Field	Descriptive Name	Description	Attributes	Data Source
SourceBookYear	Source Book Performance Report Year	Calendar year for which the calculated performance measure applies.	N/A	FDOT, Forecasting and Trends Office (FTO)
Roadway	Florida Department of Transportation (FDOT or Department) Roadway Identification Number	A unique 8-character identification number assigned to a roadway or section of a roadway either On or Off the State Highway System (SHS) for which information is maintained in the Department's Roadway Characteristics Inventory (RCI).	8-character ID, the first two characters are the county code, the next 3 are the section code, and final 3 characters are the subsection code	FDOT Transportation Data and Analytics (TDA) Office; included in RCI Top 30 data
BeginPost	Begin Milepost	Denotes the lowest mile point for the record	N/A	FDOT TDA Office; included in RCI Top 30 feature service
EndPost	End Milepost	Denotes the highest mile point for the record	N/A	FDOT TDA Office; included in RCI Top 30 feature service
LocalName	Local Name	Local name of facility	N/A	FDOT TDA Office; included in RCI Top 30 data
StateRoute	State Route	A State Route (SR) number is assigned to roadways owned and maintained by the FDOT.	N/A	FDOT TDA Office; included in RCI Top 30 feature service
USRoute	US Route	A United States (US) Route number is assigned to a specific roadway that receives federal aid.	N/A	FDOT TDA Office; included in RCI Top 30 data
CountyName	County Name	The county that contains the roadway.	Alachua, Baker, Bay, Bradford, Brevard, Broward, Calhoun, Charlotte, Citrus, Clay, Collier, Columbia, Desoto, Dixie, Duval, Escambia, Flagler, Franklin, Gadsden, Gilchrist, Glades, Gulf, Hamilton, Hardee, Hendry, Hernando, Highlands, Hillsborough, Holmes, Indian, River, Jackson, Jefferson, Lafayette, Lake, Lee, Leon, Levy, Liberty, Madison, Manatee, Marion, Martin, Miami-Dade, Monroe, Nassau, Okaloosa, Okeechobee, Orange, Osceola, Palm Beach, Pasco, Pinellas, Polk, Putnam, Santa Rosa, Sarasota, Seminole, St. Johns, St. Lucie, Sumter, Suwannee, Taylor, Union, Volusia, Wakulla, Walton, Washington	FDOT TDA Office; included in RCI Top 30 feature service
MPOName	Metropolitan Planning Organization	Metropolitan Area Organization (MPO) / Transportation Planning Organization (TPO) / Transportation Planning Agency (TPA) that contains the segment. MPO/TPO/TPAs are federally mandated transportation planning organizations comprised of representatives from local governments and transportation authorities.	Space Coast TPO; Charlotte County-Punta Gorda MPO; Broward MPO; Okaloosa-Walton TPO; Gainesville MTPO; Hernando/Citrus MPO; Hillsborough MPO; Indian River County MPO; North Florida TPO; Polk TPO; Lee County MPO; Martin MPO; Miami-Dade TPO; Collier MPO; Ocala/Marion County TPO; MetroPlan; Bay County TPO; Pasco County MPO; Florida-Alabama TPO; Forward Pinellas; Sarasota/Manatee MPO; St. Lucie TPO; Capital Region TPA; River to Sea TPO; Palm Beach TPA; Lake-Sumter MPO; Heartland Regional TPO; None (Outside of MPO Area Boundary and Within County of an MPO Area); N/A- Entire County outside of MPO Areas	FDOT TDA Office; included in RCI Top 30 feature service
UrbanName	Urban Area Name	An urban area is defined as a geographical region comprising, as a minimum, the United States Census Bureau of boundary of an urban place with a population of 5,000 or more persons, expanded to include adjacent areas as provided for by Federal Highway Administration (FHWA) regulations, Sub-section 334.003(27), Florida Statute.	0 - No defined area, Arcadia-SE Arcadia, Belle Glade, Big Pine Key, Chattahoochee, Clewiston, Crawfordville, Crestview, DeFuniak Springs, Fellsmere, Fernandina Beach, Fort Meade, Four Corners, Frostproof, Immokalee, Indian Town, Interlachen , Jasper, Jupiter Farms, Key Largo, Key West, Keystone Heights, Labelle-Port LaBelle, Lake Butler, Lake City, Lake Placid, Live Oak, Macclenny, Marathon, Marianna, Marion Oaks, Nassau Village-Ratliff, Okeechobee-Taylor Creek, Orangetree, Pahokee, Palatka, Panama City NE, Perry, Poinciana, Poinciana SW, Quincy, Rainbow Lakes Estates, Starke, Sugarmill Woods, Wauchula, Woodville, World Golf Village, Yulee, Deltona, Fort Walton Beach-Navarre-Wright, Gainesville, Homosassa Springs-Beverly Hills-Citrus Springs, Lady Lake-The Villages, Leesburg-Eustis-Tavares, North Port-Port Charlotte, Ocala, Panama City, St. Augustine, Sebastian-Vero Beach South-Florida Ridge, Sebring-Avon Park, Spring Hill, Titusville, Zephyrhills, Bonita Springs, Kissimmee, Lakeland, Palm Bay-Melbourne, Palm Coast, Daytona Beach-Port Orange, Pensacola, (FL–AL), Port Saint Lucie, Tallahassee, Winter Haven, Cape Coral, Jacksonville, Miami, Orlando, Sarasota-Bradenton, Tampa-St. Petersburg	FDOT TDA Office; included in RCI Top 30 data
District	FDOT Geographic District Number	FDOT district number (geographic district)	1 - District 1 2 - District 2 3 - District 3 4 - District 4 5 - District 5 6 - District 6 7 - District 7	FDOT TDA Office; included in RCI Top 30 feature service

Field	Descriptive Name	Description	Attributes	Data Source
SHS	State Highway System	Denotes whether the roadway is on State Highway System (SHS). SHS roads are under the jurisdiction of the State of Florida, and maintained by FDOT or a regional transportation commission, including roads with Interstate, US, and SR numbers.	0 - Not a State Highway System 1 - Is a State Highway System	FDOT TDA Office; included in RCI Top 30 data
