

Continuing Services Contract for Modeling Support and Limited Access Analysis, Contract No. C9-A66

TECHNICAL MEMORANDUM

Processing and Analyzing HERE Data on Major BTU Corridors

Prepared for:



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BACKGROUND AND SUMMARY

The objective of this study is to process HERE vehicle probe data and analyze field measured average travel speeds to support the Central Florida Regional Planning Model (CFRPM) version 6.2 model validation effort. Florida Department of Transportation (FDOT) District 5 is conducting validation for its newest version of the CFRPM, version 6.2. This version of the model will assist the Department in analyzing traffic related environmental impacts of the I-4 Beyond the Ultimate South Project (I-4 BTU) between approximately the Kirkman Road interchange and the US 27 interchange. The base year for CFRPM version 6.2 is 2015.

The following corridors were identified for I-4 BTU project-level validation. Observed data to calculate field measured speeds were assembled to compute average speeds during the AM peak, midday, PM peak and overnight periods in this study.

- A: I-4 between Kirkman Road and US27 interchanges
- B: Kirkman Road/SR 435 between Sand Lake Road and SR 408
- C: Sand Lake Road between Apopka-Vineland Road and Orange Avenue
- D: Palm Parkway/Turkey Lake Road between SR 535 and Sand Lake Road
- E: International Drive between Sand Lake Road and SR 536
- F:SR 528 between I-4 and Florida's Turnpike
- G: Central Florida Parkway between I-4 and International Drive
- H: Apopka-Vineland Road/SR 535 between SR 536 and SR 408
- I: SR 536 between World Drive and SR 535
- J: Osceola County Parkway between SR 429 and SR 535
- K: US 192 between US 27 and US17-92
- L: SR 417 between I-4 and SR 408
- M: SR 429 between I-4 and Florida's Turnpike
- N: US 27 between Ronald Reagan Parkway and Ernie Caldwell Boulevard
- O: SR 408 between Florida's Turnpike and SR 417

HERE data from both 2014 and 2015 were used to compute average travel speeds for the study corridors. The 2014 HERE data are considered to better represent typical conditions since the 2014 speed data were collected before the I-4 Ultimate construction. The 2015 HERE data were collected the same year as the CFRPM version 6.2 base validation year, and would better serve the purposes of validation if it is comparable to 2014 HERE data. A comparison of average speeds from the 2014 and 2015 HERE speed data was conducted and the findings were summarized.

The study's key findings are as follows:

- The HERE average speeds for the study corridors in 2014 and 2015 are presented in Table 3 and Table 4. The average speeds were calculated on the facility and segment levels during the AM peak, midday, PM peak and overnight periods for weekdays, weekends, and all days.
- The comparison of average speeds in 2014 and 2015 are displayed in Table 5. On most corridors, the average speed results in 2014 and 2015 are consistent (within +10%/-10%). HERE average speeds from 2015 are recommended for use in supporting the CFRPM version 6.2 model validation effort for the following reasons:
 - The average speeds in 2015 on I-4 between Kirkman Road and US 27 interchanges are consistent (within +10%/-10%) with the average speeds in 2014 for most segments.
 - The average speeds on arterials indicate more congestion in 2015 than in 2014. In 2015, HERE improved its data collection efforts on arterials. This led to more accurate speeds in oversaturated condition compared to previous years.
 - The 2015 HERE data reflect the latest year's speed data and were collected the same year as the CFRPM version 6.2 base validation year, and they are comparable to 2014 HERE speed data.
- Some facilities and segments, such as Palm Parkway/Turkey Lake Road between Central Florida Pkwy and Sand Lake Road, have large average speed differentials between 2014 and 2015. For those segments with large average speed differences from 2014 to 2015, the average speeds from both the 2014 and 2015 HERE data need to be reviewed prior to use in supporting the CFRPM version 6.2 model validation.

HERE DATA COLLECTION

HERE captures real-time travel time data using probe points generated by multiple resources such as GPS or smart phone devices as well as sensor data. FDOT's Traffic Operations Office has acquired archived HERE data dating back to October 2013. For this study, Kittelson & Associates (KAI) received agreement from the FDOT Traffic Operations Office to process 2014 and 2015 HERE data. This data is provided in two or five minutes increments along with a shape file designating the traffic collection locations. KAI used the 2014 and 2015 HERE data to develop average travel speeds for the AM peak, midday, PM peak and overnight periods on the selected BTU corridors.

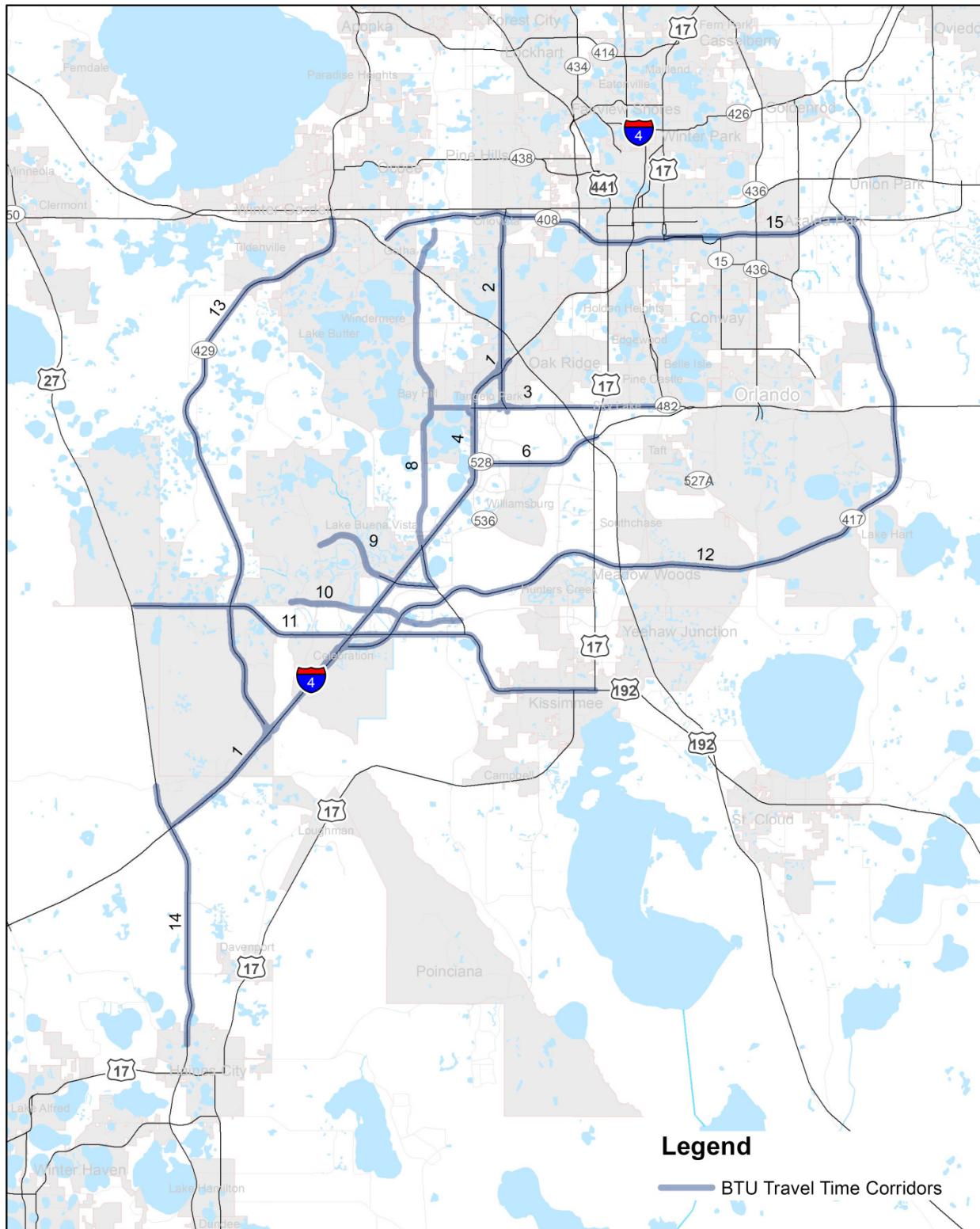
HERE speeds were not available on E. International Drive and G. Central Florida Parkway corridors. For D. Palm Parkway/Turkey Lake Road, J. Osceola County Parkway and N. US 27 corridors, the HERE speeds were only available for some portions between the corridor limits. Table 1 displays the HERE speed data availability on selected corridors.

Table 1: HERE Speed Data Availability on Selected Corridors

Corridor Facility IDs	Selected Corridors for the I-4 BTU Project-Level Validation	HERE Speed Data
1	A. I-4 between Kirkman Road and US27 interchanges	HERE Speed Data is Available
2	B. Kirkman Road/SR 435 between Sand Lake Road and SR 408	HERE Speed Data is Available
3	C. Sand Lake Road between Apopka-Vineland Road and Orange Avenue	HERE Speed Data is Available
4	D. Palm Parkway/Turkey Lake Road between SR 535 and Sand Lake Road	HERE Speed Data is Available for Palm Parkway/Turkey Lake Road between Central Florida Pkwy and Sand Lake Road
5	E. International Drive between Sand Lake Road and SR 536	No HERE Speed Data
6	F. SR 528 between I-4 and Florida's Turnpike	HERE Speed Data is Available
7	G. Central Florida Parkway between I-4 and International Drive	No HERE Speed Data
8	H. Apopka-Vineland Road/SR 535 between SR 536 and SR 408	HERE Speed Data is Available
9	I. SR 536 between World Drive and SR 535	HERE Speed Data is Available
10	J. Osceola County Parkway between SR 429 and SR 535	HERE Speed Data is Available for Osceola County Parkway between W Buena Vista Dr and SR 535
11	K. US 192 between US 27 and US17-92	HERE Speed Data is Available
12	L. SR 417 between I-4 and SR 408	HERE Speed Data is Available
13	M. SR 429 between I-4 and Florida's Turnpike	HERE Speed Data is Available
14	N. US 27 between Ronald Reagan Parkway and Ernie Caldwell Boulevard	HERE Speed Data is Available for US 27 between Ronald Reagan Parkway and Old Polk City Rd
15	O. SR 408 between Florida's Turnpike and SR 417	HERE Speed Data is Available

Figure 1 represents the location of study corridors. All the corridors identified with numbers on the figure have 2014 and 2015 HERE speed data available to use.

