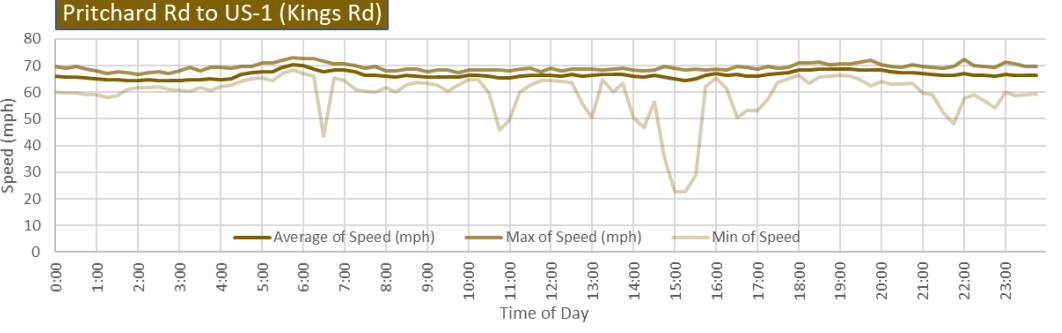
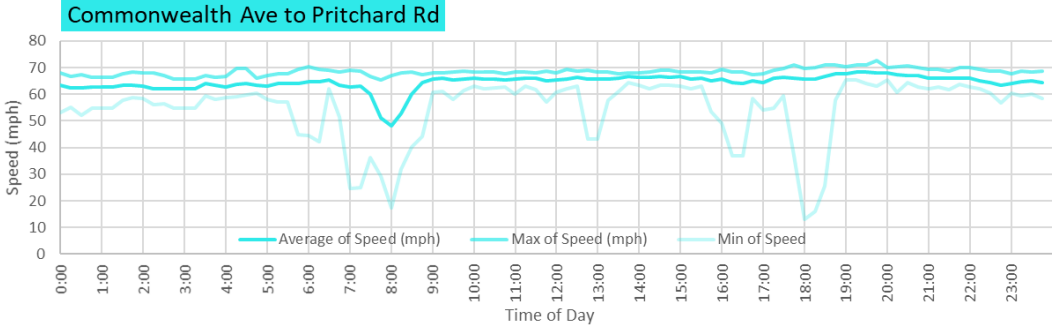
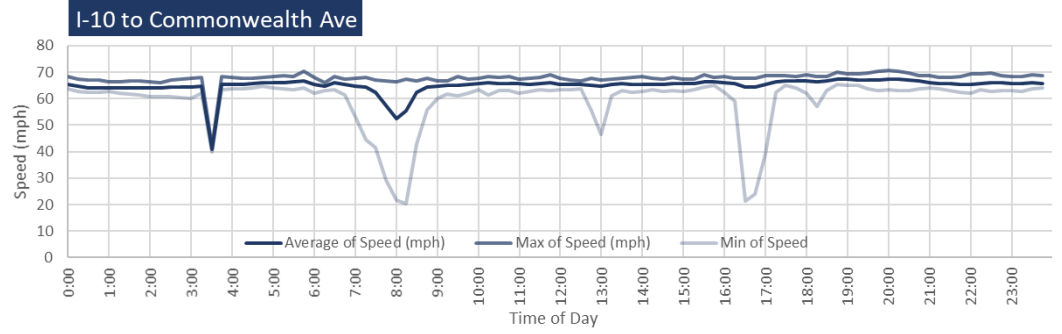
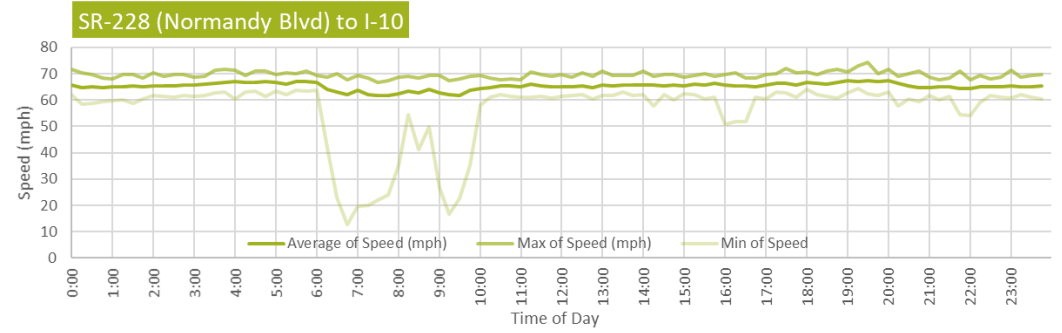
Sr-134 (103rd St) to Wilson Boulevard

No Data Available

Wilson Blvd to SR-228 (Normandy Blvd)



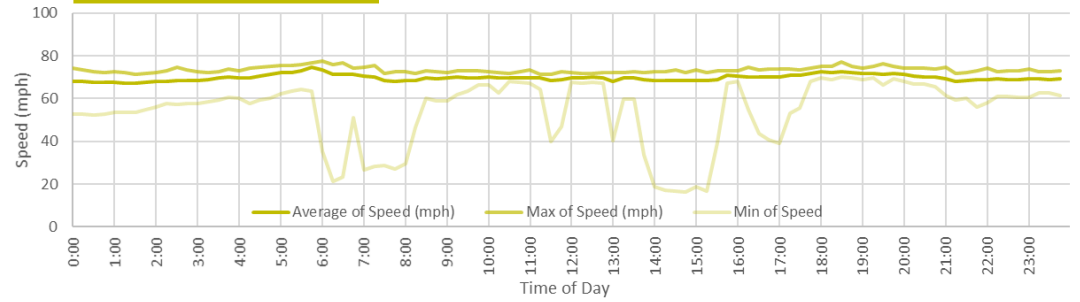
I-295 Northbound (West Beltway) Speed Variation Chart



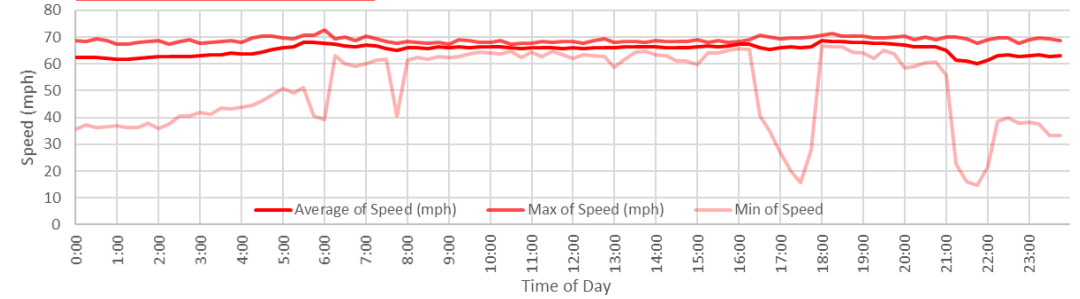
I-295 Northbound (West Beltway) Speed Variation Chart



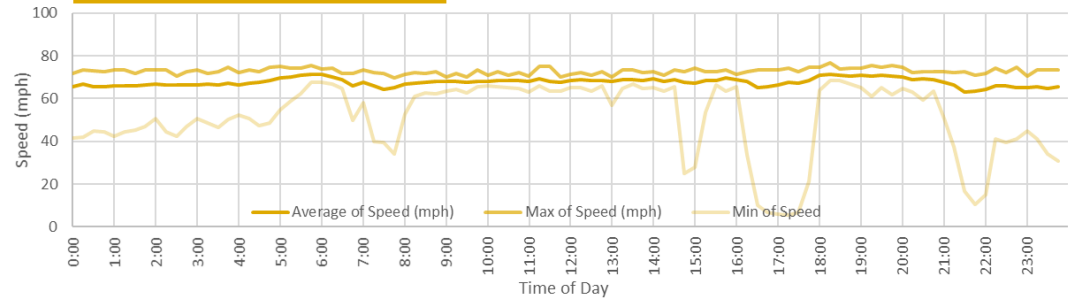
US-1 (Kings Rd) to Dunn Ave



Dunn Ave to Lem Turner Rd



Lem Turner Rd to Duval/Airport Rd



Duval/Airport Rd to I-95 North

No Data Available

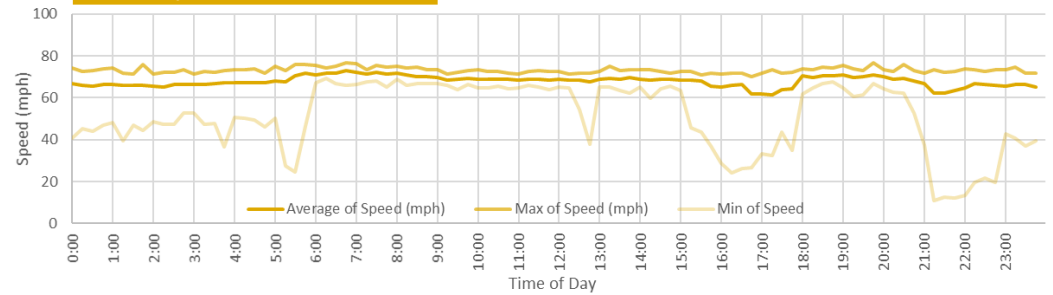




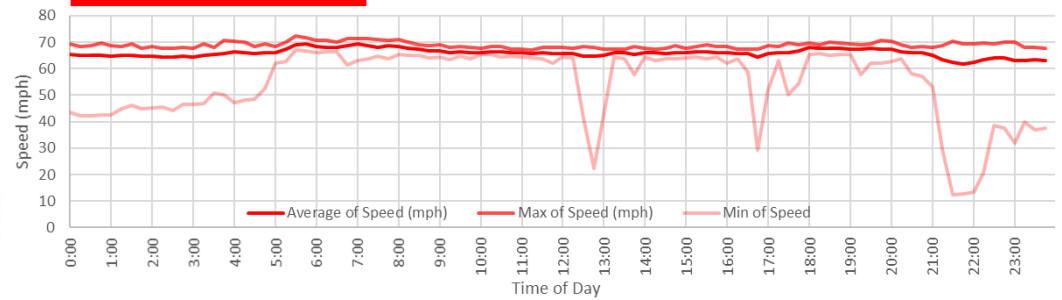
Duval/Airport Rd to I-95 North

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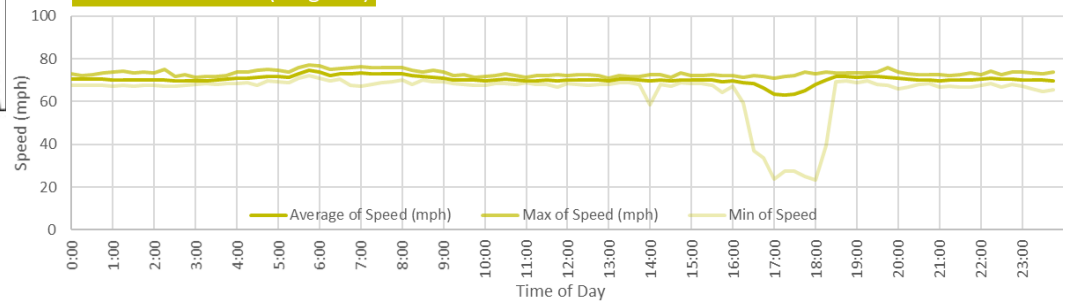
Duval/Airport Rd to Lem Turner Rd



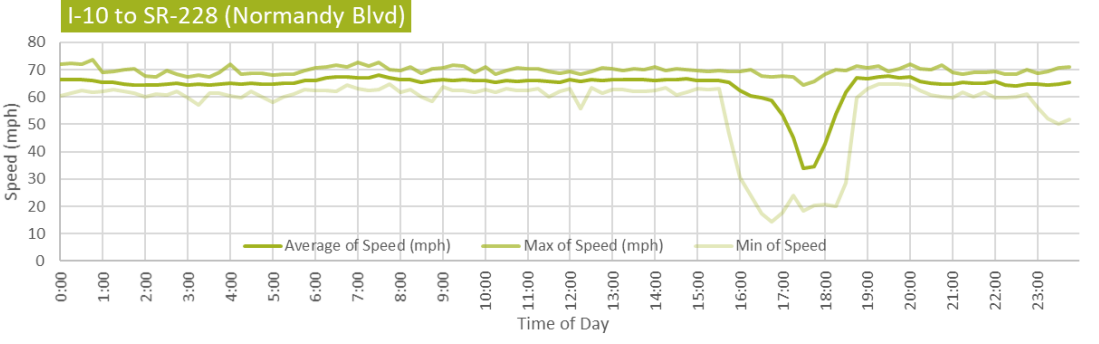
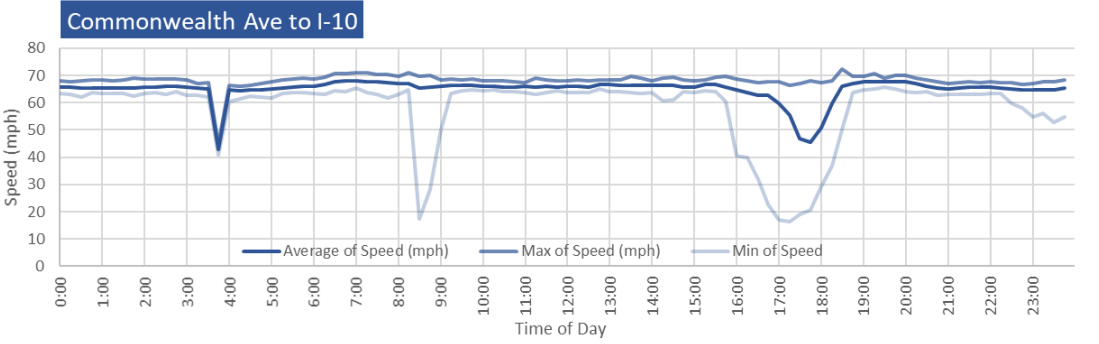
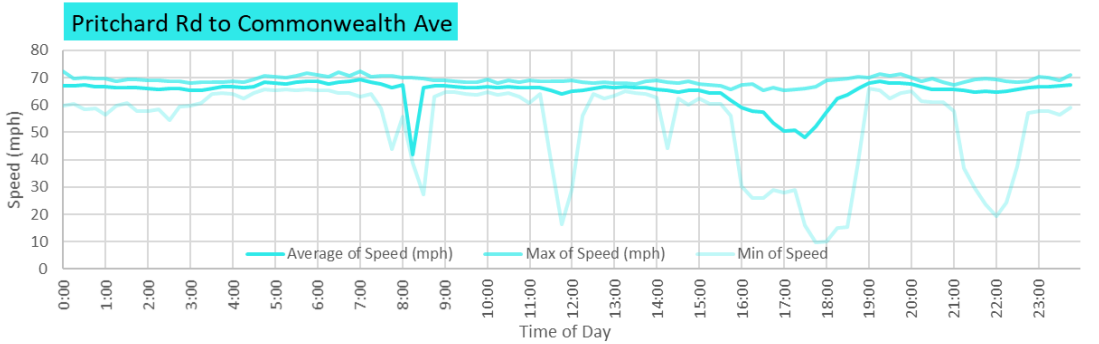
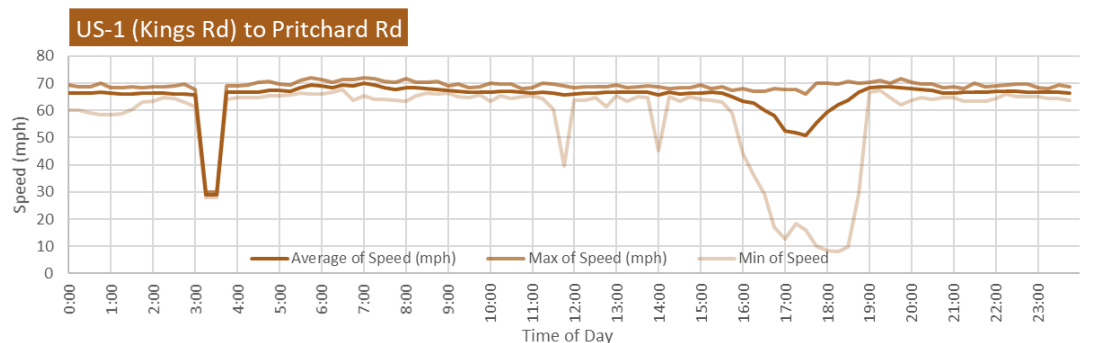
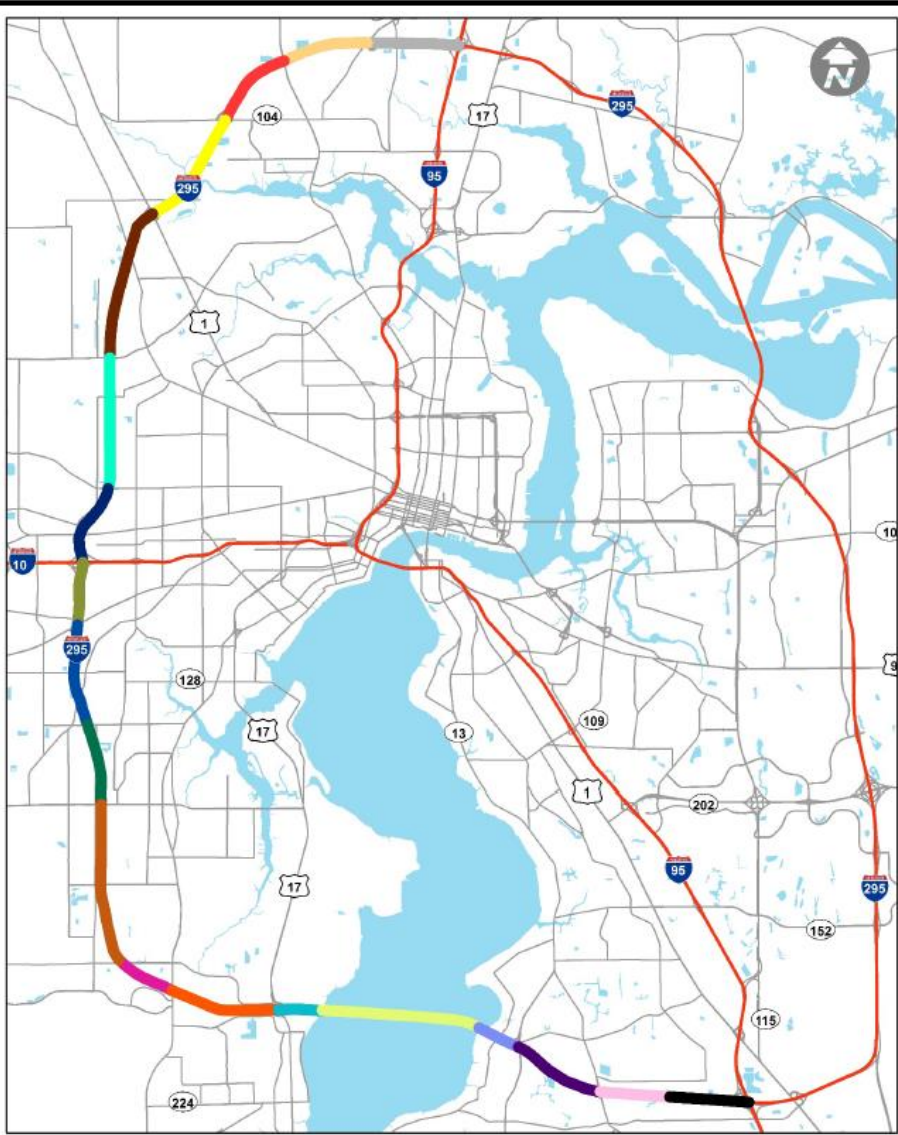
Lem Turner Rd to Dunn Ave



Dunn Ave to US-1 (Kings Rd)



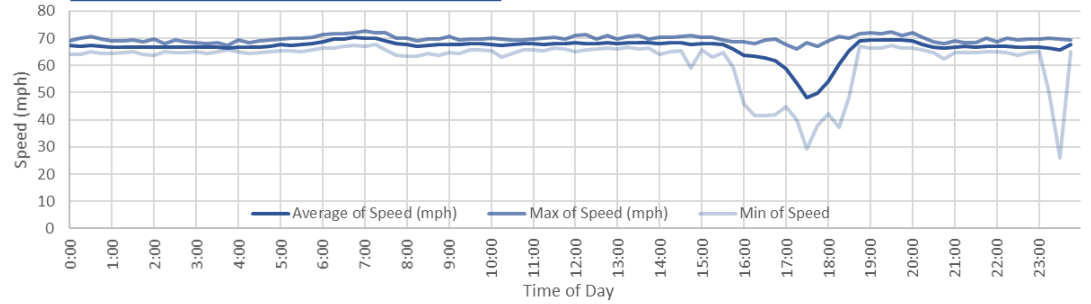
I-295 Southbound (West Beltway) Speed Variation Chart



I-295 Southbound (West Beltway) Speed Variation Chart



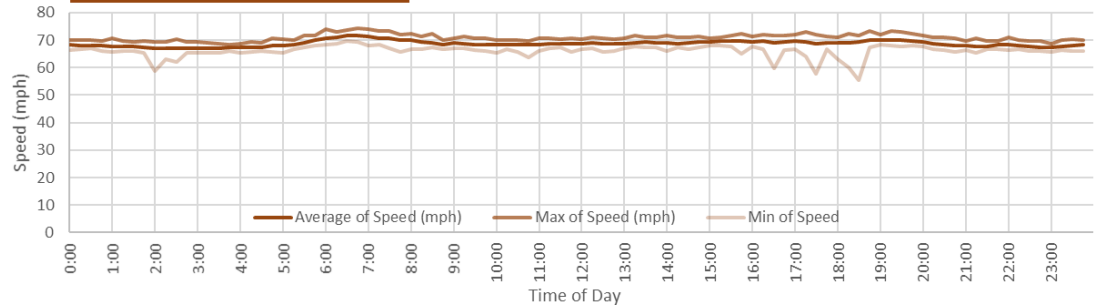
SR-228 (Normandy Blvd) to Wilson Blvd



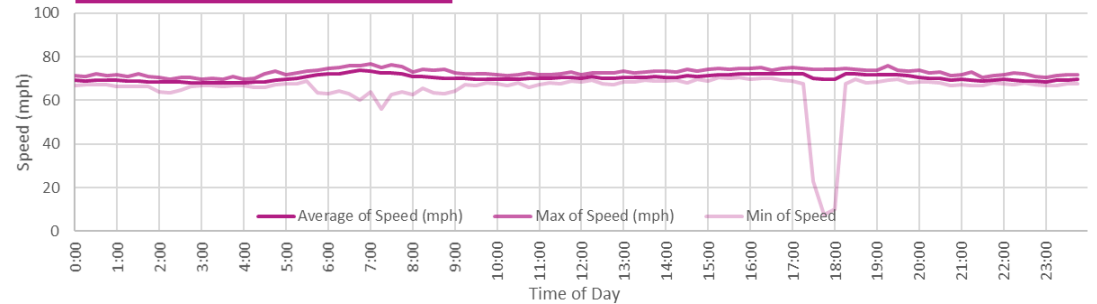
Wilson Boulevard to 103rd Street (SR 134)

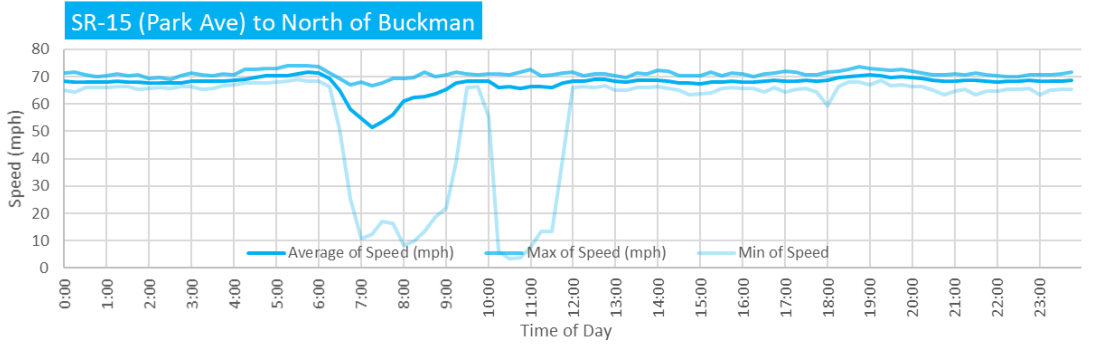
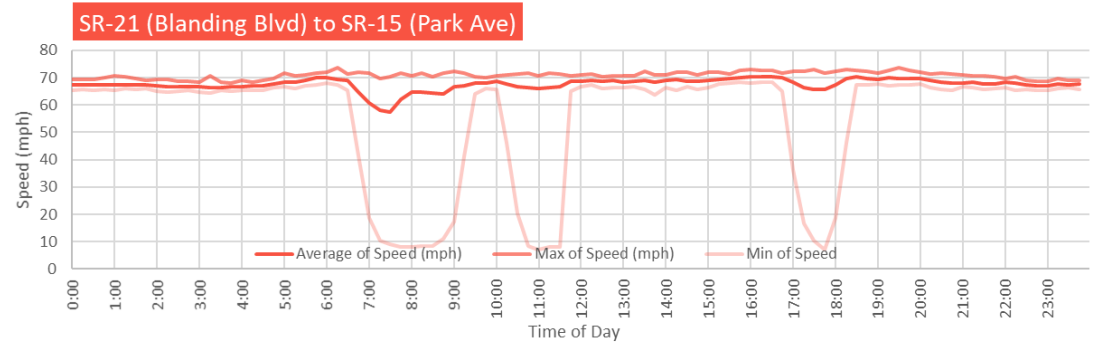
No Data Available

SR-134 (103rd St) to Collins Rd



Collins Rd to SR-21 (Blanding Blvd)





North of Buckman to South of Buckman

No Data Available

South of Buckman to San Jose Blvd (SR 13)

No Data Available

San Jose Blvd (SR 13) to Old St Augustine Rd

No Data Available

Old St Augustine to Losco Rd

No Data Available

Losco Rd to I-95 N

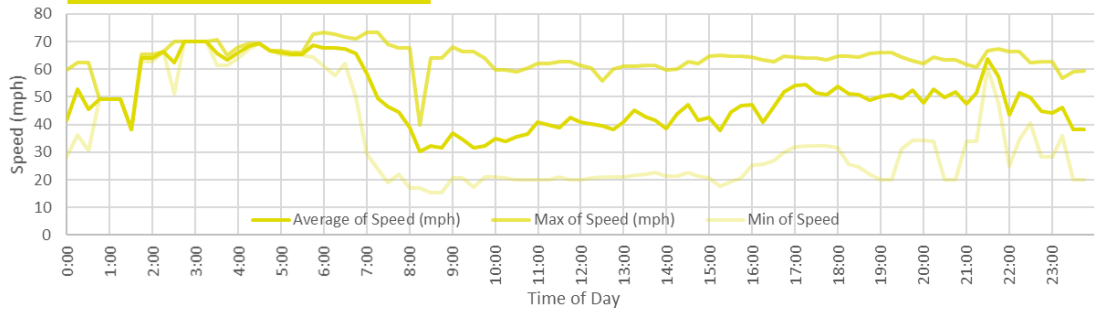
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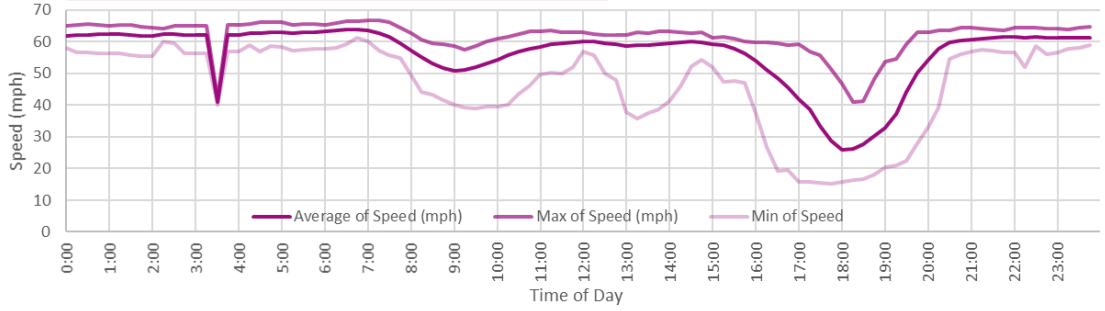
I-295 Southbound (West Beltway) Speed Variation Chart



I-95 to SR-152 (Baymeadows Rd)



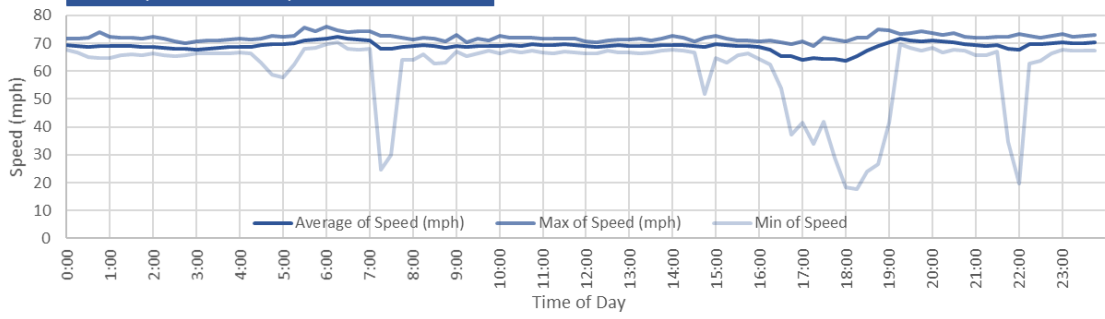
SR-152 (Baymeadows Rd) to SR-212 (Beach Blvd)



SR 212 (Beach Blvd) to Atlantic Blvd

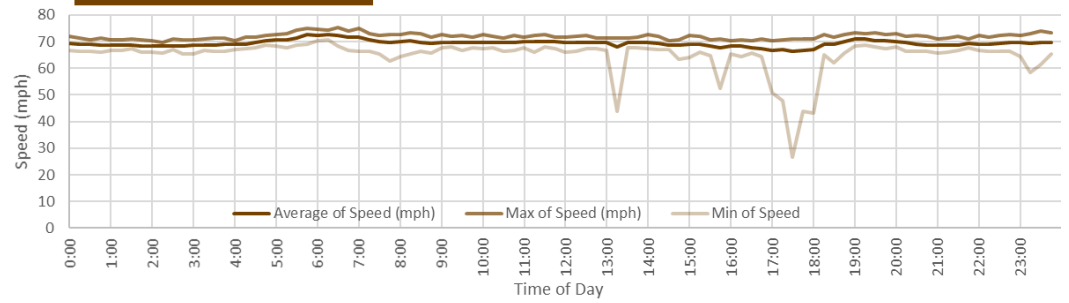
No Data Available

SR-10 (Atlantic Blvd) to Monument Rd

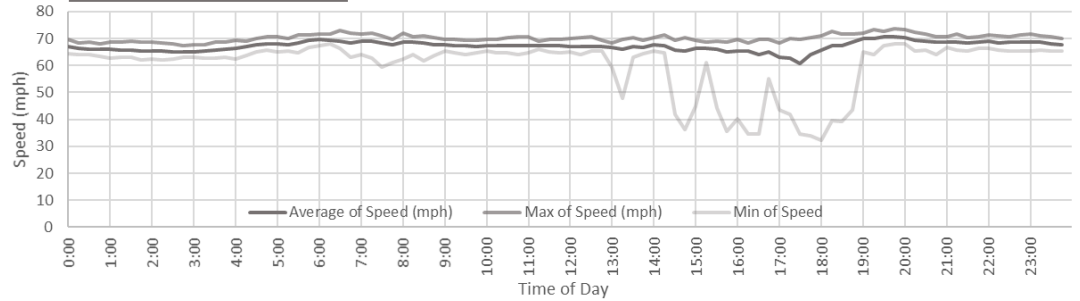




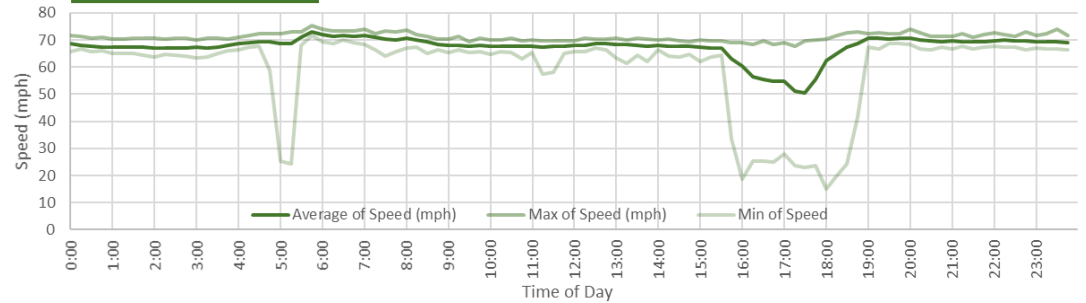
Monument Rd to Merrill Rd



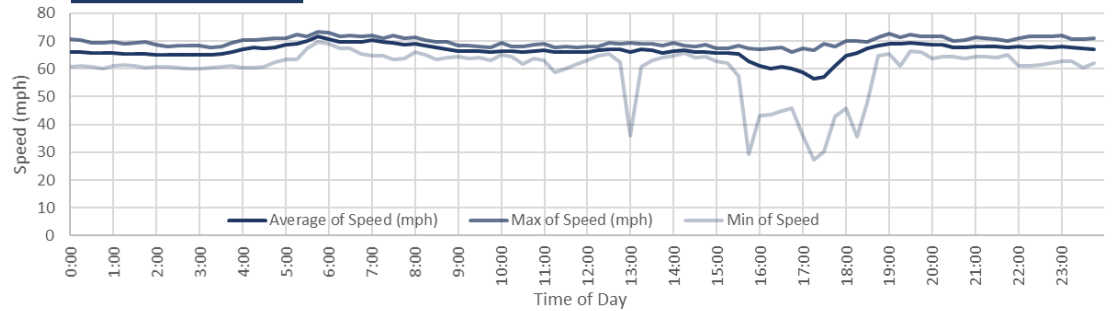
Merrill Rd to Hecksher Dr



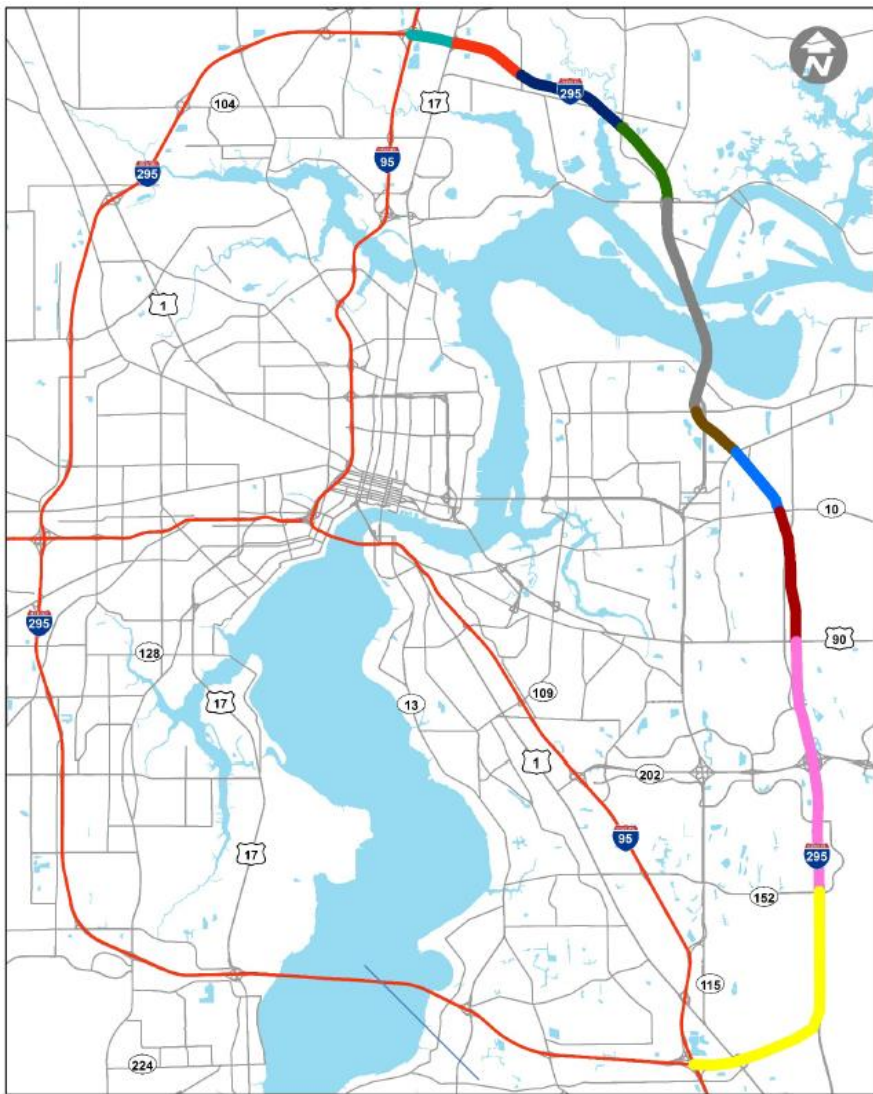
Hecksher Dr to Alta Dr



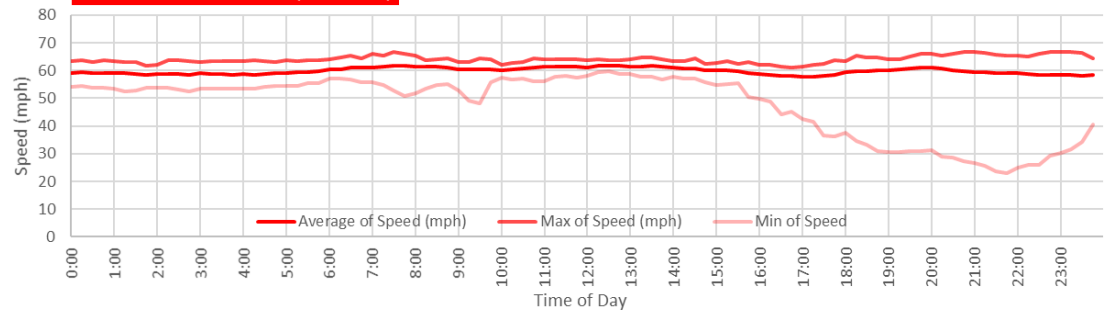
Alta Dr to Pulaski Rd



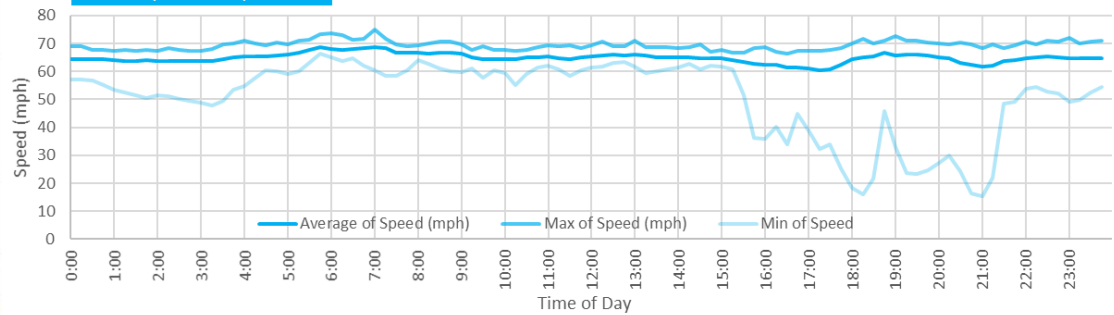
I-295 Northbound (East Beltway Speed Variation Chart