NHS	National Highway System	NHS stands for National Highway System, roads designated by Congress as nationally important for inter-regional travel, including roads designated as connectors to NHS intermodal facilities. This element denotes whether the roadway is on National Highway System or not.	0 - Not a National Highway System 1 - Is a National Highway System	FDOT TDA Office; included in RCI Top 30 feature service
FunctionalClass	Functional Classification	Description of how a road functions, using definitions and processes specified by the FHWA. A road may be classified as a principal arterial (including Interstates, Other Freeways and Expressways, or others), a minor arterial, a collector (major or minor), or a local road. Functional classification assigns roads into systems according to the character of the service they provide in relation to the total road network. This is used to identify the highway type for performance measures calculations.	0 - No defined roads 1 - Principal Arterial-Interstate - RURAL 2 - Principal Arterial-Expressway - RURAL 4 - Principal Arterial-Other - RURAL 6 - Minor Arterial - RURAL 7 - Major Collector - RURAL 8 - Minor Collector - RURAL 9 - Local - RURAL 11 - Principal Arterial-Interstate - URBAN 12 - Principal Arterial-Freeway and Expressway - URBAN 14 - Principal Arterial-Other - URBAN 16 - Minor Arterial - URBAN 17 - Major Collector - URBAN 18 - Minor Collector (Fed Aid) - URBAN 19 - Local - URBAN	FDOT TDA Office; included in RCI Top 30 feature service
LOSFacilityType	Level of Service Facility Type	Level of service facility type is used to calculate performance measures which are reported by facility type	A - Arterial F - Freeway H - Highway 0 - No designated facility type	FDOT, Systems Implementation Office
LOSAreaType	Level of Service Area Type	Level of service area type is used to calculate Source Book performance measures which are reported by area type.	R - rural area RD - rural developed area RU - rural undeveloped area TR-transitioning area UZ-urbanized area	FDOT, Systems Implementation Office
SISFacilityType	Strategic Intermodal System (SIS) Facility Type	Denotes Florida's Strategic Intermodal System (SIS) Facility Type level.	0 - off the SIS 11 - Corridor 13 - Corridor Future 14 - Corridor Planned Drop 21 - Connector 22 - Connector Future 23 - Connector Planned Drop 24 - Military Access 25 - Military Access Future 26 - Military Access Planned Drop 27 - SG Connector 28 - SG Connector Future 29 - SG Connector Planned Drop 31 - Link 41 - GIS Route 51 - Managed/Express/Reversible	FDOT TDA Office; included in RCI Top 30 feature service
SectionStatusExemption	Section Status Exemption	Section status specifies the underlying status of the road. Also called "underlying" status. This feature is used to identify off system roads.	Refer to the RCI Handbook Chapter 7 Feature 140	FDOT TDA Office; included in RCI Top 30 data
Freeway	Freeway	Denotes whether a segment is a freeway facility; LOSFT and FUNCLASS do not consistently define freeways--therefore, information from the FDOT RCI Top 30 as well as from Systems Implementation Office is used to determine whether a segment is a freeway facility.	0 - Not a Freeway 1 - Is a Freeway	FDOT, TDA Office and Systems Implementation Office
FreewayCore	Freeway in Urban Core	Conceptual term defining a freeway (major, through, non-toll) routed into or through a large urbanized area's core area (central business districts)	0 - Not an Urban Core Freeway 1 - Is an Urban Core Freeway	FDOT, Systems Implementation Office

Field	Descriptive Name	Description	Attributes	Data Source
HighwayLocal	Highway Location Code	Denotes if a segment is within urban limits. Characteristics in this feature describe whether the roadway ID is located in a rural or urban area and whether or not it is in a municipality.	0 - No defined roads; 1 - Outside both city and urban limits (Rural) ; 2 - Inside the city limits, but not inside the urban limits (Rural); 3 - Inside the urban limits, but not inside the city limits (Urban); 4 - Inside both city and urban limits (Urban)	FDOT TDA Office; included in RCI Top 30 data
UrbanType	Urban Area Type	2010 US Census Bureau urban areas. Urbanized areas have population of 50,000 or more people. Urban Clusters have a population of at least 2,500 and less than 50,000 people.	0 - Not urbanized UA -Urbanized area UC - Urban cluster	FDOT TDA Office; included in RCI Top 30 data
RightLanes	Number of Lanes - Right	Represents the number of lanes on the right roadway side for a divided roadway.	N/A	FDOT TDA Office; included in RCI Top 30 feature service
LeftLanes	Number of Lanes - Left	Represents the number of lanes on the left roadway side for a divided roadway.	N/A	FDOT TDA Office; included in RCI Top 30 feature service
TotalLanes	Total Number of Lanes	Count the number of through lanes excluding auxiliary lanes, parking lanes, or acceleration and deceleration lanes. For a divided roadway, there will be two values, one for the left roadway side and one for the right roadway side. For a composite roadway side, there will be one value.	N/A	FDOT TDA Office; included in RCI Top 30 data
Speed	Speed	Posted speed on Highway Performance Monitoring System (HPMS) sample sections.	N/A	FDOT TDA Office; included in RCI Top 30 data
SBSegmentID2016	2016 Source Book Segment ID	2016 Source Book segment ID	N/A	FDOT, FTO Source Book segmentation
SBNHSegmentID2016	2016 National Highway Segment ID	2016 Source Book unique segment ID for national highways	N/A	FDOT, FTO
SBSegmentID2017	2016 Source Book Segment ID	2017 Source Book segment ID	N/A	FDOT, FTO Source Book segmentation
SBNHSegmentID2017	2017 National Highway Segment ID	2017 Source Book unique segment ID for national highways	N/A	FDOT, FTO