Figure 1: Selected Corridors with Available HERE Speed Data



PROCESS AND ANALYZE HERE DATA

The travel time data obtained from HERE are in 2 or 5 minutes increments for 24 hours of a day, and 365 days of a year. Traffic speed data are reported at the road link level on Traffic Message Channel (TMC) segments. Each TMC has a unique TMC ID. Segments were defined and displayed in Table 2. Average directional travel speeds were summarized on the facility and segment levels during the AM peak (AM), midday (MD), PM peak (PM) and overnight (NT) periods for weekdays, weekends, and all days:

- AM Period from 6:30 am to 9:00 am
- MD (midday) Period from 9:00 am to 3:30 pm
- PM Period from 3:30 pm to 6:30 pm
- NT (night) Period from 6:30 pm to 6:30 am

Appendix 1 displays the number of TMC IDs with facility and segment IDs and their directions. The locations of TMC IDs are shown in Appendix 1.

Table 2: Selected Corridor and Segment IDs

Corridor Facility IDs	Segments	Segment IDs
1	A.1. I-4 between US 27 and SR 429	1.1
	A.2. I-4 between SR 429 and US 192	1.2
	A.3. I-4 between US 192 and World Center Dr/SR 536	1.3
	A.4. I-4 between World Center Dr/SR 536 and Beachline Expy/SR 528	1.4
	A.5. I-4 between Beachline Expy/SR 528 and Sand Lake Road/SR 482	1.5
	A.6. I-4 between Sand Lake Road/SR 482 and Kirkman Rd	1.6
2	B.1. Kirkman Road/SR 435 between Sand Lake Road and I-4	2.1
	B.2. Kirkman Road/SR 435 between I-4 and Florida's Turnpike	2.2
	B.3. Kirkman Road/SR 435 between I-4 and Florida's Turnpike	2.3
3	C.1. Sand Lake Road between Apopka-Vineland Road and I-4	3.1
	C.2. Sand Lake Road between I-4 and Kirkman Road	3.2
	C.3. Sand Lake Road between Kirkman Road and John Young Pkwy	3.3
	C.4. Sand Lake Road between John Young Pkwy and Orange Blossom Trl/US 17-92	3.4
	C.5. Sand Lake Road between Orange Blossom Trl/US 17-92 and Orange Avenue	3.5
4	D.1. Palm Parkway/Turkey Lake Road between Central Florida Pkwy and Sand Lake Road	4.1
6	F.1. SR 528 between I-4 and John Young Pkwy	6.1
	F.2. SR 528 between John Young Pkwy and Florida's Turnpike	6.2
8	H.1. Apopka-Vineland Road/SR 535 between SR 536 and I-4	8.1
	H.2. Apopka-Vineland Road/SR 535 between I-4 and Sand Lake Road/SR 482	8.2
	H.3. Apopka-Vineland Road/SR 535 between Sand Lake Road/SR 482 and Florida's Turnpike	8.3
	H.4. Apopka-Vineland Road/SR 535 between Florida's Turnpike and Old Winter Garden Rd	8.4
9	I.1. SR 536 between World Drive and I-4	9.1

Corridor Facility IDs	Segments	Segment IDs
	I.2. SR 536 between I-4 and SR 535	9.2
10	J.1. Osceola County Parkway between W Buena Vista Dr and I-4	10.1
	J.2. Osceola County Parkway between I-4 and SR 417	10.2
	J.3. Osceola County Parkway between SR 417 and SR 535	10.3
11	K.1. US 192 between US 27 and SR 429	11.1
	K.2. US 192 between SR 429 and I-4	11.2
	K.3. US 192 between I-4 and SR 417	11.3
	K.4. US 192 between SR 417 and SR 535	11.4
	K.5. US 192 between SR 535 and US 17-92	11.5
12	L.1. SR 417 between I-4 and World Center Dr/SR 535	12.1
	L.2. SR 417 between World Center Dr/SR 535 and US 17-92	12.2
	L.3. SR 417 between US 17-92 and Beachline Expy/SR 528	12.3
	L.4. SR 417 between Beachline Expy/SR 528 and SR 408	12.4
13	M.1. SR 429 between I-4 and US 192	13.1
	M.2. SR 429 between US 192 and Florida's Turnpike	13.2
14	N.1. US 27 between Ronald Reagan Parkway and I-4	14.1
	N.2. US 27 between I-4 and Old Polk City Rd	14.2
15	O.1. SR 408 between Florida's Turnpike and Kirkman Rd	15.1
	O.2. SR 408 between Kirkman Rd and John Young Pkwy	15.2
	O.3. SR 408 between John Young Pkwy and I-4	15.3
	O.4. SR 408 between I-4 and Semoran Blvd/SR 436	15.4
	O.5. SR 408 between Semoran Blvd/SR 436 and SR 417	15.5

HERE SPEED RESULTS

A SAS program was developed to process and analyze average speeds from HERE data in 2014 and 2015. The travel speeds/travel times for the TMCs were evaluated to make sure they are reasonable. . Table 3 and Table 4 display the average speed results.

Table 3: Average Speeds from HERE Data in 2014

Corridor	Section	Direction	All Days				Weekdays				Weekends			
			AM	MD	PM	NT	AM	MD	PM	NT	AM	MD	PM	NT
			WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB
A. I-4 between Kirkman Road and US 27 interchanges	Full	WB/SB	61.8	60.7	50.2	59.1	61.6	60.8	48.9	59.1	62.4	60.6	53.6	59.2
		EB/NB	61.8	53.9	53.5	60.8	61.6	54.8	53.4	60.9	62.4	51.7	53.8	60.4
	1.1	WB/SB	64.9	63.3	56.9	61.8	64.9	63.1	55.5	61.3	64.9	63.8	60.7	62.9
		EB/NB	64.4	63.6	63.6	64.6	64.2	64.1	63.6	64.6	65.1	62.5	63.7	64.6
	1.2	WB/SB	65.0	64.0	50.3	62.6	65.0	63.9	47.6	62.2	64.8	64.3	58.2	63.6
		EB/NB	64.6	57.1	63.0	64.4	64.5	57.8	62.8	64.4	64.6	55.5	63.4	64.5
	1.3	WB/SB	64.1	63.6	59.1	62.1	64.1	63.6	58.2	62.1	64.0	63.4	61.4	62.0
		EB/NB	63.7	40.9	43.0	61.8	63.3	43.1	43.7	62.2	64.8	36.2	41.2	60.8
	1.4	WB/SB	59.1	57.5	45.3	55.5	58.7	57.7	44.8	56.0	60.2	57.2	46.5	54.4
		EB/NB	59.6	50.3	48.3	58.2	59.3	51.4	48.4	58.4	60.4	47.6	48.1	57.9
	1.5	WB/SB	58.3	57.4	41.5	55.1	57.7	57.7	40.6	55.4	60.0	56.7	43.9	54.5
		EB/NB	59.8	56.9	48.7	56.5	59.7	56.7	47.6	56.9	60.2	57.3	51.5	55.3
	1.6	WB/SB	55.4	55.2	45.4	54.8	54.9	55.6	44.4	54.7	56.8	54.0	48.0	54.9
		EB/NB	56.4	55.1	49.9	55.3	56.3	54.9	48.9	55.5	56.7	55.7	52.7	54.9
B. Kirkman Road/SR 435 between Sand Lake Road and SR 408	Full	WB/SB	32.8	31.3	30.5	35.8	31.5	31.0	30.0	35.9	36.3	32.4	31.8	35.7
		EB/NB	33.8	31.2	27.1	34.9	33.0	30.8	25.9	34.9	35.9	32.2	30.9	35.0
	2.1	WB/SB	35.1	33.2	32.2	36.0	34.3	33.4	32.4	36.5	37.5	32.8	31.7	34.9
		EB/NB	36.5	33.7	30.0	36.8	36.1	33.2	28.6	36.9	37.4	35.0	33.9	36.7
	2.2	WB/SB	34.6	33.4	33.5	37.3	33.4	32.6	32.9	37.6	38.4	35.5	35.0	36.7
		EB/NB	32.0	28.7	23.4	31.7	31.1	27.8	21.8	31.8	34.5	31.0	28.6	31.6
	2.3	WB/SB	31.2	29.9	28.9	35.2	29.9	29.5	28.1	35.0	35.0	31.2	30.8	35.6
		EB/NB	33.1	30.9	27.2	35.1	32.2	30.7	26.2	35.0	35.7	31.4	30.3	35.4
C. Sand Lake Road between Apopka-Vineland Road and Orange Avenue	Full	WB/SB	31.8	28.2	25.6	33.3	30.5	27.2	24.4	33.1	35.8	31.2	29.3	33.9
		EB/NB	33.9	29.5	27.9	36.3	32.6	28.4	26.6	36.2	37.6	32.8	31.9	36.8
	3.1	WB/SB	26.5	22.4	20.6	27.3	25.3	21.5	19.6	27.1	29.9	25.1	23.9	27.8
		EB/NB	26.6	21.8	22.4	29.2	25.4	20.5	21.3	29.1	29.9	25.6	25.6	29.5
	3.2	WB/SB	27.5	21.9	17.8	25.2	26.7	21.4	16.8	25.4	29.7	23.2	20.8	24.9
		EB/NB	34.3	30.6	30.0	34.6	33.6	30.2	29.6	34.7	36.2	31.7	30.9	34.1
	3.3	WB/SB	39.9	36.7	31.5	42.0	38.3	35.1	29.4	41.7	44.5	41.5	38.4	42.9
		EB/NB	38.0	35.4	33.8	43.4	36.1	33.8	32.0	43.1	44.2	40.5	39.6	44.2
	3.4	WB/SB	30.4	30.4	29.0	35.6	28.4	28.7	27.2	34.8	37.0	35.8	34.9	37.8
		EB/NB	32.2	27.8	24.6	35.2	30.6	26.4	22.7	34.7	37.0	32.2	31.4	36.7
	3.5	WB/SB	36.1	32.5	31.6	38.6	35.0	31.8	31.1	38.5	39.4	34.2	32.8	38.8
		EB/NB	39.7	35.0	31.3	40.7	38.7	34.5	30.4	40.6	42.3	36.3	34.1	40.8