Pulaski Rd to US-17 (Main St)



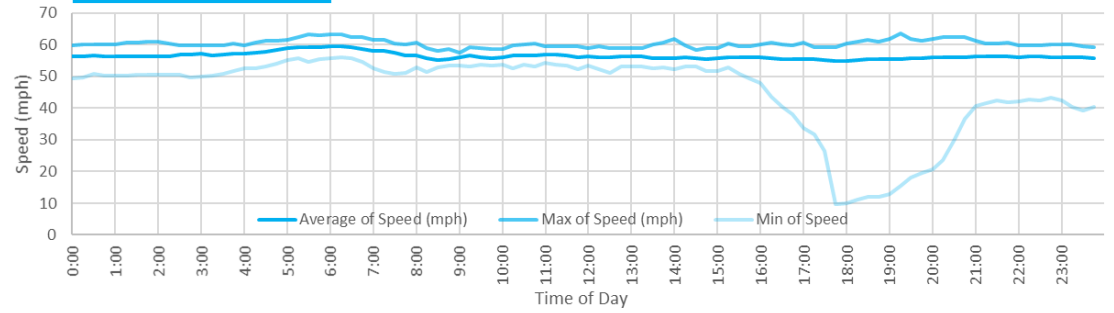
US-17 (Main St) to I-95



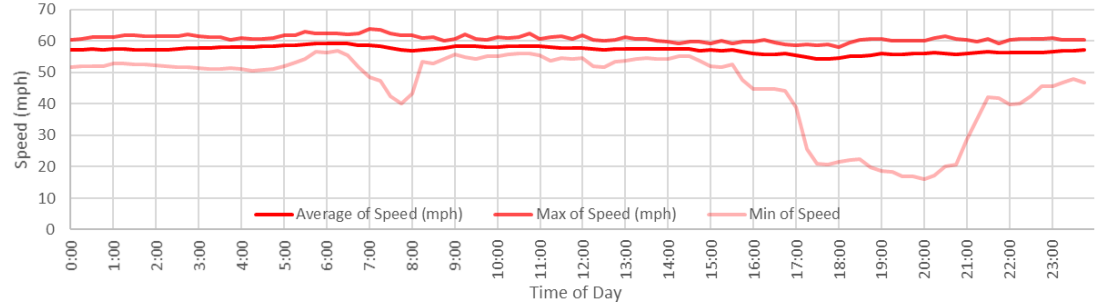
I-295 Northbound (East Beltway) Speed Variation Chart



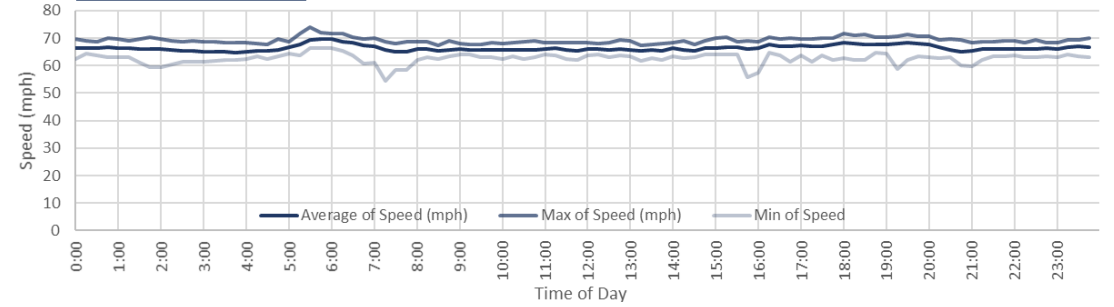
I-95 to US-17 (Main St)



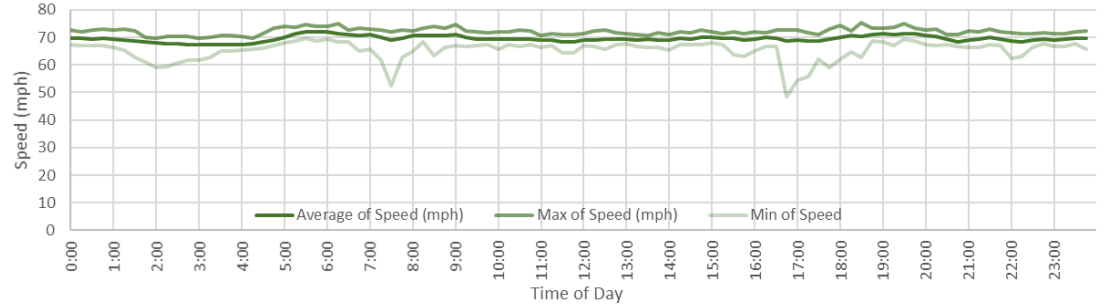
US-17 (Main St) to Pulaski Rd



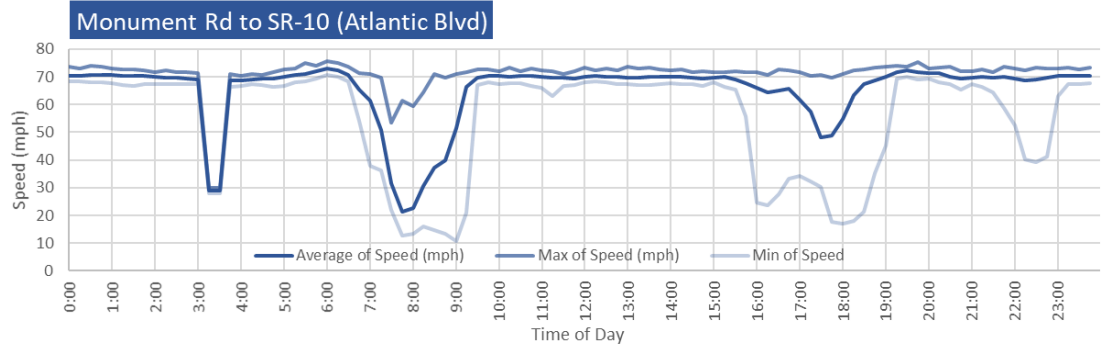
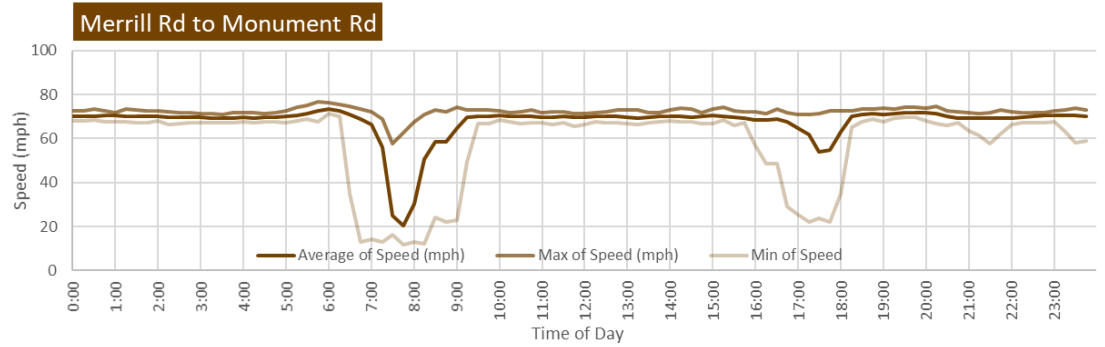
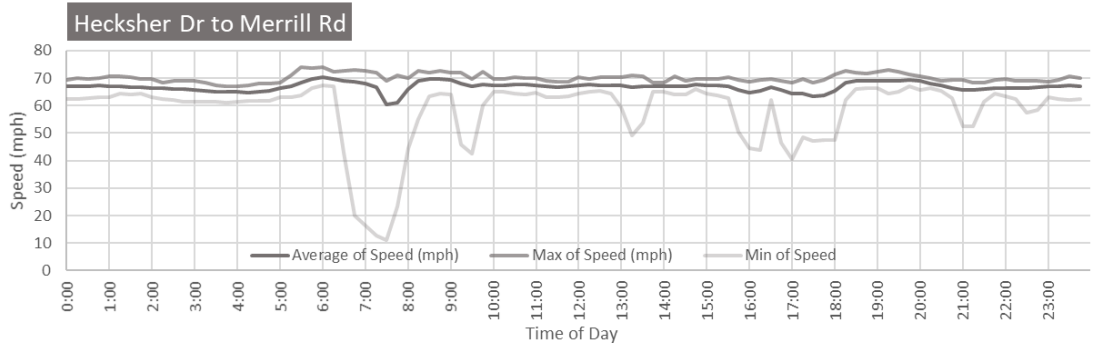
Pulaski Rd to Alta Dr



Alta Dr to Hecksher Dr



I-295 Southbound (East Beltway) Speed Variation Chart



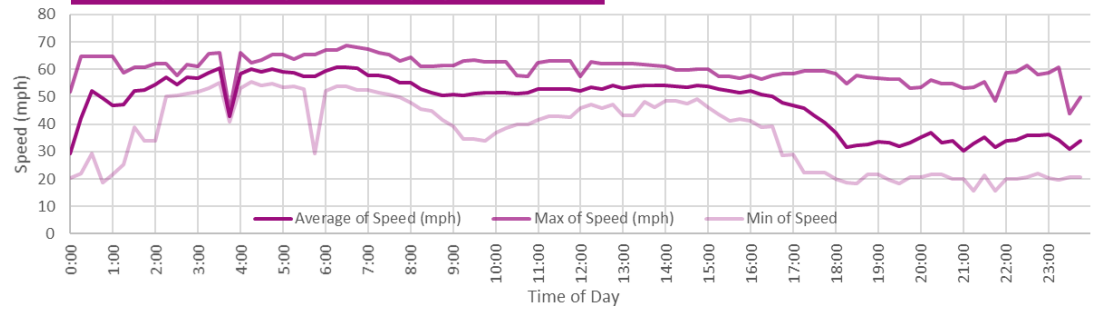
Atlantic Blvd to SR 212 (Beach Blvd)

No Data Available

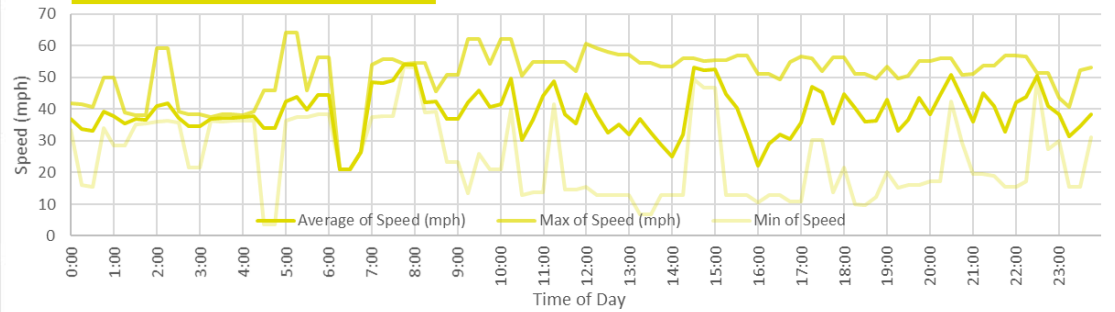




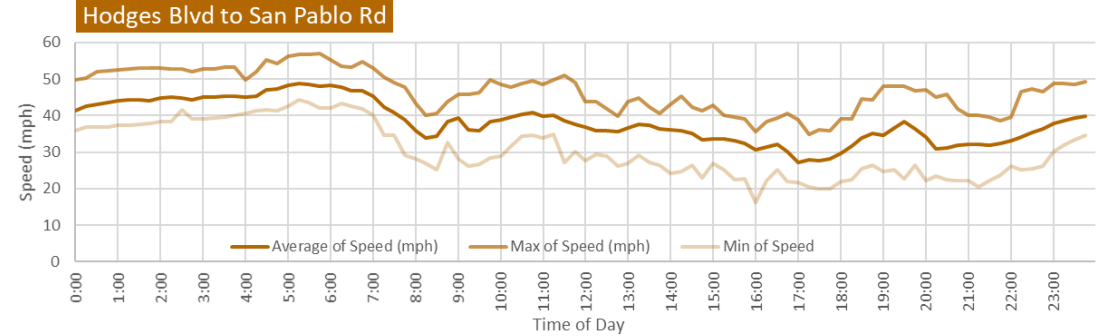
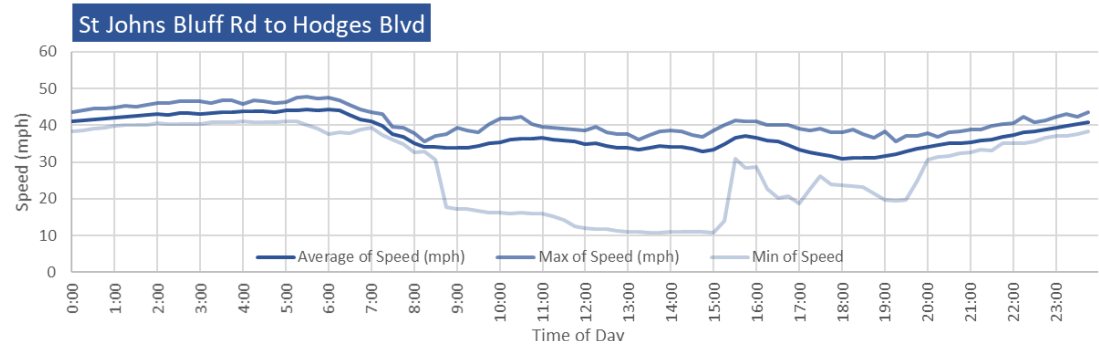
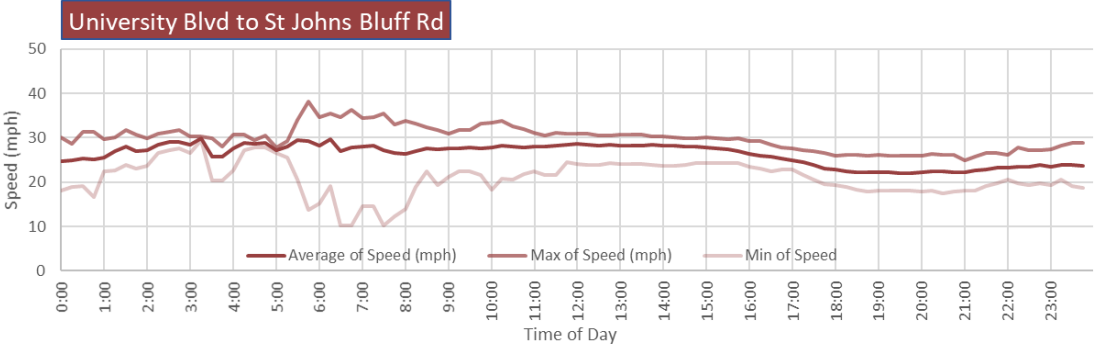
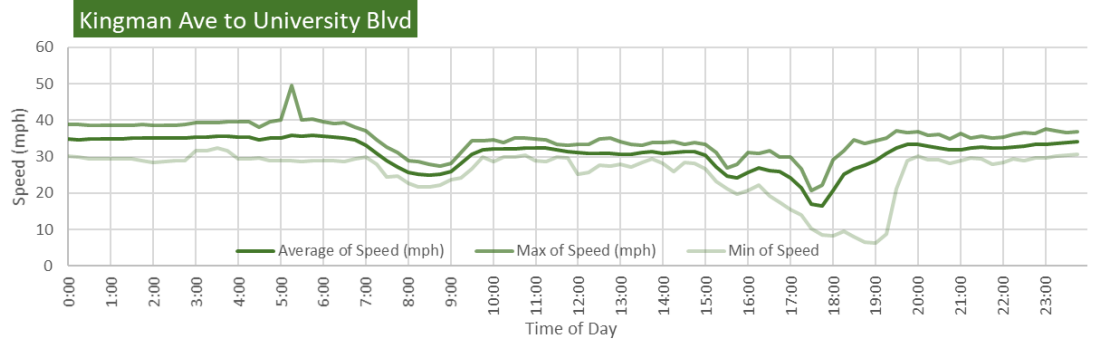
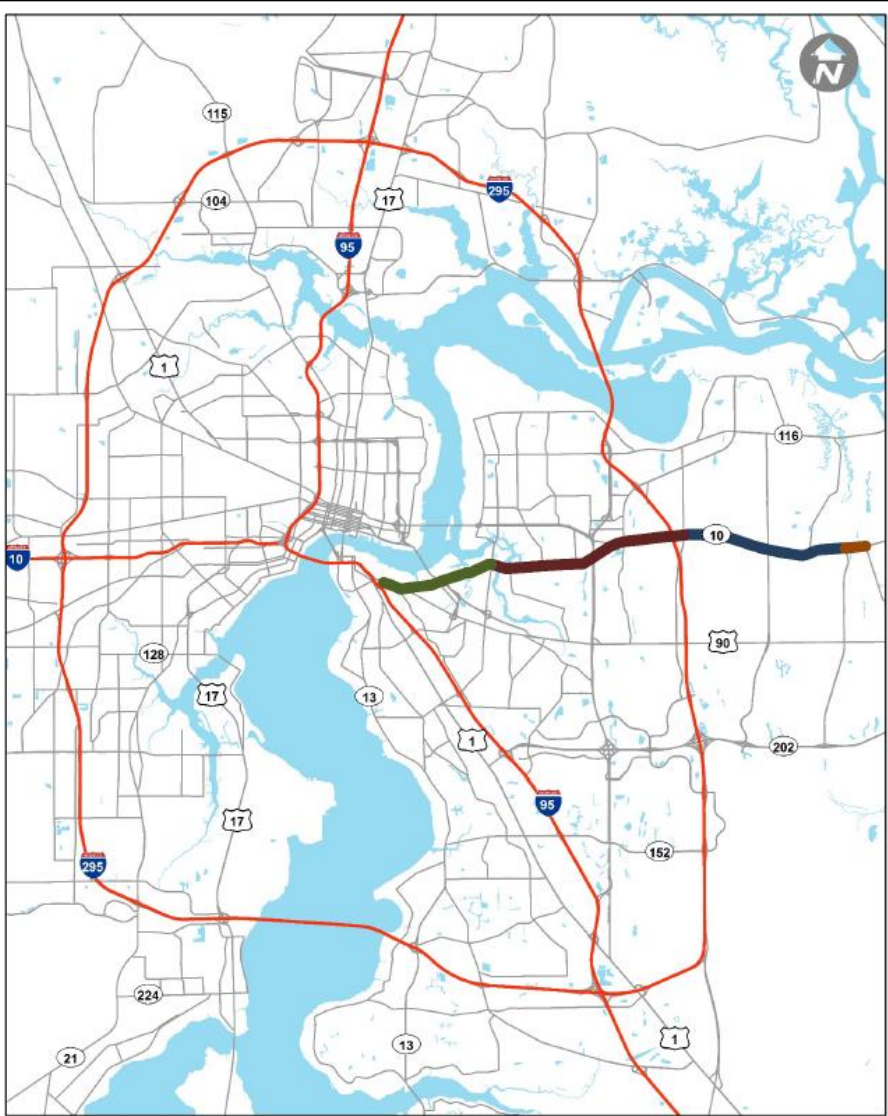
SR-212 (Beach Blvd) to SR-152 (Baymeadows Rd)



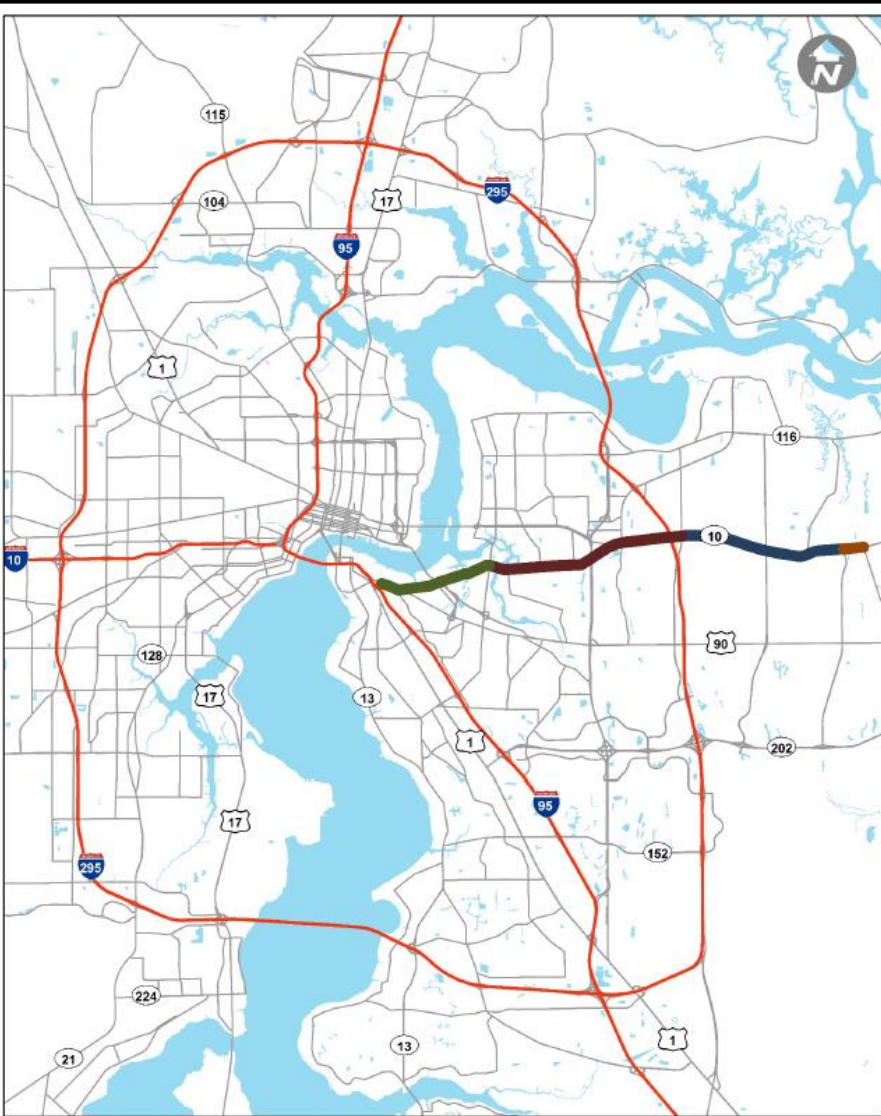
SR-152 (Baymeadows Rd) to I-95



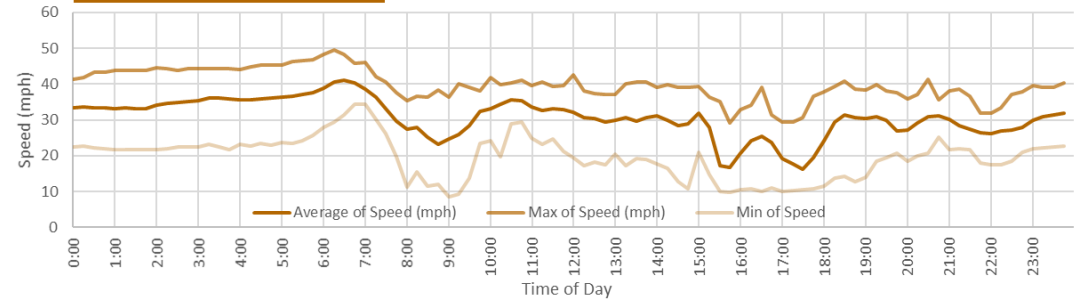
I-295 Southbound (East Beltway) Speed Variation Chart



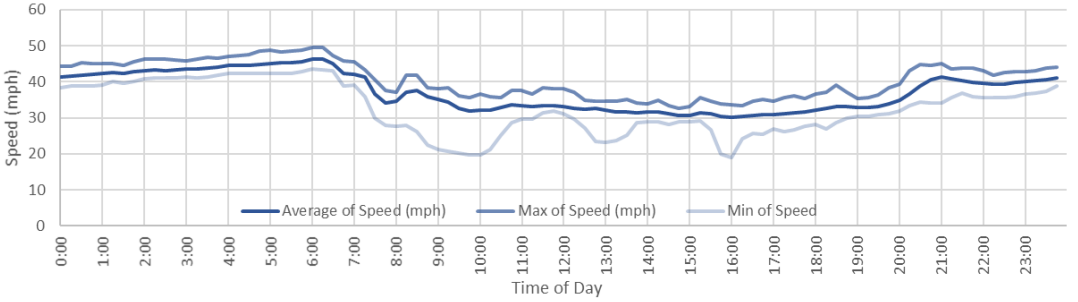
SR 10 (Atlantic Blvd) Eastbound Speed Variation Chart



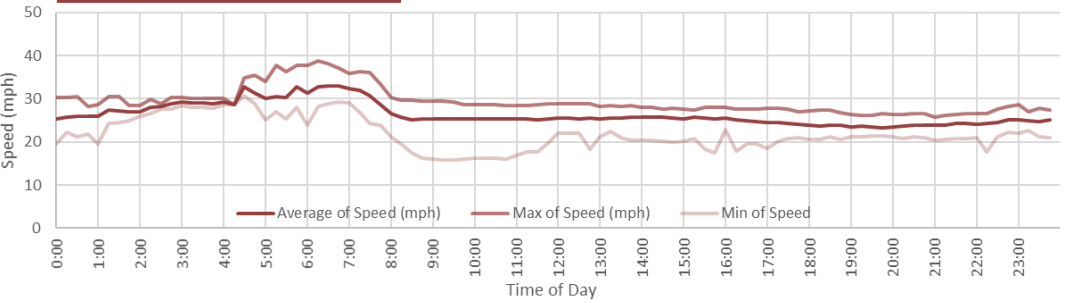
San Pablo Rd to Hodges Blvd



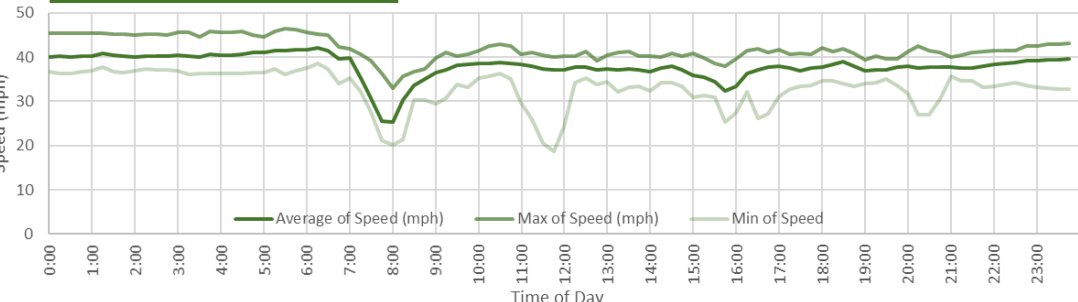
Hodges Blvd to St Johns Bluff



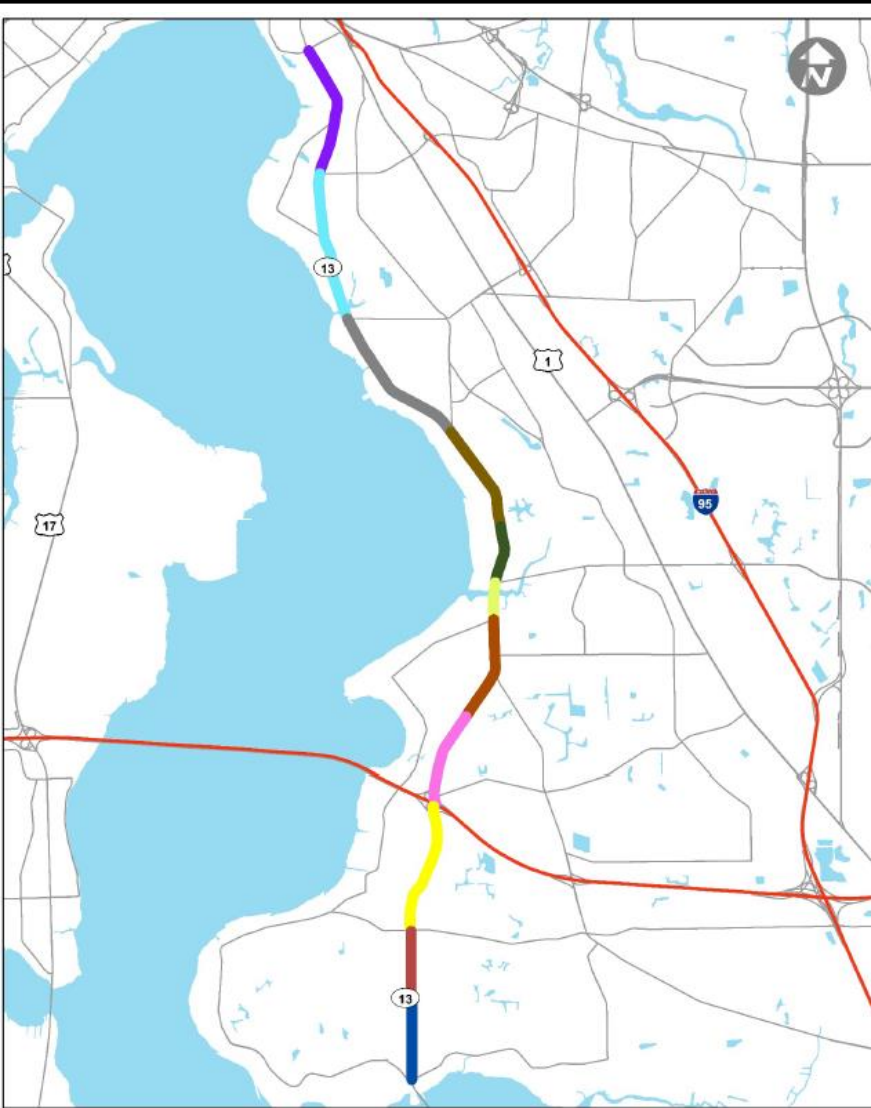
St Johns Bluff to University Blvd



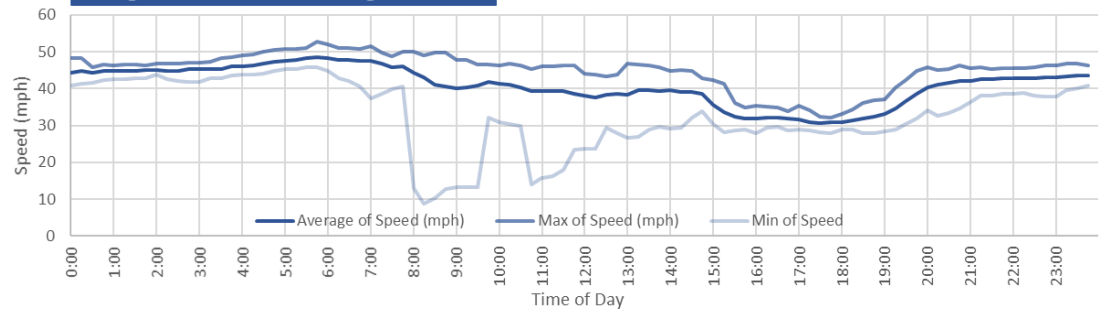
University Blvd to Kingman Ave



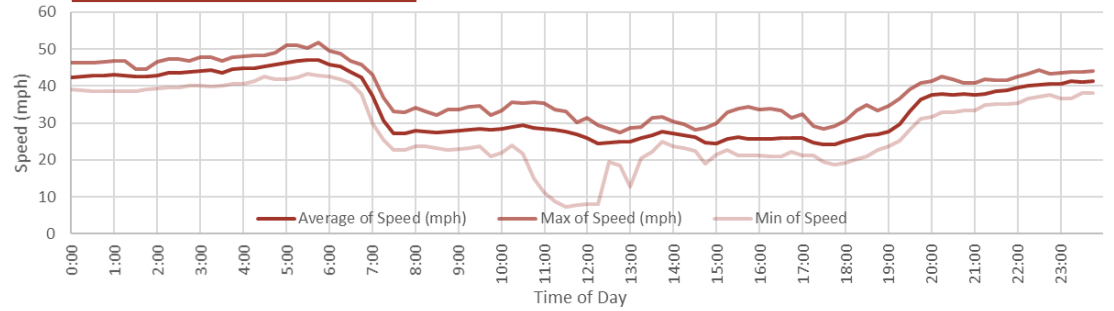
SR 10 (Atlantic Blvd) Westbound Speed Variation Chart



Julington Creek Rd to Orange Picker rd



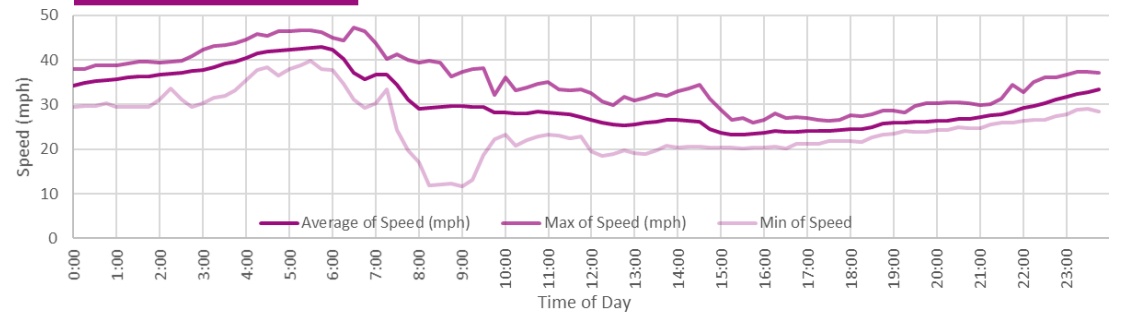
Orange Picker Rd to Loretto Rd

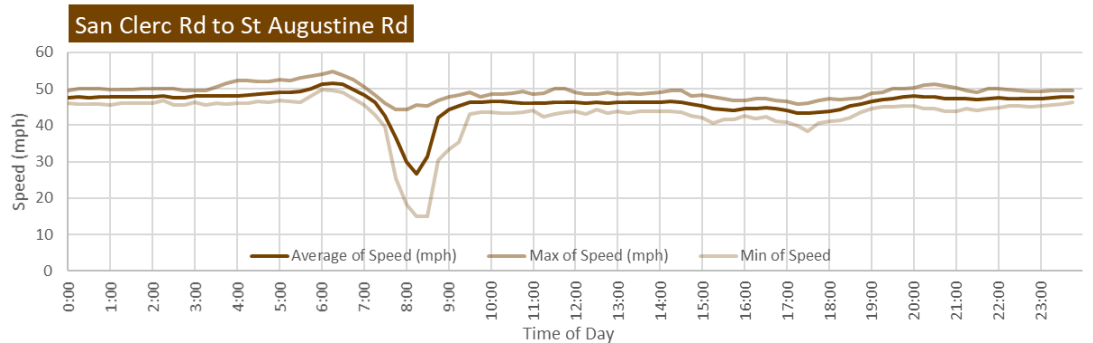
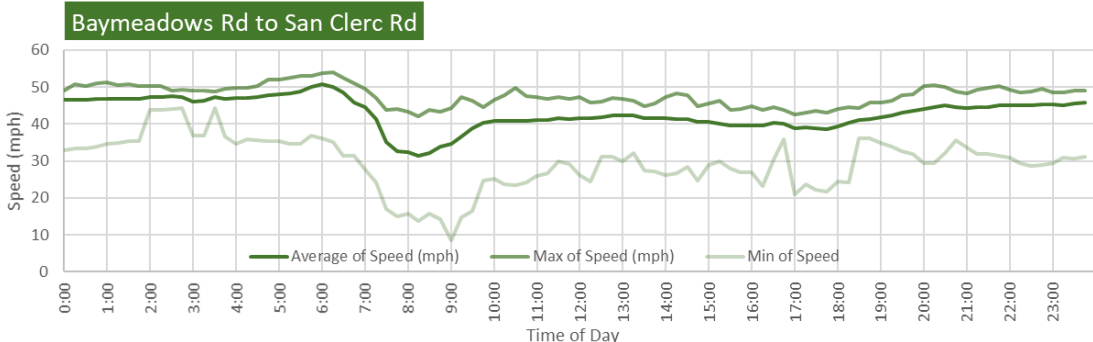
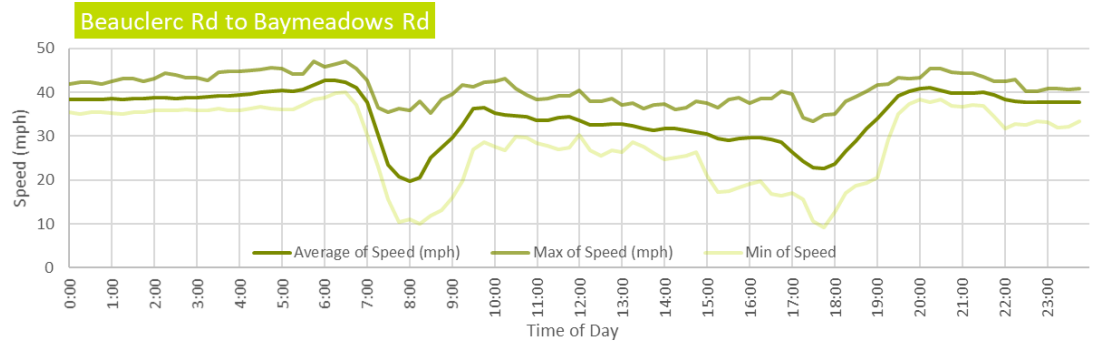
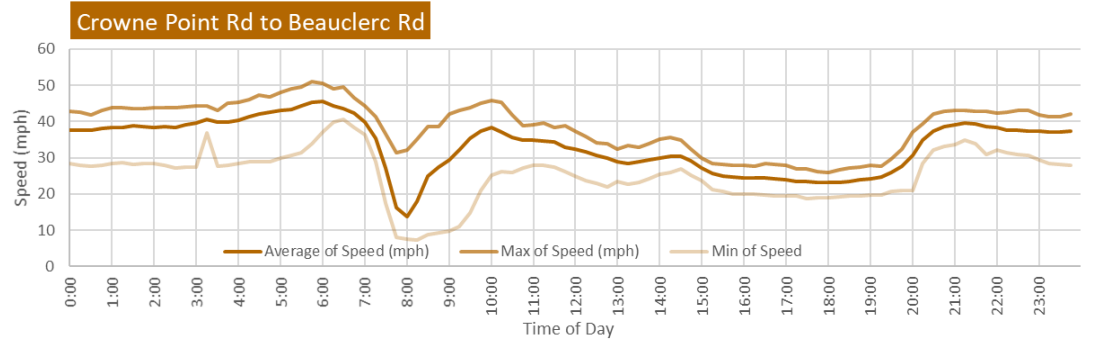
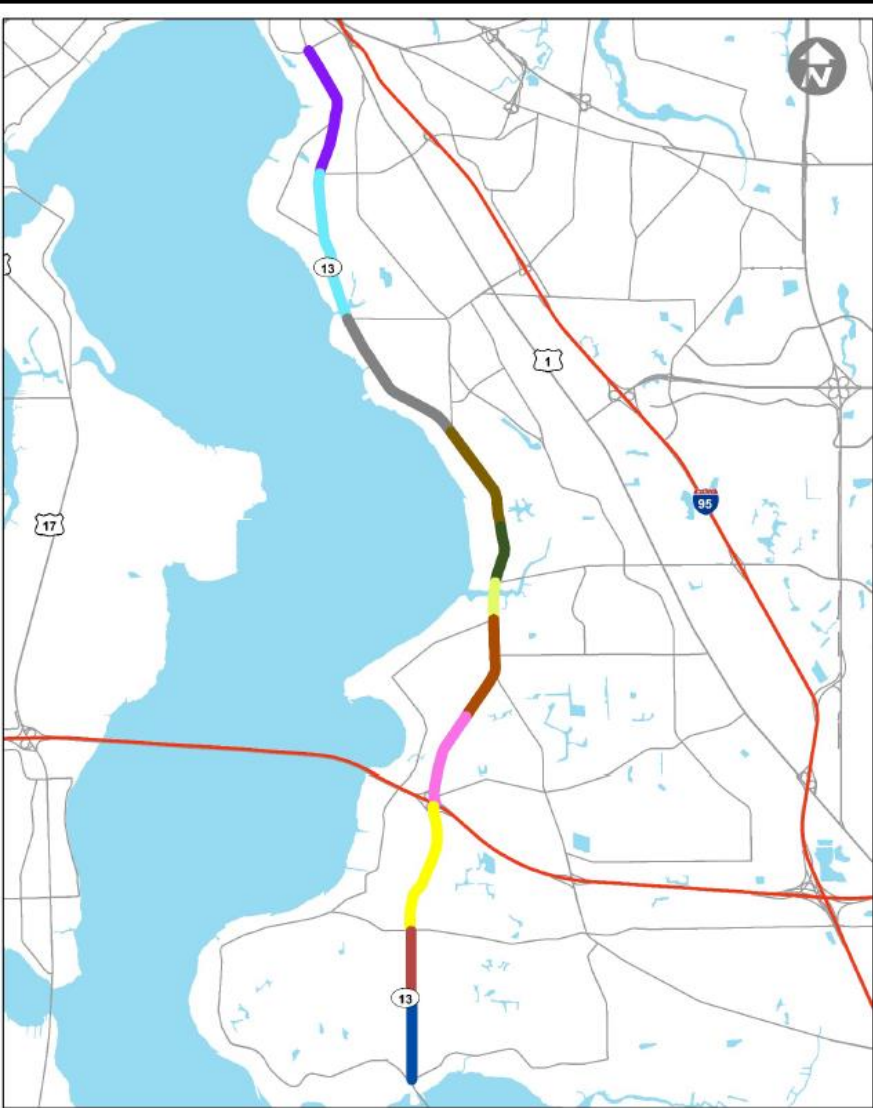