SBSegmentID2018	2016 Source Book Segment ID	2018 Source Book segment ID	N/A	FDOT, FTO Source Book segmentation
SBNHSegmentID2018	2018 National Highway Segment ID	2018 Source Book unique segment ID for national highways	N/A	FDOT, FTO
SBSegmentID2019	2016 Source Book Segment ID	2019 Source Book segment ID	N/A	FDOT, FTO Source Book segmentation
SBNHSegmentID2019	2019 National Highway Segment ID	2019 Source Book unique segment ID for national highways	N/A	FDOT, FTO
SBSegmentID2020	2016 Source Book Segment ID	2020 Source Book segment ID	N/A	FDOT, FTO Source Book segmentation
SBNHSegmentID2020	2020 National Highway Segment ID	2020 Source Book unique segment ID for national highways	N/A	FDOT, FTO
ASPEEDD16	2016 Average Travel Speed (Daily)	Daily average travel speed represents average travel speed during an average 24-hour weekday (excludes holidays). Average travel speed is calculated for each roadway segment by dividing the length of the segment by the average travel time of all vehicles traversing the segment, including the time when a vehicle is stopped. The average travel speed for an area is the average of all hourly segment travel speeds captured by probe data or modeled through speed-volume functions, weighted by the segment's vehicle miles traveled (VMT).	This value is calculated by FDOT, FTO using FDOT - Traffic Characteristics Inventory (TCI), FDOT - RCI Feature 147 (Strategic Intermodal System), HERE Technologies - Travel Time Data, and American Transportation Research Institute (ATRI) - An Analysis of the Operational Costs of Trucking.	FDOT, FTO calculated measure
ASPEEDD17	2017 Average Travel Speed (Daily)			
ASPEEDD18	2018 Average Travel Speed (Daily)			
ASPEEDD19	2019 Average Travel Speed (Daily)			
ASPEEDD20	2020 Average Travel Speed (Daily)			
ASPEEDPH16	2016 Average Travel Speed (Peak Hour)	Peak hour average travel speed represents average travel speed during weekday (excludes holidays) peak hour. Average travel speed is calculated for each roadway segment by dividing the length of the segment by the average travel time of all vehicles traversing the segment, including the time when a vehicle is stopped. The average travel speed for an area is the average of all hourly segment travel speeds captured by probe data or modeled through speed-volume functions, weighted by the segment's VMT.	This value is calculated by FDOT, FTO using FDOT - TCI, RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
ASPEEDPH17	2017 Average Travel Speed (Peak Hour)			
ASPEEDPH18	2018 Average Travel Speed (Peak Hour)			
ASPEEDPH19	2019 Average Travel Speed (Peak Hour)			
ASPEEDPH20	2020 Average Travel Speed (Peak Hour)			

Field	Descriptive Name	Description	Attributes	Data Source
ASPEEDPP16	2016 Average Travel Speed (Peak Period)	Peak period average travel speed represents average travel speed during weekday (excludes holidays) peak period. Average travel speed is calculated for each roadway segment by dividing the length of the segment by the average travel time of all vehicles traversing the segment, including the time when a vehicle is stopped. The average travel speed for an area is the average of all hourly segment travel speeds captured by probe data or modeled through speed-volume functions, weighted by the segment's VMT.	This value is calculated by FDOT, FTO using FDOT - TCI, RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
ASPEEDPP17	2017 Average Travel Speed (Peak Period)			
ASPEEDPP18	2018 Average Travel Speed (Peak Period)			
ASPEEDPP19	2019 Average Travel Speed (Peak Period)			
ASPEEDPP20	2020 Average Travel Speed (Peak Period)			
CTASPDPH16	2016 Combination Truck Average Speed (Peak Hour)	Peak hour combination truck average speed represents the average travel speed experienced by combination trucks during weekday (excludes holidays) peak hour.	This value is calculated by FDOT, FTO using FDOT - Traffic Characteristics Inventory (TCI), FDOT - RCI Feature 147 (Strategic Intermodal System), and HERE Technologies data.	FDOT, FTO calculated measure
CTASPDPH17	2017 Combination Truck Average Speed (Peak Hour)			
CTASPDPH18	2018 Combination Truck Average Speed (Peak Hour)			
CTASPDPH19	2019 Combination Truck Average Speed (Peak Hour)			
CTASPDPH20	2020 Combination Truck Average Speed (Peak Hour)			
CTDELAYD16	2016 Combination Truck Hours of Delay (Daily)	Daily combination truck hours of delay represents combination truck (vehicles classified as classes 8-13 by the FHWA) hours of delay during an average 24-hour weekday (excludes holidays). This measures the additional travel time experienced by a combination truck beyond what would be experienced under uncongested conditions.	This value is calculated by FDOT, FTO using FDOT - Traffic Characteristics Inventory (TCI), FDOT - RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
CTDELAYD17	2016 Combination Truck Hours of Delay (Daily)			
CTDELAYD18	2016 Combination Truck Hours of Delay (Daily)			
CTDELAYD19	2019 Combination Truck Hours of Delay (Daily)			
CTDELAYD20	2016 Combination Truck Hours of Delay (Daily)			
DELAYD16	2016 Vehicle Hours of Delay (Daily)	Daily vehicle hours of delay represents vehicle hours of delay during an average 24-hour weekday (excludes holidays) . Vehicle hours of delay was estimated hourly by determining the difference between actual travel time and the delay threshold travel time along a facility. Delay threshold travel time is the travel time for a motorist during uncongested conditions.	This value is calculated by FDOT, FTO using FDOT - Traffic Characteristics Inventory (TCI), FDOT -RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