Corridor	Section	Direction	All Days				Weekdays				Weekends			
			AM	MD	PM	NT	AM	MD	PM	NT	AM	MD	PM	NT
			WB/SB	24.6	24.5	24.6	24.7	24.6	24.5	24.6	24.8	24.6	24.6	24.8
D. Palm Parkway/Turkey Lake Road between Central Florida Pkwy and Sand Lake Road	Full	EB/NB	24.6	24.5	24.4	24.7	24.5	24.4	24.3	24.7	24.7	24.6	24.6	24.8
		WB/SB	55.2	55.0	48.6	54.9	55.1	54.9	46.4	54.9	55.5	55.1	54.9	55.0
F. SR 528 between I-4 and Florida's Turnpike	Full	EB/NB	51.6	51.5	45.1	51.6	51.2	51.8	43.7	51.6	52.6	50.9	49.1	51.7
		WB/SB	55.0	54.8	46.9	54.7	54.9	54.8	44.4	54.7	55.3	54.8	54.6	54.8
	6.1	EB/NB	51.1	50.9	43.8	51.0	50.7	51.2	42.3	51.0	52.1	50.2	48.0	51.0
		WB/SB	55.8	55.4	53.9	55.3	55.7	55.2	53.2	55.3	56.0	55.9	55.6	55.5
	6.2	EB/NB	54.3	54.8	52.8	54.8	53.8	55.0	51.8	54.7	55.5	54.3	55.1	55.1
		WB/SB	36.9	34.9	34.4	38.9	36.0	34.3	34.0	38.9	39.5	36.4	35.4	38.7
H. Apopka-Vineland Road/SR 535 between SR 536 and Old Winter Garden Rd	Full	EB/NB	35.9	33.5	33.4	37.9	35.1	33.1	32.9	37.9	38.2	34.4	34.7	37.8
		WB/SB	31.4	27.4	24.3	30.5	30.9	27.5	24.1	30.7	32.5	27.1	24.8	30.0
	8.1	EB/NB	30.1	24.0	24.0	29.9	29.8	25.2	24.3	30.4	30.8	21.5	23.2	28.6
		WB/SB	36.6	34.4	33.7	37.9	35.8	33.9	33.7	38.1	38.7	35.5	34.0	37.4
	8.2	EB/NB	34.9	33.6	33.1	36.6	34.0	33.0	32.6	36.6	37.3	35.2	34.4	36.7
		WB/SB	38.6	37.5	38.2	42.2	37.4	36.6	37.4	42.1	41.9	39.9	40.3	42.6
	8.3	EB/NB	38.8	37.1	37.7	42.1	37.8	36.2	36.9	41.9	41.4	39.4	39.8	42.5
		WB/SB	39.5	38.9	40.6	43.2	38.3	37.6	39.7	43.0	43.1	42.6	43.0	43.6
	8.4	EB/NB	39.6	37.6	37.0	42.2	38.5	36.2	35.4	41.9	42.7	41.6	41.7	42.9
		WB/SB	46.5	45.9	45.7	47.4	46.2	45.8	45.7	47.5	47.0	46.1	45.8	47.4
I. SR 536 between World Drive and SR 535	Full	EB/NB	47.3	45.2	42.7	47.0	47.0	45.1	42.1	47.1	48.0	45.4	44.4	46.8
		WB/SB	48.8	48.6	48.7	48.5	48.8	48.6	48.6	48.5	48.9	48.6	48.7	48.4
	9.1	EB/NB	48.1	47.6	47.6	48.0	47.9	47.5	47.7	48.1	48.4	48.0	47.3	47.7
		WB/SB	41.9	40.8	40.3	45.3	41.4	40.6	40.3	45.3	43.4	41.3	40.4	45.3
	9.2	EB/NB	45.8	41.1	35.6	45.2	45.3	41.1	34.1	45.3	47.1	41.1	39.7	45.1
		WB/SB	43.3	42.4	42.5	44.3	43.1	42.3	42.5	44.4	44.0	42.6	42.5	44.2
J. Osceola County Parkway between W Buena Vista Dr and SR 535	Full	EB/NB	44.1	43.3	42.8	44.7	43.9	43.2	42.6	44.7	44.7	43.8	43.1	44.6
		WB/SB	39.7	38.9	39.1	40.6	39.5	38.9	39.1	40.7	40.1	39.0	39.1	40.5
	10.1	EB/NB	41.5	41.1	40.3	41.7	41.4	41.2	40.3	41.7	41.6	41.1	40.3	41.6
		WB/SB	41.1	39.6	39.5	42.1	40.8	39.5	39.4	42.1	41.9	39.8	39.7	41.9
	10.2	EB/NB	42.1	39.9	39.1	43.2	41.7	39.5	38.6	43.2	43.2	40.8	40.3	43.3
		WB/SB	50.8	49.8	49.8	51.8	50.4	49.5	49.8	51.8	51.7	50.5	49.8	51.8
	10.3	EB/NB	49.6	48.6	48.7	50.5	49.0	48.2	48.5	50.6	50.9	49.7	49.3	50.4
		WB/SB	35.4	31.7	30.4	36.6	34.7	31.3	30.1	36.6	37.3	32.7	31.3	36.7
K. US 192 between US 27 and US 17-92	Full	EB/NB	35.3	31.0	30.2	37.2	34.5	30.6	29.8	37.2	37.7	31.9	31.3	37.1
		WB/SB	38.8	35.8	34.0	39.4	37.8	35.0	33.5	39.2	41.7	38.1	35.5	40.2
	11.1	EB/NB	37.0	35.7	37.1	43.1	35.5	35.1	36.7	43.1	41.4	37.5	38.0	43.2
		WB/SB	39.1	35.6	32.8	37.3	38.8	35.5	32.3	37.3	39.8	35.9	33.9	37.4
	11.2	EB/NB	37.6	32.4	34.4	38.9	37.0	32.5	34.4	39.0	39.0	32.1	34.5	38.6
		WB/SB	37.3	34.0	33.8	38.0	37.1	33.9	33.4	38.1	37.6	34.3	34.7	37.7
	11.3	EB/NB	37.4	34.1	33.2	37.8	37.0	33.9	32.9	37.9	38.5	34.6	34.0	37.5
		WB/SB	32.7	29.7	28.6	34.2	32.2	29.6	28.6	34.4	34.3	29.9	28.6	33.6
	11.4	EB/NB	33.8	29.6	27.5	33.3	33.6	29.6	27.2	33.6	34.4	29.8	28.3	32.9
		WB/SB	32.4	28.0	27.4	35.5	31.4	27.5	27.0	35.4	35.0	29.4	28.3	35.8

Corridor	Section	Direction	All Days				Weekdays				Weekends			
			AM	MD	PM	NT	AM	MD	PM	NT	AM	MD	PM	NT
		EB/NB	33.1	27.7	25.6	35.0	32.1	27.1	25.0	34.9	36.2	29.5	27.3	35.1
L. SR 417 between I-4 and SR 408	Full	WB/SB	63.3	62.5	62.8	62.6	63.4	62.2	62.6	62.5	63.1	63.2	63.0	62.7
		EB/NB	62.8	62.5	62.9	62.7	62.7	62.2	62.7	62.6	63.1	63.2	63.3	63.0
	12.1	WB/SB	59.2	58.7	58.8	58.5	59.3	58.6	58.9	58.5	58.9	58.8	58.4	58.4
		EB/NB	59.8	59.1	59.9	59.9	59.7	58.9	59.9	59.8	59.9	59.6	59.9	60.0
	12.2	WB/SB	63.9	63.2	63.8	63.2	64.0	62.9	63.9	63.2	63.6	63.9	63.5	63.1
		EB/NB	63.6	62.9	63.4	63.2	63.7	62.7	63.5	63.2	63.5	63.5	63.3	63.2
	12.3	WB/SB	64.5	63.5	64.1	63.9	64.6	63.1	64.0	63.8	64.3	64.3	64.3	64.0
		EB/NB	63.6	63.3	64.4	63.6	63.5	63.0	64.3	63.5	63.9	64.3	64.4	64.0
	12.4	WB/SB	64.3	63.5	63.1	63.4	64.3	63.1	62.5	63.2	64.3	64.5	64.4	63.8
		EB/NB	63.5	63.3	62.4	63.0	63.2	63.1	61.7	62.7	64.3	64.0	64.3	63.7
M. SR 429 between I-4 and Florida's Turnpike	Full	WB/SB	64.1	63.6	63.6	63.7	64.0	63.4	63.5	63.7	64.3	64.1	63.7	63.9
		EB/NB	61.9	61.7	62.3	62.1	61.8	61.5	62.3	62.1	62.2	62.3	62.3	62.2
	13.1	WB/SB	63.0	62.7	62.9	62.9	62.9	62.5	62.8	62.8	63.2	63.0	63.1	63.3
		EB/NB	56.9	56.9	57.2	57.3	56.8	56.7	57.2	57.2	57.2	57.3	57.2	57.4
	13.2	WB/SB	64.4	63.8	63.8	63.9	64.3	63.6	63.7	63.9	64.6	64.4	63.9	64.1
		EB/NB	63.8	63.6	64.3	64.0	63.7	63.4	64.3	63.9	64.1	64.1	64.3	64.1
N. US 27 between Ronald Reagan Parkway and Old Polk City Rd	Full	WB/SB	44.1	41.6	40.9	47.6	42.8	40.6	39.8	47.3	47.8	44.4	44.3	48.2
		EB/NB	43.6	41.1	41.2	47.3	42.4	40.3	40.2	47.0	47.0	43.5	43.9	47.9
	14.1	WB/SB	35.6	33.6	33.3	40.3	34.1	32.4	32.0	39.9	40.7	37.1	37.3	41.1
		EB/NB	37.5	36.3	37.1	43.4	35.9	35.1	35.6	42.9	42.4	40.0	41.2	44.6
	14.2	WB/SB	45.7	43.0	42.3	48.8	44.5	42.1	41.2	48.6	49.0	45.7	45.5	49.5
		EB/NB	44.8	42.1	42.0	48.0	43.7	41.3	41.1	47.7	47.9	44.1	44.4	48.5
O. SR 408 between Florida's Turnpike and SR 417	Full	WB/SB	53.5	57.1	57.0	56.9	52.0	57.0	56.9	56.9	57.5	57.4	57.3	56.8
		EB/NB	57.7	58.1	57.0	57.6	57.5	58.0	56.5	57.6	58.2	58.5	58.3	57.7
	15.1	WB/SB	59.7	59.3	59.3	59.2	59.7	59.2	59.2	59.2	59.7	59.7	59.6	59.1
		EB/NB	60.8	62.9	63.4	62.7	59.8	62.5	63.3	62.6	63.5	63.7	63.5	62.9
	15.2	WB/SB	57.5	57.5	57.4	56.9	57.6	57.5	57.4	57.0	57.4	57.5	57.2	56.8
		EB/NB	58.4	58.3	58.5	57.9	58.4	58.1	58.4	58.0	58.5	58.8	58.6	57.9
	15.3	WB/SB	54.6	54.8	54.7	54.3	54.5	54.8	54.8	54.3	54.9	54.6	54.7	54.3
		EB/NB	54.4	54.8	52.0	54.1	54.3	54.8	50.9	54.0	54.6	55.0	54.9	54.3
	15.4	WB/SB	46.3	54.6	54.3	54.7	43.5	54.4	54.1	54.7	55.4	55.1	54.8	54.6
		EB/NB	55.2	55.3	54.2	54.7	55.2	55.3	53.8	54.8	55.2	55.4	55.3	54.7
	15.5	WB/SB	54.4	59.2	59.3	58.9	52.6	58.9	59.2	58.9	59.8	59.8	59.8	58.9
		EB/NB	59.2	59.1	56.7	58.4	59.3	59.1	55.8	58.4	58.8	59.2	59.2	58.3