Loretto Rd to I-295

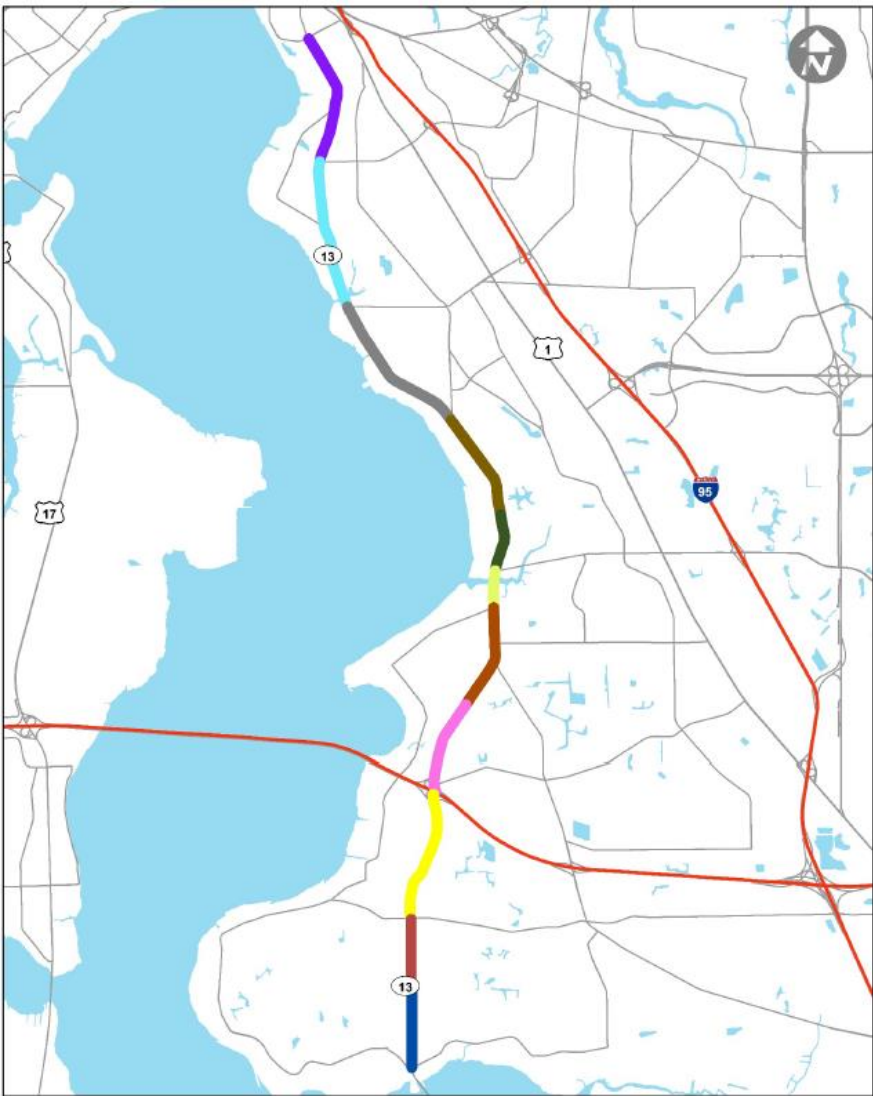
No Data Available

I-295 to Crowne Point Rd

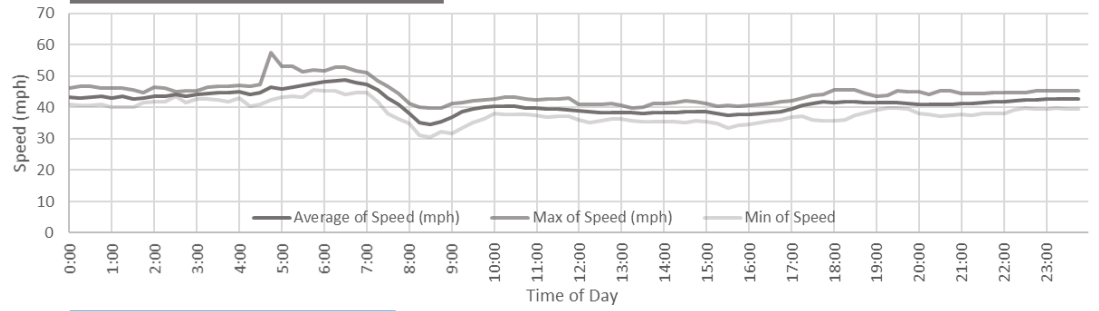




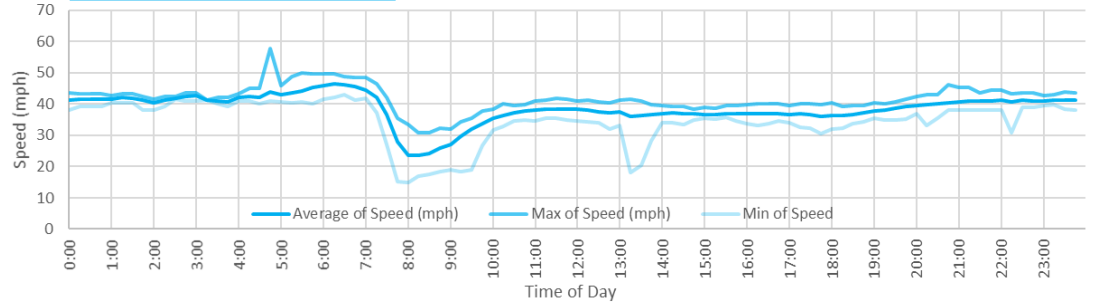
SR 13 (San Jose Blvd) Northbound Speed Variation Chart



St Augustine Rd to University Blvd

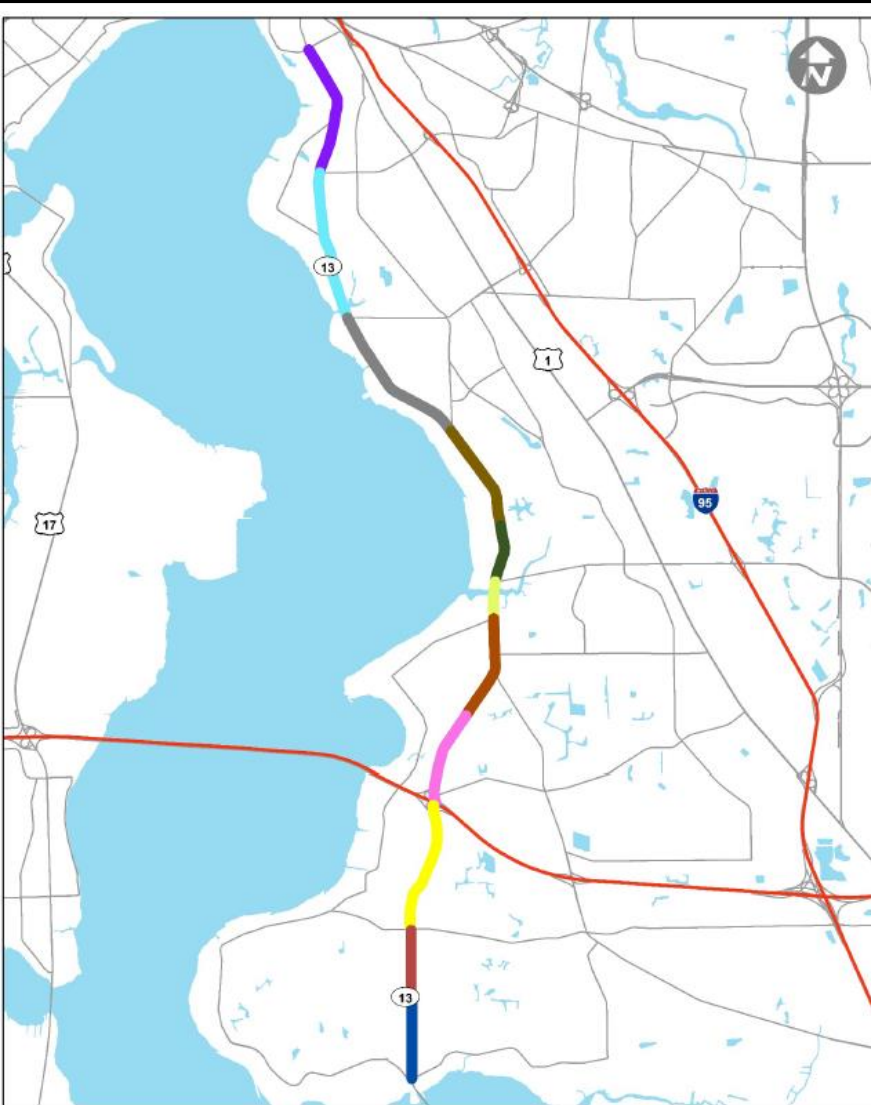


University Blvd to Emerson St



Emerson St to San Marco Blvd

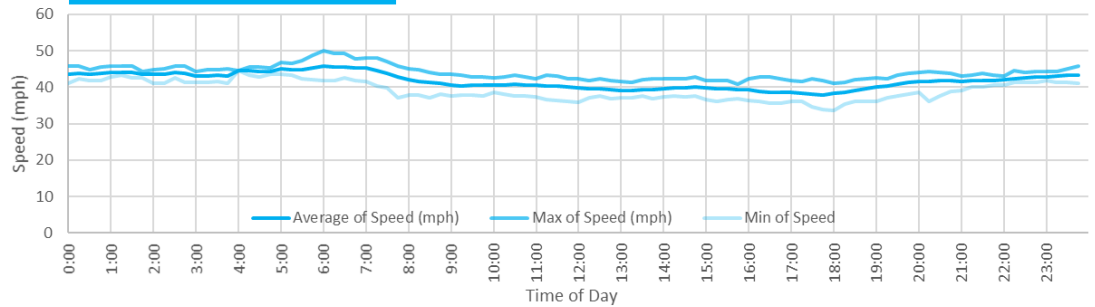
No Data Available



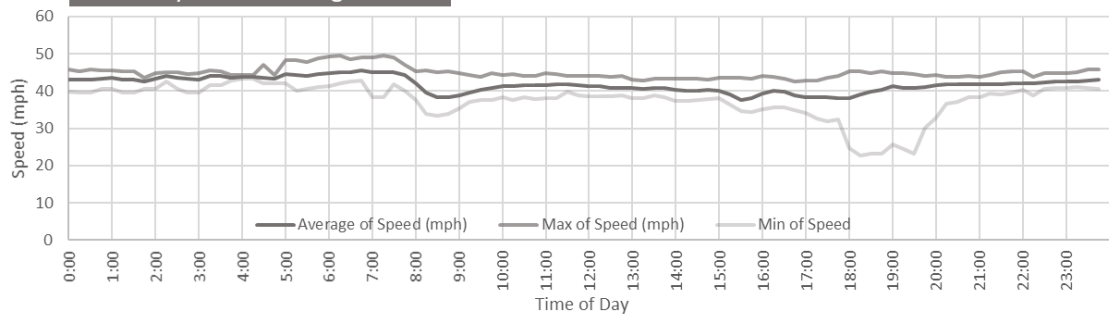
San Marco to Emerson St

No Data Available

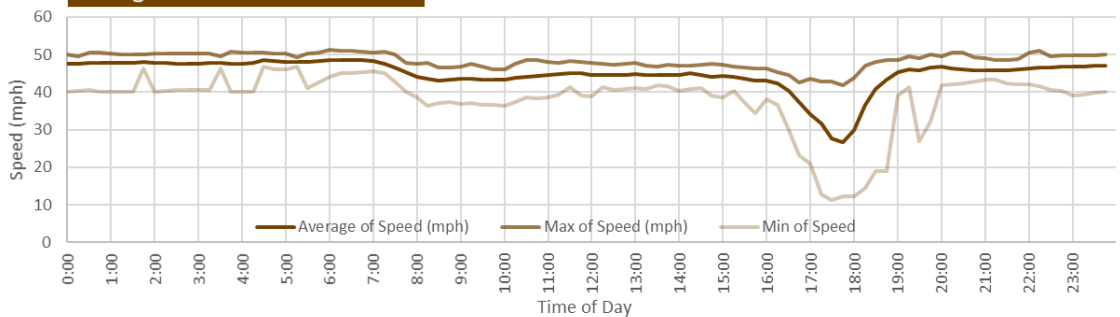
Emerson St to University Blvd



University Blvd to St Augustine Rd



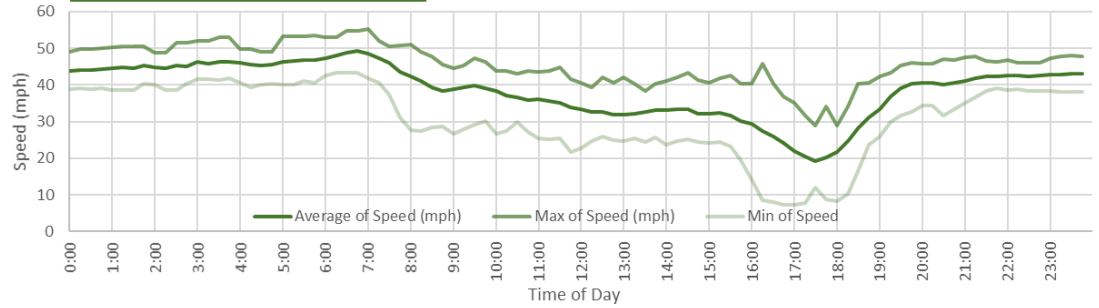
St Augustine Rd to San Clerc Rd



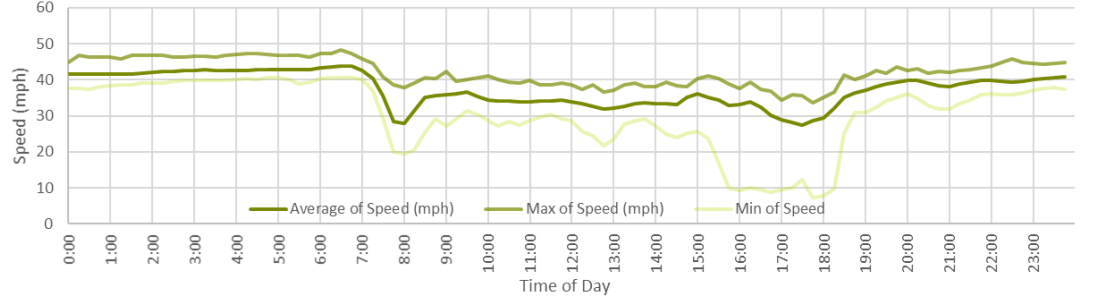
SR 13 (San Jose Blvd) Southbound Speed Variation Chart



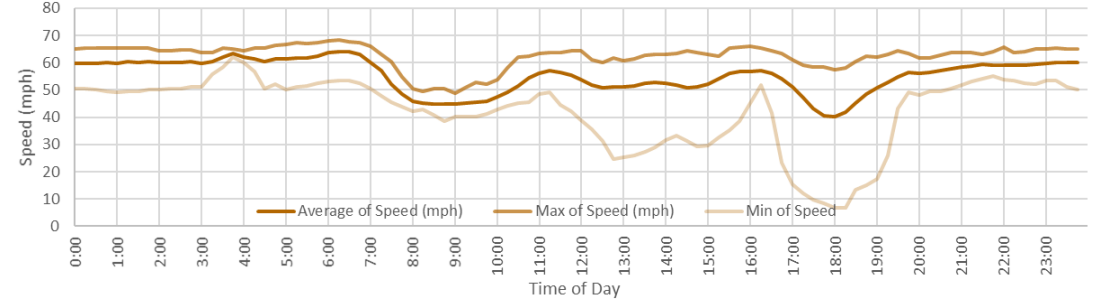
San Clerc Rd to Baymeadows Rd



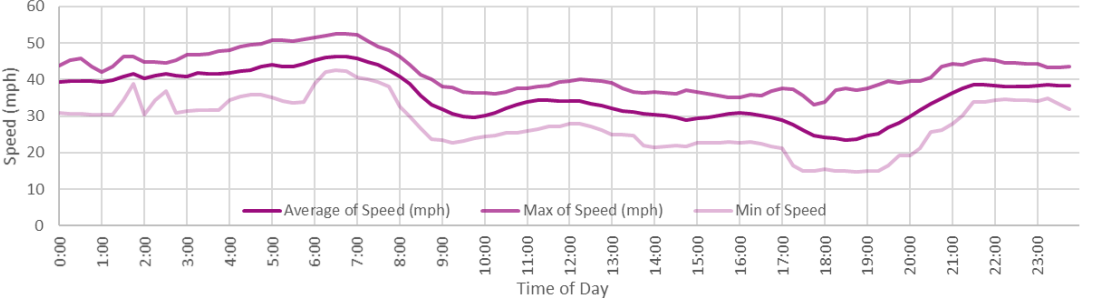
Baymeadows Rd to Beauclerc Rd



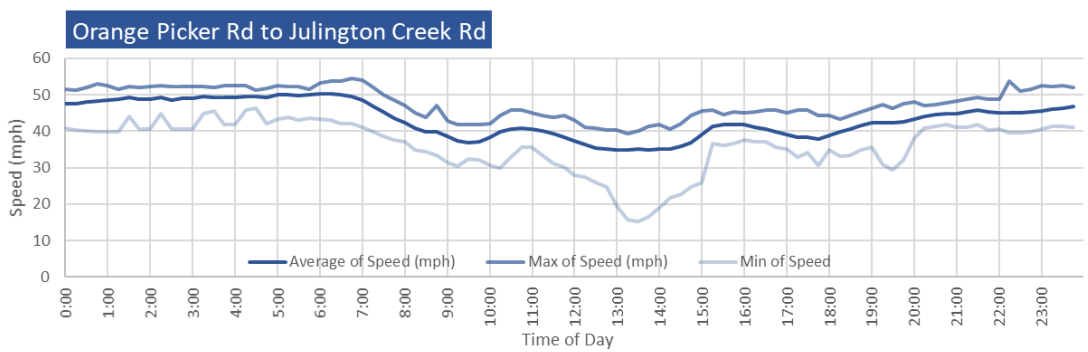
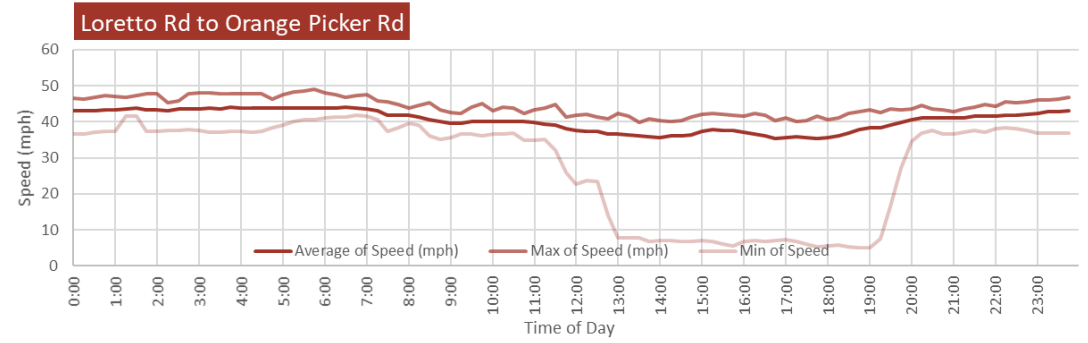
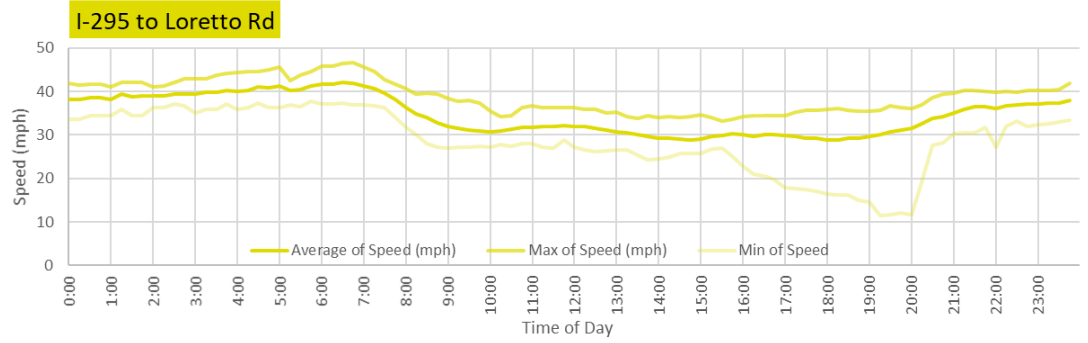
Beauclerc Rd to Crowne Point Rd



Crowne Point Rd to I-295



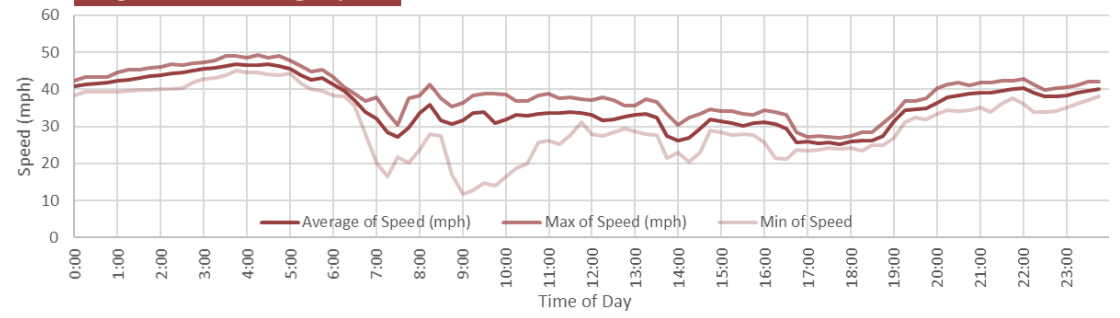
SR 13 (San Jose Blvd) Southbound Speed Variation Chart



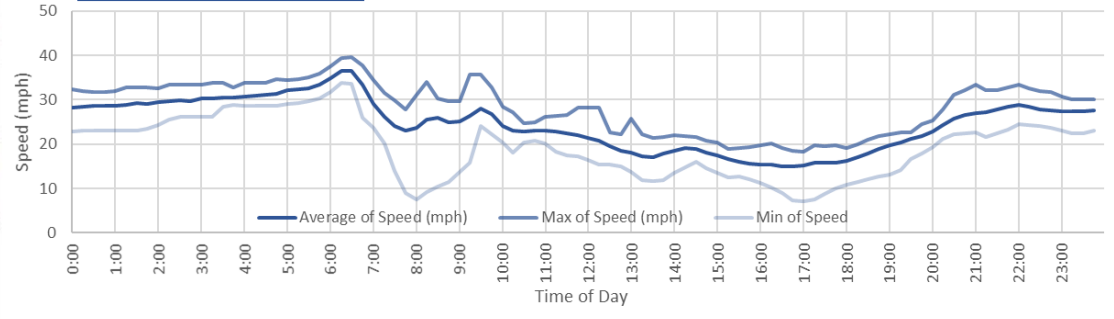
SR 13 (San Jose Blvd) Southbound Speed Variation Chart



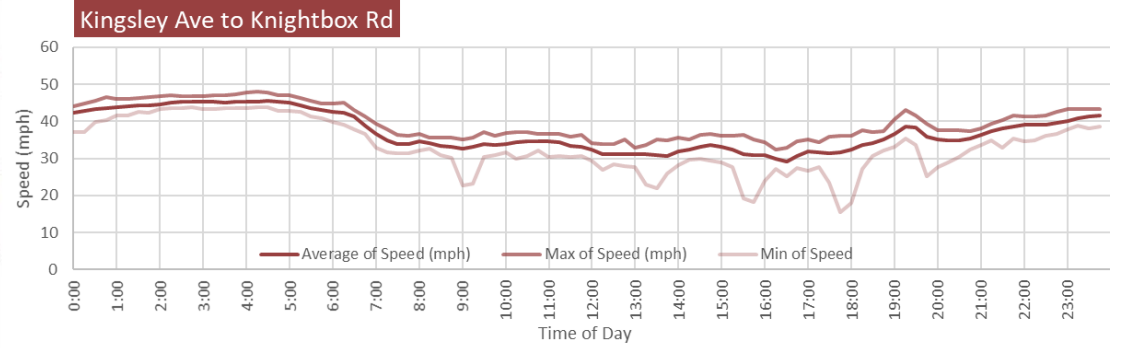
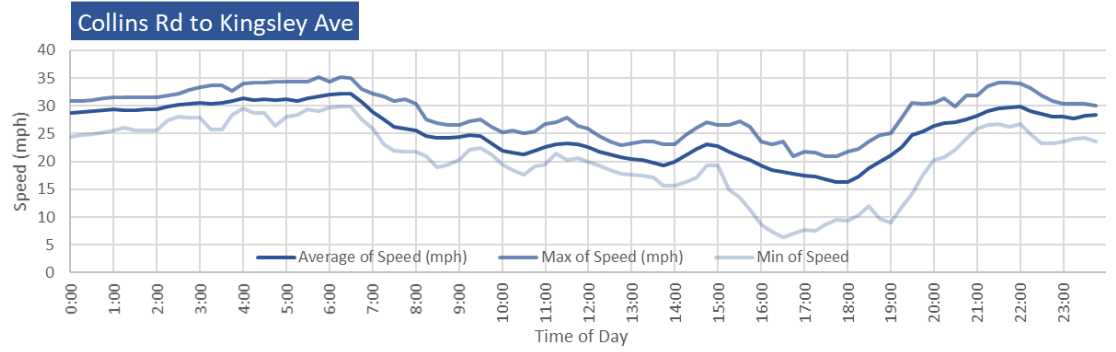
Knightbox Rd to Kingsley Ave



Kingsley Ave to Collins Rd



SR 21 (Blanding Blvd) Northbound Speed Variation Chart



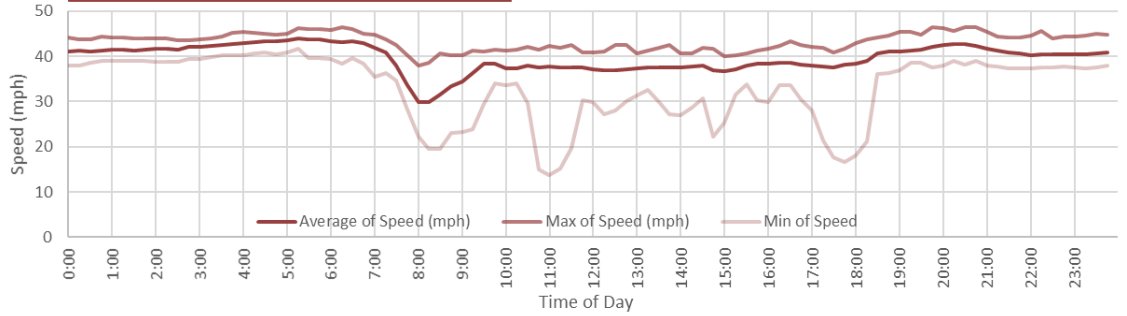
SR 21 (Blanding Blvd) Southbound Speed Variation Chart



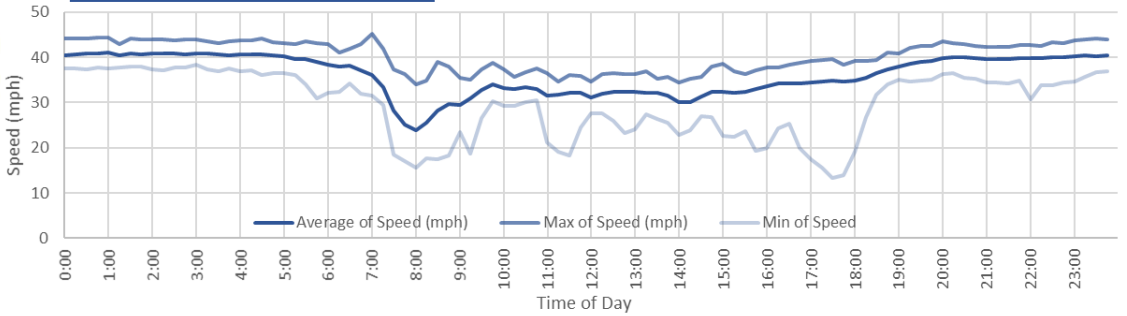
I-95 NB off Ramp to Chester River Rd

No Data Available

Chester River Rd to Amelia Island Pkwy

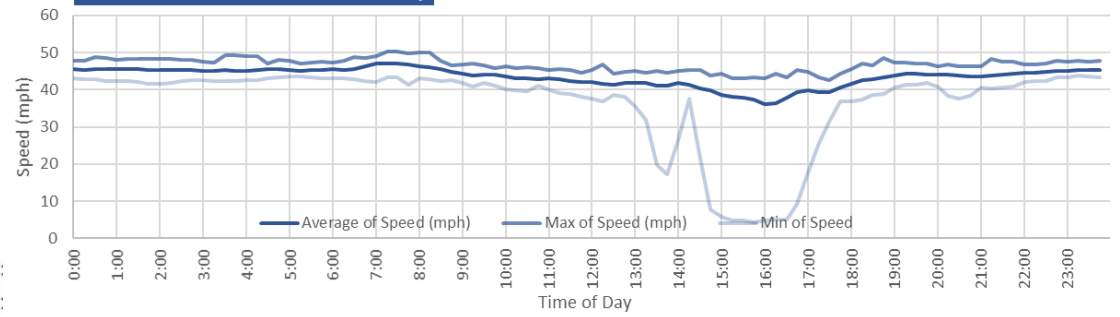


Amelia Island Pkwy to Sadler Rd

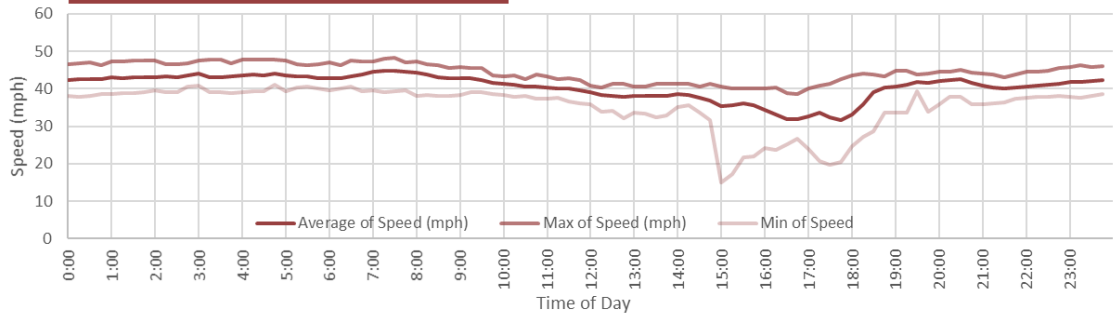




Sadler Rd to Amelia Island Pkwy

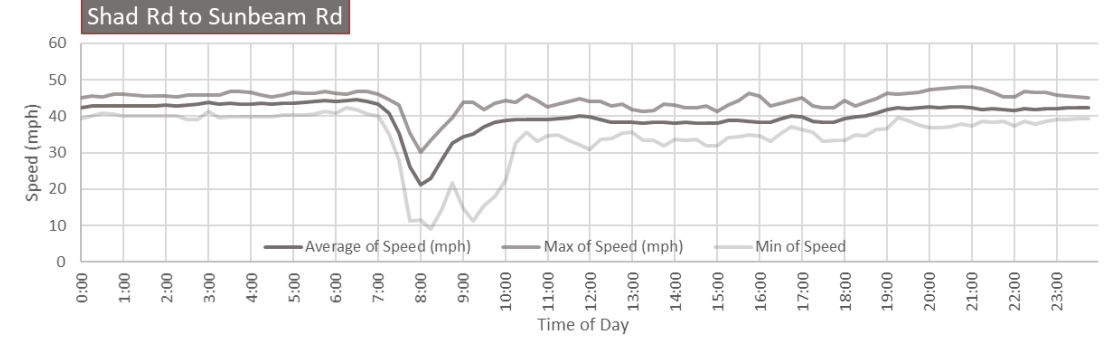
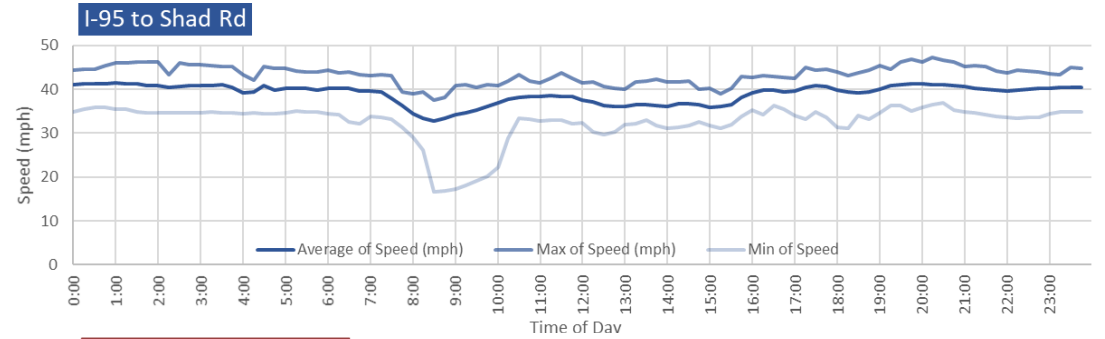
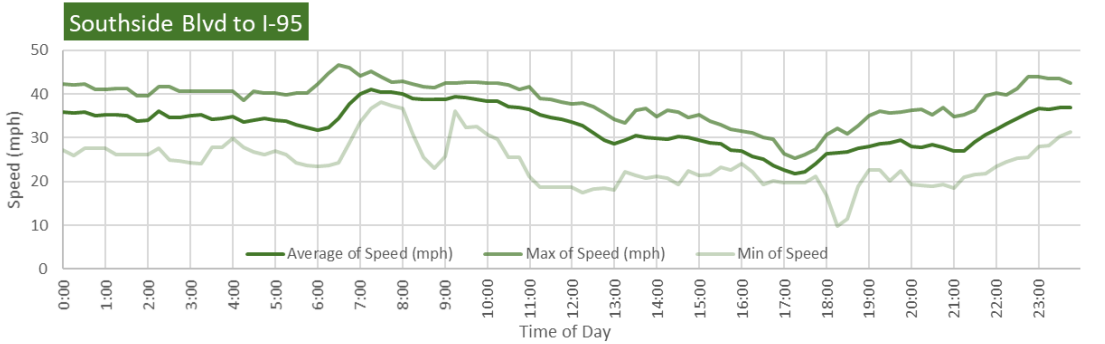
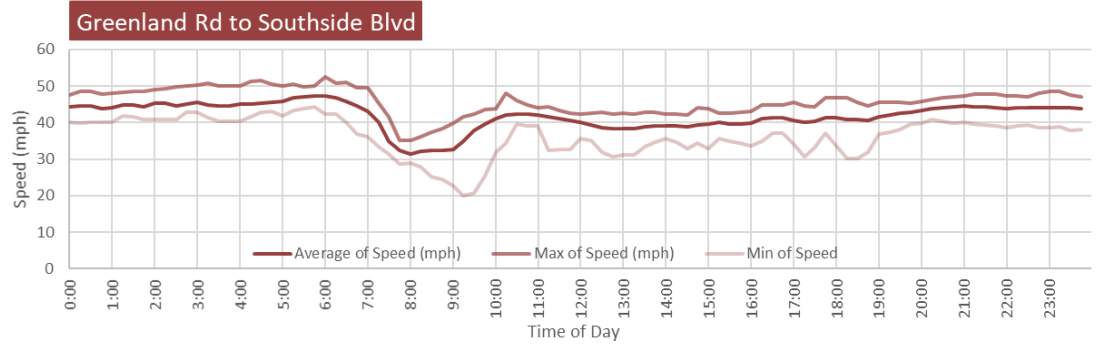