DELAYD17	2017 Vehicle Hours of Delay (Daily)			
DELAYD18	2018 Vehicle Hours of Delay (Daily)			
DELAYD19	2019 Vehicle Hours of Delay (Daily)			
DELAYD20	2020 Vehicle Hours of Delay (Daily)			
DELAYPH16	2016 Vehicle Hours of Delay (Peak Hour)	Peak hour vehicle hours of delay represents vehicle hours of delay during weekday (excludes holidays) peak hour. Vehicle hours of delay was estimated hourly by determining the difference between actual travel time and the delay threshold travel time along a facility. Delay threshold travel time is the travel time for a motorist during uncongested conditions.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT -RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
DELAYPH17	2017 Vehicle Hours of Delay (Peak Hour)			
DELAYPH18	2018 Vehicle Hours of Delay (Peak Hour)			
DELAYPH19	2019 Vehicle Hours of Delay (Peak Hour)			
DELAYPH20	2020 Vehicle Hours of Delay (Peak Hour)			

Field	Descriptive Name	Description	Attributes	Data Source
DELAYYLY16	2016 Vehicle Hours of Delay (Yearly)	Yearly vehicle hours of delay represents vehicle hours of delay experienced on that segment during a year (includes all the calendar days in a year, excluding State of Florida holidays and weekends). Vehicle hours of delay was estimated hourly by determining the difference between actual travel time and the delay threshold travel time along a facility. Delay threshold travel time is the travel time for a motorist during uncongested conditions.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT -RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
DELAYYLY17	2017 Vehicle Hours of Delay (Yearly)			
DELAYYLY18	2018 Vehicle Hours of Delay (Yearly)			
DELAYYLY19	2019 Vehicle Hours of Delay (Yearly)			
DELAYYLY20	2020 Vehicle Hours of Delay (Yearly)			
DURCONGD16	2016 Duration of Congestion (Daily)	Daily duration of congestion represents the number of minutes a facility is categorized as heavily congested during a weekday (excluding holidays).	This value is calculated by FDOT, FTO using FDOT - Traffic Characteristics Inventory (TCI), FDOT - RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data	FDOT, FTO calculated measure
DURCONGD17	2017 Duration of Congestion (Daily)			
DURCONGD18	2018 Duration of Congestion (Daily)			
DURCONGD19	2019 Duration of Congestion (Daily)			
DURCONGD20	2020 Duration of Congestion (Daily)			
PDELAYD16	2016 Person Hours of Delay (Daily)	Daily person hours of delay represents person hours of delay during an average 24-hour weekday (excludes holidays). Person hours of delay was estimated by multiplying the average vehicle occupancy for the county in which the segment resides by the daily vehicle hours of delay experienced on that segment. Average vehicle occupancies were developed by county using the 2009 National Household Travel Survey (NHTS) Florida add-on dataset.	This value is calculated by FDOT FTO using FDOT - Traffic Characteristics Inventory (TCI), FDOT - RCI Feature 147 (Strategic Intermodal System), HERE Technologies - Travel Time Data, and U.S. Department of Transportation (USDOT) – National Household Travel Survey, Florida Add-On, 2009.	FDOT, FTO calculated measure
PDELAYD17	2017 Person Hours of Delay (Daily)			
PDELAYD18	2018 Person Hours of Delay (Daily)			
PDELAYD19	2019 Person Hours of Delay (Daily)			
PDELAYD20	2020 Person Hours of Delay (Daily)			
PDELAYPH16	2016 Person Hours of Delay (Peak Hour)	Peak hour person hours of delay represents person hours of delay during weekday (excludes holidays) peak hour.	This value is calculated by FDOT FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System), HERE Technologies - Travel Time Data, and USDOT – National Household Travel Survey, Florida Add-On, 2009.	FDOT, FTO calculated measure
PDELAYPH17	2017 Person Hours of Delay (Peak Hour)			
PDELAYPH18	2018 Person Hours of Delay (Peak Hour)			
PDELAYPH19	2019 Person Hours of Delay (Peak Hour)			
PDELAYPH20	2020 Person Hours of Delay (Peak Hour)			
PDELAYY16	2016 Person Hours of Delay (Yearly)	Yearly person hours of delay represents person hours of delay during a year (includes all the calendar days in a year, excluding State of Florida holidays and weekends). Person hours of delay was estimated by multiplying the average vehicle occupancy for the county in which the segment resides by the yearly vehicle hours of delay. Average vehicle occupancies were developed by county using the 1609 National Household Travel Survey (NHTS) Florida add-on dataset.	This value is calculated by FDOT FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System), HERE Technologies - Travel Time Data, and USDOT – National Household Travel Survey, Florida Add-On, 2009.	FDOT, FTO calculated measure
PDELAYY17	2017 Person Hours of Delay (Yearly)			
PDELAYY18	2018 Person Hours of Delay (Yearly)			
PDELAYY19	2019 Person Hours of Delay (Yearly)			
PDELAYY20	2020 Person Hours of Delay (Yearly)			

Field	Descriptive Name	Description	Attributes	Data Source
PMIHCPH16	2016 Percent Miles Heavily Congested (Peak Hour)	Peak hour percent miles heavily congested represents the percent of roadway miles heavily congested during weekday (excludes holidays) peak hour. PMIHC refers to the percent roadway miles categorized as heavily congested.	This value is calculated by FDOT, FTO using FDOT - Traffic Characteristics Inventory (TCI), FDOT - Roadway Characteristics Inventory Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PMIHCPH17	2017 Percent Miles Heavily Congested (Peak Hour)			