Table 4: Average Speeds from HERE Data in 2015

Corridor	Section	Direction	All Days				Weekdays				Weekends			
			AM	MD	PM	NT	AM	MD	PM	NT	AM	MD	PM	NT
			WB/SB	63.8	61.8	45.4	59.4	63.3	62.0	44.2	59.5	65.2	61.3	48.7
A. I-4 between Kirkman Road and US 27 interchanges	Full	WB/NB	63.4	51.7	52.6	62.0	62.6	52.7	53.7	62.6	65.6	49.4	50.2	60.6
		WB/SB	67.3	64.1	52.0	63.3	67.0	64.4	51.0	63.5	68.0	63.4	54.6	62.8
	1.1	EB/NB	65.4	63.8	64.6	66.3	64.3	64.2	64.6	66.2	68.4	63.0	64.8	66.6
		WB/SB	67.2	64.0	39.4	61.5	66.9	64.7	37.3	61.7	67.8	62.3	45.6	61.0
	1.2	EB/NB	66.9	56.6	65.5	66.3	66.4	57.0	65.7	66.3	68.0	55.5	65.0	66.2
		WB/SB	65.7	64.8	58.1	62.8	65.4	64.9	57.6	62.9	66.3	64.7	59.3	62.7
	1.3	EB/NB	64.3	33.9	37.1	62.3	63.0	36.2	40.4	63.5	67.6	29.2	31.1	59.5
		WB/SB	61.3	59.3	41.9	54.9	60.6	59.4	41.4	54.9	63.1	59.2	43.0	54.8
	1.4	EB/NB	60.9	47.7	47.3	59.1	60.0	48.9	48.9	59.8	63.2	45.0	43.8	57.3
		WB/SB	60.2	58.6	37.5	54.2	59.4	58.4	36.1	54.2	62.2	59.0	41.3	54.2
	1.5	EB/NB	61.3	57.5	50.3	55.9	60.7	57.1	50.5	57.8	62.8	58.4	49.9	51.8
		WB/SB	56.7	57.2	47.6	56.9	55.3	57.3	46.2	57.1	60.3	56.9	51.5	56.1
	1.6	EB/NB	59.9	56.5	49.8	57.2	59.4	55.8	48.6	57.8	61.1	58.1	52.9	55.7
B. Kirkman Road/SR 435 between Sand Lake Road and SR 408	Full	WB/SB	30.6	29.7	28.6	35.0	28.9	29.1	27.8	35.0	35.4	31.3	30.8	35.0
		EB/NB	32.4	29.9	24.9	34.0	31.3	29.4	23.5	33.9	35.4	31.3	29.6	34.2
	2.1	WB/SB	34.5	32.5	31.6	36.1	33.5	32.7	31.7	36.5	37.2	32.0	31.5	35.2
		EB/NB	35.9	33.4	28.9	36.8	35.4	33.0	27.3	36.9	37.1	34.5	33.5	36.7
	2.2	WB/SB	32.5	32.0	32.2	37.1	30.8	31.0	31.4	37.2	37.4	34.8	34.4	36.6
		EB/NB	30.5	27.1	20.5	30.5	29.3	26.0	18.6	30.6	33.9	30.1	27.2	30.4
	2.3	WB/SB	28.5	27.9	26.4	33.9	26.8	27.2	25.4	33.7	34.0	29.9	29.3	34.3
		EB/NB	31.5	29.4	25.0	33.9	30.2	29.0	23.8	33.8	35.2	30.2	28.7	34.4
C. Sand Lake Road between Apopka-Vineland Road and Orange Avenue	Full	WB/SB	31.2	27.2	23.8	32.8	29.7	26.0	22.5	32.5	35.8	30.7	27.8	33.4
		EB/NB	32.4	27.7	25.9	35.2	31.0	26.5	24.6	35.0	36.3	31.2	29.9	35.6
	3.1	WB/SB	25.3	21.2	18.7	26.2	24.0	20.2	17.7	26.0	29.5	23.9	21.9	26.7
		EB/NB	24.6	19.6	20.6	27.4	23.4	18.5	19.9	27.3	28.2	23.2	22.7	27.6
	3.2	WB/SB	27.1	20.9	15.6	24.3	26.1	20.3	14.7	24.4	30.1	22.8	18.5	24.2
		EB/NB	32.3	28.9	27.4	32.7	31.8	28.5	26.9	33.0	33.6	29.9	28.7	31.9
	3.3	WB/SB	39.4	35.5	29.9	41.8	37.7	33.5	27.6	41.4	44.3	41.3	37.6	43.1
		EB/NB	37.6	33.3	31.4	42.1	35.8	31.6	29.4	41.7	42.9	38.4	37.8	43.1
	3.4	WB/SB	31.0	29.9	28.2	36.0	28.9	27.9	26.1	35.2	37.4	36.2	34.9	38.3
		EB/NB	31.6	26.5	23.1	35.8	29.8	25.0	21.3	35.3	37.3	31.1	29.4	36.9
	3.5	WB/SB	35.2	31.4	30.6	38.4	33.7	30.4	30.1	38.3	39.4	34.2	32.1	38.7
		EB/NB	37.7	33.8	29.2	39.8	36.4	32.8	27.7	39.6	41.3	36.4	33.9	40.4
D. Palm Parkway/Turkey Lake Road between Central Florida Pkwy and Sand Lake Road	Full	WB/SB	38.0	35.1	35.0	38.3	37.4	34.4	34.5	38.2	39.7	36.9	36.4	38.4
		EB/NB	39.7	35.9	34.7	39.4	39.2	35.0	33.7	39.3	41.0	38.2	37.4	39.6
F. SR 528 between I-4 and Florida's Turnpike	Full	WB/SB	58.9	57.7	48.5	57.1	58.5	57.5	45.4	57.0	59.9	58.3	58.1	57.4
		EB/NB	54.1	54.3	43.1	53.5	53.4	54.0	40.8	53.4	55.9	54.9	49.9	53.6
	6.1	WB/SB	58.5	57.4	46.5	56.9	58.1	57.2	43.1	56.8	59.7	57.8	57.7	57.3
		EB/NB	53.6	53.5	41.6	52.8	53.0	53.3	39.3	52.7	55.3	54.1	48.4	52.9
	6.2	WB/SB	59.9	58.6	54.9	57.7	59.7	58.3	53.3	57.7	60.5	59.6	59.2	57.9