Amelia Island Pkwy to Chester River Rd

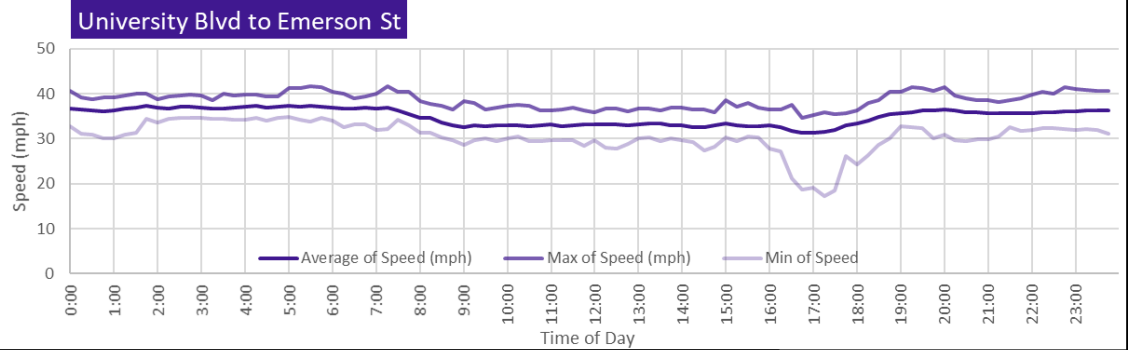
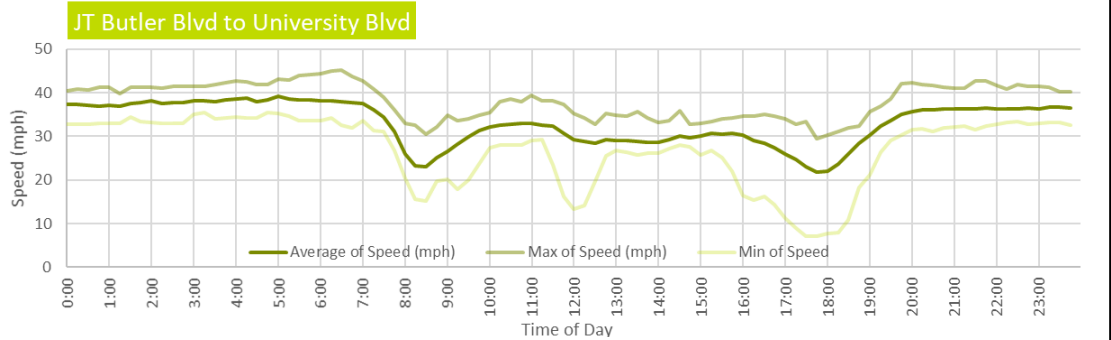
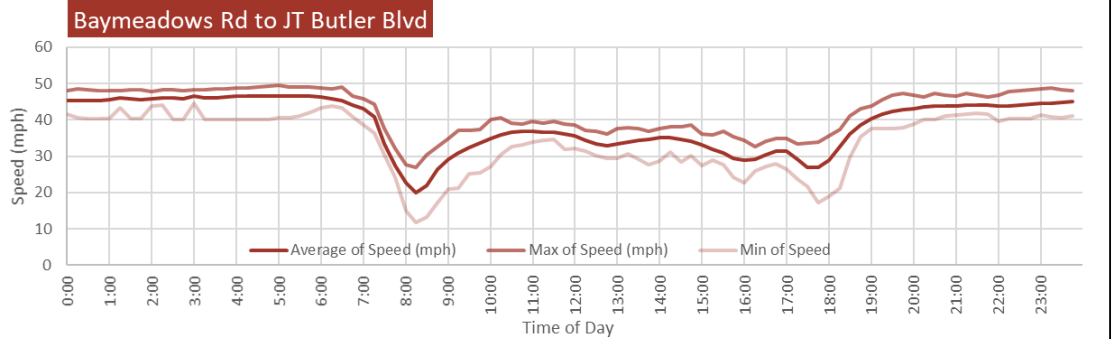
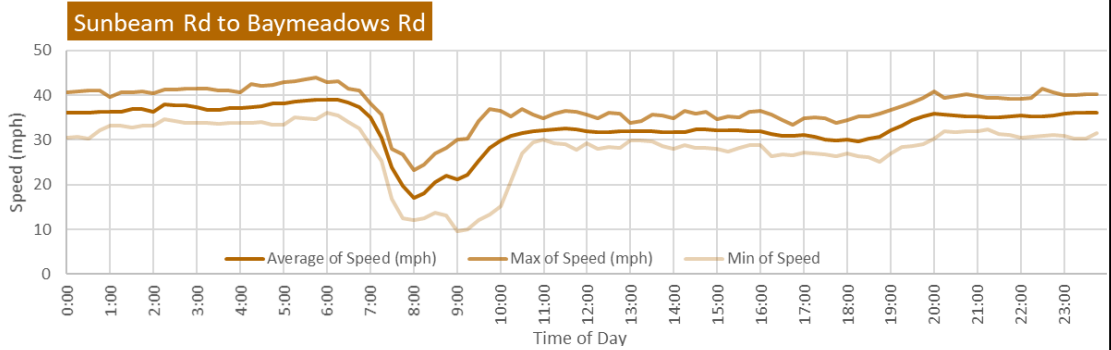
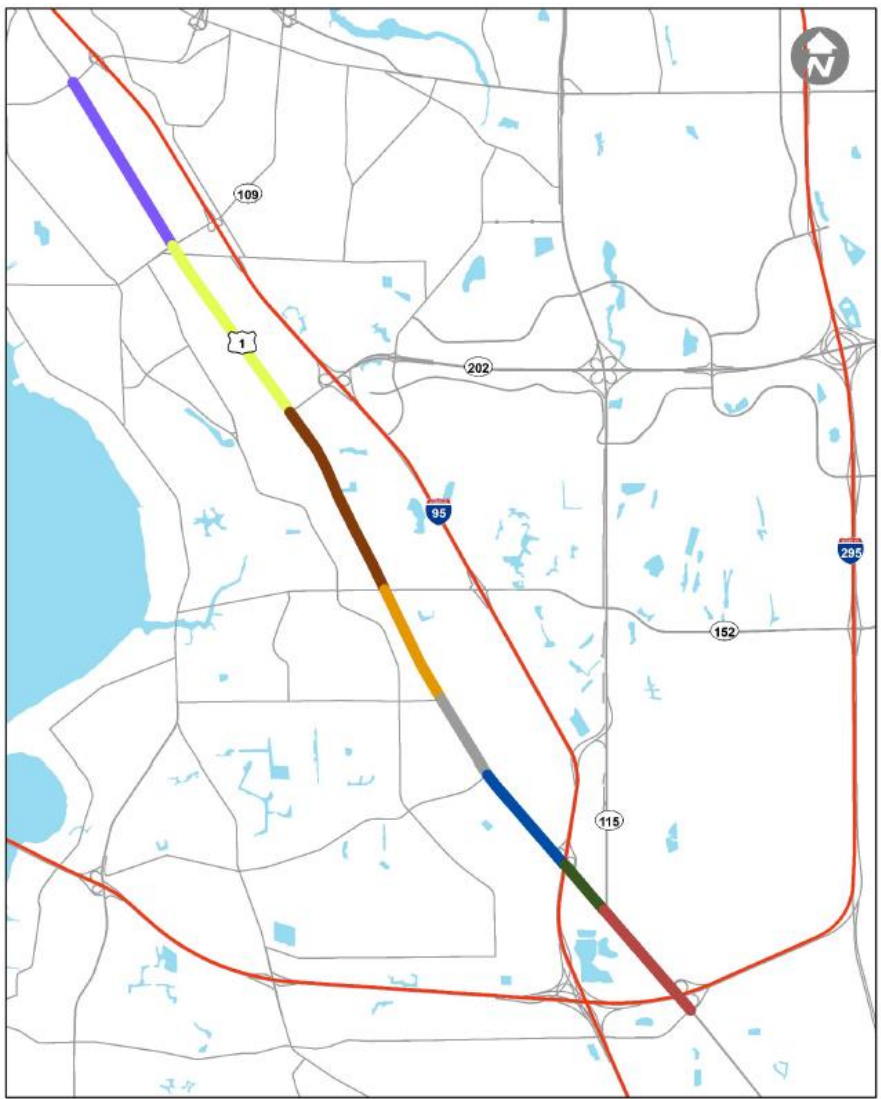


Chester River Rd to I-95 NB off Ramp

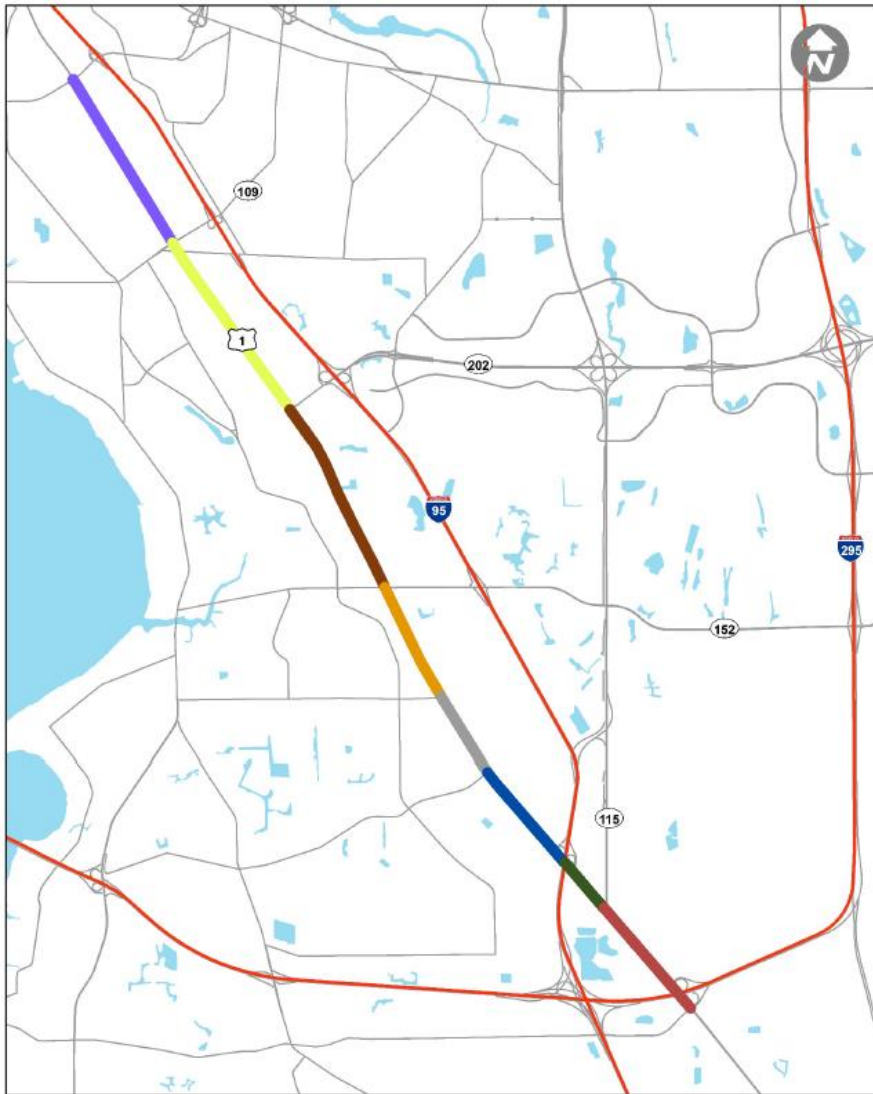
No Data Available



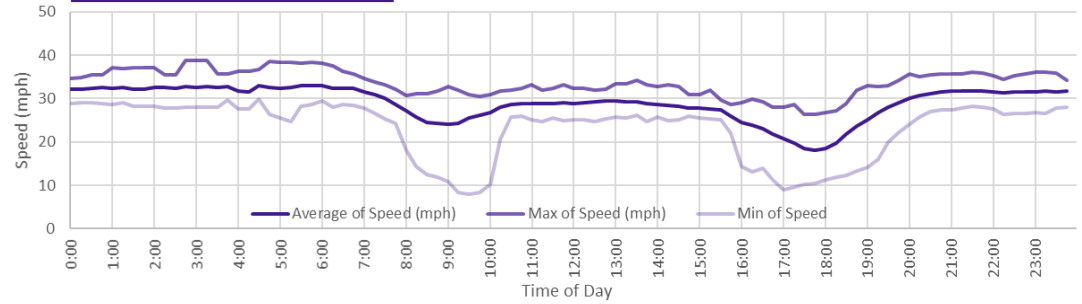
US 1 (Phillips Hwy) Northbound Speed Variation Chart



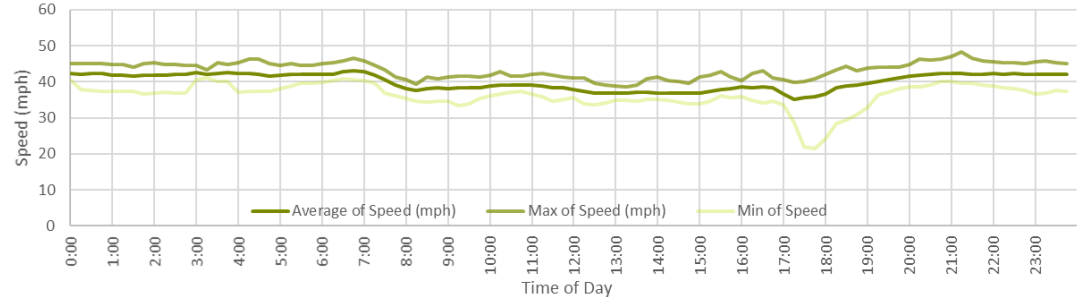
US 1 (Phillips Hwy) Northbound Speed Variation Chart



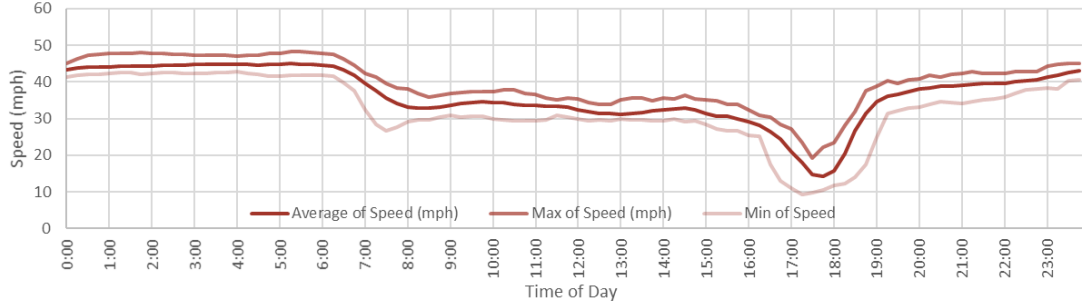
Emerson St to University Blvd



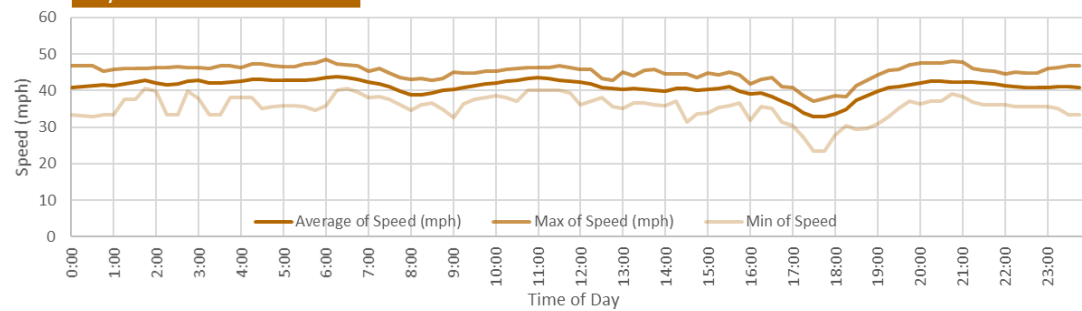
University Blvd to JT Butler Blvd



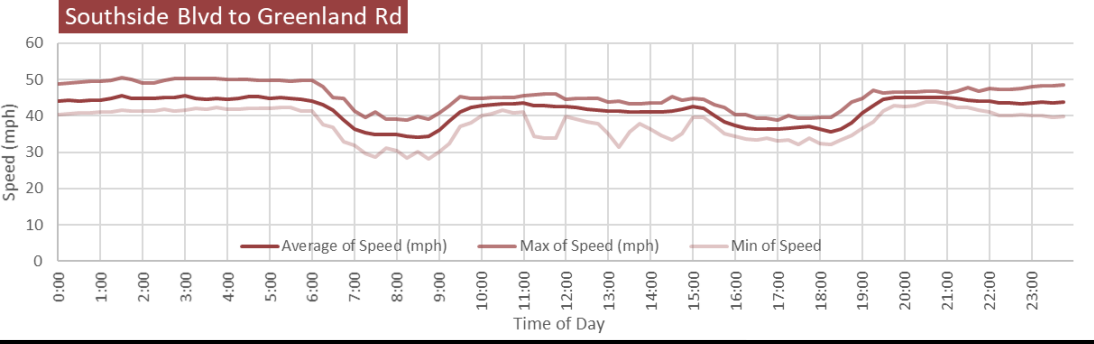
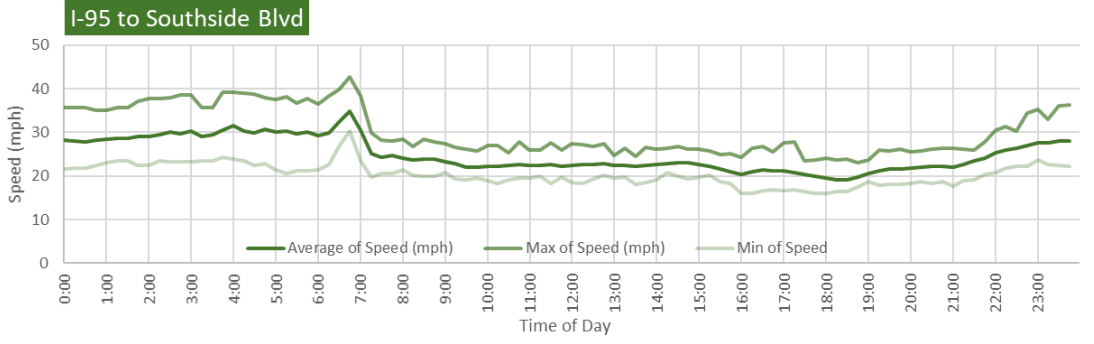
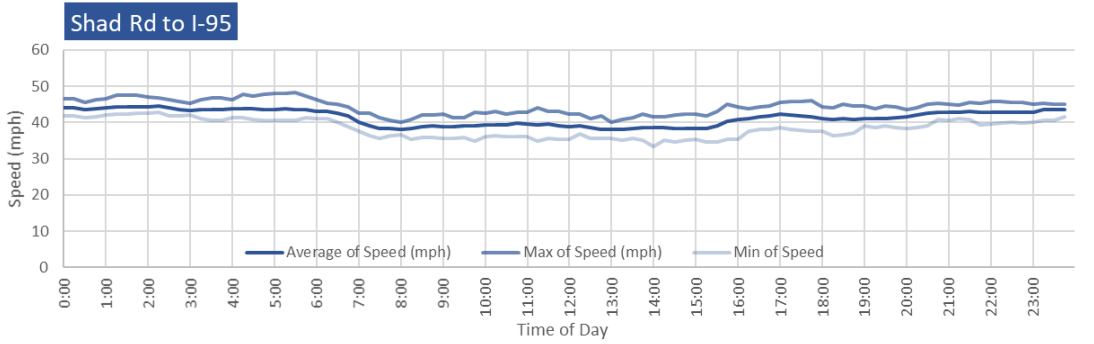
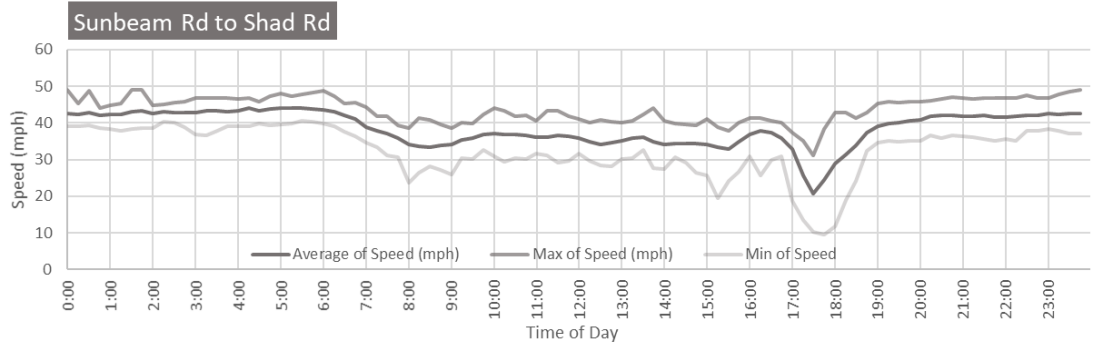
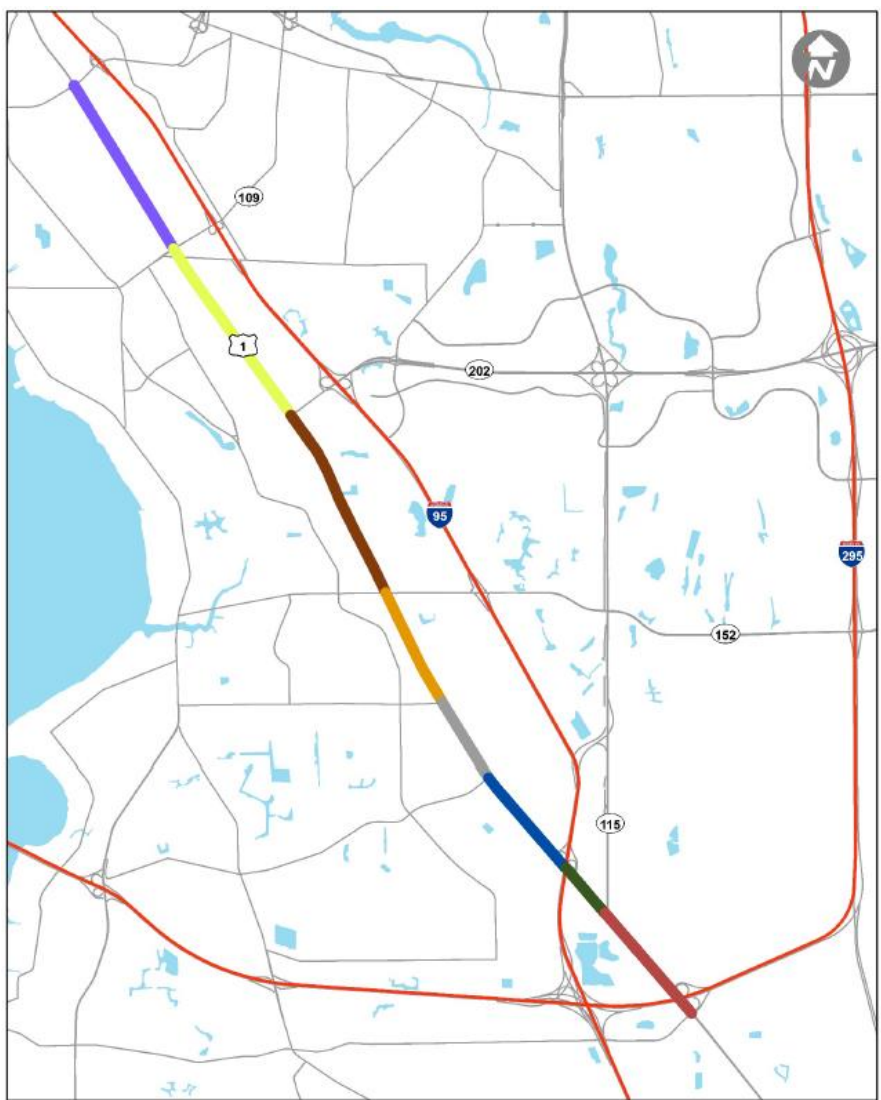
JT Butler Blvd to Baymeadows Rd



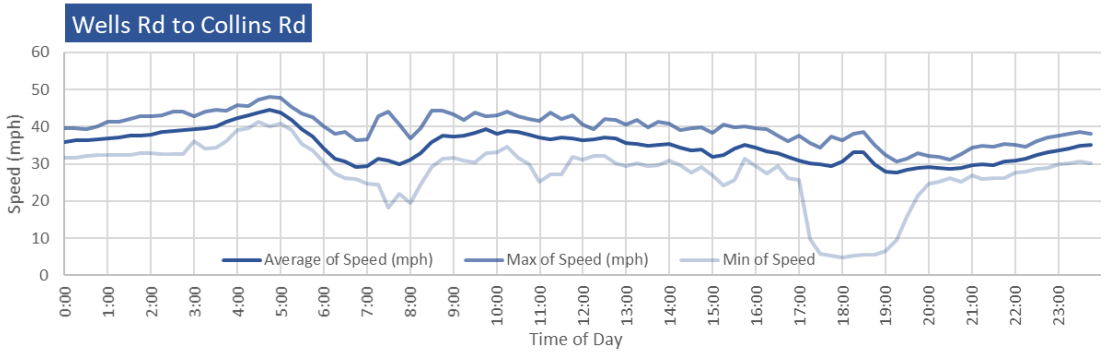
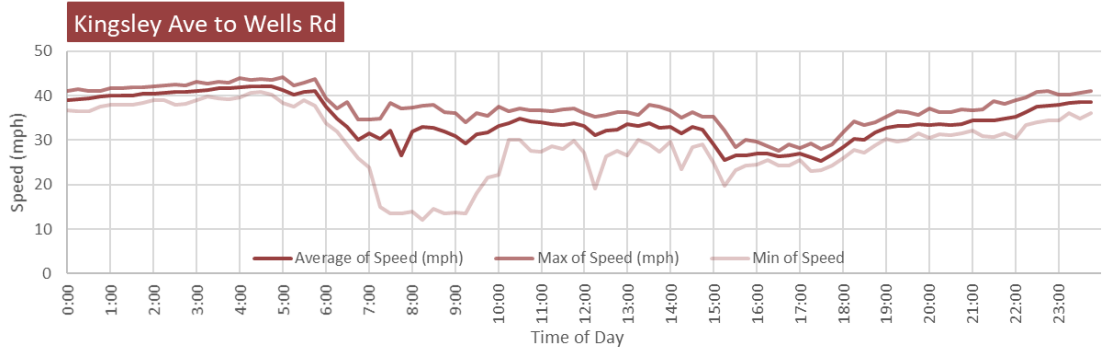
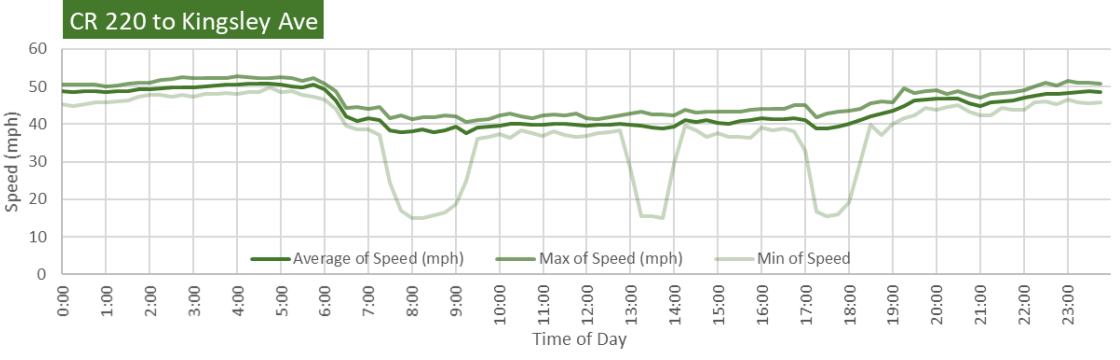
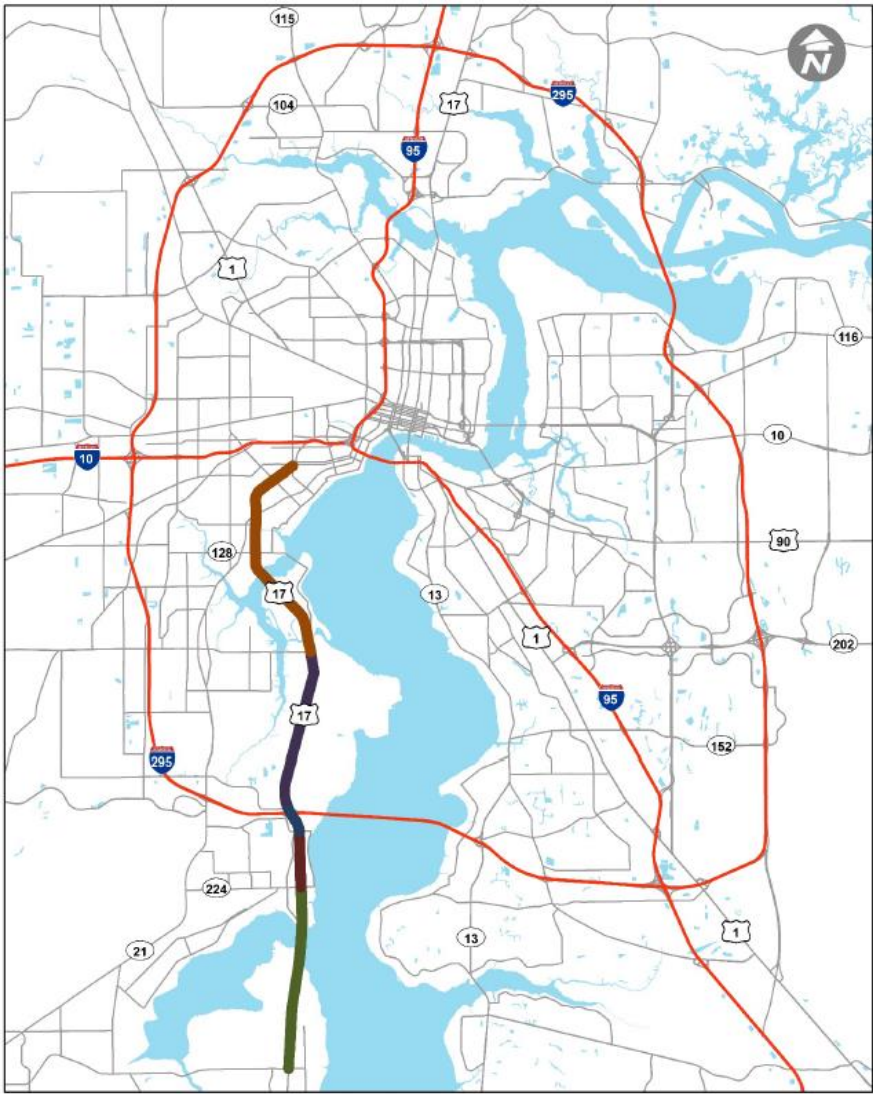
Baymeadows to Sunbeam



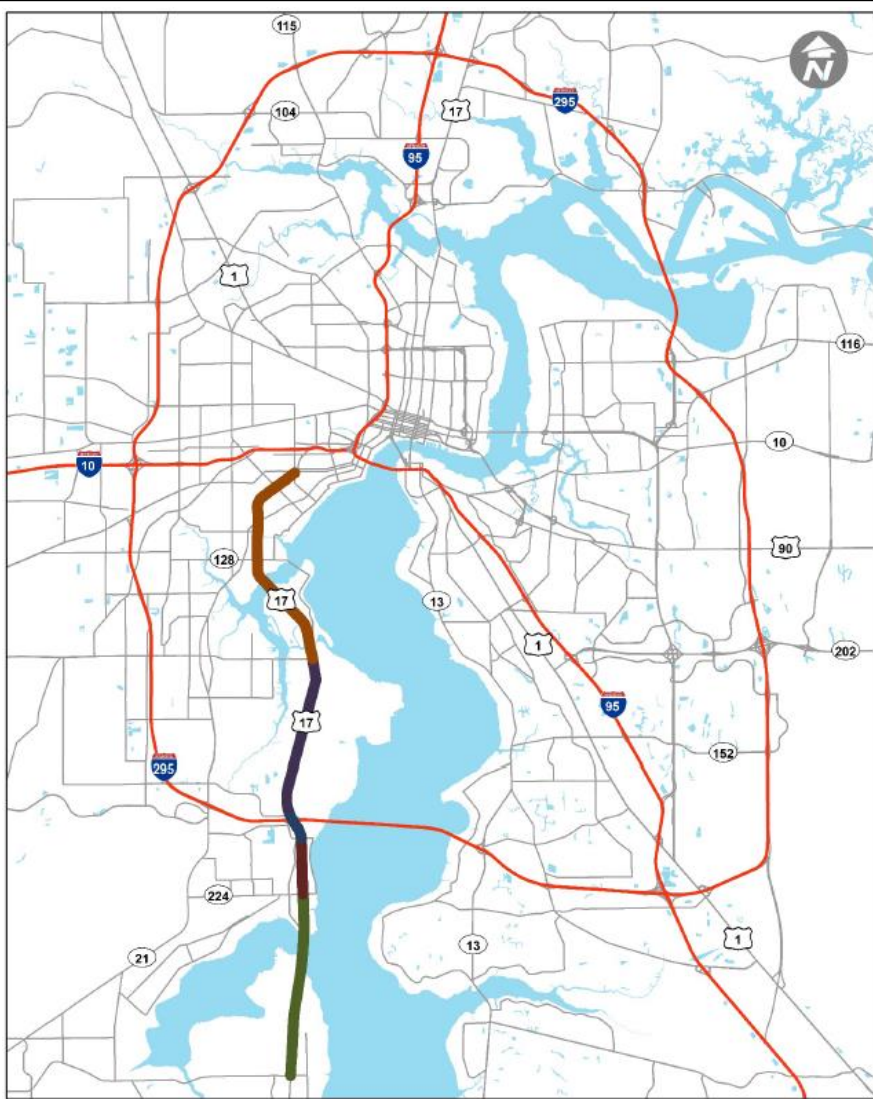
US 1 (Phillips Hwy) Southbound Variation Chart



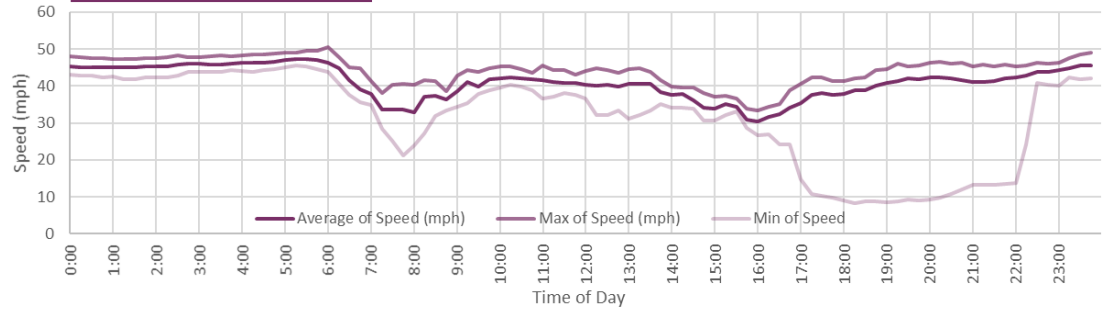
US 1 (Phillips Hwy) Southbound Variation Chart



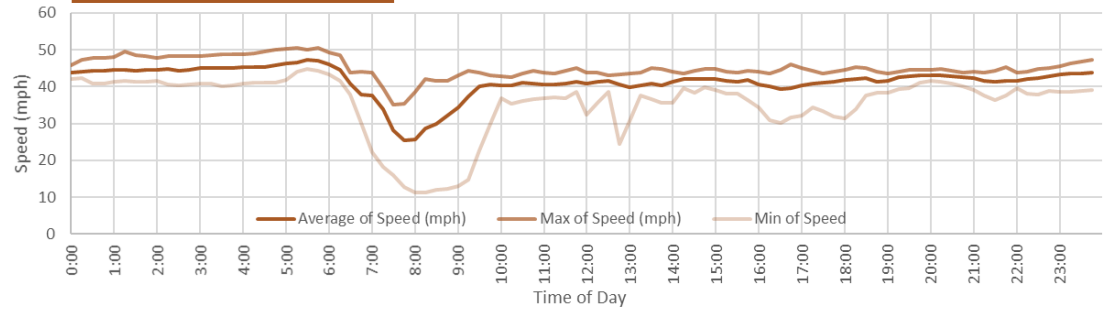
US 17/SR 15 (Roosevelt/Park) Northbound Speed Variation Chart