PMIHCPH18	2018 Percent Miles Heavily Congested (Peak Hour)			
PMIHCPH19	2019 Percent Miles Heavily Congested (Peak Hour)			
PMIHCPH20	2020 Percent Miles Heavily Congested (Peak Hour)			
PMIHCPP16	2016 Percent Miles Heavily Congested (Peak Period)	Peak period percent miles heavily congested represents the percent of roadway miles heavily congested during weekday (excludes holidays) peak period.	This value is calculated by FDOT, FTO using FDOT -TCI, FDOT - Roadway Characteristics Inventory Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PMIHCPP17	2017 Percent Miles Heavily Congested (Peak Period)			
PMIHCPP18	2018 Percent Miles Heavily Congested (Peak Period)			
PMIHCPP19	2019 Percent Miles Heavily Congested (Peak Period)			
PMIHCPP20	2020 Percent Miles Heavily Congested (Peak Period)			
PMIMCPH16	2016 Percent Miles Mildly Congested (Peak Hour)	Peak hour percent miles mildly congested represents the percent of roadway miles mildly congested during weekday (excludes holidays) peak hour.	This value is calculated by FDOT, FTO using FDOT -TCI, FDOT - Roadway Characteristics Inventory Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PMIMCPH17	2017 Percent Miles Mildly Congested (Peak Hour)			
PMIMCPH18	2018 Percent Miles Mildly Congested (Peak Hour)			
PMIMCPH19	2019 Percent Miles Mildly Congested (Peak Hour)			
PMIMCPH20	2020 Percent Miles Mildly Congested (Peak Hour)			
PMIMCPP16	2016 Percent Miles Mildly Congested (Peak Period)	Peak period percent miles mildly congested represents the percent of roadway miles mildly congested during weekday (excludes holidays) peak period. PMIMC refers to the percent roadway miles categorized as mildly congested.	This value is calculated by FDOT, FTO using FDOT -TCI, FDOT - Roadway Characteristics Inventory Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PMIMCPP17	2017 Percent Miles Mildly Congested (Peak Period)			
PMIMCPP18	2018 Percent Miles Mildly Congested (Peak Period)			
PMIMCPP19	2019 Percent Miles Mildly Congested (Peak Period)			
PMIMCPP20	2020 Percent Miles Mildly Congested (Peak Period)			
PMIUCPH16	2016 Percent Miles Uncongested (Peak Hour)	Peak hour percent miles uncongested represents the percent of miles uncongested during weekday (excludes holidays) peak hour.	This value is calculated by FDOT, FTO using FDOT -TCI, FDOT - Roadway Characteristics Inventory Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PMIUCPH17	2017 Percent Miles Uncongested (Peak Hour)			
PMIUCPH18	2018 Percent Miles Uncongested (Peak Hour)			
PMIUCPH19	2019 Percent Miles Uncongested (Peak Hour)			
PMIUCPH20	2020 Percent Miles Uncongested (Peak Hour)			

Field	Descriptive Name	Description	Attributes	Data Source
PMIUCPP16	2016 Percent Miles Uncongested (Peak Period)	Peak period percent miles uncongested represents the percent of miles uncongested during weekday (excludes holidays) peak period.	This value is calculated by FDOT, FTO using FDOT -TCI, FDOT - Roadway Characteristics Inventory Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PMIUCPP17	2017 Percent Miles Uncongested (Peak Period)			
PMIUCPP18	2018 Percent Miles Uncongested (Peak Period)			
PMIUCPP19	2019 Percent Miles Uncongested (Peak Period)			
PMIUCPP20	2020 Percent Miles Uncongested (Peak Period)			
PMTD16	2016 Person Miles Traveled (Daily)	Daily person miles traveled represents person miles traveled during an average 24-hour day. It refers to estimated miles each person travels in a vehicle. It is computed by multiplying vehicle miles traveled (VMT) by the average vehicle occupancy for the county in which the segment resides.	This value is calculated by FDOT, FTO using FDOT - Traffic Characteristics Inventory (TCI), FDOT - RCI Feature 147 (Strategic Intermodal System) and U.S. Department of Transportation (USDOT) – National Household Travel Survey, Florida Add-On, 2009.	FDOT, FTO calculated measure
PMTD17	2017 Person Miles Traveled (Daily)			
PMTD18	2018 Person Miles Traveled (Daily)			
PMTD19	2019 Person Miles Traveled (Daily)			
PMTD20	2020 Person Miles Traveled (Daily)			
PMTPH16	2016 Person Miles Traveled (Peak Hour)	Peak hour person miles traveled represents person miles traveled during peak hour. It refers to estimated miles each person travels in a vehicle. It is computed by multiplying vehicle miles traveled (VMT) by the average vehicle occupancy for the county in which the segment resides.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System) and USDOT – National Household Travel Survey, Florida Add-On, 2009.	FDOT, FTO calculated measure
PMTPH17	2017 Person Miles Traveled (Peak Hour)			
PMTPH18	2018 Person Miles Traveled (Peak Hour)			
PMTPH19	2019 Person Miles Traveled (Peak Hour)			
PMTPH20	2020 Person Miles Traveled (Peak Hour)			
PTIHCD16	2016 Percent Time Heavily Congested (Daily)	Daily percent time heavily congested represents percent of time spent in heavily congested conditions during an average 24-hour weekday (excludes holidays).	This value is calculated by FDOT, FTO using FDOT - Traffic Characteristics Inventory (TCI), FDOT - RCI Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PTIHCD17	2017 Percent Time Heavily Congested (Daily)			
PTIHCD18	2018 Percent Time Heavily Congested (Daily)			
PTIHCD19	2019 Percent Time Heavily Congested (Daily)			
PTIHCD20	2020 Percent Time Heavily Congested (Daily)			
PTIHCY16	2016 Percent Time Heavily Congested (Yearly)	Yearly percent time heavily congested represents percent of time spent in heavily congested conditions during an year (includes all the calendar days in a year, excluding State of Florida holidays and weekends).	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PTIHCY17	2017 Percent Time Heavily Congested (Yearly)			