Corridor	Section	Direction	All Days				Weekdays				Weekends			
			AM	MD	PM	NT	AM	MD	PM	NT	AM	MD	PM	NT
H. Apopka-Vineland Road/SR 535 between SR 536 and Old Winter Garden Rd	Full	EB/NB	56.4	58.3	52.6	57.2	55.5	57.8	50.4	57.1	58.8	59.5	58.7	57.5
		WB/SB	36.4	34.7	33.6	38.8	35.2	34.1	32.8	38.8	39.5	36.3	35.7	38.9
		EB/NB	35.7	33.2	32.5	37.8	34.9	32.8	31.7	37.8	38.1	34.2	34.6	37.8
	8.1	WB/SB	30.8	26.7	22.8	30.3	30.2	26.6	21.9	30.3	32.5	26.8	25.3	30.2
		EB/NB	30.1	23.7	23.7	29.7	29.7	24.7	23.8	30.1	31.2	21.4	23.4	28.9
	8.2	WB/SB	36.7	34.6	33.4	38.1	35.9	34.3	32.8	38.2	39.0	35.6	34.8	38.0
		EB/NB	35.3	33.8	32.8	36.8	34.5	33.2	32.1	36.8	37.4	35.4	34.6	36.9
	8.3	WB/SB	37.5	37.1	37.5	42.0	35.9	36.1	36.6	41.8	41.9	39.6	39.9	42.4
		EB/NB	38.3	36.7	36.1	41.8	37.2	35.9	35.0	41.7	41.2	38.8	39.2	42.1
	8.4	WB/SB	38.3	38.7	39.7	43.2	36.8	37.5	38.7	43.1	42.4	42.0	42.4	43.5
		EB/NB	38.2	36.3	34.5	41.5	37.0	35.0	32.6	41.2	41.4	40.0	40.2	42.2
I. SR 536 between World Drive and SR 535	Full	WB/SB	45.8	45.9	45.8	47.1	45.4	45.6	45.6	47.1	46.9	46.6	46.1	47.1
		EB/NB	46.8	43.4	40.9	46.0	46.4	43.3	40.1	46.2	48.0	43.6	43.1	45.4
	9.1	WB/SB	49.1	49.3	49.6	48.4	48.9	49.0	49.5	48.5	49.7	49.9	49.8	48.3
		EB/NB	48.7	48.3	48.0	47.8	48.3	48.1	48.3	48.1	49.6	49.1	47.5	47.2
	9.2	WB/SB	39.9	39.9	39.1	44.3	39.2	39.6	38.9	44.2	41.7	40.7	39.7	44.6
		EB/NB	43.6	36.1	31.6	42.7	42.9	36.2	30.0	43.0	45.3	35.8	36.4	42.2
J. Osceola County Parkway between W Buena Vista Dr and SR 535	Full	WB/SB	43.7	42.7	42.8	45.3	43.3	42.6	42.8	45.4	44.8	43.0	42.9	45.2
		EB/NB	44.7	43.6	42.6	45.5	44.5	43.5	42.6	45.6	45.4	43.9	42.7	45.3
	10.1	WB/SB	40.8	40.0	40.2	42.7	40.4	39.9	40.2	42.8	41.8	40.2	40.5	42.6
		EB/NB	43.5	42.9	41.4	43.8	43.4	42.8	41.3	43.9	43.9	42.9	41.6	43.7
	10.2	WB/SB	40.2	38.6	38.8	42.0	39.7	38.6	38.7	42.1	41.3	38.7	39.0	41.9
		EB/NB	40.1	37.6	36.9	41.8	39.8	37.4	36.6	41.9	40.9	37.9	37.6	41.7
	10.3	WB/SB	50.2	49.0	48.8	51.0	49.7	48.8	49.0	51.1	51.4	49.6	48.4	50.7
		EB/NB	48.7	47.6	47.1	49.8	48.3	47.4	47.3	49.9	49.9	48.1	46.7	49.4
K. US 192 between US 27 and US 17-92	Full	WB/SB	31.2	27.9	26.8	32.3	30.6	27.6	26.5	32.2	32.9	28.8	27.6	32.3
		EB/NB	31.1	27.3	26.6	32.7	30.4	27.0	26.2	32.8	33.2	28.1	27.5	32.6
	11.1	WB/SB	34.2	31.6	30.0	34.7	33.3	30.9	29.5	34.5	36.7	33.6	31.3	35.4
		EB/NB	32.6	31.5	32.7	38.0	31.3	30.9	32.4	37.9	36.5	33.0	33.5	38.1
	11.2	WB/SB	34.4	31.4	28.8	32.9	34.1	31.3	28.4	32.9	35.1	31.6	29.8	32.9
		EB/NB	33.1	28.5	30.3	34.3	32.6	28.6	30.3	34.3	34.3	28.2	30.4	34.0
	11.3	WB/SB	32.8	30.0	29.8	33.4	32.7	29.9	29.4	33.5	33.1	30.2	30.5	33.2
		EB/NB	32.9	30.0	29.2	33.3	32.6	29.9	28.9	33.4	33.9	30.4	30.0	33.0
	11.4	WB/SB	28.9	26.2	25.2	30.1	28.3	26.1	25.2	30.3	30.2	26.3	25.2	29.6
		EB/NB	29.8	26.1	24.2	29.4	29.6	26.1	23.9	29.6	30.3	26.2	25.0	28.9
	11.5	WB/SB	28.5	24.6	24.1	31.3	27.6	24.2	23.8	31.2	30.8	25.9	24.9	31.5
		EB/NB	29.2	24.4	22.5	30.7	28.2	23.9	22.0	30.7	31.8	25.9	24.0	30.9
L. SR 417 between I-4 and SR 408	Full	WB/SB	66.0	65.4	65.0	64.5	66.1	65.1	64.7	64.5	65.8	66.2	65.7	64.4
		EB/NB	65.5	65.2	64.1	64.5	65.4	64.9	63.3	64.5	65.6	66.0	66.0	64.5
	12.1	WB/SB	61.3	61.0	61.2	59.5	61.7	61.0	61.5	59.7	60.4	61.0	60.5	59.2
		EB/NB	61.3	60.5	60.9	60.2	61.5	60.5	60.9	60.3	60.8	60.5	61.0	60.2
	12.2	WB/SB	66.7	66.3	66.0	65.2	66.8	66.2	66.4	65.3	66.7	66.7	64.8	64.9
		EB/NB	66.5	65.7	64.1	64.5	66.7	65.7	63.4	64.5	66.0	65.9	65.7	64.5

Corridor	Section	Direction	All Days				Weekdays				Weekends			
			AM	MD	PM	NT	AM	MD	PM	NT	AM	MD	PM	NT
M. SR 429 between I-4 and Florida's Turnpike	12.3	WB/SB	67.3	66.4	66.3	65.9	67.4	65.9	65.8	66.0	67.1	67.5	67.5	65.8
		EB/NB	66.9	66.1	66.5	65.7	66.9	65.6	66.2	65.7	66.9	67.3	67.3	65.7
	12.4	WB/SB	67.4	66.9	65.2	65.7	67.2	66.5	64.2	65.6	67.7	68.0	67.8	66.1
		EB/NB	65.8	67.1	62.6	65.9	65.1	66.7	60.5	65.8	67.3	68.2	68.2	66.0
	Full	WB/SB	67.2	66.6	66.6	65.3	67.4	66.4	66.5	65.3	66.7	67.0	66.8	65.2
		EB/NB	65.0	64.9	65.6	63.6	65.2	64.7	65.8	63.7	64.5	65.2	65.2	63.5
	13.1	WB/SB	66.9	66.2	66.6	64.4	67.4	66.3	66.9	64.4	65.6	66.0	65.8	64.3
		EB/NB	60.6	60.5	61.0	59.2	60.9	60.6	61.3	59.3	60.0	60.5	60.4	59.1
N. US 27 between Ronald Reagan Parkway and Old Polk City Rd	13.2	WB/SB	67.3	66.7	66.6	65.5	67.4	66.4	66.4	65.5	66.9	67.2	67.0	65.4
		EB/NB	66.6	66.5	67.3	65.3	66.8	66.3	67.5	65.3	66.2	67.0	67.0	65.2
	Full	WB/SB	42.8	39.7	38.1	46.2	41.4	38.6	36.6	45.9	46.5	42.7	42.5	47.0
		EB/NB	42.0	39.0	39.1	46.0	40.6	38.2	38.1	45.7	45.7	41.3	41.8	46.6
	14.1	WB/SB	33.5	31.4	30.0	37.8	31.8	30.1	28.4	37.2	38.4	35.1	34.9	39.0
		EB/NB	35.8	34.3	35.4	41.8	34.3	33.3	34.2	41.4	40.1	37.3	39.0	42.6
	14.2	WB/SB	44.5	41.2	39.6	47.7	43.3	40.2	38.1	47.4	47.9	44.1	43.8	48.5
		EB/NB	43.2	39.9	39.8	46.8	41.9	39.1	38.8	46.6	46.8	42.0	42.3	47.4
O. SR 408 between Florida's Turnpike and SR 417	Full	WB/SB	55.0	60.4	59.1	59.6	52.8	60.0	58.4	59.6	61.2	61.4	61.1	59.5
		EB/NB	58.6	61.2	57.2	59.6	57.7	60.9	55.6	59.6	61.1	61.9	61.5	59.7
	15.1	WB/SB	63.5	63.3	60.0	63.1	63.2	62.9	58.5	63.1	64.1	64.4	64.1	63.3
		EB/NB	58.7	64.8	65.2	64.2	56.4	64.4	65.1	64.2	65.3	65.6	65.3	64.3
	15.2	WB/SB	60.5	60.7	59.2	59.7	60.4	60.4	58.6	59.8	60.8	61.3	60.9	59.4
		EB/NB	58.5	60.9	60.5	59.8	57.5	60.6	60.3	59.8	61.1	61.8	61.1	59.7
	15.3	WB/SB	57.6	57.8	56.8	56.2	57.6	57.6	56.5	56.2	57.8	58.4	57.8	56.0
		EB/NB	54.1	57.8	48.7	56.0	52.8	57.4	45.7	56.0	57.8	58.7	58.2	56.2
	15.4	WB/SB	47.0	57.9	57.1	56.9	43.4	57.5	56.4	57.0	59.2	58.8	58.7	56.7
		EB/NB	58.6	59.4	55.1	57.1	58.5	59.2	53.5	57.2	58.8	59.9	59.5	57.1
	15.5	WB/SB	53.7	62.2	62.2	61.2	50.6	61.6	61.7	61.3	63.1	63.7	63.4	61.3
		EB/NB	61.8	62.3	55.7	60.4	61.8	62.1	53.2	60.4	61.7	62.9	62.6	60.6

Average speeds in 2014 and 2015 were compared and differences are displayed in Table 5. The numbers were calculated as $(\text{average speeds in 2015} - \text{average speeds in 2014}) / (\text{average speeds in 2014})$.