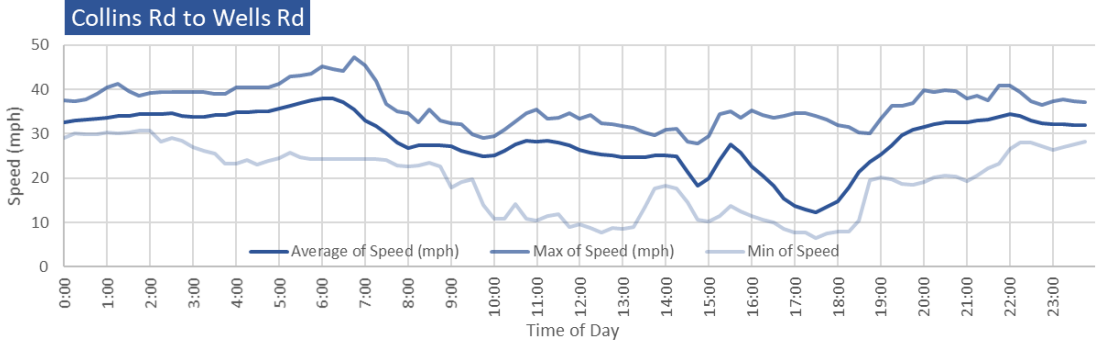
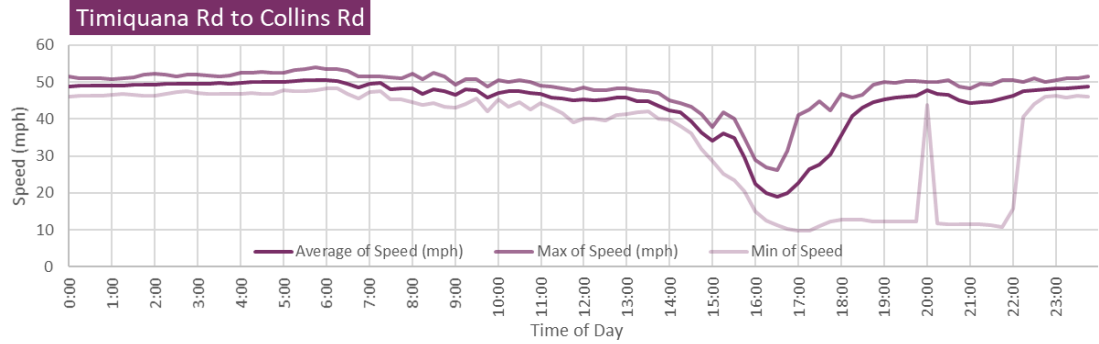
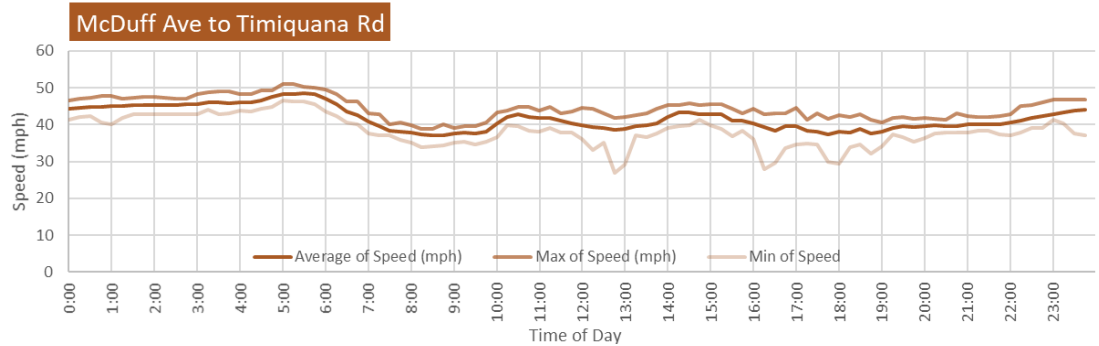
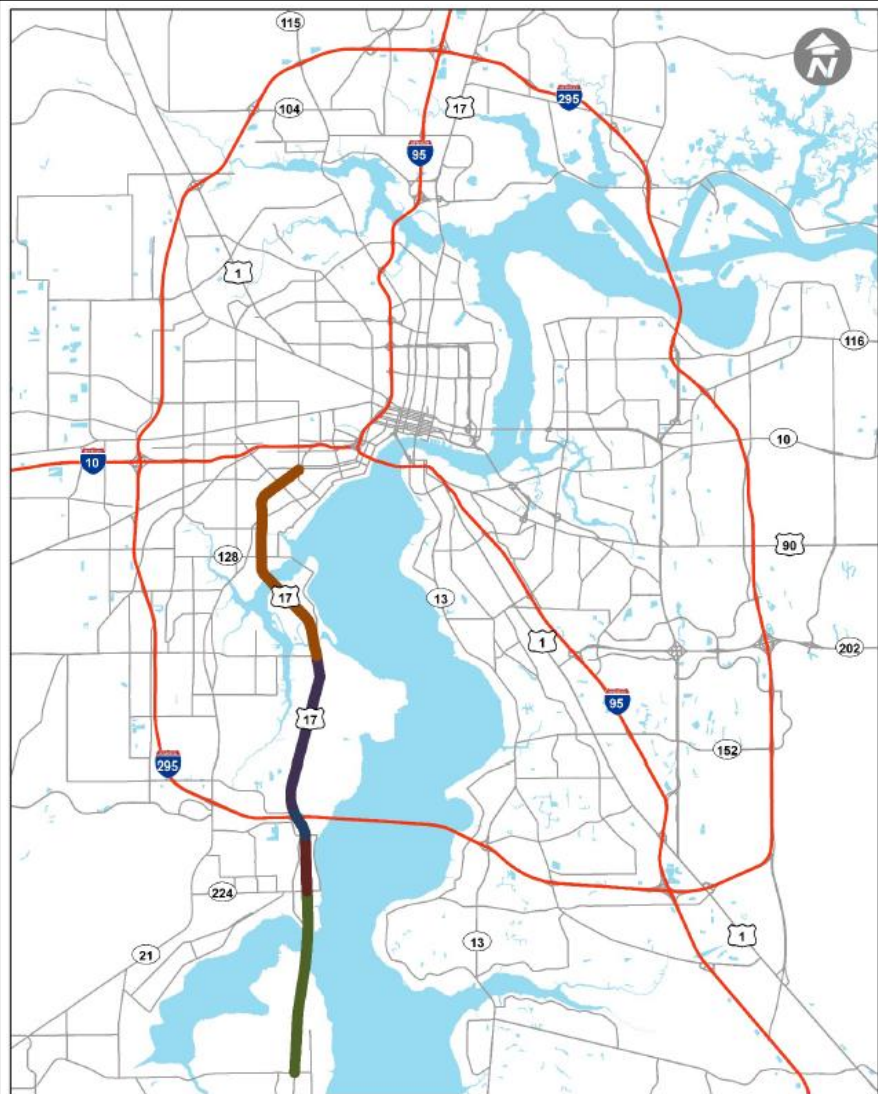


Collins Rd to Timiquana Rd

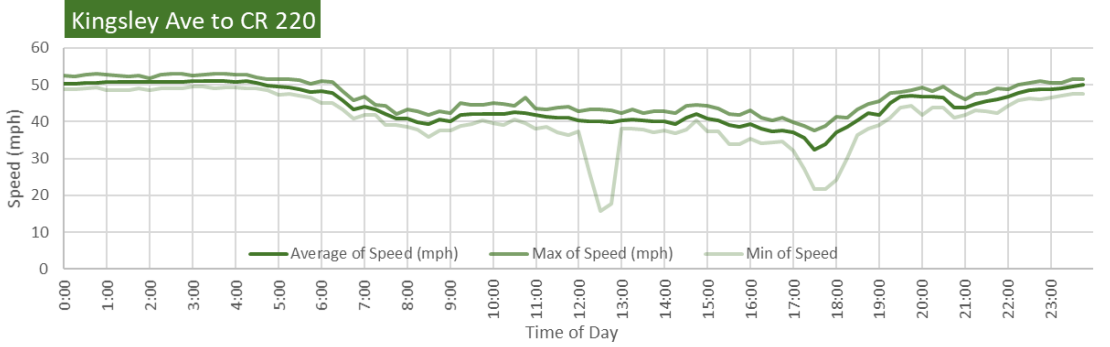
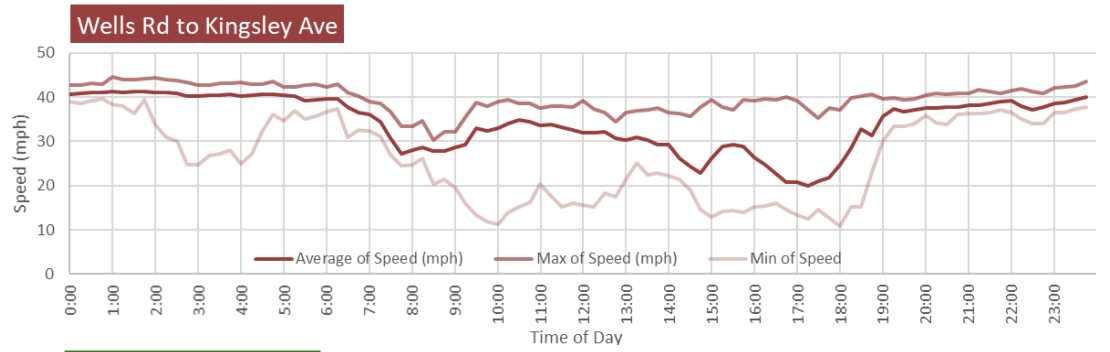
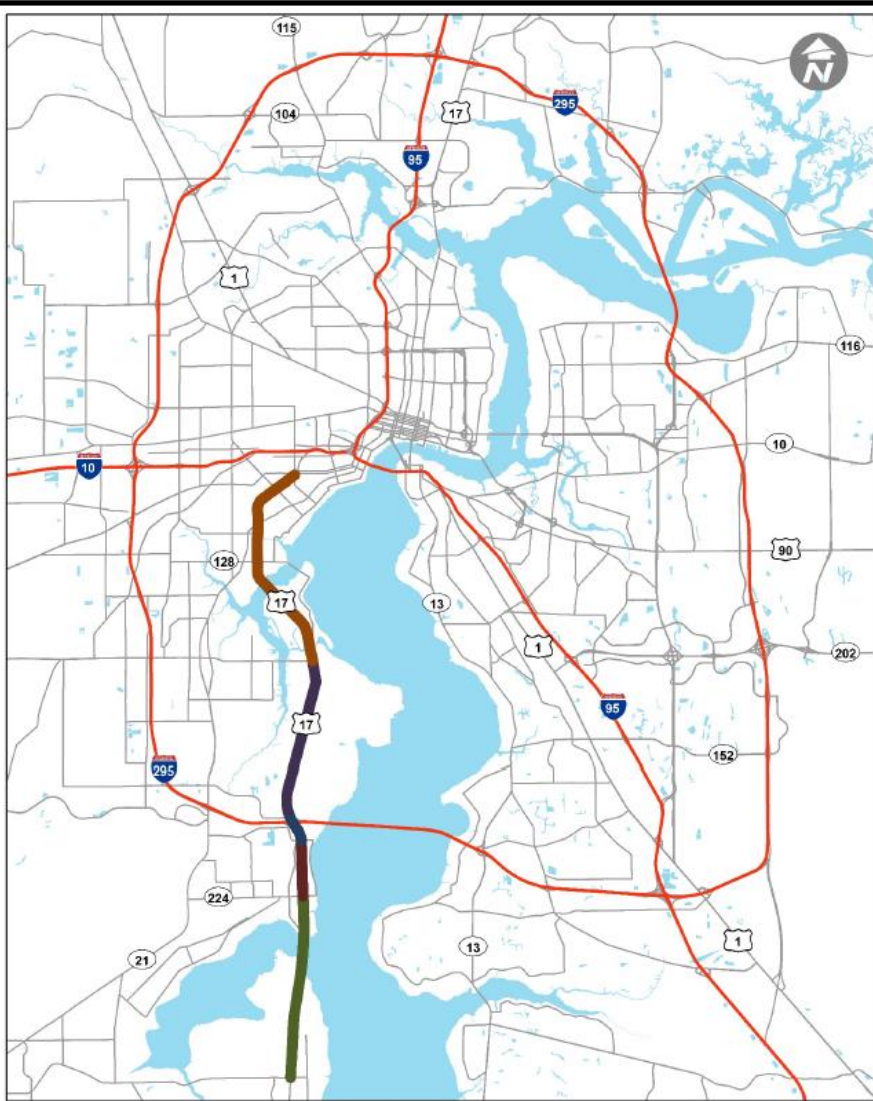


Timiquana Rd to McDuff Ave

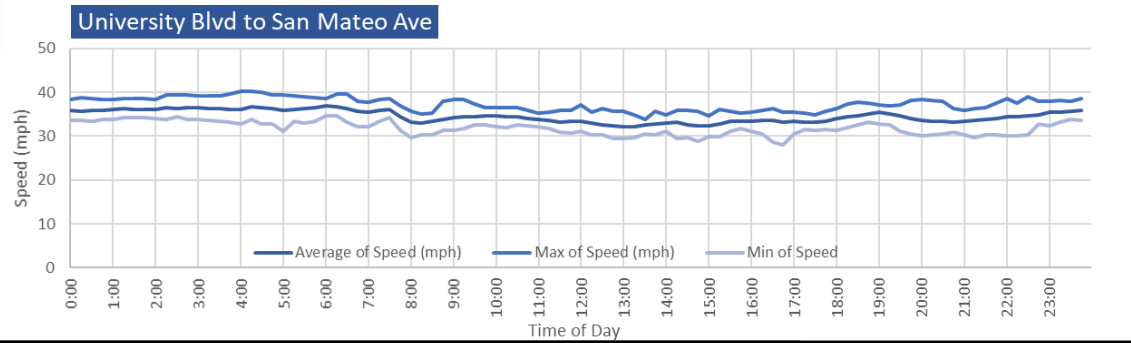
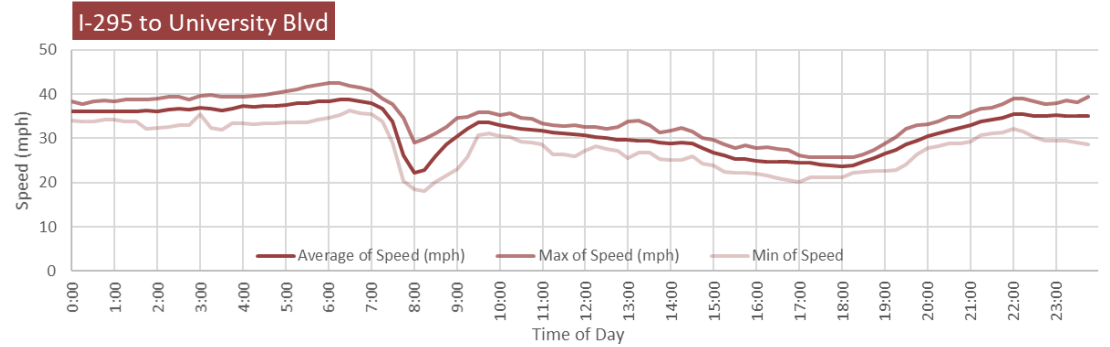
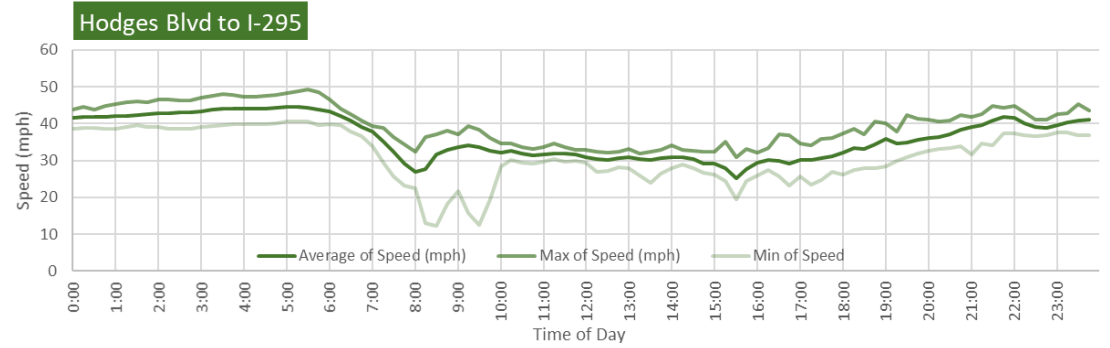
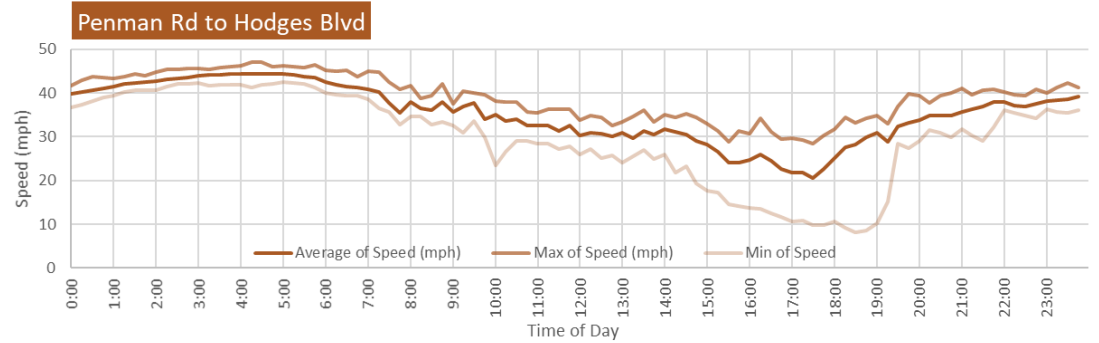
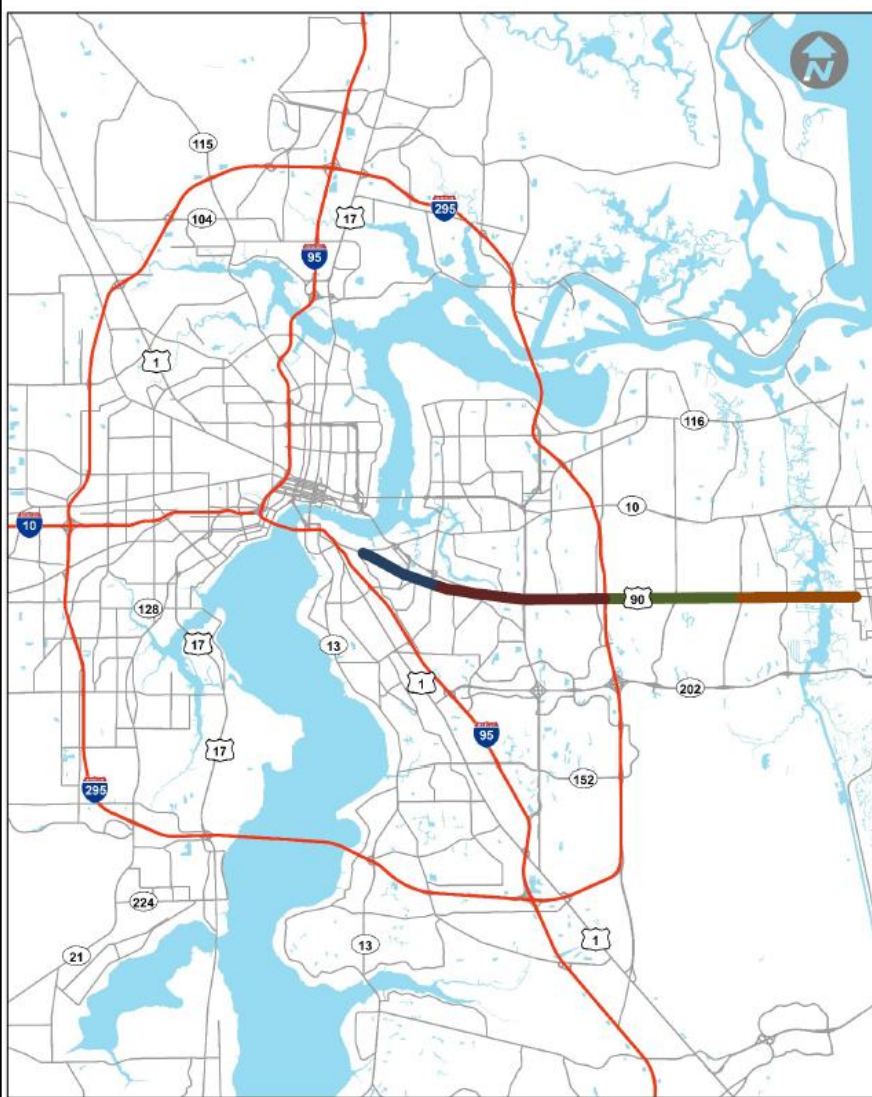




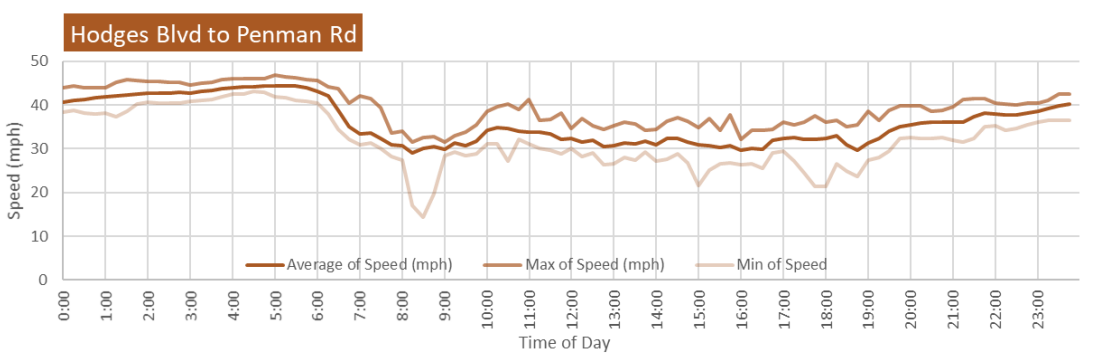
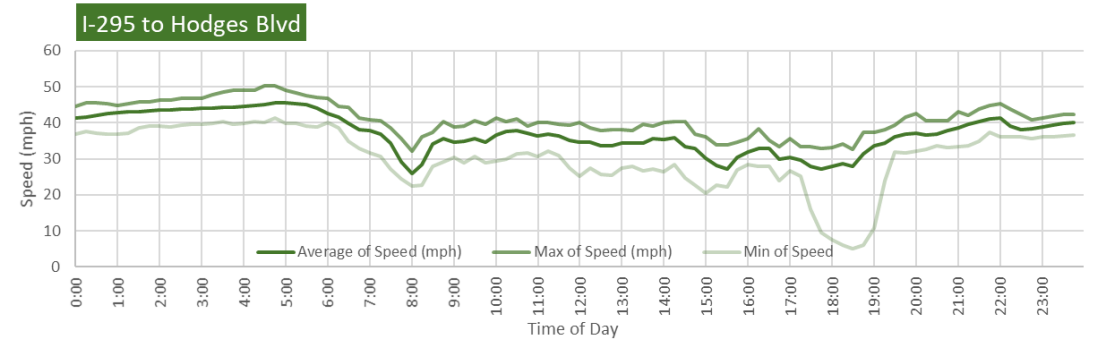
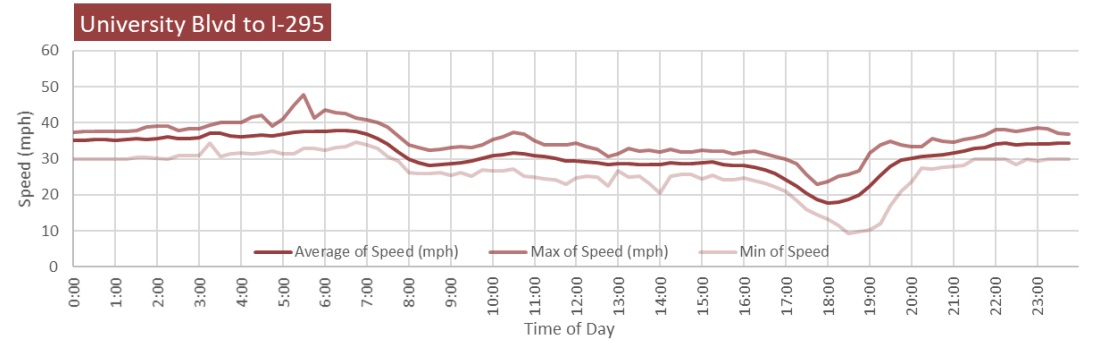
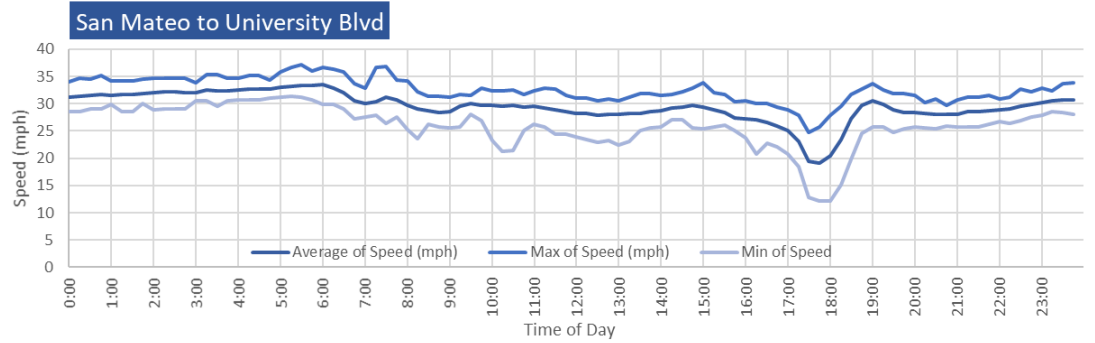
US 17/SR 15 (Roosevelt/Park) Southbound Speed Variation Chart



US 17/SR 15 (Roosevelt/Park) Southbound Speed Variation Chart



US 90 (Beach Blvd) Westbound Speed Variation Chart



US 90 (Beach Blvd) Eastbound Speed Variation Chart

Appendix C

Reliability Analysis Summary

I-10

Year 2020								
I-10			Level of Travel Time Reliability		Truck Travel Time Reliability			
Eastbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-295	Stockton St	4.55	1.03	97%	1.09	91%	10am-4pm Weekday	
Stockton St	I-95 & Acosta Expy	1.99	1.03	97%	1.08	92%	10am-4pm Weekday	
I-10 Eastbound Corridor			1.03	97%	1.09	92%		
I-10 Eastbound Critical Segment (I-295 to Stockton St)			1.03	97%	1.09	91%		
Year 2019								
I-10			Level of Travel Time Reliability		Truck Travel Time Reliability			
Eastbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-295	Stockton St	4.55	1.20	83%	2.11	47%	6am-10am Weekday	
Stockton St	I-95 & Acosta Expy	1.99	Insufficient Data					
I-10 Eastbound Corridor			1.20	83%	2.11	47%		
I-10 Eastbound Critical Segment (I-295 to Stockton St)			1.20	83%	2.11	47%		
Year 2018								
I-10			Level of Travel Time Reliability		Truck Travel Time Reliability			
Eastbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-295	Stockton St	4.55	1.27	79%	2.40	42%	6am - 10am Weekday	
Stockton St	I-95 & Acosta Expy	1.99	Insufficient Data					
I-10 Eastbound Corridor			1.27	79%	2.40	42%		
I-10 Eastbound Critical Segment (I-295 to Stockton St)			1.27	79%	2.40	42%		

Appendix C

Reliability Analysis Summary

I-10

Year 2017								
I-10			Level of Travel Time Reliability		Truck Travel Time Reliability			
Eastbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-295	Stockton St	4.55	Insufficient Data					
Stockton St	I-95 & Acosta Expy	1.99	1.22	82%	3.01	33%	6am - 10am Weekday	
I-10 Eastbound Corridor			1.22	82%	3.01	33%		
I-10 Eastbound Critical Segment (Stockton St to I-95 & Acosta Expy)			1.22	82%	3.01	33%		
Year 2016								
I-10			Level of Travel Time Reliability		Truck Travel Time Reliability			
Eastbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-295	Stockton St	4.55	1.10	91%	2.71	37%	6am - 10am Weekday	
Stockton St	I-95 & Acosta Expy	1.99	Insufficient Data					
I-10 Eastbound Corridor			1.10	91%	2.71	37%		
I-10 Eastbound Critical Segment (I-295 to Stockton St)			1.10	91%	2.71	37%		

Appendix C

Reliability Analysis Summary

I-10

Year 2020								
I-10			Level of Travel Time Reliability		Truck Travel Time Reliability			
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95 & Acosta Expy	Stockton St	1.99	1.04	96%	1.20	83%	4pm-8pm Weekday	
Stockton St	I-295	4.55	1.03	97%	1.13	89%	4pm-8pm Weekday	
I-10 Westbound Corridor			1.03	97%	1.13	89%		
I-10 Westbound Critical Segment (I-95 & Acosta Expy to Stockton St)			1.04	96%	1.20	83%		
Year 2019								
I-10			Level of Travel Time Reliability		Truck Travel Time Reliability			
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95 & Acosta Expy	Stockton St	1.99	Insufficient Data					
Stockton St	I-295	4.55	1.06	94%	1.32	76%	4pm-8pm Weekday	
I-10 Westbound Corridor			1.06	94%	1.32	76%		
I-10 Westbound Critical Segment (Stockton St to I-295)			1.06	94%	1.32	76%		
Year 2018								
I-10			Level of Travel Time Reliability		Truck Travel Time Reliability			
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95 & Acosta Expy	Stockton St	1.99	Insufficient Data					
Stockton St	I-295	4.55	1.07	93%	1.70	59%	4pm - 8pm Weekday	
I-10 Westbound Corridor			0.75	134%	1.70	59%		
I-10 Westbound Critical Segment (Stockton St to I-295)			1.07	93%	1.70	59%		

Appendix C

Reliability Analysis Summary

I-10

Year 2017								
I-10			Level of Travel Time Reliability		Truck Travel Time Reliability			
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95 & Acosta Expy	Stockton St	1.99	1.61	62%	1.50	67%	4pm - 8pm Weekday	
Stockton St	I-295	4.55	Insufficient Data					
I-10 Westbound Corridor			0.49	205%	0.46	67%		
I-10 Westbound Critical Segment (I-95 & Acosta Expy to Stockton St)			1.61	62%	1.50	67%		
Year 2016								
I-10			Level of Travel Time Reliability		Truck Travel Time Reliability			
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95 & Acosta Expy	Stockton St	1.99	Insufficient Data					
Stockton St	I-295	4.55	1.06	94%	1.40	72%	4pm - 8pm Weekday	
I-10 Westbound Corridor			0.74	135%	0.97	103%		
I-10 Westbound Critical Segment (Stockton St to I-295)			1.06	94%	1.40	72%		

Appendix C

Reliability Analysis Summary

I-95

Year 2020								
I-95			Level of Travel Time Reliability		Truck Travel Time Reliability			
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
South of Race Track Rd	North of SR 9B	2.31	1.01	99%	1.04	97%	6am-8pm Weekend	
North of SR 9B	North of Old St Augustine Rd	2.38	1.02	98%	1.06	95%	6am-8pm Weekend	
North of Old St Augustine Rd	I-295	1.47	1.03	97%	1.06	94%	6am-10am Weekday	
I-295	SR-152 (Baymeadows Rd)	4.84	1.02	99%	1.05	95%	10am-4pm Weekday	
SR-152 (Baymeadows Rd)	SR-109 (University Blvd)	4.27	1.02	98%	1.08	93%	10am-4pm Weekday	
SR-109 (University Blvd)	Acosta Expy	3.40	Insufficient Data					
Acosta Expy	SR-114 (8th St)	3.62	Insufficient Data					
SR-114 (8th St)	SR-115 (Lem Turner Rd)	1.78	1.03	97%	1.10	91%	10am-4pm Weekday	
SR-115 (Lem Turner Rd)	SR-111 (Edgewood Ave)	1.39	1.03	97%	1.11	90%	10am-4pm Weekday	
SR-111 (Edgewood Ave)	SR-105 (Hecksher Dr)	1.30	1.03	97%	1.08	93%	10am-4pm Weekday	
SR-105 (Hecksher Dr)	Pecan Park Rd	8.59	Insufficient Data					
Pecan Park Rd	SR-A1A (SR-200)	6.43	Insufficient Data					
I-95 Northbound Corridor			1.02	98%	1.07	94%		
I-95 Northbound Critical Segment			1.03	97%	1.11	90%		

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Reliability Analysis Summary

I-95

Year 2019								
I-95			Level of Travel Time Reliability		Truck Travel Time Reliability			
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
South of Race Track Rd	North of SR 9B	2.31	1.02	98%	2.32	43%	6am-10am Weekday	
North of SR 9B	North of Old St Augustine Rd	2.38	1.03	97%	2.44	41%	6am-10am Weekday	
North of Old St Augustine Rd	I-295	1.47	1.04	96%	2.61	38%	6am-10am Weekday	
I-295	SR-152 (Baymeadows Rd)	4.84	1.11	90%	2.06	48%	6am-10am Weekday	
SR-152 (Baymeadows Rd)	SR-109 (University Blvd)	4.27	1.62	62%	2.38	42%	4pm-8pm Weekday	
SR-109 (University Blvd)	Acosta Expy	3.40	Insufficient Data					
Acosta Expy	SR-114 (8th St)	3.62	Insufficient Data					
SR-114 (8th St)	SR-115 (Lem Turner Rd)	1.78	1.03	97%	1.27	79%	4pm-8pm Weekday	
SR-115 (Lem Turner Rd)	SR-111 (Edgewood Ave)	1.39	1.03	97%	1.07	93%	4pm-8pm Weekday	
SR-111 (Edgewood Ave)	SR-105 (Hecksher Dr)	1.30	1.02	98%	1.06	95%	8pm-6am All Days	
SR-105 (Hecksher Dr)	Pecan Park Rd	8.59	Insufficient Data					
Pecan Park Rd	SR-A1A (SR-200)	6.43	Insufficient Data					
I-95 Northbound Corridor			1.18	85%	2.04	49%		
I-95 Northbound Critical Segment			(SR-152 (Baymeadows Rd) to SR-109 (U	1.62	62%	2.61	38%	

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Reliability Analysis Summary

I-95

Year 2018								
I-95			Level of Travel Time Reliability		Truck Travel Time Reliability			
Northbound			6am - 8pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
South of Race Track Rd	North of SR 9B	2.31	1.02	98%	1.07	93%	6am - 8pm Weekend	
North of SR 9B	North of Old St Augustine Rd	2.38	1.03	97%	1.11	90%	4pm - 8pm Weekday	
North of Old St Augustine Rd	I-295	1.47	1.04	97%	1.44	69%	4pm - 8pm Weekday	
I-295	SR-152 (Baymeadows Rd)	4.84	1.03	97%	2.68	37%	6am - 10am Weekday	
SR-152 (Baymeadows Rd)	SR-109 (University Blvd)	4.27	1.34	74%	2.69	37%	4pm - 8pm Weekday	
SR-109 (University Blvd)	Acosta Expy	3.40	Insufficient Data					
Acosta Expy	SR-114 (8th St)	3.62	Insufficient Data					
SR-114 (8th St)	SR-115 (Lem Turner Rd)	1.78	Insufficient Data					
SR-115 (Lem Turner Rd)	SR-111 (Edgewood Ave)	1.39	1.03	97%	1.12	89%	4pm - 8pm Weekday	
SR-111 (Edgewood Ave)	SR-105 (Hecksher Dr)	1.30	1.03	97%	1.09	91%	4pm - 8pm Weekday	
SR-105 (Hecksher Dr)	Pecan Park Rd	8.59	1.03	97%	1.12	89%	10am - 4pm Weekday	
Pecan Park Rd	SR-A1A (SR-200)	6.43	Insufficient Data					
I-95 Northbound Corridor			1.08	93%	1.67	60%		
I-95 Northbound Critical Segment			(SR-152 (Baymeadows Rd) to SR-109 (U	1.34	74%	2.69	37%	

Appendix C

Reliability Analysis Summary

I-95

Year 2017								
I-95			Level of Travel Time Reliability		Truck Travel Time Reliability			
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
South of Race Track Rd	North of SR 9B	2.31	Insufficient Data					
North of SR 9B	North of Old St Augustine Rd	2.38	1.03	97%	1.07	93%	8pm - 6am All Days	
North of Old St Augustine Rd	I-295	1.47	1.04	96%	1.39	72%	6am - 10am Weekday	
I-295	SR-152 (Baymeadows Rd)	4.84	1.03	98%	2.50	40%	6am - 10am Weekday	
SR-152 (Baymeadows Rd)	SR-109 (University Blvd)	4.27	1.07	94%	2.91	34%	4pm - 8pm Weekday	
SR-109 (University Blvd)	Acosta Expy	3.40	Insufficient Data					
Acosta Expy	SR-114 (8th St)	3.62	1.07	93%	1.30	77%	4pm - 8pm Weekday	
SR-114 (8th St)	SR-115 (Lem Turner Rd)	1.78	1.03	97%	1.28	78%	4pm - 8pm Weekday	
SR-115 (Lem Turner Rd)	SR-111 (Edgewood Ave)	1.39	1.03	97%	1.07	93%	8pm - 6am All Days	
SR-111 (Edgewood Ave)	SR-105 (Hecksher Dr)	1.30	1.02	98%	1.06	94%	8pm - 6am All Days	
SR-105 (Hecksher Dr)	Pecan Park Rd	8.59	1.02	98%	1.05	96%	6am - 8pm Weekend	
Pecan Park Rd	SR-A1A (SR-200)	6.43	Insufficient Data					
I-95 Northbound Corridor			1.04	96%	1.62	62%		
I-95 Northbound Critical Segment (Acosta Expy to SR-114 (8th St))			1.07	93%	2.91	34%		

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Reliability Analysis Summary

I-95

Year 2016								
I-95			Level of Travel Time Reliability		Truck Travel Time Reliability			
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
South of Race Track Rd	North of SR 9B	2.31	Insufficient Data					
North of SR 9B	North of Old St Augustine Rd	2.38	Insufficient Data					
North of Old St Augustine Rd	I-295	1.47	Insufficient Data					
I-295	SR-152 (Baymeadows Rd)	4.84	1.03	97%	2.24	45%	6am - 10am Weekday	
SR-152 (Baymeadows Rd)	SR-109 (University Blvd)	4.27	1.06	95%	2.08	48%	6am - 10am Weekday	
SR-109 (University Blvd)	Acosta Expy	3.40	Insufficient Data					
Acosta Expy	SR-114 (8th St)	3.62	Insufficient Data					
SR-114 (8th St)	SR-115 (Lem Turner Rd)	1.78	Insufficient Data					
SR-115 (Lem Turner Rd)	SR-111 (Edgewood Ave)	1.39	Insufficient Data					
SR-111 (Edgewood Ave)	SR-105 (Hecksher Dr)	1.30	Insufficient Data					
SR-105 (Hecksher Dr)	Pecan Park Rd	8.59	1.02	98%	1.06	94%	6am - 8pm Weekend	
Pecan Park Rd	SR-A1A (SR-200)	6.43	Insufficient Data					
I-95 Northbound Corridor			1.03	97%	1.63	61%		
I-95 Northbound Critical Segment			(SR-152 (Baymeadows Rd) to SR-109 (U		1.06	95%	2.24	45%

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Reliability Analysis Summary

I-95

Year 2020								
I-95			Level of Travel Time Reliability		Truck Travel Time Reliability			
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
SR-A1A (SR-200)	Pecan Park Rd	6.50	Insufficient Data					
Pecan Park Rd	SR-105 (Heckscher Dr)	8.59	Insufficient Data					
SR-105 (Heckscher Dr)	SR-111 (Edgewood Ave)	1.30	1.03	97%	1.07	93%	10am-4pm Weekday	
SR-111 (Edgewood Ave)	SR-115 (Lem Turner Rd)	1.39	1.03	97%	1.07	94%	10am-4pm Weekday	
SR-115 (Lem Turner Rd)	SR-114 (8th St)	1.79	1.03	97%	1.09	91%	10am-4pm Weekday	
SR-114 (8th St)	Acosta Expy	3.62	Insufficient Data					
SR-114 (8th St)	SR-109 (University Blvd)		Insufficient Data					
Acosta Expy	SR-152 (Baymeadows Rd)	4.30	1.02	98%	1.09	92%	10am-4pm Weekday	
SR-152 (Baymeadows Rd)	I-295	4.87	1.02	98%	1.05	95%	10am-4pm Weekday	
I-295	North of Old St Augustine Rd	1.49	1.02	98%	1.05	95%	10am-4pm Weekday	
North of Old St Augustine Rd	North of Race Track Rd	2.38	1.02	98%	1.05	95%	10am-4pm Weekday	
North of Race Track Rd	South of Race Track Rd	2.33	1.01	99%	1.03	97%	6am-8pm Weekend	
I-95 Southbound Corridor			1.02	98%	1.07	93%		
I-295 East Beltway Southbound Critical Segment (SR-115 (Lem Turner Rd) to SR-114 (8th			1.03	97%	1.09	91%		

Appendix C

Reliability Analysis Summary

I-95

Year 2019								
I-95			Level of Travel Time Reliability		Truck Travel Time Reliability			
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
SR-A1A (SR-200)	Pecan Park Rd	6.50	Insufficient Data					
Pecan Park Rd	SR-105 (Heckscher Dr)	8.59	Insufficient Data					
SR-105 (Heckscher Dr)	SR-111 (Edgewood Ave)	1.30	1.02	98%	1.40	72%	6am-10am Weekday	
SR-111 (Edgewood Ave)	SR-115 (Lem Turner Rd)	1.39	1.03	97%	2.86	35%	6am-10am Weekday	
SR-115 (Lem Turner Rd)	SR-114 (8th St)	1.79	1.05	96%	1.94	51%	6am-10am Weekday	
SR-114 (8th St)	Acosta Expy	3.62	Insufficient Data					
SR-114 (8th St)	SR-109 (University Blvd)		Insufficient Data					
Acosta Expy	SR-152 (Baymeadows Rd)	4.30	1.06	95%	2.34	43%	4pm-8pm Weekday	
SR-152 (Baymeadows Rd)	I-295	4.87	1.02	98%	1.46	68%	4pm-8pm Weekday	
I-295	North of Old St Augustine Rd	1.49	1.02	98%	1.53	65%	4pm-8pm Weekday	
North of Old St Augustine Rd	North of Race Track Rd	2.38	1.02	98%	1.47	68%	4pm-8pm Weekday	
North of Race Track Rd	South of Race Track Rd	2.33	1.01	99%	1.04	96%	6am-8pm Weekend	
I-95 Southbound Corridor			1.04	97%	1.90	53%		
I-295 East Beltway Southbound Critical Segment (Acosta Expy to SR-152 (Baymeadows R			1.06	95%	2.86	35%		