PTIHCY18	2018 Percent Time Heavily Congested (Yearly)			
PTIHCY19	2019 Percent Time Heavily Congested (Yearly)			
PTIHCY20	2020 Percent Time Heavily Congested (Yearly)			

Field	Descriptive Name	Description	Attributes	Data Source
PTIMCD16	2016 Percent Time Mildly Congested (Daily)	Daily percent time mildly congested represents percent of time spent in mildly congested conditions during an average 24-hour weekday (excludes holidays).	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PTIMCD17	2017 Percent Time Mildly Congested (Daily)			
PTIMCD18	2018 Percent Time Mildly Congested (Daily)			
PTIMCD19	2019 Percent Time Mildly Congested (Daily)			
PTIMCD20	2020 Percent Time Mildly Congested (Daily)			
PTIMCY16	2016 Percent Time Mildly Congested (Yearly)	Yearly percent time mildly congested represents percent of time spent in mildly congested conditions during an year (includes all the calendar days in a year, excluding State of Florida holidays and weekends).	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PTIMCY17	2017 Percent Time Mildly Congested (Yearly)			
PTIMCY18	2018 Percent Time Mildly Congested (Yearly)			
PTIMCY19	2019 Percent Time Mildly Congested (Yearly)			
PTIMCY20	2020 Percent Time Mildly Congested (Yearly)			
PTIUCD16	2016 Percent Time Uncongested (Daily)	Daily percent time uncongested represents percent of time spent in uncongested conditions during an average 24-hour weekday (excludes holidays).	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PTIUCD17	2017 Percent Time Uncongested (Daily)			
PTIUCD18	2018 Percent Time Uncongested (Daily)			
PTIUCD19	2019 Percent Time Uncongested (Daily)			
PTIUCD20	2020 Percent Time Uncongested (Daily)			
PTIUCY16	2016 Percent Time Uncongested (Yearly)	Yearly percent time uncongested represents percent of time spent in uncongested conditions during an year (includes all the calendar days in a year, excluding State of Florida holidays and weekends).	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PTIUCY17	2017 Percent Time Uncongested (Yearly)			
PTIUCY18	2018 Percent Time Uncongested (Yearly)			
PTIUCY19	2019 Percent Time Uncongested (Yearly)			
PTIUCY20	2020 Percent Time Uncongested (Yearly)			
PTRHCD16	2016 Percent Travel Heavily Congested (Daily)	Daily percent travel heavily congested represents percent travel heavily congested during an average 24-hour day (excludes holidays). Percent travel heavily congested is determined using the vehicle miles traveled (VMT) when speeds are above certain threshold levels for heavily congested conditions.	This value is calculated by FDOT, FTO using FDOT - Traffic Characteristics Inventory (TCI), FDOT - RCI Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PTRHCD17	2017 Percent Travel Heavily Congested (Daily)			
PTRHCD18	2018 Percent Travel Heavily Congested (Daily)			
PTRHCD19	2019 Percent Travel Heavily Congested (Daily)			
PTRHCD20	2020 Percent Travel Heavily Congested (Daily)			

Field	Descriptive Name	Description	Attributes	Data Source
PTRHCPH16	2016 Percent Travel Heavily Congested (Peak Hour)	Peak hour percent travel heavily congested represents percent travel heavily congested during weekday (excludes holidays) peak hour. Percent travel heavily congested is determined using the VMT when speeds are below certain threshold levels for heavy congestion.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PTRHCPH17	2017 Percent Travel Heavily Congested (Peak Hour)			
PTRHCPH18	2018 Percent Travel Heavily Congested (Peak Hour)			
PTRHCPH19	2019 Percent Travel Heavily Congested (Peak Hour)			
PTRHCPH20	2020 Percent Travel Heavily Congested (Peak Hour)			
PTRHCPP16	2016 Percent Travel Heavily Congested (Peak Period)	Peak period percent travel heavily congested represents percent travel heavily congested during weekday (excludes holidays) peak period. Percent travel heavily congested is determined using the VMT when speeds are at certain threshold levels for heavy congestion.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PTRHCPP17	2017 Percent Travel Heavily Congested (Peak Period)			
PTRHCPP18	2018 Percent Travel Heavily Congested (Peak Period)			
PTRHCPP19	2019 Percent Travel Heavily Congested (Peak Period)			
PTRHCPP20	2020 Percent Travel Heavily Congested (Peak Period)			
PTRMCD16	2016 Percent Travel Mildly Congested (Daily)	Daily percent travel mildly congested represents percent travel mildly congested during an average 24-hour day (excludes holidays). Percent travel mildly congested is determined using the VMT when speeds are below certain threshold levels for mild congestion.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PTRMCD17	2017 Percent Travel Mildly Congested (Daily)			
PTRMCD18	2018 Percent Travel Mildly Congested (Daily)			
PTRMCD19	2019 Percent Travel Mildly Congested (Daily)			
PTRMCD20	2020 Percent Travel Mildly Congested (Daily)			
PTRMCPH16	2016 Percent Travel Mildly Congested (Peak Hour)	Peak hour percent travel mildly congested represents percent travel mildly congested during weekday (excludes holidays) peak hour. Percent travel mildly congested is determined using the VMT when speeds are below certain threshold levels for mild congestion.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PTRMCPH17	2017 Percent Travel Mildly Congested (Peak Hour)			
PTRMCPH18	2018 Percent Travel Mildly Congested (Peak Hour)			
PTRMCPH19	2019 Percent Travel Mildly Congested (Peak Hour)			
PTRMCPH20	2020 Percent Travel Mildly Congested (Peak Hour)			