Table 5: Comparison of Average Speeds from HERE Data in 2014 and 2015

Corridor	Section	Direction	All Days				Weekdays				Weekends			
			AM	MD	PM	NT	AM	MD	PM	NT	AM	MD	PM	NT
A. I-4 between Kirkman Road and US 27 interchanges	Full	WB/SB	3%	2%	-10%	1%	3%	2%	-10%	1%	4%	1%	-9%	0%
		EB/NB	3%	-4%	-2%	2%	2%	-4%	1%	3%	5%	-4%	-7%	0%
	1.1	WB/SB	4%	1%	-9%	2%	3%	2%	-8%	4%	5%	-1%	-10%	0%
		EB/NB	2%	0%	2%	3%	0%	0%	2%	2%	5%	1%	2%	3%
	1.2	WB/SB	3%	0%	-22%	-2%	3%	1%	-22%	-1%	5%	3%	0%	3%
		EB/NB	4%	-1%	4%	3%	3%	-1%	5%	3%	5%	-3%	-22%	-4%
	1.3	WB/SB	2%	2%	-2%	1%	2%	2%	-1%	1%	4%	2%	-3%	1%
		EB/NB	1%	-17%	-14%	1%	0%	-16%	-8%	2%	4%	-19%	-25%	-2%
	1.4	WB/SB	4%	3%	-8%	-1%	3%	3%	-8%	-2%	5%	3%	-8%	1%
		EB/NB	2%	-5%	-2%	2%	1%	-5%	1%	2%	5%	-5%	-9%	-1%
	1.5	WB/SB	3%	2%	-10%	-2%	3%	1%	-11%	-2%	4%	4%	-6%	-1%
		EB/NB	3%	1%	3%	-1%	2%	1%	6%	2%	4%	2%	-3%	-6%
	1.6	WB/SB	2%	4%	5%	4%	1%	3%	4%	4%	6%	5%	7%	2%
		EB/NB	6%	3%	0%	3%	6%	2%	-1%	4%	8%	4%	0%	1%
B. Kirkman Road/SR 435 between Sand Lake Road and SR 408	Full	WB/SB	-7%	-5%	-6%	-2%	-8%	-6%	-7%	-3%	-2%	-3%	-3%	-2%
		EB/NB	-4%	-4%	-8%	-3%	-5%	-5%	-9%	-3%	-1%	-3%	-4%	-2%
	2.1	WB/SB	-2%	-2%	-2%	0%	-2%	-2%	-2%	0%	-1%	-2%	-1%	1%
		EB/NB	-2%	-1%	-4%	0%	-2%	-1%	-5%	0%	-1%	-1%	-1%	0%
	2.2	WB/SB	-6%	-4%	-4%	-1%	-8%	-5%	-5%	-1%	-3%	-2%	-2%	0%
		EB/NB	-5%	-6%	-12%	-4%	-6%	-6%	-15%	-4%	-2%	-3%	-5%	-4%
	2.3	WB/SB	-9%	-7%	-9%	-4%	-10%	-8%	-10%	-4%	-3%	-4%	-5%	-4%
		EB/NB	-5%	-5%	-8%	-3%	-6%	-6%	-9%	-3%	-1%	-4%	-5%	-3%
C. Sand Lake Road between Apopka-Vineland Road and Orange Avenue	Full	WB/SB	-2%	-4%	-7%	-2%	-3%	-4%	-8%	-2%	0%	-2%	-5%	-1%
		EB/NB	-4%	-6%	-7%	-3%	-5%	-7%	-8%	-3%	-3%	-5%	-6%	-3%
	3.1	WB/SB	-5%	-5%	-9%	-4%	-5%	-6%	-10%	-4%	-1%	-5%	-8%	-4%
		EB/NB	-8%	-10%	-8%	-6%	-8%	-10%	-7%	-6%	-6%	-9%	-11%	-6%
	3.2	WB/SB	-1%	-5%	-12%	-4%	-2%	-5%	-13%	-4%	1%	-2%	-11%	-3%
		EB/NB	-6%	-6%	-9%	-5%	-5%	-6%	-9%	-5%	-7%	-6%	-7%	-6%
	3.3	WB/SB	-1%	-3%	-5%	0%	-2%	-5%	-6%	-1%	0%	0%	-2%	0%
		EB/NB	-1%	-6%	-7%	-3%	-1%	-7%	-8%	-3%	-3%	-5%	-5%	-2%
	3.4	WB/SB	2%	-2%	-3%	1%	2%	-3%	-4%	1%	1%	1%	0%	1%
		EB/NB	-2%	-5%	-6%	2%	-3%	-5%	-6%	2%	1%	-3%	-6%	1%
	3.5	WB/SB	-2%	-3%	-3%	-1%	-4%	-4%	-3%	-1%	0%	0%	-2%	0%
		EB/NB	-5%	-3%	-7%	-2%	-6%	-5%	-9%	-2%	-2%	0%	-1%	-1%
D. Palm Parkway/Turkey Lake Road between Central Florida Pkwy and Sand Lake Road	Full	WB/SB	54%	43%	42%	55%	52%	40%	40%	55%	60%	50%	48%	55%
		EB/NB	61%	47%	42%	60%	60%	43%	39%	59%	66%	55%	52%	60%
F. SR 528 between I-4 and Florida's Turnpike	Full	WB/SB	7%	5%	0%	4%	6%	5%	-2%	4%	8%	6%	6%	4%
		EB/NB	5%	5%	-4%	4%	4%	4%	-7%	3%	6%	8%	2%	4%
	6.1	WB/SB	6%	5%	-1%	4%	6%	4%	-3%	4%	8%	5%	6%	5%
		EB/NB	5%	5%	-5%	4%	5%	4%	-7%	3%	6%	8%	1%	4%
	6.2	WB/SB	7%	6%	2%	4%	7%	6%	0%	4%	8%	7%	6%	4%

Corridor	Section	Direction	All Days				Weekdays				Weekends			
			AM	MD	PM	NT	AM	MD	PM	NT	AM	MD	PM	NT
H. Apopka-Vineland Road/SR 535 between SR 536 and Old Winter Garden Rd	Full	EB/NB	4%	6%	0%	4%	3%	5%	-3%	4%	6%	10%	7%	4%
		WB/SB	-1%	-1%	-2%	0%	-2%	-1%	-4%	0%	0%	0%	1%	1%
		EB/NB	-1%	-1%	-3%	0%	-1%	-1%	-4%	0%	0%	-1%	0%	0%
	8.1	WB/SB	-2%	-3%	-6%	-1%	-2%	-3%	-9%	-1%	0%	-1%	2%	1%
		EB/NB	0%	-1%	-1%	-1%	0%	-2%	-2%	-1%	1%	0%	1%	1%
	8.2	WB/SB	0%	1%	-1%	1%	0%	1%	-3%	0%	1%	0%	2%	2%
		EB/NB	1%	1%	-1%	1%	1%	1%	-2%	1%	0%	1%	1%	1%
	8.3	WB/SB	-3%	-1%	-2%	0%	-4%	-1%	-2%	-1%	0%	-1%	-1%	0%
		EB/NB	-1%	-1%	-4%	-1%	-2%	-1%	-5%	0%	0%	-2%	-2%	-1%
	8.4	WB/SB	-3%	-1%	-2%	0%	-4%	0%	-3%	0%	-2%	-1%	-1%	0%
		EB/NB	-4%	-3%	-7%	-2%	-4%	-3%	-8%	-2%	-3%	-4%	-4%	-2%
I. SR 536 between World Drive and SR 535	Full	WB/SB	-2%	0%	0%	-1%	-2%	0%	0%	-1%	0%	1%	1%	-1%
		EB/NB	-1%	-4%	-4%	-2%	-1%	-4%	-5%	-2%	0%	-4%	-3%	-3%
	9.1	WB/SB	1%	1%	2%	0%	0%	1%	2%	0%	2%	3%	2%	0%
		EB/NB	1%	1%	1%	0%	1%	1%	1%	0%	2%	2%	0%	-1%
	9.2	WB/SB	-5%	-2%	-3%	-2%	-5%	-2%	-3%	-2%	-4%	-1%	-2%	-2%
		EB/NB	-5%	-12%	-11%	-6%	-5%	-12%	-12%	-5%	-4%	-13%	-8%	-6%
J. Osceola County Parkway between W Buena Vista Dr and SR 535	Full	WB/SB	1%	1%	1%	2%	0%	1%	1%	2%	2%	1%	1%	2%
		EB/NB	1%	1%	0%	2%	1%	1%	0%	2%	2%	0%	-1%	2%
	10.1	WB/SB	3%	3%	3%	5%	2%	3%	3%	5%	4%	3%	4%	5%
		EB/NB	5%	4%	3%	5%	5%	4%	2%	5%	6%	4%	3%	5%
	10.2	WB/SB	-2%	-3%	-2%	0%	-3%	-2%	-2%	0%	-1%	-3%	-2%	0%
		EB/NB	-5%	-6%	-6%	-3%	-5%	-5%	-5%	-3%	-5%	-7%	-7%	-4%
	10.3	WB/SB	-1%	-2%	-2%	-2%	-1%	-1%	-2%	-1%	-1%	-2%	-3%	-2%
		EB/NB	-2%	-2%	-3%	-1%	-1%	-2%	-2%	-1%	-2%	-3%	-5%	-2%
K. US 192 between US 27 and US 17-92	Full	WB/SB	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%
		EB/NB	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%
	11.1	WB/SB	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%
		EB/NB	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%
	11.2	WB/SB	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%
		EB/NB	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%
	11.3	WB/SB	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%
		EB/NB	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%
	11.4	WB/SB	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%
		EB/NB	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%
	11.5	WB/SB	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%
		EB/NB	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%	-12%
L. SR 417 between I-4 and SR 408	Full	WB/SB	4%	5%	4%	3%	4%	5%	3%	3%	4%	5%	4%	3%
		EB/NB	4%	4%	2%	3%	4%	4%	1%	3%	4%	4%	4%	2%
	12.1	WB/SB	4%	4%	4%	2%	4%	4%	4%	2%	3%	4%	4%	1%
		EB/NB	3%	2%	2%	1%	3%	3%	2%	1%	2%	2%	2%	0%
	12.2	WB/SB	4%	5%	3%	3%	4%	5%	4%	3%	5%	4%	2%	3%
		EB/NB	5%	4%	1%	2%	5%	5%	0%	2%	4%	4%	4%	2%