Appendix C

Reliability Analysis Summary

I-95

Year 2018								
I-95			Level of Travel Time Reliability		Truck Travel Time Reliability			
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
SR-A1A (SR-200)	Pecan Park Rd	6.50	Insufficient Data					
Pecan Park Rd	SR-105 (Heckscher Dr)	8.59	1.02	98%	1.04	96%	6am - 10am Weekday	
SR-105 (Heckscher Dr)	SR-111 (Edgewood Ave)	1.30	1.03	97%	1.65	61%	6am - 10am Weekday	
SR-111 (Edgewood Ave)	SR-115 (Lem Turner Rd)	1.39	1.04	97%	2.85	35%	6am - 10am Weekday	
SR-115 (Lem Turner Rd)	SR-114 (8th St)	1.79	Insufficient Data					
SR-114 (8th St)	Acosta Expy	3.62	Insufficient Data					
SR-114 (8th St)	SR-109 (University Blvd)		Insufficient Data					
Acosta Expy	SR-152 (Baymeadows Rd)	4.30	1.07	93%	2.73	37%	4pm - 8pm Weekday	
SR-152 (Baymeadows Rd)	I-295	4.87	1.02	98%	1.72	58%	4pm - 8pm Weekday	
I-295	North of Old St Augustine Rd	1.49	1.03	97%	1.95	51%	4pm - 8pm Weekday	
North of Old St Augustine Rd	North of Race Track Rd	2.38	1.03	97%	1.14	88%	4pm - 8pm Weekday	
North of Race Track Rd	South of Race Track Rd	2.33	1.02	98%	1.75	57%	4pm - 8pm Weekday	
I-95 Southbound Corridor			1.03	97%	1.68	59%		
I-95 Southbound Critical Segment			1.07	93%	2.85	35%		

Appendix C

Reliability Analysis Summary

I-95

Year 2017							
I-95			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
SR-A1A (SR-200)	Pecan Park Rd	6.50					
Pecan Park Rd	SR-105 (Heckscher Dr)	8.59	1.02	98%	1.04	96%	6am - 8pm Weekend
SR-105 (Heckscher Dr)	SR-111 (Edgewood Ave)	1.30	1.03	97%	1.32	76%	6am - 10am Weekday
SR-111 (Edgewood Ave)	SR-115 (Lem Turner Rd)	1.39	1.03	97%	2.45	41%	6am - 10am Weekday
SR-115 (Lem Turner Rd)	SR-114 (8th St)	1.79	1.05	95%	2.99	33%	4pm - 8pm Weekday
SR-114 (8th St)	Acosta Expy	3.62	1.22	82%	2.45	41%	4pm - 8pm Weekday
SR-114 (8th St)	SR-109 (University Blvd)						
Acosta Expy	SR-152 (Baymeadows Rd)	4.30	1.28	78%	2.16	46%	4pm - 8pm Weekday
SR-152 (Baymeadows Rd)	I-295	4.87	1.02	98%	1.48	68%	4pm - 8pm Weekday
I-295	North of Old St Augustine Rd	1.49	1.03	97%	1.35	74%	4pm - 8pm Weekday
North of Old St Augustine Rd	North of Race Track Rd	2.38	1.03	97%	1.96	51%	4pm - 8pm Weekday
North of Race Track Rd	South of Race Track Rd	2.33					
I-95 Southbound Corridor			1.08	92%	1.73	58%	
I-95 Southbound Critical Segment			1.28	78%	2.99	33%	

Appendix C

Reliability Analysis Summary

I-95

Year 2016							
I-95			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
SR-A1A (SR-200)	Pecan Park Rd	6.50					
Pecan Park Rd	SR-105 (Heckscher Dr)	8.59	1.02	98%	1.04	96%	8pm - 6am All Days
SR-105 (Heckscher Dr)	SR-111 (Edgewood Ave)	1.30					
SR-111 (Edgewood Ave)	SR-115 (Lem Turner Rd)	1.39					
SR-115 (Lem Turner Rd)	SR-114 (8th St)	1.79					
SR-114 (8th St)	Acosta Expy	3.62					
SR-114 (8th St)	SR-109 (University Blvd)						
Acosta Expy	SR-152 (Baymeadows Rd)	4.30	1.09	92%	1.98	50%	4pm - 8pm Weekday
SR-152 (Baymeadows Rd)	I-295	4.87	1.03	97%	2.36	42%	4pm - 8pm Weekday
I-295	North of Old St Augustine Rd	1.49					
North of Old St Augustine Rd	North of Race Track Rd	2.38					
North of Race Track Rd	South of Race Track Rd	2.33					
I-95 Southbound Corridor			1.04	96%	1.63	61%	
I-95 Southbound Critical Segment			1.09	92%	2.36	42%	

Appendix C

Reliability Analysis Summary

I-295 East Beltway

Year 2020							
I-295 East Beltway			Level of Travel Time Reliability		Truck Travel Time Reliability		
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	SR-152 (Baymeadows Rd)	5.26	1.07	94%	3.32	30%	8pm-6am All Days
SR-152 (Baymeadows Rd)	SR-212 (Beach Blvd)	4.93	1.02	98%	1.09	91%	10am-4pm Weekday
SR-212 (Beach Blvd)	SR-10 (Atlantic Blvd)	2.57					
SR-10 (Atlantic Blvd)	Monument Rd	1.48	1.02	98%	1.06	94%	10am-4pm Weekday
Monument Rd	Merrill Rd	1.10	1.02	98%	1.07	94%	10am-4pm Weekday
Merrill Rd	Hecksher Dr	4.28	1.03	97%	1.09	92%	10am-4pm Weekday
Hecksher Dr	Alta Dr	1.75	1.02	98%	1.06	94%	10am-4pm Weekday
Alta Dr	Pulaski Rd	2.28	1.02	98%	1.06	94%	4pm-8pm Weekday
Pulaski Rd	US-17 (Main St)	1.54	1.03	97%	1.20	83%	8pm-6am All Days
US-17 (Main St)	I-95	0.97	1.03	97%	1.19	84%	8pm-6am All Days
I-295 East Beltway Northbound Corridor			1.03	97%	1.59	63%	
SR-10 (Atlantic Blvd) Eastbound Critical Segmen (I-95 to SR-152 (Baymeadows Rd))			1.07	94%	3.32	30%	
Year 2019							
I-295 East Beltway			Level of Travel Time Reliability		Truck Travel Time Reliability		
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	SR-152 (Baymeadows Rd)	5.26	1.50	67%	2.78	36%	8pm-6am All Days
SR-152 (Baymeadows Rd)	SR-212 (Beach Blvd)	4.93	1.28	78%	1.99	50%	4pm-8pm Weekday
SR-212 (Beach Blvd)	SR-10 (Atlantic Blvd)	2.57					
SR-10 (Atlantic Blvd)	Monument Rd	1.48	1.02	98%	1.22	82%	4pm-8pm Weekday
Monument Rd	Merrill Rd	1.10	1.02	98%	1.05	96%	6am-8pm Weekend
Merrill Rd	Hecksher Dr	4.28	1.02	98%	1.35	74%	4pm-8pm Weekday
Hecksher Dr	Alta Dr	1.75	1.03	97%	2.42	41%	4pm-8pm Weekday
Alta Dr	Pulaski Rd	2.28	1.03	97%	1.44	70%	4pm-8pm Weekday
Pulaski Rd	US-17 (Main St)	1.54	1.03	97%	1.23	81%	4pm-8pm Weekday
US-17 (Main St)	I-95	0.97	1.04	97%	1.42	70%	4pm-8pm Weekday
I-295 East Beltway Northbound Corridor			1.19	84%	1.86	54%	
SR-10 (Atlantic Blvd) Eastbound Critical Segmen (I-95 to SR-152 (Baymeadows Rd))			1.50	67%	2.78	36%	

Appendix C

Reliability Analysis Summary

I-295 East Beltway

Year 2018							
I-295 East Beltway							
Northbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	SR-152 (Baymeadows Rd)	5.26					
SR-152 (Baymeadows Rd)	SR-212 (Beach Blvd)	4.93					
SR-212 (Beach Blvd)	SR-10 (Atlantic Blvd)	2.57	1.08	93%	1.46	69%	4pm - 8pm Weekday
SR-10 (Atlantic Blvd)	Monument Rd	1.48	1.03	97%	1.47	68%	4pm - 8pm Weekday
Monument Rd	Merrill Rd	1.10	1.03	97%	1.21	83%	4pm - 8pm Weekday
Merrill Rd	Hecksher Dr	4.28	1.03	97%	1.53	66%	4pm - 8pm Weekday
Hecksher Dr	Alta Dr	1.75	1.04	96%	2.81	36%	4pm - 8pm Weekday
Alta Dr	Pulaski Rd	2.28	1.03	97%	1.87	53%	4pm - 8pm Weekday
Pulaski Rd	US-17 (Main St)	1.54					
US-17 (Main St)	I-95	0.97	1.04	96%	1.23	81%	4pm - 8pm Weekday
I-295 East Beltway Northbound Corridor			1.04	96%	1.67	60%	
I-295 East Beltway Northbound Critical Segmen (SR-212 (Beach Blvd) to SR-10 (Atlantic			1.08	93%	2.81	36%	
Year 2017							
I-295 East Beltway							
Northbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	SR-152 (Baymeadows Rd)	5.26					
SR-152 (Baymeadows Rd)	SR-212 (Beach Blvd)	4.93					
SR-212 (Beach Blvd)	SR-10 (Atlantic Blvd)	2.57					
SR-10 (Atlantic Blvd)	Monument Rd	1.48	1.03	98%	2.06	49%	4pm - 8pm Weekday
Monument Rd	Merrill Rd	1.10	1.03	98%	3.16	32%	4pm - 8pm Weekday
Merrill Rd	Hecksher Dr	4.28					
Hecksher Dr	Alta Dr	1.75					
Alta Dr	Pulaski Rd	2.28	1.02	98%	1.24	81%	4pm - 8pm Weekday
Pulaski Rd	US-17 (Main St)	1.54					
US-17 (Main St)	I-95	0.97	1.03	97%	1.14	87%	8pm - 6am All Days
I-295 East Beltway Northbound Corridor			1.03	98%	1.79	56%	
I-295 East Beltway Northbound Critical Segmen (US-17 (Main St) to I-95)			1.03	97%	3.16	32%	

Appendix C

Reliability Analysis Summary

I-295 East Beltway

Year 2016							
I-295 East Beltway							
Northbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	SR-152 (Baymeadows Rd)	5.26					
SR-152 (Baymeadows Rd)	SR-212 (Beach Blvd)	4.93					
SR-212 (Beach Blvd)	SR-10 (Atlantic Blvd)	2.57					
SR-10 (Atlantic Blvd)	Monument Rd	1.48	1.03	97%	1.16	86%	4pm - 8pm Weekday
Monument Rd	Merrill Rd	1.10	1.03	97%	1.18	85%	4pm - 8pm Weekday
Merrill Rd	Hecksher Dr	4.28					
Hecksher Dr	Alta Dr	1.75					
Alta Dr	Pulaski Rd	2.28	1.02	98%	1.12	89%	4pm - 8pm Weekday
Pulaski Rd	US-17 (Main St)	1.54					
US-17 (Main St)	I-95	0.97	1.03	97%	1.08	93%	4pm - 8pm Weekday
I-295 East Beltway Northbound Corridor			1.03	98%	1.14	88%	
I-295 East Beltway Northbound Critical Segment (Monument Rd to Merrill Rd)			1.03	97%	1.18	85%	

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Reliability Analysis Summary

I-295 East Beltway

Year 2020							
I-295 East Beltway			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	US-17 (Main St)	0.97	1.04	96%	1.12	89%	8pm-6am All Days
US-17 (Main St)	Pulaski Rd	1.54	1.03	97%	1.16	86%	8pm-6am All Days
Pulaski Rd	Alta Dr	2.28	1.03	97%	1.06	94%	8pm-6am All Days
Alta Dr	Hecksher Dr	1.75	1.03	97%	1.06	95%	10am-4pm Weekday
Hecksher Dr	Merrill Rd	4.28	1.03	97%	1.09	92%	10am-4pm Weekday
Merrill Rd	Monument Rd	1.10	1.02	98%	1.07	93%	10am-4pm Weekday
Monument Rd	SR-10 (Atlantic Blvd)	1.48	1.02	98%	1.05	95%	10am-4pm Weekday
SR-10 (Atlantic Blvd)	SR-212 (Beach Blvd)	2.57	1.06	94%	1.16	86%	4pm-8pm Weekday
SR-212 (Beach Blvd)	SR-152 (Baymeadows Rd)	4.93	1.02	98%	1.11	90%	6am-10am Weekday
SR-152 (Baymeadows Rd)	I-95	5.26	2.03	49%	11.31	9%	8pm-6am All Days
I-295 East Beltway Southbound Corridor			1.23	81%	3.15	32%	
I-295 East Beltway Southbound Critical Segment (SR-152 (Baymeadows Rd) to I-95)			2.03	49%	11.31	9%	
Year 2019							
I-295 East Beltway			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	US-17 (Main St)	0.97	1.03	97%	1.16	86%	4pm-8pm Weekday
US-17 (Main St)	Pulaski Rd	1.54	1.03	97%	1.11	90%	4pm-8pm Weekday
Pulaski Rd	Alta Dr	2.28	1.02	98%	1.06	94%	4pm-8pm Weekday
Alta Dr	Hecksher Dr	1.75	1.02	98%	1.05	95%	4pm-8pm Weekday
Hecksher Dr	Merrill Rd	4.28	1.03	97%	1.17	85%	6am-10am Weekday
Merrill Rd	Monument Rd	1.10	1.03	97%	4.15	24%	6am-10am Weekday
Monument Rd	SR-10 (Atlantic Blvd)	1.48	1.12	89%	3.31	30%	6am-10am Weekday
SR-10 (Atlantic Blvd)	SR-212 (Beach Blvd)	2.57					
SR-212 (Beach Blvd)	SR-152 (Baymeadows Rd)	4.93	1.22	82%	2.40	42%	8pm-6am All Days
SR-152 (Baymeadows Rd)	I-95	5.26	2.43	41%	6.76	15%	6am-8pm Weekend
I-295 East Beltway Southbound Corridor			1.38	72%	2.92	34%	
I-295 East Beltway Southbound Critical Segment (SR-152 (Baymeadows Rd) to I-95)			2.43	41%	6.76	15%	

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Reliability Analysis Summary

I-295 East Beltway

Year 2018							
I-295 East Beltway			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	US-17 (Main St)	0.97					
US-17 (Main St)	Pulaski Rd	1.54					
Pulaski Rd	Alta Dr	2.28	1.02	98%	1.15	87%	4pm - 8pm Weekday
Alta Dr	Hecksher Dr	1.75	1.03	97%	1.50	67%	4pm - 8pm Weekday
Hecksher Dr	Merrill Rd	4.28	1.03	97%	1.33	75%	4pm - 8pm Weekday
Merrill Rd	Monument Rd	1.10	1.05	95%	3.55	28%	6am - 10am Weekday
Monument Rd	SR-10 (Atlantic Blvd)	1.48	1.39	72%	3.20	31%	6am - 10am Weekday
SR-10 (Atlantic Blvd)	SR-212 (Beach Blvd)	2.57	1.31	77%	1.73	58%	6am - 10am Weekday
SR-212 (Beach Blvd)	SR-152 (Baymeadows Rd)	4.93					
SR-152 (Baymeadows Rd)	I-95	5.26					
I-295 East Beltway Southbound Corridor			1.12	89%	1.78	56%	
I-295 East Beltway Southbound Critical Segment (Monument Rd to SR-10 (Atlantic Blvd))			1.39	72%	3.55	28%	
Year 2017							
I-295 East Beltway			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	US-17 (Main St)	0.97					
US-17 (Main St)	Pulaski Rd	1.54					
Pulaski Rd	Alta Dr	2.28	1.02	98%	1.05	95%	4pm - 8pm Weekday
Alta Dr	Hecksher Dr	1.75					
Hecksher Dr	Merrill Rd	4.28					
Merrill Rd	Monument Rd	1.10	1.04	96%	3.07	33%	6am - 10am Weekday
Monument Rd	SR-10 (Atlantic Blvd)	1.48	1.07	93%	2.59	39%	6am - 10am Weekday
SR-10 (Atlantic Blvd)	SR-212 (Beach Blvd)	2.57	1.13	88%	1.63	61%	6am - 10am Weekday
SR-212 (Beach Blvd)	SR-152 (Baymeadows Rd)	4.93					
SR-152 (Baymeadows Rd)	I-95	5.26					
I-295 East Beltway Southbound Corridor			1.07	93%	1.86	54%	
I-295 East Beltway Southbound Critical Segment (SR-10 (Atlantic Blvd) to SR-212 (Beach Blvd))			1.13	88%	3.07	33%	

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Reliability Analysis Summary

I-295 East Beltway

Year 2016							
I-295 East Beltway			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	US-17 (Main St)	0.97					
US-17 (Main St)	Pulaski Rd	1.54					
Pulaski Rd	Alta Dr	2.28	1.02	98%	1.06	95%	6am - 10am Weekday
Alta Dr	Hecksher Dr	1.75					
Hecksher Dr	Merrill Rd	4.28					
Merrill Rd	Monument Rd	1.10	1.04	96%	3.87	26%	6am - 10am Weekday
Monument Rd	SR-10 (Atlantic Blvd)	1.48	1.07	94%	3.18	31%	6am - 10am Weekday
SR-10 (Atlantic Blvd)	SR-212 (Beach Blvd)	2.57	1.07	93%	1.42	70%	6am - 10am Weekday
SR-212 (Beach Blvd)	SR-152 (Baymeadows Rd)	4.93					
SR-152 (Baymeadows Rd)	I-95	5.26					
I-295 East Beltway Southbound Corridor			1.05	95%	2.02	49%	
I-295 East Beltway Southbound Critical Segment (SR-10 (Atlantic Blvd) to SR-212 (Beach			1.07	93%	3.87	26%	

Appendix C

Reliability Analysis Summary

I-295 West Beltway

Year 2020							
I-295 West Beltway			Level of Travel Time Reliability		Truck Travel Time Reliability		
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Old St Augustine Rd	2.82					
Old St Augustine Rd	SR-13 (San Jose Blvd)	1.80					
SR-13 (San Jose Blvd)	South of Buckman	0.84					
South of Buckman	North of Buckman	3.10	1.02	98%	1.08	93%	10am-4pm Weekday
North of Buckman	SR-15 (Park Ave)	0.84	1.02	98%	1.09	92%	10am-4pm Weekday
SR-15 (Park Ave)	SR-21 (Blanding Blvd)	2.14	1.02	98%	1.07	93%	10am-4pm Weekday
SR-21 (Blanding Blvd)	Collins Rd	1.13	1.02	98%	1.04	96%	6am-8pm Weekend
Collins Rd	SR-134 (103rd St)	3.11	1.02	98%	1.05	95%	10am-4pm Weekday
SR-134 (103rd St)	Wilson Blvd	1.52	1.02	98%	1.06	94%	10am-4pm Weekday
Wilson Blvd	SR-228 (Normandy Blvd)	1.96	1.02	98%	1.07	94%	10am-4pm Weekday
SR-228 (Normandy Blvd)	I-10	0.40	1.03	97%	1.08	93%	10am-4pm Weekday
I-10	Commonwealth Ave	2.38	1.02	98%	1.08	93%	10am-4pm Weekday
Commonwealth Ave	Pritchard Rd	2.51	1.03	97%	1.12	90%	8pm-6am All Days
Pritchard Rd	US-1 (Kings Rd)	2.55	1.03	97%	1.06	94%	8pm-6am All Days
US-1 (Kings Rd)	Dunn Ave	2.72					
Dunn Ave	Lem Turner Rd	1.65					
Lem Turner Rd	Duval/Airport Rd	1.67	1.03	97%	1.06	95%	8pm-6am All Days
Duval/Airport Rd	I-95	1.66					
I-295 West Beltway Northbound Corridor			1.02	98%	1.07	93%	
I-295 West Beltway Northbound Critical Segme (SR-15 (Park Ave) to SR-21 (Blanding Blv			1.02	98%	1.09	92%	

Appendix C

Reliability Analysis Summary

I-295 West Beltway

Year 2019							
I-295 West Beltway			Level of Travel Time Reliability		Truck Travel Time Reliability		
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Old St Augustine Rd	2.82					
Old St Augustine Rd	SR-13 (San Jose Blvd)	1.80					
SR-13 (San Jose Blvd)	South of Buckman	0.84					
South of Buckman	North of Buckman	3.10					
North of Buckman	SR-15 (Park Ave)	0.84	1.04	96%	1.16	86%	4pm-8pm Weekday
SR-15 (Park Ave)	SR-21 (Blanding Blvd)	2.14	1.02	98%	1.05	95%	4pm-8pm Weekday
SR-21 (Blanding Blvd)	Collins Rd	1.13	1.02	98%	1.04	96%	6am-8pm Weekend
Collins Rd	SR-134 (103rd St)	3.11	1.01	99%	1.04	96%	6am-8pm Weekend
SR-134 (103rd St)	Wilson Blvd	1.52					
Wilson Blvd	SR-228 (Normandy Blvd)	1.96	1.02	98%	1.58	63%	6am-10am Weekday
SR-228 (Normandy Blvd)	I-10	0.40	1.03	97%	1.13	89%	6am-10am Weekday
I-10	Commonwealth Ave	2.38	1.02	98%	1.34	74%	6am-10am Weekday
Commonwealth Ave	Pritchard Rd	2.51	1.03	97%	1.62	62%	6am-10am Weekday
Pritchard Rd	US-1 (Kings Rd)	2.55	1.02	98%	1.07	94%	8pm-6am All Days
US-1 (Kings Rd)	Dunn Ave	2.72	1.02	98%	1.12	89%	8pm-6am All Days
Dunn Ave	Lem Turner Rd	1.65	1.02	98%	1.17	86%	8pm-6am All Days
Lem Turner Rd	Duval/Airport Rd	1.67	1.03	97%	1.17	86%	8pm-6am All Days
Duval/Airport Rd	I-95	1.66					
I-295 West Beltway Northbound Corridor			1.02	98%	1.22	82%	
I-295 West Beltway Northbound Critical Segment (North of Buckman to SR-15 (Park Ave))			1.04	96%	1.58	63%	

Appendix C

Reliability Analysis Summary

I-295 West Beltway

Year 2018							
I-295 West Beltway							
Northbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Old St Augustine Rd	2.82					
Old St Augustine Rd	SR-13 (San Jose Blvd)	1.80					
SR-13 (San Jose Blvd)	South of Buckman	0.84					
South of Buckman	North of Buckman	3.10					
North of Buckman	SR-15 (Park Ave)	0.84	1.05	95%	1.34	75%	4pm - 8pm Weekday
SR-15 (Park Ave)	SR-21 (Blanding Blvd)	2.14	1.02	98%	1.08	92%	4pm - 8pm Weekday
SR-21 (Blanding Blvd)	Collins Rd	1.13	1.02	98%	2.28	44%	8pm - 6am All Days
Collins Rd	SR-134 (103rd St)	3.11	1.02	98%	1.06	94%	4pm - 8pm Weekday
SR-134 (103rd St)	Wilson Blvd	1.52	1.02	98%	1.17	86%	6am - 10am Weekday
Wilson Blvd	SR-228 (Normandy Blvd)	1.96	1.02	98%	1.32	76%	6am - 10am Weekday
SR-228 (Normandy Blvd)	I-10	0.40	1.03	97%	1.09	92%	6am - 8pm Weekend
I-10	Commonwealth Ave	2.38	1.02	98%	1.44	69%	6am - 10am Weekday
Commonwealth Ave	Pritchard Rd	2.51	1.03	97%	1.41	71%	6am - 10am Weekday
Pritchard Rd	US-1 (Kings Rd)	2.55	1.02	98%	1.31	76%	4pm - 8pm Weekday
US-1 (Kings Rd)	Dunn Ave	2.72					
Dunn Ave	Lem Turner Rd	1.65					
Lem Turner Rd	Duval/Airport Rd	1.67	1.03	97%	1.47	68%	6am - 10am Weekday
Duval/Airport Rd	I-95	1.66	1.03	97%	1.12	89%	4pm - 8pm Weekday
I-295 West Beltway Northbound Corridor			1.02	98%	1.31	76%	
I-295 West Beltway Northbound Critical Segme (North of Buckman to SR-15 (Park Ave))			1.05	95%	2.28	44%	

Appendix C

Reliability Analysis Summary

I-295 West Beltway

Year 2017							
I-295 West Beltway							
Northbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Old St Augustine Rd	2.82					
Old St Augustine Rd	SR-13 (San Jose Blvd)	1.80					
SR-13 (San Jose Blvd)	South of Buckman	0.84					
South of Buckman	North of Buckman	3.10	1.04	96%	2.32	43%	4pm - 8pm Weekday
North of Buckman	SR-15 (Park Ave)	0.84	1.05	96%	1.45	69%	4pm - 8pm Weekday
SR-15 (Park Ave)	SR-21 (Blanding Blvd)	2.14	1.02	98%	1.06	94%	4pm - 8pm Weekday
SR-21 (Blanding Blvd)	Collins Rd	1.13	1.02	98%	1.05	96%	6am - 10am Weekday
Collins Rd	SR-134 (103rd St)	3.11	1.02	98%	1.06	95%	6am - 10am Weekday
SR-134 (103rd St)	Wilson Blvd	1.52	1.02	98%	1.07	93%	6am - 10am Weekday
Wilson Blvd	SR-228 (Normandy Blvd)	1.96	1.02	98%	1.08	93%	6am - 10am Weekday
SR-228 (Normandy Blvd)	I-10	0.40	1.03	97%	1.07	93%	8pm - 6am All Days
I-10	Commonwealth Ave	2.38	1.02	98%	1.13	88%	6am - 10am Weekday
Commonwealth Ave	Pritchard Rd	2.51	1.03	97%	1.09	92%	6am - 10am Weekday
Pritchard Rd	US-1 (Kings Rd)	2.55	1.02	98%	1.05	96%	4pm - 8pm Weekday
US-1 (Kings Rd)	Dunn Ave	2.72					
Dunn Ave	Lem Turner Rd	1.65					
Lem Turner Rd	Duval/Airport Rd	1.67	1.02	98%	1.07	94%	6am - 10am Weekday
Duval/Airport Rd	I-95	1.66	1.03	97%	1.18	85%	8pm - 6am All Days
I-295 West Beltway Northbound Corridor			1.03	98%	1.25	80%	
I-295 West Beltway Northbound Critical Segme (North of Buckman to SR-15 (Park Ave))			1.05	96%	2.32	43%	

Appendix C

Reliability Analysis Summary

I-295 West Beltway

Year 2016							
I-295 West Beltway							
Northbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Old St Augustine Rd	2.82					
Old St Augustine Rd	SR-13 (San Jose Blvd)	1.80					
SR-13 (San Jose Blvd)	South of Buckman	0.84					
South of Buckman	North of Buckman	3.10	1.04	96%	2.03	49%	4pm - 8pm Weekday
North of Buckman	SR-15 (Park Ave)	0.84					
SR-15 (Park Ave)	SR-21 (Blanding Blvd)	2.14					
SR-21 (Blanding Blvd)	Collins Rd	1.13					
Collins Rd	SR-134 (103rd St)	3.11	1.02	98%	1.07	94%	4pm - 8pm Weekday
SR-134 (103rd St)	Wilson Blvd	1.52	1.02	98%	1.09	92%	6am - 10am Weekday
Wilson Blvd	SR-228 (Normandy Blvd)	1.96	1.02	98%	1.64	61%	6am - 10am Weekday
SR-228 (Normandy Blvd)	I-10	0.40					
I-10	Commonwealth Ave	2.38					
Commonwealth Ave	Pritchard Rd	2.51					
Pritchard Rd	US-1 (Kings Rd)	2.55	1.02	98%	1.06	94%	4pm - 8pm Weekday
US-1 (Kings Rd)	Dunn Ave	2.72					
Dunn Ave	Lem Turner Rd	1.65					
Lem Turner Rd	Duval/Airport Rd	1.67	1.03	97%	1.07	94%	4pm - 8pm Weekday
Duval/Airport Rd	I-95	1.66	1.02	98%	1.05	96%	4pm - 8pm Weekday
I-295 West Beltway Northbound Corridor			1.03	98%	1.33	75%	
I-295 West Beltway Northbound Critical Segment (South of Buckman to North of Buckman)			1.04	96%	2.03	49%	

Appendix C

Reliability Analysis Summary

I-295 West Beltway

Year 2020								
I-295 West Beltway			Level of Travel Time Reliability		Truck Travel Time Reliability			
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95	Duval/Airport Rd	1.66	Insufficient Data					
Duval/Airport Rd	Lem Turner Rd	1.67	1.03	97%	1.06	94%	8pm-6am All Days	
Lem Turner Rd	Dunn Ave	1.65	Insufficient Data					
Dunn Ave	US-1 (Kings Rd)	2.72	Insufficient Data					
US-1 (Kings Rd)	Pritchard Rd	2.55	1.02	98%	1.05	96%	10am-4pm Weekday	
Pritchard Rd	Commonwealth Ave	2.51	1.02	98%	1.08	93%	10am-4pm Weekday	
Commonwealth Ave	I-10	2.38	1.02	98%	1.07	93%	10am-4pm Weekday	
I-10	SR-228 (Normandy Blvd)	0.40	1.02	98%	1.07	94%	10am-4pm Weekday	
SR-228 (Normandy Blvd)	Wilson Blvd	1.96	1.02	98%	1.06	94%	10am-4pm Weekday	
Wilson Blvd	SR-134 (103rd St)	1.52	1.02	98%	1.06	94%	10am-4pm Weekday	
SR-134 (103rd St)	Collins Rd	3.11	1.02	98%	1.04	96%	10am-4pm Weekday	
Collins Rd	SR-21 (Blanding Blvd)	1.13	1.02	98%	1.05	95%	10am-4pm Weekday	
SR-21 (Blanding Blvd)	SR-15 (Park Ave)	2.14	1.02	98%	1.07	94%	10am-4pm Weekday	
SR-15 (Park Ave)	North of Buckman	0.84	1.02	98%	1.07	94%	10am-4pm Weekday	
North of Buckman	South of Buckman	3.10	1.02	98%	1.08	92%	10am-4pm Weekday	
South of Buckman	SR-13 (San Jose Blvd)	0.84	Insufficient Data					
SR-13 (San Jose Blvd)	Old St Augustine Rd	1.80	Insufficient Data					
Old St Augustine Rd	I-95	2.82	Insufficient Data					
I-295 West Beltway Southbound Corridor			1.02	98%	1.06	94%		
I-295 West Beltway Southbound Critical Segment (Duval/Airport Rd to Lem Turner Rd)			1.03	97%	1.08	93%		

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Reliability Analysis Summary

I-295 West Beltway

Year 2019								
I-295 West Beltway			Level of Travel Time Reliability		Truck Travel Time Reliability			
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95	Duval/Airport Rd	1.66	Insufficient Data					
Duval/Airport Rd	Lem Turner Rd	1.67	1.03	97%	1.48	67%	4pm-8pm Weekday	
Lem Turner Rd	Dunn Ave	1.65	1.01	99%	1.10	91%	8pm-6am All Days	
Dunn Ave	US-1 (Kings Rd)	2.72	1.02	98%	1.43	70%	4pm-8pm Weekday	
US-1 (Kings Rd)	Pritchard Rd	2.55	1.02	98%	2.16	46%	4pm-8pm Weekday	
Pritchard Rd	Commonwealth Ave	2.51	1.04	97%	1.68	60%	4pm-8pm Weekday	
Commonwealth Ave	I-10	2.38	1.02	98%	1.85	54%	4pm-8pm Weekday	
I-10	SR-228 (Normandy Blvd)	0.40	1.03	97%	2.53	40%	4pm-8pm Weekday	
SR-228 (Normandy Blvd)	Wilson Blvd	1.96	1.02	98%	1.52	66%	4pm-8pm Weekday	
Wilson Blvd	SR-134 (103rd St)	1.52	Insufficient Data					
SR-134 (103rd St)	Collins Rd	3.11	1.02	98%	1.04	96%	6am-10am Weekday	
Collins Rd	SR-21 (Blanding Blvd)	1.13	1.02	98%	1.06	95%	6am-10am Weekday	
SR-21 (Blanding Blvd)	SR-15 (Park Ave)	2.14	1.02	98%	1.58	63%	6am-10am Weekday	
SR-15 (Park Ave)	North of Buckman	0.84	1.02	98%	2.01	50%	6am-10am Weekday	
North of Buckman	South of Buckman	3.10	Insufficient Data					
South of Buckman	SR-13 (San Jose Blvd)	0.84	Insufficient Data					
SR-13 (San Jose Blvd)	Old St Augustine Rd	1.80	Insufficient Data					
Old St Augustine Rd	I-95	2.82	Insufficient Data					
I-295 West Beltway Southbound Corridor			1.02	98%	1.55	64%		
I-295 West Beltway Southbound Critical Segment (Pritchard Rd to Commonwealth Ave)			1.04	97%	2.53	40%		

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Reliability Analysis Summary

I-295 West Beltway

Year 2018							
I-295 West Beltway			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Duval/Airport Rd	1.66	1.03	97%	1.33	75%	4pm - 8pm Weekday
Duval/Airport Rd	Lem Turner Rd	1.67	1.02	98%	1.20	83%	4pm - 8pm Weekday
Lem Turner Rd	Dunn Ave	1.65	Insufficient Data				
Dunn Ave	US-1 (Kings Rd)	2.72	Insufficient Data				
US-1 (Kings Rd)	Pritchard Rd	2.55	1.02	98%	1.78	56%	4pm - 8pm Weekday
Pritchard Rd	Commonwealth Ave	2.51	1.03	97%	1.60	63%	4pm - 8pm Weekday
Commonwealth Ave	I-10	2.38	1.03	97%	1.98	51%	4pm - 8pm Weekday
I-10	SR-228 (Normandy Blvd)	0.40	1.03	97%	2.87	35%	4pm - 8pm Weekday
SR-228 (Normandy Blvd)	Wilson Blvd	1.96	1.03	98%	1.58	63%	4pm - 8pm Weekday
Wilson Blvd	SR-134 (103rd St)	1.52	1.02	98%	1.15	87%	4pm - 8pm Weekday
SR-134 (103rd St)	Collins Rd	3.11	1.02	98%	1.10	91%	4pm - 8pm Weekday
Collins Rd	SR-21 (Blanding Blvd)	1.13	1.02	98%	1.04	96%	10am - 4pm Weekday
SR-21 (Blanding Blvd)	SR-15 (Park Ave)	2.14	1.03	97%	3.03	33%	6am - 10am Weekday
SR-15 (Park Ave)	North of Buckman	0.84	1.04	96%	2.90	34%	6am - 10am Weekday
North of Buckman	South of Buckman	3.10	Insufficient Data				
South of Buckman	SR-13 (San Jose Blvd)	0.84	Insufficient Data				
SR-13 (San Jose Blvd)	Old St Augustine Rd	1.80	Insufficient Data				
Old St Augustine Rd	I-95	2.82	Insufficient Data				
I-295 West Beltway Southbound Corridor			1.02	98%	1.69	59%	
I-295 West Beltway Southbound Critical Segment (SR-15 (Park Ave) to North of Buckman)			1.04	96%	3.03	33%	

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Reliability Analysis Summary

I-295 West Beltway

Year 2017							
I-295 West Beltway			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Duval/Airport Rd	1.66	1.03	98%	1.11	90%	4pm - 8pm Weekday
Duval/Airport Rd	Lem Turner Rd	1.67	1.03	97%	1.07	93%	4pm - 8pm Weekday
Lem Turner Rd	Dunn Ave	1.65	Insufficient Data				
Dunn Ave	US-1 (Kings Rd)	2.72	Insufficient Data				
US-1 (Kings Rd)	Pritchard Rd	2.55	1.02	98%	1.43	70%	4pm - 8pm Weekday
Pritchard Rd	Commonwealth Ave	2.51	1.03	97%	1.84	54%	4pm - 8pm Weekday
Commonwealth Ave	I-10	2.38	1.03	97%	1.71	59%	4pm - 8pm Weekday
I-10	SR-228 (Normandy Blvd)	0.40	1.03	97%	2.59	39%	4pm - 8pm Weekday
SR-228 (Normandy Blvd)	Wilson Blvd	1.96	1.02	98%	1.49	67%	4pm - 8pm Weekday
Wilson Blvd	SR-134 (103rd St)	1.52	1.02	98%	1.13	88%	4pm - 8pm Weekday
SR-134 (103rd St)	Collins Rd	3.11	1.02	98%	1.04	96%	6am - 10am Weekday
Collins Rd	SR-21 (Blanding Blvd)	1.13	1.02	98%	1.06	95%	4pm - 8pm Weekday
SR-21 (Blanding Blvd)	SR-15 (Park Ave)	2.14	1.03	97%	2.83	35%	6am - 10am Weekday
SR-15 (Park Ave)	North of Buckman	0.84	1.05	96%	3.42	29%	6am - 10am Weekday
North of Buckman	South of Buckman	3.10	1.08	92%	2.45	41%	6am - 10am Weekday
South of Buckman	SR-13 (San Jose Blvd)	0.84	Insufficient Data				
SR-13 (San Jose Blvd)	Old St Augustine Rd	1.80	Insufficient Data				
Old St Augustine Rd	I-95	2.82	Insufficient Data				
I-295 West Beltway Southbound Corridor			1.03	97%	1.71	59%	
I-295 West Beltway Southbound Critical Segment (North of Buckman to South of Buckma			1.08	92%	3.42	29%	

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Reliability Analysis Summary