PTRMCPP16	2016 Percent Travel Mildly Congested (Peak Period)	Peak period mildly congested represents percent travel mildly congested during weekday (excludes holidays) peak period. Percent travel mild congested is determined using the VMT when speeds are below certain threshold levels for mildly congestion.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PTRMCPP17	2017 Percent Travel Mildly Congested (Peak Period)			
PTRMCPP18	2018 Percent Travel Mildly Congested (Peak Period)			
PTRMCPP19	2019 Percent Travel Mildly Congested (Peak Period)			
PTRMCPP20	2020 Percent Travel Mildly Congested (Peak Period)			

Field	Descriptive Name	Description	Attributes	Data Source
PTRUCD16	2016 Percent Travel Uncongested (Daily)	Daily percent travel uncongested represents percent travel uncongested during an average 24-hour day (excludes holidays). Percent travel uncongested is determined using the VM) when speeds are below certain threshold levels for uncongested conditions.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PTRUCD17	2017 Percent Travel Uncongested (Daily)			
PTRUCD18	2018 Percent Travel Uncongested (Daily)			
PTRUCD19	2019 Percent Travel Uncongested (Daily)			
PTRUCD20	2020 Percent Travel Uncongested (Daily)			
PTRUCPH16	2016 Percent Travel Uncongested (Peak Hour)	Peak hour percent travel uncongested represents percent travel uncongested during weekday (excludes holidays) peak hour. Percent travel uncongested is determined using the VMT when speeds are below certain threshold levels for uncongested conditions.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PTRUCPH17	2017 Percent Travel Uncongested (Peak Hour)			
PTRUCPH18	2018 Percent Travel Uncongested (Peak Hour)			
PTRUCPH19	2019 Percent Travel Uncongested (Peak Hour)			
PTRUCPH20	2020 Percent Travel Uncongested (Peak Hour)			
PTRUCPP16	2016 Percent Travel Uncongested (Peak Period)	Peak period percent travel uncongested represents percent travel uncongested during weekday (excludes holidays) peak period. Percent travel uncongested is determined using the VMT when speeds are below certain threshold levels for uncongested conditions.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System) and Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
PTRUCPP17	2017 Percent Travel Uncongested (Peak Period)			
PTRUCPP18	2018 Percent Travel Uncongested (Peak Period)			
PTRUCPP19	2019 Percent Travel Uncongested (Peak Period)			
PTRUCPP20	2020 Percent Travel Uncongested (Peak Period)			
SPDRATIO16	2016 Average Speed versus Speed Limit (Peak Hour)	Peak hour average speed versus speed limit is expressed as the ratio of average weekday (excluding holidays) peak hour speed against the posted speed limit. The average peak hour speed for a roadway is the average of all hourly roadway segment travel speeds captured by HERE probe speed data or modeled through speed-volume functions, weighted by the segment's vehicle miles traveled (VMT).	This value is calculated by FDOT, FTO using FDOT - Traffic Characteristics Inventory (TCI), FDOT - RCI Feature 311 (Speed Limits), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
SPDRATIO17	2017 Average Speed versus Speed Limit (Peak Hour)			
SPDRATIO18	2018 Average Speed versus Speed Limit (Peak Hour)			
SPDRATIO19	2019 Average Speed versus Speed Limit (Peak Hour)			
SPDRATIO20	2020 Average Speed versus Speed Limit (Peak Hour)			
TTITWDD16	2016 Combination Truck Planning Time Index (Weekday Daily)	Weekday daily combination truck planning time index represents the additional time that a traveler should budget to ensure on-time arrival 95 percent of the time during a weekday (excludes holidays) daily condition.	This value is calculated by FDOT, FTO using FDOT - Traffic Characteristics Inventory (TCI), FDOT - RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
TTITWDD17	2017 Combination Truck Planning Time Index (Weekday Daily)			
TTITWDD18	2018 Combination Truck Planning Time Index (Weekday Daily)			
TTITWDD19	2019 Combination Truck Planning Time Index (Weekday Daily)			
TTITWDD20	2020 Combination Truck Planning Time Index (Weekday Daily)			

Field	Descriptive Name	Description	Attributes	Data Source
TTITWDPH16	2016 Combination Truck Planning Time Index (Weekday Peak Hour)	Weekday peak hour combination truck planning time index represents the additional time that a traveler should budget to ensure on-time arrival 95 percent of the time during a weekday (excludes holidays) peak hour.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
TTITWDPH17	2017 Combination Truck Planning Time Index (Weekday Peak Hour)			
TTITWDPH18	2018 Combination Truck Planning Time Index (Weekday Peak Hour)			
TTITWDPH19	2019 Combination Truck Planning Time Index (Weekday Peak Hour)			
TTITWDPH20	2020 Combination Truck Planning Time Index (Weekday Peak Hour)			
TTITWDPP16	2016 Combination Truck Planning Time Index (Weekday Peak Period)	Weekday peak period combination truck planning time index represents the additional time that a traveler should budget to ensure on-time arrival 95 percent of the time during a weekday (excludes holidays) peak period.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
TTITWDPP17	2017 Combination Truck Planning Time Index (Weekday Peak Period)			
TTITWDPP18	2018 Combination Truck Planning Time Index (Weekday Peak Period)			
TTITWDPP19	2019 Combination Truck Planning Time Index (Weekday Peak Period)			
TTITWDPP20	2020 Combination Truck Planning Time Index (Weekday Peak Period)			