Corridor	Section	Direction	All Days				Weekdays				Weekends			
			AM	MD	PM	NT	AM	MD	PM	NT	AM	MD	PM	NT
M. SR 429 between I-4 and Florida's Turnpike	12.3	WB/SB	4%	5%	3%	3%	4%	4%	3%	3%	4%	5%	5%	3%
		EB/NB	5%	4%	3%	3%	5%	4%	3%	3%	5%	5%	5%	3%
	12.4	WB/SB	5%	5%	3%	4%	5%	5%	3%	4%	5%	5%	5%	4%
		EB/NB	4%	6%	0%	5%	3%	6%	-2%	5%	5%	7%	6%	4%
	Full	WB/SB	5%	5%	5%	3%	5%	5%	5%	3%	4%	5%	5%	2%
		EB/NB	5%	5%	5%	2%	6%	5%	6%	3%	4%	5%	5%	2%
	13.1	WB/SB	6%	6%	6%	2%	7%	6%	7%	3%	4%	5%	4%	2%
		EB/NB	7%	6%	7%	3%	7%	7%	7%	4%	5%	6%	6%	3%
N. US 27 between Ronald Reagan Parkway and Old Polk City Rd	13.2	WB/SB	5%	5%	4%	3%	5%	4%	4%	3%	4%	4%	5%	2%
		EB/NB	4%	5%	5%	2%	5%	5%	5%	2%	3%	5%	4%	2%
	Full	WB/SB	-3%	-5%	-7%	-3%	-3%	-5%	-8%	-3%	-3%	-4%	-4%	-2%
		EB/NB	-4%	-5%	-5%	-3%	-4%	-5%	-5%	-3%	-3%	-5%	-5%	-3%
	14.1	WB/SB	-6%	-7%	-10%	-6%	-7%	-7%	-11%	-7%	-6%	-5%	-6%	-5%
		EB/NB	-5%	-6%	-5%	-4%	-4%	-5%	-4%	-3%	-5%	-7%	-5%	-4%
	14.2	WB/SB	-3%	-4%	-6%	-2%	-3%	-5%	-8%	-2%	-2%	-4%	-4%	-2%
		EB/NB	-4%	-5%	-5%	-3%	-4%	-5%	-6%	-2%	-2%	-5%	-5%	-2%
O. SR 408 between Florida's Turnpike and SR 417	Full	WB/SB	3%	6%	4%	5%	2%	5%	3%	5%	6%	7%	7%	5%
		EB/NB	2%	5%	0%	3%	0%	5%	-2%	3%	5%	6%	5%	3%
	15.1	WB/SB	6%	7%	1%	7%	6%	6%	-1%	7%	7%	8%	8%	7%
		EB/NB	-3%	3%	3%	2%	-6%	3%	3%	3%	3%	3%	3%	2%
	15.2	WB/SB	5%	6%	3%	5%	5%	5%	2%	5%	6%	7%	6%	5%
		EB/NB	0%	4%	3%	3%	-2%	4%	3%	3%	4%	5%	4%	3%
	15.3	WB/SB	5%	5%	4%	3%	6%	5%	3%	3%	5%	7%	6%	3%
		EB/NB	-1%	5%	-6%	4%	-3%	5%	-10%	4%	6%	7%	6%	3%
	15.4	WB/SB	2%	6%	5%	4%	0%	6%	4%	4%	7%	7%	7%	4%
		EB/NB	6%	7%	2%	4%	6%	7%	-1%	4%	7%	8%	8%	4%
	15.5	WB/SB	-1%	5%	5%	4%	-4%	5%	4%	4%	6%	7%	6%	4%
		EB/NB	4%	5%	-2%	3%	4%	5%	-5%	3%	5%	6%	6%	4%

The average speeds have a consistent trend (within +10%/-10%) from 2014 to 2015 for most segments. On Palm Parkway/Turkey Lake Road between Central Florida Pkwy and Sand Lake Road, average speeds in 2015 are considerably higher than average speeds in 2014. On US 192 between US 27 and US 17-92, average speeds in 2015 are consistently lower than average speeds in 2014. For corridors which have noticeably average speed difference in 2014 and 2015, both the average speeds need to be reviewed before they are used to support the CFRPM version 6.2 model validation.

For corridors with average speed difference within +10%/-10% from 2014 to 2015, average speeds from 2015 HERE data are suggested to support the CFRPM version 6.2 model validation. The 2015 HERE data represents the latest traffic conditions and provides latest information for CFRPM version 6.2 model validation purpose.

Appendix 1 HERE TMC IDs

HERE TMC IDs

TMC IDs	Corridor Facility IDs	Segment IDs	Direction
102+04779	1	1	NB or EB
102+18341	1	1	NB or EB
102P04779	1	1	NB or EB
102P18341	1	1	NB or EB
102-04778	1	1	SB or WB
102-04779	1	1	SB or WB
102N04779	1	1	SB or WB
102N18341	1	1	SB or WB
102+04780	1	2	NB or EB
102+04781	1	2	NB or EB
102P04780	1	2	NB or EB
102P04781	1	2	NB or EB
102-04780	1	2	SB or WB
102-18341	1	2	SB or WB
102N04780	1	2	SB or WB
102N04781	1	2	SB or WB
102+04782	1	3	NB or EB
102+11563	1	3	NB or EB
102P04782	1	3	NB or EB
102P11563	1	3	NB or EB
102-04781	1	3	SB or WB
102-11563	1	3	SB or WB
102N04782	1	3	SB or WB
102N11563	1	3	SB or WB
102+04783	1	4	NB or EB
102+04784	1	4	NB or EB
102+04785	1	4	NB or EB
102P04783	1	4	NB or EB
102P04784	1	4	NB or EB
102P04785	1	4	NB or EB
102-04782	1	4	SB or WB
102-04783	1	4	SB or WB
102-04784	1	4	SB or WB
102N04783	1	4	SB or WB
102N04784	1	4	SB or WB
102N04785	1	4	SB or WB
102+04786	1	5	NB or EB
102-04785	1	5	SB or WB
102+04787	1	6	NB or EB
102+04788	1	6	NB or EB
102P04786	1	6	NB or EB

TMC IDs	Corridor Facility IDs	Segment IDs	Direction
102P04787	1	6	NB or EB
102P04788	1	6	NB or EB
102-04787	1	6	SB or WB
102N04786	1	6	SB or WB
102N04787	1	6	SB or WB
102N04788	1	6	SB or WB
102+07088	2	1	NB or EB
102+07089	2	1	NB or EB
102P07087	2	1	NB or EB
102P07088	2	1	NB or EB
102P07089	2	1	NB or EB
102-07087	2	1	SB or WB
102-07088	2	1	SB or WB
102N07087	2	1	SB or WB
102N07088	2	1	SB or WB
102N07089	2	1	SB or WB
102+07090	2	2	NB or EB
102+07091	2	2	NB or EB
102P07090	2	2	NB or EB
102-07089	2	2	SB or WB
102-07090	2	2	SB or WB
102N07090	2	2	SB or WB
102+07092	2	3	NB or EB
102+07093	2	3	NB or EB
102+07094	2	3	NB or EB
102+08569	2	3	NB or EB
102P07091	2	3	NB or EB
102P07094	2	3	NB or EB
102P08569	2	3	NB or EB
102-07091	2	3	SB or WB
102-07092	2	3	SB or WB
102-07093	2	3	SB or WB
102-07094	2	3	SB or WB
102N07091	2	3	SB or WB
102N07094	2	3	SB or WB
102N08569	2	3	SB or WB
102+10290	3	1	NB or EB
102+10424	3	1	NB or EB
102P10290	3	1	NB or EB
102-10423	3	1	SB or WB
102-10424	3	1	SB or WB
102N10290	3	1	SB or WB
102N10424	3	1	SB or WB

TMC IDs	Corridor Facility IDs	Segment IDs	Direction
102+10291	3	2	NB or EB
102P10291	3	2	NB or EB
102-10290	3	2	SB or WB
102N10291	3	2	SB or WB
102+10292	3	3	NB or EB
102P10292	3	3	NB or EB
102-10291	3	3	SB or WB
102N10292	3	3	SB or WB
102+10293	3	4	NB or EB
102-10292	3	4	SB or WB
102+10294	3	5	NB or EB
102+10295	3	5	NB or EB
102P10293	3	5	NB or EB
102-10293	3	5	SB or WB
102-10294	3	5	SB or WB
102N10293	3	5	SB or WB
102+10669	4	1	NB or EB
102+10670	4	1	NB or EB
102+10671	4	1	NB or EB
102-10668	4	1	SB or WB
102-10669	4	1	SB or WB
102-10670	4	1	SB or WB
102+04985	6	1	NB or EB
102+04986	6	1	NB or EB
102+04987	6	1	NB or EB
102P04984	6	1	NB or EB
102P04985	6	1	NB or EB
102P04986	6	1	NB or EB
102P04987	6	1	NB or EB
102P18040	6	1	NB or EB
102P18042	6	1	NB or EB
102P18206	6	1	NB or EB
102P18208	6	1	NB or EB
102-04984	6	1	SB or WB
102-04985	6	1	SB or WB
102-04986	6	1	SB or WB
102N04984	6	1	SB or WB
102N04985	6	1	SB or WB
102N04986	6	1	SB or WB
102N04987	6	1	SB or WB
102+04983	6	2	NB or EB
102+04984	6	2	NB or EB
102P04983	6	2	NB or EB

TMC IDs	Corridor Facility IDs	Segment IDs	Direction
102-04982	6	2	SB or WB
102-04983	6	2	SB or WB
102N04983	6	2	SB or WB
102+10316	8	1	NB or EB
102P10316	8	1	NB or EB
102-10315	8	1	SB or WB
102N10316	8	1	SB or WB
102+10317	8	2	NB or EB
102+10650	8	2	NB or EB
102+10651	8	2	NB or EB
102+10652	8	2	NB or EB
102+10653	8	2	NB or EB
102P10317	8	2	NB or EB
102P10649	8	2	NB or EB
102P10653	8	2	NB or EB
102-10316	8	2	SB or WB
102-10649	8	2	SB or WB
102-10650	8	2	SB or WB
102-10651	8	2	SB or WB
102-10652	8	2	SB or WB
102N10649	8	2	SB or WB
102N10653	8	2	SB or WB
102+10654	8	3	NB or EB
102+10655	8	3	NB or EB
102+10656	8	3	NB or EB
102+10657	8	3	NB or EB
102+10658	8	3	NB or EB
102+10659	8	3	NB or EB
102+10660	8	3	NB or EB
102+10661	8	3	NB or EB
102P10658	8	3	NB or EB
102P10659	8	3	NB or EB
102-10653	8	3	SB or WB
102-10654	8	3	SB or WB
102-10655	8	3	SB or WB
102-10656	8	3	SB or WB
102-10657	8	3	SB or WB
102-10658	8	3	SB or WB
102-10659	8	3	SB or WB
102-10660	8	3	SB or WB
102N10657	8	3	SB or WB
102N10658	8	3	SB or WB
102N10659	8	3	SB or WB