I-295 West Beltway

Year 2016							
I-295 West Beltway			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Duval/Airport Rd	1.66	1.02	98%	1.10	91%	4pm - 8pm Weekday
Duval/Airport Rd	Lem Turner Rd	1.67	1.03	97%	1.07	94%	4pm - 8pm Weekday
Lem Turner Rd	Dunn Ave	1.65	Insufficient Data				
Dunn Ave	US-1 (Kings Rd)	2.72	Insufficient Data				
US-1 (Kings Rd)	Pritchard Rd	2.55	1.02	98%	1.55	65%	4pm - 8pm Weekday
Pritchard Rd	Commonwealth Ave	2.51	Insufficient Data				
Commonwealth Ave	I-10	2.38	Insufficient Data				
I-10	SR-228 (Normandy Blvd)	0.40	Insufficient Data				
SR-228 (Normandy Blvd)	Wilson Blvd	1.96	1.02	98%	1.40	71%	4pm - 8pm Weekday
Wilson Blvd	SR-134 (103rd St)	1.52	1.02	98%	1.08	93%	4pm - 8pm Weekday
SR-134 (103rd St)	Collins Rd	3.11	1.02	98%	1.06	94%	4pm - 8pm Weekday
Collins Rd	SR-21 (Blanding Blvd)	1.13	Insufficient Data				
SR-21 (Blanding Blvd)	SR-15 (Park Ave)	2.14	Insufficient Data				
SR-15 (Park Ave)	North of Buckman	0.84	Insufficient Data				
North of Buckman	South of Buckman	3.10	1.04	97%	3.27	31%	6am - 10am Weekday
South of Buckman	SR-13 (San Jose Blvd)	0.84	Insufficient Data				
SR-13 (San Jose Blvd)	Old St Augustine Rd	1.80	Insufficient Data				
Old St Augustine Rd	I-95	2.82	Insufficient Data				
I-295 West Beltway Southbound Corridor			1.02	98%	1.63	61%	
I-295 West Beltway Southbound Critical Segment (North of Buckman to South of Buckma			1.04	97%	3.27	31%	

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Reliability Analysis Summary

SR 10

Year 2020							
SR-10 (Atlantic Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Eastbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Kingman Ave	SR-109 (University Blvd)	2.64	1.06	94%	1.12	90%	10am-4pm Weekday
SR-109 (University Blvd)	St Johns Bluff Rd	4.73	1.09	92%	1.26	79%	6am-10am Weekday
St Johns Bluff Rd	Hodges Blvd	3.86	1.08	93%	1.14	88%	6am-8pm Weekend
Hodges Blvd	San Pablo Rd	0.51	1.09	92%	1.29	77%	8pm-6am All Days
SR-10 (Atlantic Blvd) Eastbound Corridor			1.08	93%	1.19	84%	
SR-10 (Atlantic Blvd) Eastbound Critical Segmen			#N/A	1.09	92%	1.29	77%
Year 2019							
SR-10 (Atlantic Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Eastbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Kingman Ave	SR-109 (University Blvd)	2.64	1.19	84%	2.00	50%	4pm-8pm Weekday
SR-109 (University Blvd)	St Johns Bluff Rd	4.73	1.14	88%	1.53	65%	6am-10am Weekday
St Johns Bluff Rd	Hodges Blvd	3.86	1.07	93%	1.32	76%	4pm-8pm Weekday
Hodges Blvd	San Pablo Rd	0.51	1.18	84%	1.49	67%	6am-8pm Weekend
SR-10 (Atlantic Blvd) Eastbound Corridor			1.13	88%	1.57	64%	
SR-10 (Atlantic Blvd) Eastbound Critical Segmen (Kingman Ave to SR-109 (University Blvd))			1.19	84%	2.00	50%	

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Reliability Analysis Summary

SR 10

Year 2018							
SR-10 (Atlantic Blvd)							
Eastbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Kingman Ave	SR-109 (University Blvd)	2.64	1.10	91%	2.45	41%	4pm - 8pm Weekday
SR-109 (University Blvd)	St Johns Bluff Rd	4.73	2.24	45%	5.04	20%	6am - 10am Weekday
St Johns Bluff Rd	Hodges Blvd	3.86	1.06	95%	1.31	77%	4pm - 8pm Weekday
Hodges Blvd	San Pablo Rd	0.51	1.15	87%	1.50	67%	6am - 8pm Weekend
SR-10 (Atlantic Blvd) Eastbound Corridor			1.55	65%	3.08	32%	
SR-10 (Atlantic Blvd) Eastbound Critical Segmen (SR-109 (University Blvd) to St Johns Bl			2.24	45%	5.04	20%	
Year 2017							
SR-10 (Atlantic Blvd)							
Eastbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Kingman Ave	SR-109 (University Blvd)	2.64	1.11	90%	1.52	66%	4pm - 8pm Weekday
SR-109 (University Blvd)	St Johns Bluff Rd	4.73	1.13	89%	1.37	73%	8pm - 6am All Days
St Johns Bluff Rd	Hodges Blvd	3.86	1.06	94%	1.25	80%	4pm - 8pm Weekday
Hodges Blvd	San Pablo Rd	0.51	1.14	88%	1.58	63%	8pm - 6am All Days
SR-10 (Atlantic Blvd) Eastbound Corridor			1.10	91%	1.37	73%	
SR-10 (Atlantic Blvd) Eastbound Critical Segmen (Hodges Blvd to San Pablo Rd)			1.14	88%	1.58	63%	

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Reliability Analysis Summary

SR 10

Year 2016								
SR-10 (Atlantic Blvd)								
Eastbound								
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Kingman Ave	SR-109 (University Blvd)	2.64						
SR-109 (University Blvd)	St Johns Bluff Rd	4.73						
St Johns Bluff Rd	Hodges Blvd	3.86	1.10	91%	1.30	77%	4pm - 8pm Weekday	
Hodges Blvd	San Pablo Rd	0.51	1.10	91%	1.43	70%	8pm - 6am All Days	
SR-10 (Atlantic Blvd) Eastbound Corridor			1.10	91%	1.32	76%		
SR-10 (Atlantic Blvd) Eastbound Critical Segmen (Hodges Blvd to San Pablo Rd)			1.10	91%	1.43	70%		

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Reliability Analysis Summary

SR 10

Year 2020							
SR-10 (Atlantic Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
San Pablo Rd	Hodges Blvd	0.51	1.18	85%	1.54	65%	6am-8pm Weekend
Hodges Blvd	San Pablo Rd	3.86	1.08	93%	1.14	88%	4pm-8pm Weekday
St Johns Bluff Rd	Hodges Blvd	4.73	1.12	90%	1.24	81%	6am-8pm Weekend
SR-109 (University Blvd)	Kingman Ave	2.64	1.05	96%	1.08	92%	10am-4pm Weekday
SR-10 (Atlantic Blvd) Westbound Corridor			1.09	92%	1.18	84%	
SR-10 (Atlantic Blvd) Westbound Critical Segment (San Pablo Rd to Hodges Blvd)			1.18	85%	1.54	65%	
Year 2019							
SR-10 (Atlantic Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
San Pablo Rd	Hodges Blvd	0.51	1.34	75%	2.34	43%	4pm-8pm Weekday
Hodges Blvd	San Pablo Rd	3.86	1.06	94%	1.21	83%	6am-10am Weekday
St Johns Bluff Rd	Hodges Blvd	4.73	1.07	93%	1.27	79%	6am-10am Weekday
SR-109 (University Blvd)	Kingman Ave	2.64	1.07	93%	1.57	64%	6am-10am Weekday
SR-10 (Atlantic Blvd) Westbound Corridor			1.08	93%	1.36	73%	
SR-10 (Atlantic Blvd) Westbound Critical Segment (San Pablo Rd to Hodges Blvd)			1.34	75%	2.34	43%	

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Reliability Analysis Summary

SR 10

Year 2018							
SR-10 (Atlantic Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
San Pablo Rd	Hodges Blvd	0.51	1.26	79%	2.43	41%	4pm - 8pm Weekday
Hodges Blvd	San Pablo Rd	3.86	1.06	94%	1.19	84%	6am - 10am Weekday
St Johns Bluff Rd	Hodges Blvd	4.73	1.34	74%	4.19	24%	6am - 10am Weekday
SR-109 (University Blvd)	Kingman Ave	2.64	1.10	91%	1.43	70%	6am - 10am Weekday
SR-10 (Atlantic Blvd) Westbound Corridor			1.19	84%	2.51	40%	
SR-10 (Atlantic Blvd) Westbound Critical Segment (St Johns Bluff Rd to Hodges Blvd)			1.34	74%	4.19	24%	
Year 2017							
SR-10 (Atlantic Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
San Pablo Rd	Hodges Blvd	0.51	1.24	81%	1.69	59%	4pm - 8pm Weekday
Hodges Blvd	San Pablo Rd	3.86	1.06	95%	1.20	83%	6am - 10am Weekday
St Johns Bluff Rd	Hodges Blvd	4.73	1.10	91%	1.40	72%	8pm - 6am All Days
SR-109 (University Blvd)	Kingman Ave	2.64	1.09	92%	1.83	55%	6am - 10am Weekday
SR-10 (Atlantic Blvd) Westbound Corridor			1.09	92%	1.44	69%	
SR-10 (Atlantic Blvd) Westbound Critical Segment (San Pablo Rd to Hodges Blvd)			1.24	81%	1.83	55%	

Appendix C

Reliability Analysis Summary

SR 10

Year 2016							
SR-10 (Atlantic Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
San Pablo Rd	Hodges Blvd	0.51	1.21	82%	1.48	68%	4pm - 8pm Weekday
Hodges Blvd	San Pablo Rd	3.86	1.06	95%	1.27	79%	6am - 10am Weekday
St Johns Bluff Rd	Hodges Blvd	4.73					
SR-109 (University Blvd)	Kingman Ave	2.64					
SR-10 (Atlantic Blvd) Westbound Corridor			1.07	93%	1.29	77%	
SR-10 (Atlantic Blvd) Westbound Critical Segment (San Pablo Rd to Hodges Blvd)			1.21	82%	1.48	68%	

Appendix C

Reliability Analysis Summary

SR 13

Year 2020								
SR-13 (San Jose Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability			
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Julington Creek Rd	Orange Picker Rd	0.92	1.34	74%	1.41	71%	10am-4pm Weekday	
Orange Picker Rd	Loretto Rd	0.77	1.15	87%	1.40	71%	6am-8pm Weekend	
Loretto Rd	I-295	1.75	Insufficient Data					
I-295	Crowne Point Rd	1.00	1.09	91%	1.33	75%	6am-8pm Weekend	
Crowne Point Rd	Beauclerc Rd	1.19	1.29	77%	1.30	77%	10am-4pm Weekday	
Beauclerc Rd	SR-152 (Baymeadows Rd)	0.43	1.15	87%	1.47	68%	4pm-8pm Weekday	
SR-152 (Baymeadows Rd)	San Clerc Rd	0.52	1.05	95%	1.15	87%	4pm-8pm Weekday	
San Clerc Rd	St Augustine Rd	1.36	1.03	97%	1.06	94%	4pm-8pm Weekday	
St Augustine Rd	SR-109 (University Blvd)	1.78	1.06	95%	1.22	82%	6am-10am Weekday	
SR-109 (University Blvd)	SR-126 (Emerson St)	1.69	Insufficient Data					
SR-126 (Emerson St)	San Marco Blvd	1.37	Insufficient Data					
SR-13 (San Jose Blvd) Northbound Corridor			1.14	88%	1.27	79%		
SR-13 (San Jose Blvd) Northbound Critical Segment (Julington Creek Rd to Orange Picker Rd)			1.34	74%	1.47	68%		
Year 2019								
SR-13 (San Jose Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability			
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Julington Creek Rd	Orange Picker Rd	0.92	1.20	83%	1.41	71%	6am-10am Weekday	
Orange Picker Rd	Loretto Rd	0.77	1.11	90%	1.47	68%	6am-8pm Weekend	
Loretto Rd	I-295	1.75	Insufficient Data					
I-295	Crowne Point Rd	1.00	1.12	89%	1.62	62%	6am-10am Weekday	
Crowne Point Rd	Beauclerc Rd	1.19	1.19	84%	3.74	27%	6am-10am Weekday	
Beauclerc Rd	SR-152 (Baymeadows Rd)	0.43	1.27	79%	2.24	45%	6am-10am Weekday	
SR-152 (Baymeadows Rd)	San Clerc Rd	0.52	1.08	93%	2.48	40%	6am-10am Weekday	
San Clerc Rd	St Augustine Rd	1.36	1.05	96%	2.04	49%	6am-10am Weekday	
St Augustine Rd	SR-109 (University Blvd)	1.78	1.06	95%	1.22	82%	6am-10am Weekday	
SR-109 (University Blvd)	SR-126 (Emerson St)	1.69	1.07	93%	1.70	59%	6am-10am Weekday	
SR-126 (Emerson St)	San Marco Blvd	1.37	Insufficient Data					
SR-13 (San Jose Blvd) Northbound Corridor			1.11	90%	1.92	52%		
SR-13 (San Jose Blvd) Northbound Critical Segment (Beauclerc Rd to SR-152 (Baymeadows Rd))			1.27	83%	3.74	27%		

Appendix C

Reliability Analysis Summary

SR 13

Year 2018								
SR-13 (San Jose Blvd)								
Northbound								
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Julington Creek Rd	Orange Picker Rd	0.92	1.11	90%	1.35	74%	6am - 8pm Weekend	
Orange Picker Rd	Loretto Rd	0.77	1.18	85%	1.43	70%	6am - 8pm Weekend	
Loretto Rd	I-295	1.75	Insufficient Data					
I-295	Crowne Point Rd	1.00	1.09	92%	1.70	59%	6am - 10am Weekday	
Crowne Point Rd	Beauclerc Rd	1.19	1.27	79%	3.69	27%	6am - 10am Weekday	
Beauclerc Rd	SR-152 (Baymeadows Rd)	0.43	1.16	86%	2.10	48%	6am - 10am Weekday	
SR-152 (Baymeadows Rd)	San Clerc Rd	0.52	1.06	94%	2.01	50%	6am - 10am Weekday	
San Clerc Rd	St Augustine Rd	1.36	1.05	95%	1.94	51%	6am - 10am Weekday	
St Augustine Rd	SR-109 (University Blvd)	1.78	1.06	95%	1.21	83%	6am - 10am Weekday	
SR-109 (University Blvd)	SR-126 (Emerson St)	1.69	1.07	93%	2.07	48%	6am - 10am Weekday	
SR-126 (Emerson St)	San Marco Blvd	1.37	1.10	91%	1.50	67%	6am - 10am Weekday	
SR-13 (San Jose Blvd) Northbound Corridor			1.11	90%	1.88	53%		
SR-13 (San Jose Blvd) Northbound Critical Segment (Crowne Point Rd to Beauclerc Rd)			1.27	79%	3.69	27%		
Year 2017								
SR-13 (San Jose Blvd)								
Northbound								
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Julington Creek Rd	Orange Picker Rd	0.92	1.17	85%	1.44	69%	6am - 8pm Weekend	
Orange Picker Rd	Loretto Rd	0.77	1.15	87%	1.59	63%	6am - 8pm Weekend	
Loretto Rd	I-295	1.75	Insufficient Data					
I-295	Crowne Point Rd	1.00	Insufficient Data					
Crowne Point Rd	Beauclerc Rd	1.19	1.25	80%	3.39	30%	6am - 10am Weekday	
Beauclerc Rd	SR-152 (Baymeadows Rd)	0.43	1.13	88%	2.19	46%	6am - 10am Weekday	
SR-152 (Baymeadows Rd)	San Clerc Rd	0.52	1.06	94%	2.08	48%	6am - 10am Weekday	
San Clerc Rd	St Augustine Rd	1.36	1.05	95%	2.04	49%	6am - 10am Weekday	
St Augustine Rd	SR-109 (University Blvd)	1.78	1.06	95%	1.30	77%	6am - 10am Weekday	
SR-109 (University Blvd)	SR-126 (Emerson St)	1.69	1.08	93%	1.42	70%	6am - 10am Weekday	
SR-126 (Emerson St)	San Marco Blvd	1.37	1.12	89%	1.69	59%	6am - 10am Weekday	
SR-13 (San Jose Blvd) Northbound Corridor			1.11	90%	1.84	54%		
SR-13 (San Jose Blvd) Northbound Critical Segment (Crowne Point Rd to Beauclerc Rd)			1.25	80%	3.39	30%		

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Reliability Analysis Summary

SR 13

Year 2016								
SR-13 (San Jose Blvd)								
Northbound								
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Julington Creek Rd	Orange Picker Rd	0.92	1.13	89%	1.25	80%	6am - 8pm Weekend	
Orange Picker Rd	Loretto Rd	0.77	Insufficient Data					
Loretto Rd	I-295	1.75	Insufficient Data					
I-295	Crowne Point Rd	1.00	Insufficient Data					
Crowne Point Rd	Beauclerc Rd	1.19	Insufficient Data					
Beauclerc Rd	SR-152 (Baymeadows Rd)	0.43	Insufficient Data					
SR-152 (Baymeadows Rd)	San Clerc Rd	0.52	1.07	94%	2.12	47%	6am - 10am Weekday	
San Clerc Rd	St Augustine Rd	1.36	1.06	94%	2.44	41%	6am - 10am Weekday	
St Augustine Rd	SR-109 (University Blvd)	1.78	1.05	95%	1.24	81%	6am - 10am Weekday	
SR-109 (University Blvd)	SR-126 (Emerson St)	1.69	1.05	95%	1.19	84%	6am - 10am Weekday	
SR-126 (Emerson St)	San Marco Blvd	1.37	1.14	88%	1.60	62%	6am - 10am Weekday	
SR-13 (San Jose Blvd) Northbound Corridor			1.08	93%	1.57	64%		
SR-13 (San Jose Blvd) Northbound Critical Segment (SR-126 (Emerson St) to San Marco Blvd)			1.14	88%	2.44	41%		

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Reliability Analysis Summary

SR 13

Year 2020								
SR-13 (San Jose Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability			
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
San Marco Blvd	SR-126 (Emerson St)	1.37	Insufficient data					
SR-126 (Emerson St)	SR-109 (University Blvd)	1.69	Insufficient data					
SR-109 (University Blvd)	St Augustine Rd	1.78	1.03	97%	1.05	95%	10am-4pm Weekday	
St Augustine Rd	San Clerc Rd	1.36	1.06	94%	1.22	82%	6am-10am Weekday	
San Clerc Rd	SR-152 (Baymeadows Rd)	0.52	1.21	83%	1.46	68%	6am-8pm Weekend	
SR-152 (Baymeadows Rd)	Beauclerc Rd	0.43	1.11	90%	1.23	81%	6am-10am Weekday	
Beauclerc Rd	Crowne Point Rd	1.19	1.06	94%	1.15	87%	10am-4pm Weekday	
Crowne Point Rd	I-295	1.00	1.17	85%	1.78	56%	6am-10am Weekday	
I-295	Loretto Rd	1.75	1.10	91%	3.02	33%	6am-8pm Weekend	
Loretto Rd	Orange Picker Rd	0.77	1.04	96%	1.10	91%	6am-8pm Weekend	
Orange Picker Rd	Julington Creek Rd	0.92	1.13	89%	1.23	81%	10am-4pm Weekday	
SR-13 (San Jose Blvd) Southbound Corridor			1.09	92%	1.57	64%		
SR-200 (A1A) Westbound Critical Segment (San Clerc Rd to San Clerc Rd)			1.21	83%	3.02	33%		
Year 2019								
SR-13 (San Jose Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability			
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
San Marco Blvd	SR-126 (Emerson St)	1.37	Insufficient data					
SR-126 (Emerson St)	SR-109 (University Blvd)	1.69	1.05	96%	1.10	91%	6am-10am Weekday	
SR-109 (University Blvd)	St Augustine Rd	1.78	1.06	94%	1.24	81%	4pm-8pm Weekday	
St Augustine Rd	San Clerc Rd	1.36	1.07	93%	2.23	45%	4pm-8pm Weekday	
San Clerc Rd	SR-152 (Baymeadows Rd)	0.52	1.28	78%	1.84	54%	4pm-8pm Weekday	
SR-152 (Baymeadows Rd)	Beauclerc Rd	0.43	1.12	89%	1.77	56%	4pm-8pm Weekday	
Beauclerc Rd	Crowne Point Rd	1.19	1.16	86%	2.78	36%	4pm-8pm Weekday	
Crowne Point Rd	I-295	1.00	1.21	83%	1.64	61%	4pm-8pm Weekday	
I-295	Loretto Rd	1.75	1.10	91%	1.49	67%	6am-8pm Weekend	
Loretto Rd	Orange Picker Rd	0.77	1.07	93%	1.29	78%	4pm-8pm Weekday	
Orange Picker Rd	Julington Creek Rd	0.92	1.09	92%	1.21	83%	10am-4pm Weekday	
SR-13 (San Jose Blvd) Southbound Corridor			1.10	91%	1.62	62%		
SR-200 (A1A) Westbound Critical Segment (San Clerc Rd to San Clerc Rd)			1.28	96%	2.78	36%		

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Reliability Analysis Summary

SR 13

Year 2018								
SR-13 (San Jose Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability			
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
San Marco Blvd	SR-126 (Emerson St)	1.37	1.08	92%	1.27	79%	4pm - 8pm Weekday	
SR-126 (Emerson St)	SR-109 (University Blvd)	1.69	1.05	95%	1.09	92%	6am - 10am Weekday	
SR-109 (University Blvd)	St Augustine Rd	1.78	1.07	93%	1.37	73%	4pm - 8pm Weekday	
St Augustine Rd	San Clerc Rd	1.36	1.06	94%	3.02	33%	4pm - 8pm Weekday	
San Clerc Rd	SR-152 (Baymeadows Rd)	0.52	1.20	83%	1.84	54%	4pm - 8pm Weekday	
SR-152 (Baymeadows Rd)	Beauclerc Rd	0.43	1.17	85%	1.56	64%	4pm - 8pm Weekday	
Beauclerc Rd	Crowne Point Rd	1.19	1.10	91%	2.93	34%	4pm - 8pm Weekday	
Crowne Point Rd	I-295	1.00	Insufficient data					
I-295	Loretto Rd	1.75	Insufficient data					
Loretto Rd	Orange Picker Rd	0.77	1.12	89%	1.20	83%	6am - 8pm Weekend	
Orange Picker Rd	Julington Creek Rd	0.92	1.09	92%	1.42	70%	4pm - 8pm Weekday	
SR-13 (San Jose Blvd) Southbound Corridor			1.09	92%	1.74	57%		
SR-13 (San Jose Blvd) Southbound Critical Segm (San Clerc Rd to SR-152 (Baymeadows Rd))			1.20	83%	3.02	33%		
Year 2017								
SR-13 (San Jose Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability			
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
San Marco Blvd	SR-126 (Emerson St)	1.37	1.08	93%	1.25	80%	6am - 10am Weekday	
SR-126 (Emerson St)	SR-109 (University Blvd)	1.69	1.07	93%	1.39	72%	4pm - 8pm Weekday	
SR-109 (University Blvd)	St Augustine Rd	1.78	1.08	93%	1.18	85%	4pm - 8pm Weekday	
St Augustine Rd	San Clerc Rd	1.36	1.04	96%	2.03	49%	4pm - 8pm Weekday	
San Clerc Rd	SR-152 (Baymeadows Rd)	0.52	1.19	84%	1.89	53%	4pm - 8pm Weekday	
SR-152 (Baymeadows Rd)	Beauclerc Rd	0.43	1.18	85%	1.93	52%	4pm - 8pm Weekday	
Beauclerc Rd	Crowne Point Rd	1.19	1.11	90%	3.07	33%	4pm - 8pm Weekday	
Crowne Point Rd	I-295	1.00	Insufficient data					
I-295	Loretto Rd	1.75	Insufficient data					
Loretto Rd	Orange Picker Rd	0.77	1.11	90%	1.22	82%	6am - 8pm Weekend	
Orange Picker Rd	Julington Creek Rd	0.92	1.08	92%	1.24	81%	4pm - 8pm Weekday	
SR-13 (San Jose Blvd) Southbound Corridor			1.09	92%	1.64	61%		
SR-13 (San Jose Blvd) Southbound Critical Segm (San Clerc Rd to SR-152 (Baymeadows Rd))			1.19	84%	3.07	33%		

Appendix C

Reliability Analysis Summary

SR 13

Year 2016							
SR-13 (San Jose Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
San Marco Blvd	SR-126 (Emerson St)	1.37	1.09	92%	1.27	79%	10am - 4pm Weekday
SR-126 (Emerson St)	SR-109 (University Blvd)	1.69	1.06	94%	1.13	88%	4pm - 8pm Weekday
SR-109 (University Blvd)	St Augustine Rd	1.78	1.06	95%	1.14	88%	6am - 10am Weekday
St Augustine Rd	San Clerc Rd	1.36	1.05	96%	1.28	78%	4pm - 8pm Weekday
San Clerc Rd	SR-152 (Baymeadows Rd)	0.52	1.14	88%	1.83	55%	4pm - 8pm Weekday
SR-152 (Baymeadows Rd)	Beauclerc Rd	0.43	Insufficient data				
Beauclerc Rd	Crowne Point Rd	1.19	Insufficient data				
Crowne Point Rd	I-295	1.00	Insufficient data				
I-295	Loretto Rd	1.75	Insufficient data				
Loretto Rd	Orange Picker Rd	0.77	Insufficient data				
Orange Picker Rd	Julington Creek Rd	0.92	1.07	94%	1.68	60%	4pm - 8pm Weekday
SR-13 (San Jose Blvd) Southbound Corridor			1.07	94%	1.30	77%	
SR-13 (San Jose Blvd) Southbound Critical Segm (San Clerc Rd to SR-152 (Baymeadows R			1.14	88%	1.83	55%	

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Reliability Analysis Summary

SR 21

Year 2020							
SR-21 (Blanding Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Kinghtbox Rd	Kingsley Ave	4.34	1.15	87%	1.18	85%	4pm-8pm Weekday
Kingsley Ave	Collins Rd	2.76	1.23	81%	1.54	65%	6am-8pm Weekend
SR-21 (Blanding Blvd) Northbound Corridor			1.18	85%	1.32	76%	
SR-21 (Blanding Blvd) Northbound Critical Segmer (Kingsley Ave to Collins Rd)			1.23	81%	1.54	65%	
Year 2019							
SR-21 (Blanding Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Kinghtbox Rd	Kingsley Ave	4.34	1.18	84%	1.34	75%	6am-10am Weekday
Kingsley Ave	Collins Rd	2.76	1.23	81%	1.74	57%	6am-8pm Weekend
SR-21 (Blanding Blvd) Northbound Corridor			1.20	83%	1.50	67%	
SR-21 (Blanding Blvd) Northbound Critical Segmer (Kingsley Ave to Collins Rd)			1.23	81%	1.74	57%	
Year 2018							
SR-21 (Blanding Blvd)			6am - 8 pm Weekdays		Time Period Most Unreliable		
Northbound			Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Kinghtbox Rd	Kingsley Ave	4.34	1.15	87%	1.28	78%	6am - 10am Weekday
Kingsley Ave	Collins Rd	2.76	1.27	79%	1.85	54%	6am - 8pm Weekend
SR-21 (Blanding Blvd) Northbound Corridor			1.20	83%	1.50	67%	
SR-21 (Blanding Blvd) Northbound Critical Segmer (Kingsley Ave to Collins Rd)			1.27	79%	1.85	54%	

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Reliability Analysis Summary

SR 21

Year 2017							
SR-21 (Blanding Blvd)			6am - 8 pm Weekdays		Time Period Most Unreliable		
Northbound			Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Kinghtbox Rd	Kingsley Ave	4.34	1.10	91%	1.24	81%	6am - 10am Weekday
Kingsley Ave	Collins Rd	2.76					
SR-21 (Blanding Blvd) Northbound Corridor			1.10	91%	1.24	81%	
SR-21 (Blanding Blvd) Northbound Critical Segmer (Kinghtbox Rd to Kingsley Ave)			1.10	91%	1.24	81%	
Year 2016							
SR-21 (Blanding Blvd)			6am - 8 pm Weekdays		Time Period Most Unreliable		
Northbound			Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Kinghtbox Rd	Kingsley Ave	4.34	1.08	92%	1.35	74%	6am - 10am Weekday
Kingsley Ave	Collins Rd	2.76					
SR-21 (Blanding Blvd) Northbound Corridor			1.08	92%	1.35	74%	
SR-21 (Blanding Blvd) Northbound Critical Segmer (Kinghtbox Rd to Kingsley Ave)			1.08	92%	1.35	74%	

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Reliability Analysis Summary

SR 21

Year 2019							
SR-21 (Blanding Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Collins Rd	Kingsley Ave	2.76	1.12	89%	1.28	78%	6am-8pm Weekend
Kingsley Ave	Kinghtbox Rd	4.34	1.08	92%	1.19	84%	6am-8pm Weekend
SR-21 (Blanding Blvd) Southbound Corridor			1.10	91%	1.23	82%	
SR-200 (A1A) Westbound Critical Segment (Collins Rd to Kingsley Ave)			1.12	89%	1.28	78%	
Year 2019							
SR-21 (Blanding Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Collins Rd	Kingsley Ave	2.76	1.14	87%	1.54	65%	4pm-8pm Weekday
Kingsley Ave	Kinghtbox Rd	4.34	1.07	93%	1.22	82%	8pm-6am All Days
SR-21 (Blanding Blvd) Southbound Corridor			1.10	91%	1.34	74%	
SR-200 (A1A) Westbound Critical Segment (Collins Rd to Kingsley Ave)			1.14	87%	1.54	65%	
Year 2018							
SR-21 (Blanding Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Collins Rd	Kingsley Ave	2.76	1.16	87%	1.41	71%	6am - 8pm Weekend
Kingsley Ave	Kinghtbox Rd	4.34	1.07	94%	1.29	78%	4pm - 8pm Weekday
SR-21 (Blanding Blvd) Southbound Corridor			1.10	91%	1.34	75%	
SR-21 (Blanding Blvd) Southbound Critical Segrr (Collins Rd to Kingsley Ave)			1.16	87%	1.41	71%	

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Reliability Analysis Summary

SR 21

Year 2017								
SR-21 (Blanding Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability			
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Collins Rd	Kingsley Ave	2.76						
Kingsley Ave	Kinghtbox Rd	4.34	1.07	94%	1.19	84%	4pm - 8pm Weekday	
SR-21 (Blanding Blvd) Southbound Corridor			1.07	94%	1.19	84%		
SR-21 (Blanding Blvd) Southbound Critical Segm (Kingsley Ave to Kinghtbox Rd)			1.07	94%	1.19	84%		
Year 2016								
SR-21 (Blanding Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability			
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Collins Rd	Kingsley Ave	2.76						
Kingsley Ave	Kinghtbox Rd	4.34	1.06	94%	1.18	84%	8pm - 6am All Days	
SR-21 (Blanding Blvd) Southbound Corridor			1.06	94%	1.18	84%		
SR-21 (Blanding Blvd) Southbound Critical Segm (Kingsley Ave to Kinghtbox Rd)			1.06	94%	1.18	84%		

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Reliability Analysis Summary

SR 200

Year 2020								
SR-200 (A1A)			Level of Travel Time Reliability		Truck Travel Time Reliability			
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Sadler Rd	Amelia Island Pkwy	1.02	1.05	95%	1.10	91%	4pm-8pm Weekday	
Amelia Island Pkwy	Chester River Rd	4.92	1.07	93%	1.12	90%	4pm-8pm Weekday	
Chester River Rd	I-95	6.27	Insufficient Data					
SR-200 (A1A) Westbound Corridor			1.07	94%	1.11	90%		
SR-200 (A1A) Westbound Critical Segment (Amelia Island Pkwy to Chester River			1.07	93%	1.12	90%		
Year 2019								
SR-200 (A1A)			Level of Travel Time Reliability		Truck Travel Time Reliability			
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Sadler Rd	Amelia Island Pkwy	1.02	Insufficient Data					
Amelia Island Pkwy	Chester River Rd	4.92	1.11	90%	1.30	77%	4pm-8pm Weekday	
Chester River Rd	I-95	6.27	1.12	90%	2.24	45%	4pm-8pm Weekday	
SR-200 (A1A) Westbound Corridor			1.11	90%	1.83	55%		
SR-200 (A1A) Westbound Critical Segment (Chester River Rd to I-95)			1.12	90%	2.24	45%		
Year 2018								
SR-200 (A1A)			Level of Travel Time Reliability		Truck Travel Time Reliability			
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Sadler Rd	Amelia Island Pkwy	1.02	1.06	95%	1.13	89%	4pm - 8pm Weekday	
Amelia Island Pkwy	Chester River Rd	4.92	1.35	74%	1.56	64%	6am - 8pm Weekend	
Chester River Rd	I-95	6.27	Insufficient Data					
SR-200 (A1A) Westbound Corridor			1.30	77%	1.48	67%		
SR-200 (A1A) Westbound Critical Segment (Amelia Island Pkwy to Chester River			1.35	74%	1.56	64%		

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Reliability Analysis Summary

SR 200

Year 2017							
SR-200 (A1A)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Sadler Rd	Amelia Island Pkway	1.02					
Amelia Island Pkway	Chester River Rd	4.92					
Chester River Rd	I-95	6.27					
SR-200 (A1A) Westbound Corridor							
SR-200 (A1A) Westbound Critical Segment							
Year 2016							
SR-200 (A1A)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Sadler Rd	Amelia Island Pkway	1.02					
Amelia Island Pkway	Chester River Rd	4.92					
Chester River Rd	I-95	6.27					
SR-200 (A1A) Westbound Corridor							
SR-200 (A1A) Westbound Critical Segment							

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Reliability Analysis Summary

SR 200

Year 2020								
SR-200 (A1A)			Level of Travel Time Reliability		Truck Travel Time Reliability			
Eastbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95	Chester River Rd	6.27	Insufficient Data					
Chester River Rd	Amelia Island Pkwy	4.92	1.06	94%	1.35	74%	10am-4pm Weekday	
Amelia Island Pkwy	Sadler Rd	1.02	1.08	93%	1.16	86%	6am-8pm Weekend	
SR-200 (A1A) Eastbound Corridor			1.06	94%	1.32	76%		
SR-200 (A1A) Eastbound Critical Segment (Amelia Island Pkwy to Sadler Rd)			1.08	93%	1.35	74%		
Year 2019								
SR-200 (A1A)			Level of Travel Time Reliability		Truck Travel Time Reliability			
Eastbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95	Chester River Rd	6.27	Insufficient Data					
Chester River Rd	Amelia Island Pkwy	4.92	1.07	93%	1.45	69%	6am-10am Weekday	
Amelia Island Pkwy	Sadler Rd	1.02	1.10	91%	1.63	61%	6am-10am Weekday	
SR-200 (A1A) Eastbound Corridor			1.08	93%	1.48	67%		
SR-200 (A1A) Eastbound Critical Segment (Amelia Island Pkwy to Sadler Rd)			1.10	91%	1.63	61%		
Year 2018								
SR-200 (A1A)			Level of Travel Time Reliability		Truck Travel Time Reliability			
Eastbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95	Chester River Rd	6.27	Insufficient Data					
Chester River Rd	Amelia Island Pkwy	4.92	1.23	81%	1.67	60%	6am - 10am Weekday	
Amelia Island Pkwy	Sadler Rd	1.02	1.09	92%	1.27	79%	6am - 8pm Weekend	
SR-200 (A1A) Eastbound Corridor			1.21	83%	1.60	62%		
SR-200 (A1A) Eastbound Critical Segment (Chester River Rd to Amelia Island Pkwy)			1.23	81%	1.67	60%		

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Reliability Analysis Summary

SR 200

Year 2017							
SR-200 (A1A)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Eastbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Chester River Rd	6.27					
Chester River Rd	Amelia Island Pkwy	4.92					
Amelia Island Pkwy	Sadler Rd	1.02					
SR-200 (A1A) Eastbound Corridor							
SR-200 (A1A) Eastbound Critical Segment							
Year 2016							
SR-200 (A1A)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Eastbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Chester River Rd	6.27					
Chester River Rd	Amelia Island Pkwy	4.92					
Amelia Island Pkwy	Sadler Rd	1.02					
SR-200 (A1A) Eastbound Corridor							
SR-200 (A1A) Eastbound Critical Segment							

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Reliability Analysis Summary

US 1

Year 2020							
US-1 (Philips Hwy)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Greenland Rd	SR-115 (Southside Blvd)	1.24	1.05	95%	1.14	88%	6am-8pm Weekend
SR-115 (Southside Blvd)	I-95	0.43	1.11	90%	1.41	71%	6am-8pm Weekend
I-95	Shad Rd	1.16	1.07	93%	1.16	86%	4pm-8pm Weekday
Shad Rd	Sunbeam Rd	0.82	1.08	93%	1.20	83%	6am-10am Weekday
Sunbeam Rd	SR-152 (Baymeadows Rd)	1.13	1.08	93%	1.30	77%	6am-10am Weekday
SR-152 (Baymeadows Rd)	JT Butler Blvd	1.83	1.06	95%	1.15	87%	6am-10am Weekday
JT Butler Blvd	University Blvd	1.83	1.09	91%	1.18	84%	10am-4pm Weekday
University Blvd	Emerson St	1.74	1.07	94%	1.13	88%	6am-10am Weekday
US-1 (Philips Hwy) Northbound Corridor			1.07	93%	1.19	84%	
US-1 (Philips Hwy) Northbound Critical Segmen (SR-115 (Southside Blvd) to I-95)			1.11	90%	1.41	71%	
Year 2019							
US-1 (Philips Hwy)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Greenland Rd	SR-115 (Southside Blvd)	1.24	1.09	91%	1.26	79%	6am-10am Weekday
SR-115 (Southside Blvd)	I-95	0.43	1.23	81%	1.40	72%	8pm-6am All Days
I-95	Shad Rd	1.16	1.08	92%	1.21	83%	6am-10am Weekday
Shad Rd	Sunbeam Rd	0.82	1.08	93%	2.12	47%	6am-10am Weekday
Sunbeam Rd	SR-152 (Baymeadows Rd)	1.13	1.11	90%	2.04	49%	6am-10am Weekday
SR-152 (Baymeadows Rd)	JT Butler Blvd	1.83	1.17	86%	1.71	59%	6am-10am Weekday
JT Butler Blvd	University Blvd	1.83	1.12	89%	2.31	43%	4pm-8pm Weekday
University Blvd	Emerson St	1.74	1.07	94%	1.21	82%	4pm-8pm Weekday
US-1 (Philips Hwy) Northbound Corridor			1.11	90%	1.68	60%	
US-1 (Philips Hwy) Northbound Critical Segmen (SR-115 (Southside Blvd) to I-95)			1.23	81%	2.31	43%	

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Reliability Analysis Summary

US 1

Year 2018								
US-1 (Philips Hwy)			6am - 8 pm Weekdays		Time Period Most Unreliable			
Northbound			Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Greenland Rd	SR-115 (Southside Blvd)	1.24	1.09	92%	1.39	72%	4pm - 8pm Weekday	
SR-115 (Southside Blvd)	I-95	0.43	1.22	82%	1.81	55%	4pm - 8pm Weekday	
I-95	Shad Rd	1.16	1.08	93%	1.48	67%	4pm - 8pm Weekday	
Shad Rd	Sunbeam Rd	0.82	1.08	92%	1.65	61%	6am - 10am Weekday	
Sunbeam Rd	SR-152 (Baymeadows Rd)	1.13	1.11	90%	2.21	45%	6am - 10am Weekday	
SR-152 (Baymeadows Rd)	JT Butler Blvd	1.83	1.16	86%	1.63	61%	6am - 10am Weekday	
JT Butler Blvd	University Blvd	1.83	1.15	87%	2.54	39%	4pm - 8pm Weekday	
University Blvd	Emerson St	1.74	1.07	94%	1.16	86%	4pm - 8pm Weekday	
US-1 (Philips Hwy) Northbound Corridor			1.11	90%	1.74	57%		
US-1 (Philips Hwy) Northbound Critical Segmen (SR-115 (Southside Blvd) to I-95)			1.22	82%	2.54	39%		
Year 2017								
US-1 (Philips Hwy)			6am - 8 pm Weekdays		Time Period Most Unreliable			
Northbound			Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Greenland Rd	SR-115 (Southside Blvd)	1.24	1.07	94%	1.22	82%	6am - 10am Weekday	
SR-115 (Southside Blvd)	I-95	0.43	1.14	87%	1.49	67%	8pm - 6am All Days	
I-95	Shad Rd	1.16	1.08	93%	1.24	81%	4pm - 8pm Weekday	
Shad Rd	Sunbeam Rd	0.82	1.09	92%	1.60	62%	6am - 10am Weekday	
Sunbeam Rd	SR-152 (Baymeadows Rd)	1.13	1.10	91%	2.00	50%	6am - 10am Weekday	
SR-152 (Baymeadows Rd)	JT Butler Blvd	1.83	1.14	88%	1.62	62%	6am - 10am Weekday	
JT Butler Blvd	University Blvd	1.83	1.14	88%	2.22	45%	4pm - 8pm Weekday	
University Blvd	Emerson St	1.74	Insufficient Data					
US-1 (Philips Hwy) Northbound Corridor			1.11	90%	1.68	59%		
US-1 (Philips Hwy) Northbound Critical Segmen (SR-115 (Southside Blvd) to I-95)			1.14	87%	2.22	45%		