TMC IDs	Corridor Facility IDs	Segment IDs	Direction
102+10662	8	4	NB or EB
102+10663	8	4	NB or EB
102P10663	8	4	NB or EB
102-10661	8	4	SB or WB
102-10662	8	4	SB or WB
102N10663	8	4	SB or WB
102+18434	9	1	NB or EB
102+18435	9	1	NB or EB
102P18433	9	1	NB or EB
102P18434	9	1	NB or EB
102-18433	9	1	SB or WB
102-18434	9	1	SB or WB
102N18433	9	1	SB or WB
102N18434	9	1	SB or WB
102+10227	9	2	NB or EB
102+10228	9	2	NB or EB
102P10226	9	2	NB or EB
102P10227	9	2	NB or EB
102P10228	9	2	NB or EB
102-10226	9	2	SB or WB
102-10227	9	2	SB or WB
102N10226	9	2	SB or WB
102N10227	9	2	SB or WB
102N10228	9	2	SB or WB
102+07177	10	1	NB or EB
102+08545	10	1	NB or EB
102P07176	10	1	NB or EB
102P07177	10	1	NB or EB
102P08545	10	1	NB or EB
102-07176	10	1	SB or WB
102-07177	10	1	SB or WB
102N07176	10	1	SB or WB
102N07177	10	1	SB or WB
102N08545	10	1	SB or WB
102+07178	10	2	NB or EB
102-08545	10	2	SB or WB
102+07179	10	3	NB or EB
102+08546	10	3	NB or EB
102P07178	10	3	NB or EB
102P08546	10	3	NB or EB
102-07178	10	3	SB or WB
102-08546	10	3	SB or WB
102N07178	10	3	SB or WB

TMC IDs	Corridor Facility IDs	Segment IDs	Direction
102N08546	10	3	SB or WB
102+07188	11	1	NB or EB
102+18485	11	1	NB or EB
102-07187	11	1	SB or WB
102-07188	11	1	SB or WB
102N07188	11	1	SB or WB
102+07189	11	2	NB or EB
102+07190	11	2	NB or EB
102+07191	11	2	NB or EB
102P07189	11	2	NB or EB
102P07190	11	2	NB or EB
102P18485	11	2	NB or EB
102-07189	11	2	SB or WB
102-07190	11	2	SB or WB
102-18485	11	2	SB or WB
102N07189	11	2	SB or WB
102N07190	11	2	SB or WB
102N18485	11	2	SB or WB
102+07192	11	3	NB or EB
102P07191	11	3	NB or EB
102-07191	11	3	SB or WB
102N07191	11	3	SB or WB
102+07193	11	4	NB or EB
102+07194	11	4	NB or EB
102P07193	11	4	NB or EB
102-07192	11	4	SB or WB
102-07193	11	4	SB or WB
102N07193	11	4	SB or WB
102+07195	11	5	NB or EB
102+07196	11	5	NB or EB
102P07194	11	5	NB or EB
102P07196	11	5	NB or EB
102+07197	11	5	NB or EB
102-07194	11	5	SB or WB
102-07195	11	5	SB or WB
102N07194	11	5	SB or WB
102-07196	11	5	SB or WB
102N07196	11	5	SB or WB
102+05008	12	1	NB or EB
102+05009	12	1	NB or EB
102+05010	12	1	NB or EB
102+05011	12	1	NB or EB
102P05007	12	1	NB or EB

TMC IDs	Corridor Facility IDs	Segment IDs	Direction
102P05008	12	1	NB or EB
102P05009	12	1	NB or EB
102P05010	12	1	NB or EB
102-05007	12	1	SB or WB
102-05008	12	1	SB or WB
102-05009	12	1	SB or WB
102-05010	12	1	SB or WB
102N05007	12	1	SB or WB
102N05008	12	1	SB or WB
102N05009	12	1	SB or WB
102N05010	12	1	SB or WB
102+05012	12	2	NB or EB
102+05013	12	2	NB or EB
102P05011	12	2	NB or EB
102P05012	12	2	NB or EB
102P05013	12	2	NB or EB
102-05011	12	2	SB or WB
102-05012	12	2	SB or WB
102N05011	12	2	SB or WB
102N05012	12	2	SB or WB
102N05013	12	2	SB or WB
102+05014	12	3	NB or EB
102+05015	12	3	NB or EB
102+05016	12	3	NB or EB
102+05017	12	3	NB or EB
102P05014	12	3	NB or EB
102P05015	12	3	NB or EB
102P05016	12	3	NB or EB
102-05013	12	3	SB or WB
102-05014	12	3	SB or WB
102-05015	12	3	SB or WB
102-05016	12	3	SB or WB
102N05014	12	3	SB or WB
102N05015	12	3	SB or WB
102N05016	12	3	SB or WB
102+05018	12	4	NB or EB
102+05019	12	4	NB or EB
102+05020	12	4	NB or EB
102P05017	12	4	NB or EB
102P05018	12	4	NB or EB
102P05019	12	4	NB or EB
102P05020	12	4	NB or EB
102-05017	12	4	SB or WB

TMC IDs	Corridor Facility IDs	Segment IDs	Direction
102-05018	12	4	SB or WB
102-05019	12	4	SB or WB
102-05020	12	4	SB or WB
102N05017	12	4	SB or WB
102N05018	12	4	SB or WB
102N05019	12	4	SB or WB
102N05020	12	4	SB or WB
102+18318	13	1	NB or EB
102+18319	13	1	NB or EB
102P18032	13	1	NB or EB
102P18194	13	1	NB or EB
102P18317	13	1	NB or EB
102P18318	13	1	NB or EB
102-18317	13	1	SB or WB
102-18318	13	1	SB or WB
102N18317	13	1	SB or WB
102N18318	13	1	SB or WB
102+05042	13	2	NB or EB
102+05532	13	2	NB or EB
102+05533	13	2	NB or EB
102+18320	13	2	NB or EB
102+18321	13	2	NB or EB
102+18322	13	2	NB or EB
102P05532	13	2	NB or EB
102P05533	13	2	NB or EB
102P18319	13	2	NB or EB
102P18320	13	2	NB or EB
102P18322	13	2	NB or EB
102-05532	13	2	SB or WB
102-05533	13	2	SB or WB
102-18319	13	2	SB or WB
102-18320	13	2	SB or WB
102-18321	13	2	SB or WB
102-18322	13	2	SB or WB
102N05532	13	2	SB or WB
102N05533	13	2	SB or WB
102N18319	13	2	SB or WB
102N18320	13	2	SB or WB
102N18322	13	2	SB or WB
102+08943	14	1	NB or EB
102-07615	14	1	SB or WB
102+07615	14	2	NB or EB
102P07615	14	2	NB or EB

TMC IDs	Corridor Facility IDs	Segment IDs	Direction
102-08942	14	2	SB or WB
102N07615	14	2	SB or WB
102+04932	15	1	NB or EB
102+04933	15	1	NB or EB
102+04934	15	1	NB or EB
102+04935	15	1	NB or EB
102P04932	15	1	NB or EB
102P04933	15	1	NB or EB
102P04934	15	1	NB or EB
102-04931	15	1	SB or WB
102-04932	15	1	SB or WB
102-04933	15	1	SB or WB
102-04934	15	1	SB or WB
102N04932	15	1	SB or WB
102N04933	15	1	SB or WB
102N04934	15	1	SB or WB
102+04936	15	2	NB or EB
102+04937	15	2	NB or EB
102+04938	15	2	NB or EB
102P04935	15	2	NB or EB
102P04936	15	2	NB or EB
102P04937	15	2	NB or EB
102-04935	15	2	SB or WB
102-04936	15	2	SB or WB
102-04937	15	2	SB or WB
102N04935	15	2	SB or WB
102N04936	15	2	SB or WB
102N04937	15	2	SB or WB
102+04939	15	3	NB or EB
102+04940	15	3	NB or EB
102+04941	15	3	NB or EB
102P04938	15	3	NB or EB
102P04939	15	3	NB or EB
102P04940	15	3	NB or EB
102P04941	15	3	NB or EB
102-04938	15	3	SB or WB
102-04939	15	3	SB or WB
102-04940	15	3	SB or WB
102N04938	15	3	SB or WB
102N04939	15	3	SB or WB
102N04940	15	3	SB or WB
102+04942	15	4	NB or EB
102+04943	15	4	NB or EB

TMC IDs	Corridor Facility IDs	Segment IDs	Direction
102+04944	15	4	NB or EB
102+04945	15	4	NB or EB
102+04946	15	4	NB or EB
102+04947	15	4	NB or EB
102+04948	15	4	NB or EB
102P04942	15	4	NB or EB
102P04943	15	4	NB or EB
102P04944	15	4	NB or EB
102P04945	15	4	NB or EB
102P04946	15	4	NB or EB
102P04947	15	4	NB or EB
102P04948	15	4	NB or EB
102-04941	15	4	SB or WB
102-04942	15	4	SB or WB
102-04943	15	4	SB or WB
102-04944	15	4	SB or WB
102-04945	15	4	SB or WB
102-04946	15	4	SB or WB
102-04947	15	4	SB or WB
102-04948	15	4	SB or WB
102N04941	15	4	SB or WB
102N04942	15	4	SB or WB
102N04943	15	4	SB or WB
102N04944	15	4	SB or WB
102N04945	15	4	SB or WB
102N04946	15	4	SB or WB
102N04947	15	4	SB or WB
102N04948	15	4	SB or WB
102+04949	15	5	NB or EB
102+04950	15	5	NB or EB
102+04951	15	5	NB or EB
102+04952	15	5	NB or EB
102P04949	15	5	NB or EB
102P04950	15	5	NB or EB
102P04951	15	5	NB or EB
102P04952	15	5	NB or EB
102-04949	15	5	SB or WB
102-04950	15	5	SB or WB
102-04951	15	5	SB or WB
102N04949	15	5	SB or WB
102N04950	15	5	SB or WB
102N04951	15	5	SB or WB
102N04952	15	5	SB or WB