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Reliability Analysis Summary

US 1

Year 2016								
US-1 (Philips Hwy)			6am - 8 pm Weekdays		Time Period Most Unreliable			
Northbound			Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Greenland Rd	SR-115 (Southside Blvd)	1.24	1.07	94%	1.17	85%	6am - 10am Weekday	
SR-115 (Southside Blvd)	I-95	0.43	1.13	89%	1.47	68%	6am - 8pm Weekend	
I-95	Shad Rd	1.16	Insufficient Data					
Shad Rd	Sunbeam Rd	0.82	Insufficient Data					
Sunbeam Rd	SR-152 (Baymeadows Rd)	1.13	Insufficient Data					
SR-152 (Baymeadows Rd)	JT Butler Blvd	1.83	1.21	82%	1.78	56%	6am - 10am Weekday	
JT Butler Blvd	University Blvd	1.83	Insufficient Data					
University Blvd	Emerson St	1.74	Insufficient Data					
US-1 (Philips Hwy) Northbound Corridor			1.15	87%	1.53	66%		
US-1 (Philips Hwy) Northbound Critical Segmen (SR-152 (Baymeadows Rd) to JT Butler Blvd)			1.21	82%	1.78	56%		

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Reliability Analysis Summary

US 1

Year 2020							
US-1 (Philips Hwy)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Emerson St	University Blvd	1.74	1.06	94%	1.14	88%	6am-10am Weekday
University Blvd	JT Butler Blvd	1.83	1.07	94%	1.14	87%	6am-10am Weekday
JT Butler Blvd	SR-152 (Baymeadows Rd)	1.83	1.07	93%	1.15	87%	6am-8pm Weekend
SR-152 (Baymeadows Rd)	Sunbeam Rd	1.13	1.05	96%	1.11	90%	6am-10am Weekday
Sunbeam Rd	Shad Rd	0.82	1.11	90%	1.25	80%	10am-4pm Weekday
Shad Rd	I-95	1.16	1.05	95%	1.11	90%	4pm-8pm Weekday
I-95	SR-115 (Southside Blvd)	0.43	1.10	91%	1.29	77%	8pm-6am All Days
SR-115 (Southside Blvd)	Greenland Rd	1.24	1.12	89%	1.17	86%	6am-10am Weekday
US-1 (Philips Hwy) Southbound Corridor			1.08	93%	1.15	87%	
US-1 (Philips Hwy) Northbound Critical Segmen (SR-115 (Southside Blvd) to Greenland			1.12	90%	1.29	77%	
Year 2019							
US-1 (Philips Hwy)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Emerson St	University Blvd	1.74	1.18	85%	1.70	59%	4pm-8pm Weekday
University Blvd	JT Butler Blvd	1.83	1.05	95%	1.16	86%	4pm-8pm Weekday
JT Butler Blvd	SR-152 (Baymeadows Rd)	1.83	1.12	90%	2.24	45%	4pm-8pm Weekday
SR-152 (Baymeadows Rd)	Sunbeam Rd	1.13	1.07	93%	1.24	81%	4pm-8pm Weekday
Sunbeam Rd	Shad Rd	0.82	1.11	90%	2.08	48%	4pm-8pm Weekday
Shad Rd	I-95	1.16	1.05	96%	1.13	88%	6am-8pm Weekend
I-95	SR-115 (Southside Blvd)	0.43	1.10	91%	1.27	79%	8pm-6am All Days
SR-115 (Southside Blvd)	Greenland Rd	1.24	1.12	89%	1.17	85%	6am-10am Weekday
US-1 (Philips Hwy) Southbound Corridor			1.10	91%	1.53	65%	
US-1 (Philips Hwy) Northbound Critical Segmen (Emerson St to University Blvd)			1.18	85%	2.24	45%	

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Reliability Analysis Summary

US 1

Year 2018							
US-1 (Philips Hwy)							
Southbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Emerson St	University Blvd	1.74	1.10	91%	2.17	46%	4pm - 8pm Weekday
University Blvd	JT Butler Blvd	1.83	1.06	94%	1.21	83%	4pm - 8pm Weekday
JT Butler Blvd	SR-152 (Baymeadows Rd)	1.83	1.14	88%	2.38	42%	4pm - 8pm Weekday
SR-152 (Baymeadows Rd)	Sunbeam Rd	1.13	1.08	93%	1.28	78%	4pm - 8pm Weekday
Sunbeam Rd	Shad Rd	0.82	1.11	90%	2.18	46%	4pm - 8pm Weekday
Shad Rd	I-95	1.16	1.06	94%	1.13	89%	6am - 8pm Weekend
I-95	SR-115 (Southside Blvd)	0.43	1.10	91%	1.29	78%	8pm - 6am All Days
SR-115 (Southside Blvd)	Greenland Rd	1.24	1.12	89%	1.18	85%	4pm - 8pm Weekday
US-1 (Philips Hwy) Southbound Corridor			1.10	91%	1.66	60%	
US-1 (Philips Hwy) Southbound Critical Segmen (JT Butler Blvd to SR-152 (Baymeadows			1.14	88%	2.38	42%	
Year 2017							
US-1 (Philips Hwy)							
Southbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Emerson St	University Blvd	1.74					
University Blvd	JT Butler Blvd	1.83	1.05	95%	1.17	86%	4pm - 8pm Weekday
JT Butler Blvd	SR-152 (Baymeadows Rd)	1.83	1.12	89%	2.09	48%	4pm - 8pm Weekday
SR-152 (Baymeadows Rd)	Sunbeam Rd	1.13	1.07	94%	1.37	73%	4pm - 8pm Weekday
Sunbeam Rd	Shad Rd	0.82	1.11	90%	2.15	47%	4pm - 8pm Weekday
Shad Rd	I-95	1.16	1.06	94%	1.14	87%	4pm - 8pm Weekday
I-95	SR-115 (Southside Blvd)	0.43	1.11	90%	1.33	75%	8pm - 6am All Days
SR-115 (Southside Blvd)	Greenland Rd	1.24	1.10	91%	1.19	84%	6am - 10am Weekday
US-1 (Philips Hwy) Southbound Corridor			1.08	92%	1.50	67%	
US-1 (Philips Hwy) Southbound Critical Segmen (JT Butler Blvd to SR-152 (Baymeadows			1.12	89%	2.15	47%	

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Reliability Analysis Summary

US 1

Year 2016							
US-1 (Philips Hwy)							
Southbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Emerson St	University Blvd	1.74					
University Blvd	JT Butler Blvd	1.83					
JT Butler Blvd	SR-152 (Baymeadows Rd)	1.83	1.12	89%	1.57	64%	4pm - 8pm Weekday
SR-152 (Baymeadows Rd)	Sunbeam Rd	1.13					
Sunbeam Rd	Shad Rd	0.82					
Shad Rd	I-95	1.16					
I-95	SR-115 (Southside Blvd)	0.43	1.15	87%	1.30	77%	6am - 10am Weekday
SR-115 (Southside Blvd)	Greenland Rd	1.24	1.07	93%	1.18	84%	6am - 10am Weekday
US-1 (Philips Hwy) Southbound Corridor			1.11	90%	1.40	71%	
US-1 (Philips Hwy) Southbound Critical Segmen (I-95 to SR-115 (Southside Blvd))			1.15	87%	1.57	64%	

Appendix C

Reliability Analysis Summary

US 17

Year 2020							
US-17			Level of Travel Time Reliability		Truck Travel Time Reliability		
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
CR-220	SR-224 (Kingsley Ave)	4.40	1.05	95%	1.11	90%	6am-10am Weekday
SR-224 (Kingsley Ave)	Wells Rd	1.34	1.10	91%	1.23	81%	10am-4pm Weekday
Wells Rd	Collins Rd	0.82	1.10	91%	1.23	81%	6am-10am Weekday
Collins Rd	SR-134 (Timiquana Rd)	3.52	1.06	94%	1.16	86%	10am-4pm Weekday
SR-134 (Timiquana Rd)	McDuff Ave	5.30	1.04	96%	1.16	86%	10am-4pm Weekday
US-17 Northbound Corridor			1.06	94%	1.16	86%	
US-17 Northbound Critical Segment (Wells Rd to Collins Rd)			1.10	91%	1.23	81%	
Year 2019							
US-17			Level of Travel Time Reliability		Truck Travel Time Reliability		
Northbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
CR-220	SR-224 (Kingsley Ave)	4.40	1.03	97%	1.10	91%	6am-8pm Weekend
SR-224 (Kingsley Ave)	Wells Rd	1.34	1.17	85%	1.52	66%	6am-10am Weekday
Wells Rd	Collins Rd	0.82	1.13	88%	1.26	79%	8pm-6am All Days
Collins Rd	SR-134 (Timiquana Rd)	3.52	1.13	89%	1.42	70%	4pm-8pm Weekday
SR-134 (Timiquana Rd)	McDuff Ave	5.30	1.09	92%	2.05	49%	6am-10am Weekday
US-17 Northbound Corridor			1.09	92%	1.54	65%	
US-17 Northbound Critical Segment (SR-224 (Kingsley Ave) to Wells Rd)			1.17	85%	2.05	49%	

Appendix C

Reliability Analysis Summary

US 17

Year 2018							
US-17							
Northbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
CR-220	SR-224 (Kingsley Ave)	4.40	1.04	96%	1.12	90%	6am - 8pm Weekend
SR-224 (Kingsley Ave)	Wells Rd	1.34	1.16	86%	1.47	68%	6am - 10am Weekday
Wells Rd	Collins Rd	0.82	1.12	90%	1.24	81%	6am - 10am Weekday
Collins Rd	SR-134 (Timiquana Rd)	3.52	1.09	91%	1.16	86%	10am - 4pm Weekday
SR-134 (Timiquana Rd)	McDuff Ave	5.30	1.13	89%	1.49	67%	6am - 10am Weekday
US-17 Northbound Corridor			1.10	91%	1.29	77%	
US-17 Northbound Critical Segment (SR-224 (Kingsley Ave) to Wells Rd)			1.16	86%	1.49	67%	
Year 2017							
US-17							
Northbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
CR-220	SR-224 (Kingsley Ave)	4.40	1.03	97%	1.12	90%	6am - 8pm Weekend
SR-224 (Kingsley Ave)	Wells Rd	1.34	1.16	86%	1.73	58%	6am - 10am Weekday
Wells Rd	Collins Rd	0.82					
Collins Rd	SR-134 (Timiquana Rd)	3.52					
SR-134 (Timiquana Rd)	McDuff Ave	5.30	1.09	92%	1.29	77%	6am - 10am Weekday
US-17 Northbound Corridor			1.08	93%	1.27	78%	
US-17 Northbound Critical Segment (SR-224 (Kingsley Ave) to Wells Rd)			1.16	86%	1.73	58%	

Appendix C

Reliability Analysis Summary

US 17

Year 2016							
US-17							
Northbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
CR-220	SR-224 (Kingsley Ave)	4.40	1.05	96%	1.17	85%	6am - 10am Weekday
SR-224 (Kingsley Ave)	Wells Rd	1.34	1.14	88%	1.68	60%	6am - 10am Weekday
Wells Rd	Collins Rd	0.82					
Collins Rd	SR-134 (Timiquana Rd)	3.52					
SR-134 (Timiquana Rd)	McDuff Ave	5.30					
US-17 Northbound Corridor			1.07	94%	1.29	77%	
US-17 Northbound Critical Segment (SR-224 (Kingsley Ave) to Wells Rd)			1.14	88%	1.68	60%	

Appendix C

Reliability Analysis Summary

US 17

Year 2020							
US-17			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
McDuff Ave	SR-134 (Timiquana Rd)	5.30	1.05	95%	1.12	90%	8pm-6am All Days
SR-134 (Timiquana Rd)	Collins Rd	3.52	1.07	93%	1.19	84%	10am-4pm Weekday
Collins Rd	Wells Rd	0.82	1.14	88%	1.31	76%	4pm-8pm Weekday
Wells Rd	SR-224 (Kingsley Ave)	1.34	1.06	94%	1.20	83%	10am-4pm Weekday
SR-224 (Kingsley Ave)	CR-220	4.40	1.05	95%	1.11	90%	4pm-8pm Weekday
US-17 Southbound Corridor			1.06	94%	1.15	87%	
US-17 Southbound Critical Segment (Collins Rd to Wells Rd)			1.14	88%	1.31	76%	
Year 2019							
US-17			Level of Travel Time Reliability		Truck Travel Time Reliability		
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
McDuff Ave	SR-134 (Timiquana Rd)	5.30	1.06	94%	1.13	88%	8pm-6am All Days
SR-134 (Timiquana Rd)	Collins Rd	3.52	1.25	80%	3.05	33%	4pm-8pm Weekday
Collins Rd	Wells Rd	0.82	1.30	77%	2.44	41%	4pm-8pm Weekday
Wells Rd	SR-224 (Kingsley Ave)	1.34	1.30	77%	1.83	55%	4pm-8pm Weekday
SR-224 (Kingsley Ave)	CR-220	4.40	1.05	95%	1.22	82%	4pm-8pm Weekday
US-17 Southbound Corridor			1.14	88%	1.73	58%	
US-17 Southbound Critical Segment (Wells Rd to SR-224 (Kingsley Ave))			1.30	77%	3.05	33%	

Appendix C

Reliability Analysis Summary

US 17

Year 2018								
US-17			Level of Travel Time Reliability		Truck Travel Time Reliability			
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
McDuff Ave	SR-134 (Timiquana Rd)	5.30	1.05	95%	1.12	89%	4pm - 8pm Weekday	
SR-134 (Timiquana Rd)	Collins Rd	3.52	1.22	82%	1.77	56%	4pm - 8pm Weekday	
Collins Rd	Wells Rd	0.82	1.38	73%	1.87	54%	4pm - 8pm Weekday	
Wells Rd	SR-224 (Kingsley Ave)	1.34	1.24	80%	1.82	55%	4pm - 8pm Weekday	
SR-224 (Kingsley Ave)	CR-220	4.40	1.06	94%	1.20	84%	4pm - 8pm Weekday	
US-17 Southbound Corridor			1.13	89%	1.39	72%		
US-17 Southbound Critical Segment (Collins Rd to Wells Rd)			1.38	82%	1.87	54%		
Year 2017								
US-17			Level of Travel Time Reliability		Truck Travel Time Reliability			
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
McDuff Ave	SR-134 (Timiquana Rd)	5.30	1.02	98%	1.19	84%	6am - 8pm Weekend	
SR-134 (Timiquana Rd)	Collins Rd	3.52	Insufficient Data					
Collins Rd	Wells Rd	0.82	Insufficient Data					
Wells Rd	SR-224 (Kingsley Ave)	1.34	1.35	74%	1.85	54%	10am - 4pm Weekday	
SR-224 (Kingsley Ave)	CR-220	4.40	1.05	95%	1.12	89%	8pm - 6am All Days	
US-17 Southbound Corridor			1.07	93%	1.24	81%		
US-17 Southbound Critical Segment (Wells Rd to SR-224 (Kingsley Ave))			1.35	74%	1.85	54%		

Appendix C

Reliability Analysis Summary

US 17

Year 2016								
US-17			Level of Travel Time Reliability		Truck Travel Time Reliability			
Southbound			6am - 8 pm Weekdays		Time Period Most Unreliable			
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
McDuff Ave	SR-134 (Timiquana Rd)	5.30	Insufficient Data					
SR-134 (Timiquana Rd)	Collins Rd	3.52	Insufficient Data					
Collins Rd	Wells Rd	0.82	Insufficient Data					
Wells Rd	SR-224 (Kingsley Ave)	1.34	1.13	88%	1.46	68%	8pm - 6am All Days	
SR-224 (Kingsley Ave)	CR-220	4.40	1.04	96%	1.14	88%	4pm - 8pm Weekday	
US-17 Southbound Corridor			1.06	94%	1.22	82%		
US-17 Southbound Critical Segment (Wells Rd to SR-224 (Kingsley Ave))			1.13	88%	1.46	68%		

Appendix C

Reliability Analysis Summary

US 90

Year 2020							
US-90 (Beach Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Eastbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
San Mateo Ave	SR-109 (University Blvd)	2.11	1.07	93%	1.14	88%	10am-4pm Weekday
SR-109 (University Blvd)	I-295	4.83	1.08	93%	1.25	80%	10am-4pm Weekday
I-295	Hodges Blvd	3.74	1.07	94%	1.13	88%	8pm-6am All Days
Hodges Blvd	Penman Rd	3.22	1.09	92%	1.25	80%	6am-8pm Weekend
US-90 (Beach Blvd) Eastbound Corridor			1.08	93%	1.20	83%	
US-90 (Beach Blvd) Eastbound Critical Segment I-295 to Hodges Blvd			1.09	92%	1.25	80%	
Year 2019							
US-90 (Beach Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Eastbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
San Mateo Ave	SR-109 (University Blvd)	2.11	1.08	92%	1.61	62%	4pm-8pm Weekday
SR-109 (University Blvd)	I-295	4.83	1.13	88%	1.51	66%	4pm-8pm Weekday
I-295	Hodges Blvd	3.74	1.15	87%	1.39	72%	6am-10am Weekday
Hodges Blvd	Penman Rd	3.22	1.06	94%	1.22	82%	6am-8pm Weekend
US-90 (Beach Blvd) Eastbound Corridor			1.11	90%	1.43	70%	
US-90 (Beach Blvd) Eastbound Critical Segment I-295 to Hodges Blvd			1.15	87%	1.84	54%	

Appendix C

Reliability Analysis Summary

US 90

Year 2018							
US-90 (Beach Blvd)							
Eastbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
San Mateo Ave	SR-109 (University Blvd)	2.11	1.12	89%	1.84	54%	4pm - 8pm Weekday
SR-109 (University Blvd)	I-295	4.83	1.14	87%	1.78	56%	8pm - 6am All Days
I-295	Hodges Blvd	3.74	1.11	90%	1.73	58%	4pm - 8pm Weekday
Hodges Blvd	Penman Rd	3.22	1.05	95%	1.18	85%	6am - 8pm Weekend
US-90 (Beach Blvd) Eastbound Corridor			1.11	90%	1.64	61%	
US-90 (Beach Blvd) Eastbound Critical Segment (SR-109 (University Blvd) to I-295)			1.14	87%	1.84	54%	
Year 2017							
US-90 (Beach Blvd)							
Eastbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
San Mateo Ave	SR-109 (University Blvd)	2.11	1.07	93%	1.37	73%	4pm - 8pm Weekday
SR-109 (University Blvd)	I-295	4.83	1.11	90%	1.56	64%	8pm - 6am All Days
I-295	Hodges Blvd	3.74	1.10	91%	1.20	83%	8pm - 6am All Days
Hodges Blvd	Penman Rd	3.22	1.06	94%	1.22	82%	6am - 8pm Weekend
US-90 (Beach Blvd) Eastbound Corridor			1.09	92%	1.35	74%	
US-90 (Beach Blvd) Eastbound Critical Segment (SR-109 (University Blvd) to I-295)			1.11	90%	1.56	64%	

Appendix C

Reliability Analysis Summary

US 90

Year 2016								
US-90 (Beach Blvd)								
Eastbound								
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
San Mateo Ave	SR-109 (University Blvd)	2.11	1.05	95%	1.19	84%	6am - 10am Weekday	
SR-109 (University Blvd)	I-295	4.83	1.15	87%	1.41	71%	8pm - 6am All Days	
I-295	Hodges Blvd	3.74						
Hodges Blvd	Penman Rd	3.22						
US-90 (Beach Blvd) Eastbound Corridor			1.12	89%	1.35	74%		
US-90 (Beach Blvd) Eastbound Critical Segment (SR-109 (University Blvd) to I-295)			1.15	87%	1.41	71%		

Appendix C

Reliability Analysis Summary

US 90

Year 2020							
US-90 (Beach Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Penman Rd	Hodges Blvd	3.22	1.08	92%	1.20	84%	6am-8pm Weekend
Hodges Blvd	I-295	3.74	1.06	94%	1.22	82%	10am-4pm Weekday
I-295	SR-109 (University Blvd)	4.83	1.13	89%	1.20	84%	6am-8pm Weekend
SR-109 (University Blvd)	San Mateo Ave	2.11	1.04	96%	1.11	90%	10am-4pm Weekday
US-90 (Beach Blvd) Westbound Corridor			1.09	92%	1.19	84%	
US-90 (Beach Blvd) Westbound Critical Segment (I-295 to SR-109 (University Blvd))			1.13	89%	1.22	82%	
Year 2019							
US-90 (Beach Blvd)			Level of Travel Time Reliability		Truck Travel Time Reliability		
Westbound			6am - 8 pm Weekdays		Time Period Most Unreliable		
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Penman Rd	Hodges Blvd	3.22	1.15	87%	2.39	42%	4pm-8pm Weekday
Hodges Blvd	I-295	3.74	1.08	93%	1.31	76%	6am-10am Weekday
I-295	SR-109 (University Blvd)	4.83	1.17	86%	1.56	64%	6am-10am Weekday
SR-109 (University Blvd)	San Mateo Ave	2.11	1.04	96%	1.10	91%	8pm-6am All Days
US-90 (Beach Blvd) Westbound Corridor			1.12	89%	1.64	61%	
US-90 (Beach Blvd) Westbound Critical Segment (I-295 to SR-109 (University Blvd))			1.14	87%	1.84	54%	

Appendix C

Reliability Analysis Summary

US 90

Year 2018							
US-90 (Beach Blvd)							
Westbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Penman Rd	Hodges Blvd	3.22	1.15	87%	1.23	81%	4pm - 8pm Weekday
Hodges Blvd	I-295	3.74	1.12	90%	1.24	81%	6am - 10am Weekday
I-295	SR-109 (University Blvd)	4.83	1.19	84%	1.38	72%	8pm - 6am All Days
SR-109 (University Blvd)	San Mateo Ave	2.11	1.05	96%	1.10	91%	10am - 4pm Weekday
US-90 (Beach Blvd) Westbound Corridor			1.14	88%	1.26	79%	
US-90 (Beach Blvd) Westbound Critical Segment (I-295 to SR-109 (University Blvd))			1.19	84%	1.38	72%	
Year 2017							
US-90 (Beach Blvd)							
Westbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Penman Rd	Hodges Blvd	3.22	1.15	87%	1.25	80%	6am - 10am Weekday
Hodges Blvd	I-295	3.74	1.09	92%	1.33	75%	6am - 8pm Weekend
I-295	SR-109 (University Blvd)	4.83	1.15	87%	1.45	69%	8pm - 6am All Days
SR-109 (University Blvd)	San Mateo Ave	2.11	1.04	96%	1.12	89%	8pm - 6am All Days
US-90 (Beach Blvd) Westbound Corridor			1.12	89%	1.32	76%	
US-90 (Beach Blvd) Westbound Critical Segment (I-295 to SR-109 (University Blvd))			1.15	87%	1.45	69%	

Appendix C

Reliability Analysis Summary

US 90

Year 2016							
US-90 (Beach Blvd)							
Westbound							
From	To	Length (miles)	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Penman Rd	Hodges Blvd	3.22					
Hodges Blvd	I-295	3.74					
I-295	SR-109 (University Blvd)	4.83	1.06	95%	1.43	70%	8pm - 6am All Days
SR-109 (University Blvd)	San Mateo Ave	2.11	1.05	95%	1.16	87%	6am - 8pm Weekend
US-90 (Beach Blvd) Westbound Corridor			1.06	95%	1.34	74%	
US-90 (Beach Blvd) Westbound Critical Segment (I-295 to SR-109 (University Blvd))			1.06	95%	1.43	70%	

Appendix B

TSM&O Performance



**Annual
Performance Measures Report
Includes All Responders
District 2**



Reporting Period: January 1, 2020 to December 31, 2020

Created on: May 10, 2021 10:57 am

County: All Counties

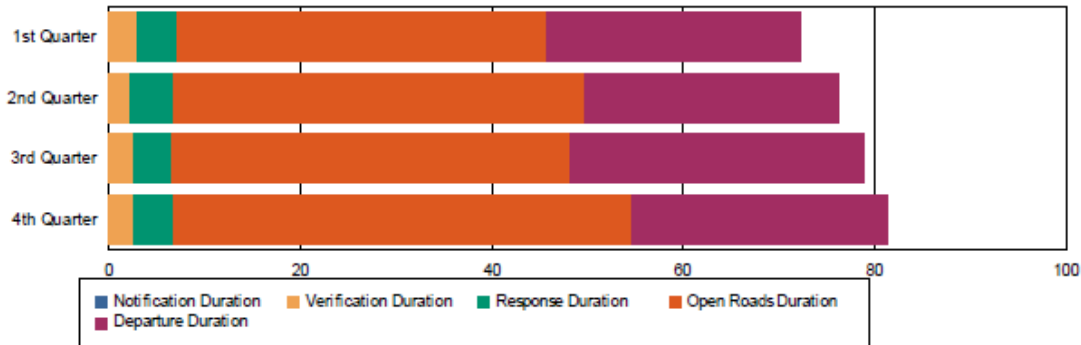
Report Template version 3.3

Performance Measures Summary

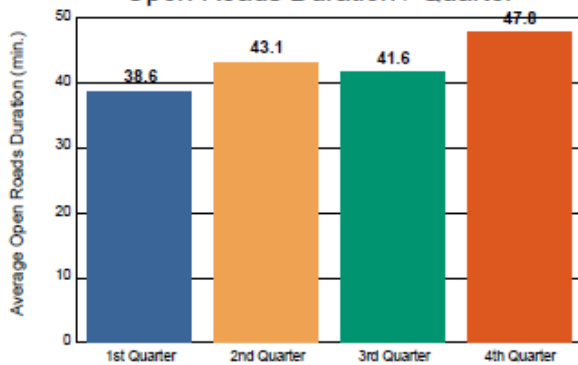
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year
Events included in Performance Measures	1,147	1,088	1,350	1,382	4,965
Notification Duration (min.)*	0.0	0.0	0.0	0.0	0.0
Verification Duration (min.)	2.9	2.2	2.6	2.6	2.6
Response Duration (min.)	4.3	4.4	3.9	4.2	4.2
Open Roads Duration (min.)	38.6	43.1	41.6	47.8	42.9
Departure Duration (min.)	26.4	26.4	30.7	26.8	27.7
Roadway Clearance Duration (min.)	45.8	49.7	48.1	54.5	49.7
Incident Clearance Duration (min.)	72.2	76.0	78.8	81.3	77.4

*FHP Data is not available for Notification Duration

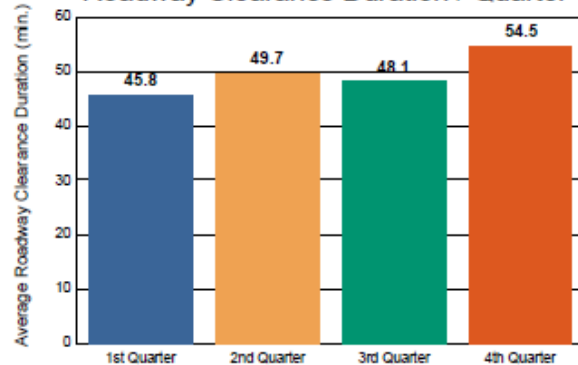
Incident Clearance Duration



Open Roads Duration / Quarter



Roadway Clearance Duration / Quarter



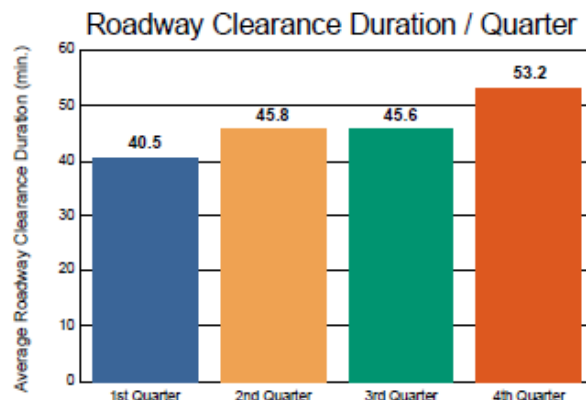
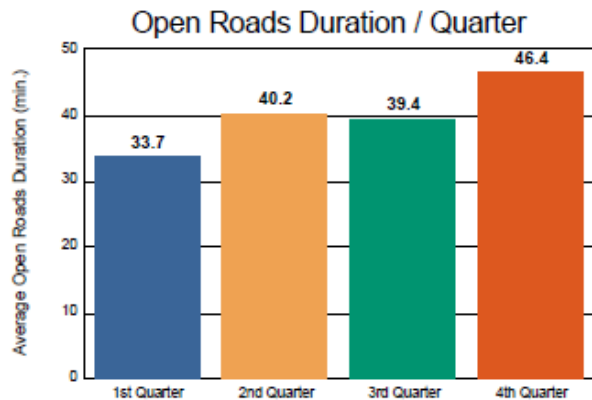
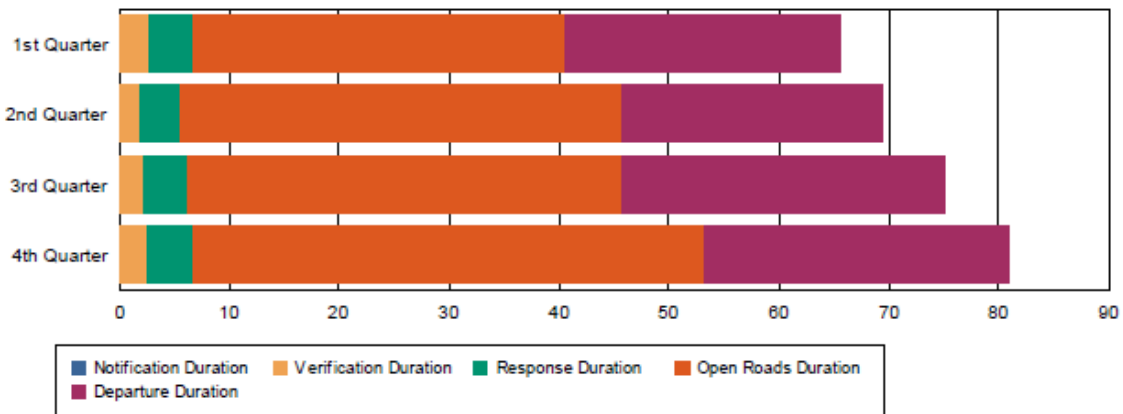
Performance Measures Summary

Incidents with Road Ranger Response

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total
Events included in Performance Measures	705	596	859	1,081	3,241
Notification Duration (min.)*	0.0	0.0	0.0	0.0	0.0
Verification Duration (min.)	2.8	1.9	2.4	2.6	2.5
Response Duration (min.)	4.0	3.7	3.9	4.2	4.0
Open Roads Duration (min.)	33.7	40.2	39.4	46.4	40.8
Departure Duration (min.)	25.1	23.6	29.4	27.5	26.8
Roadway Clearance Duration (min.)	40.5	45.8	45.6	53.2	47.1
Incident Clearance Duration (min.)	65.5	69.4	75.0	80.8	73.8

*FHP Data is not available for Notification Duration

Incident Clearance Duration



Appendix B

TSM&O Performance

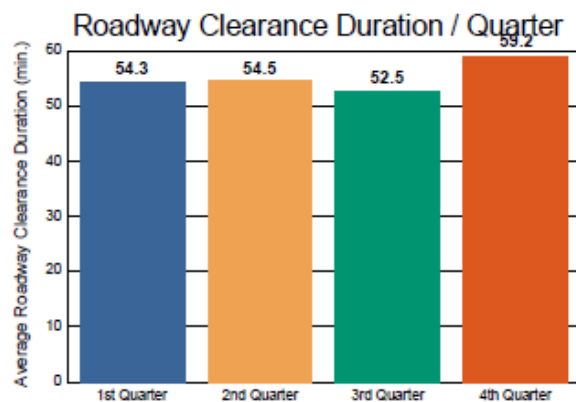
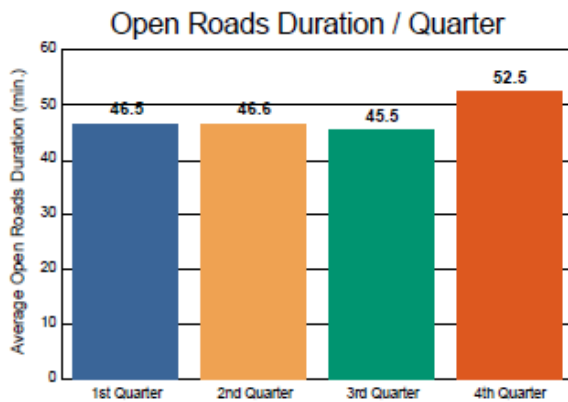
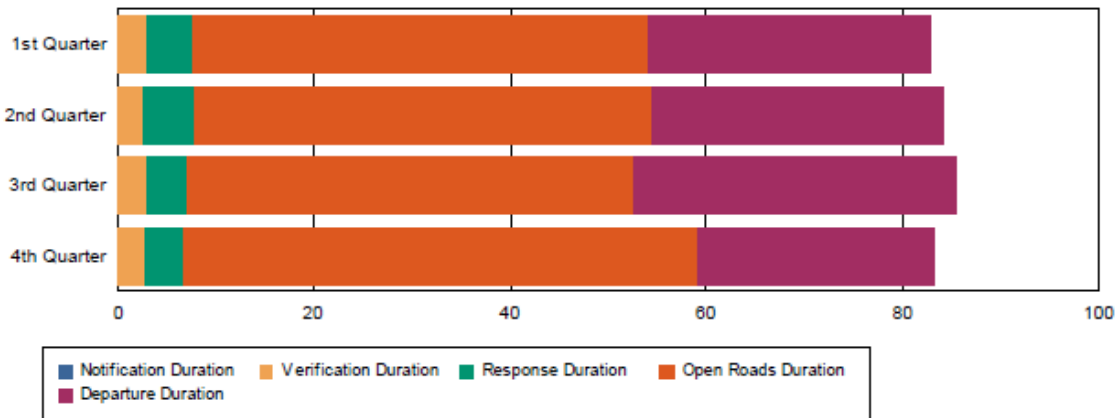
Performance Measures Summary

Incidents without Road Ranger Response

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total
Events included in Performance Measures	442	490	491	301	1,724
Notification Duration (min.)*	0.0	0.0	0.0	0.0	0.0
Verification Duration (min.)	3.1	2.6	3.0	2.7	2.8
Response Duration (min.)	4.7	5.3	4.1	4.0	4.6
Open Roads Duration (min.)	46.5	46.6	45.5	52.5	47.3
Departure Duration (min.)	28.6	29.7	32.8	24.0	29.3
Roadway Clearance Duration (min.)	54.3	54.5	52.5	59.2	54.7
Incident Clearance Duration (min.)	82.8	84.2	85.3	83.2	84.0

*FHP Data is not available for Notification Duration

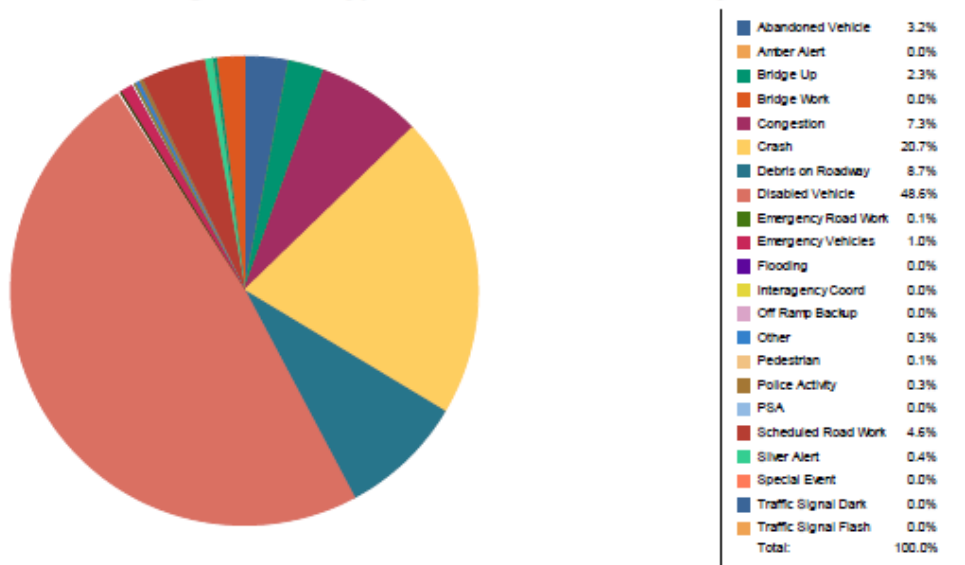
Incident Clearance Duration



Appendix B

TSM&O Performance

Percentage of event types for all events in current year



Event Types for all Events

Event Type	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total
Abandoned Vehicle	441	409	574	592	2,016
Amber Alert	4	2	4	4	14
Bridge Up	431	382	306	358	1,477
Bridge Work	2	3	2	12	19
Congestion	1,736	606	1,008	1,289	4,639
Crash	3,343	2,590	3,613	3,617	13,163
Debris on Roadway	1,383	1,458	1,420	1,280	5,541
Disabled Vehicle	6,929	6,833	8,870	8,315	30,947
Emergency Road Work	19	10	22	16	67
Emergency Vehicles	180	178	146	161	665
Flooding	1	9	8	1	19
Interagency Coord	12	5	7	7	31
Off Ramp Backup	0	0	2	0	2
Other	61	42	27	42	172
Pedestrian	12	16	5	11	44
Police Activity	29	45	54	49	177
PSA	1	0	0	1	2
Scheduled Road Work	701	699	730	791	2,921
Silver Alert	58	48	67	69	242
Special Event	12	2	5	12	31

Appendix B

TSM&O Performance

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total
Traffic Signal Dark	4	2	1	0	7
Traffic Signal Flash	5	1	9	8	23
Vehicle Fire	33	61	49	38	181
Visibility	453	277	211	225	1,166
Weather	7	16	9	7	39
Wildfire	0	0	0	1	1
Wrong Way Driver	6	4	4	3	17
Total	15,863	13,698	17,153	16,909	63,623