TTITWED16	2016 Combination Truck Planning Time Index (Weekend Daily)	Weekend daily combination truck planning time index represents the additional time that a traveler should budget to ensure on-time arrival 95 percent of the time during a weekend (excludes holidays) daily condition.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
TTITWED17	2017 Combination Truck Planning Time Index (Weekend Daily)			
TTITWED18	2018 Combination Truck Planning Time Index (Weekend Daily)			
TTITWED19	2019 Combination Truck Planning Time Index (Weekend Daily)			
TTITWED20	2020 Combination Truck Planning Time Index (Weekend Daily)			
TTITWEPP16	2016 Combination Truck Planning Time Index (Weekend Peak Period)	Weekend peak period combination truck planning time index represents the additional time that a traveler should budget to ensure on-time arrival 95 percent of the time during a weekend (excludes holidays) peak period.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
TTITWEPP17	2017 Combination Truck Planning Time Index (Weekend Peak Period)			
TTITWEPP18	2018 Combination Truck Planning Time Index (Weekend Peak Period)			
TTITWEPP19	2019 Combination Truck Planning Time Index (Weekend Peak Period)			
TTITWEPP20	2020 Combination Truck Planning Time Index (Weekend Peak Period)			
TTIWDD16	2016 Planning Time Index Weekday (Daily)	Weekday daily planning time index represents the additional time that a traveler should budget to ensure on-time arrival 95 percent of the time during a weekday (excludes holidays) daily condition.	This value is calculated by FDOT, FTO using FDOT - Traffic Characteristics Inventory (TCI), FDOT - RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
TTIWDD17	2017 Planning Time Index Weekday (Daily)			
TTIWDD18	2018 Planning Time Index Weekday (Daily)			
TTIWDD19	2019 Planning Time Index Weekday (Daily)			
TTIWDD20	2020 Planning Time Index Weekday (Daily)			

Field	Descriptive Name	Description	Attributes	Data Source
TTIWDPH16	2016 Planning Time Index Weekday (Peak Hour)	Weekday peak hour planning time index represents the additional time that a traveler should budget to ensure on-time arrival 95 percent of the time during a weekday (excludes holidays) peak hour.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
TTIWDPH17	2017 Planning Time Index Weekday (Peak Hour)			
TTIWDPH18	2018 Planning Time Index Weekday (Peak Hour)			
TTIWDPH19	2019 Planning Time Index Weekday (Peak Hour)			
TTIWDPH20	2020 Planning Time Index Weekday (Peak Hour)			
TTIWDPP16	2016 Planning Time Index Weekday (Peak Period)	Weekday peak period planning time index represents the additional time that a traveler should budget to ensure on-time arrival 95 percent of the time during a weekday (excludes holidays) peak period.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
TTIWDPP17	2017 Planning Time Index Weekday (Peak Period)			
TTIWDPP18	2018 Planning Time Index Weekday (Peak Period)			
TTIWDPP19	2019 Planning Time Index Weekday (Peak Period)			
TTIWDPP20	2020 Planning Time Index Weekday (Peak Period)			
TTIWED16	2016 Planning Time Index Weekend (Daily)	Weekend daily planning time index represents the additional time that a traveler should budget to ensure on-time arrival 95 percent of the time during a weekend (excludes holidays) daily condition	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
TTIWED17	2017 Planning Time Index Weekend (Daily)			
TTIWED18	2018 Planning Time Index Weekend (Daily)			
TTIWED19	2019 Planning Time Index Weekend (Daily)			
TTIWED20	2020 Planning Time Index Weekend (Daily)			
TTIWEPP16	2016 Planning Time Index Weekend (Peak Period)	Weekend peak period planning time index represents the additional time that a traveler should budget to ensure on-time arrival 95 percent of the time during a weekend (excludes holidays) peak period.	This value is calculated by FDOT, FTO using FDOT - TCI, FDOT - RCI Feature 147 (Strategic Intermodal System), and HERE Technologies - Travel Time Data.	FDOT, FTO calculated measure
TTIWEPP17	2017 Planning Time Index Weekend (Peak Period)			
TTIWEPP18	2018 Planning Time Index Weekend (Peak Period)			
TTIWEPP19	2019 Planning Time Index Weekend (Peak Period)			
TTIWEPP20	2020 Planning Time Index Weekend (Peak Period)			
VEHPLMPH16	2016 Vehicles Per Lane Mile (Peak Hour)	Peak hour vehicles per lane mile represents the average density of vehicles on a roadway segment. It was calculated as the summation of each roadway segment's peak hour vehicle miles traveled divided by the number of lane miles of that segment. It represents vehicles per lane mile during weekday (excludes holidays) peak hour.	This value is calculated by FTO, FTO using RCI Feature 212 (Through Lanes) and the FTO calculated attribute peak hour vehicle miles traveled of the same year.	FDOT, FTO calculated measure
VEHPLMPH17	2017 Vehicles Per Lane Mile (Peak Hour)			
VEHPLMPH18	2018 Vehicles Per Lane Mile (Peak Hour)			
VEHPLMPH19	2019 Vehicles Per Lane Mile (Peak Hour)			
VEHPLMPH20	2020 Vehicles Per Lane Mile (Peak Hour)			

Field	Descriptive Name	Description	Attributes	Data Source
VMTD16	2016 Vehicle Miles Traveled (Daily)	Daily vehicle miles traveled represents vehicle miles traveled during an average 24-hour day. VMT refers to estimated amount of travel for all vehicles in a geographic region over a given period of time. It is calculated as the sum of the number of miles traveled by each vehicle.	This value is calculated by FDOT, FTO using FDOT - Traffic Characteristics Inventory (TCI) and FDOT - RCI Feature 147 (Strategic Intermodal System).	FDOT, FTO calculated measure
VMTD17	2017 Vehicle Miles Traveled (Daily)			
VMTD18	2018 Vehicle Miles Traveled (Daily)			
VMTD19	2019 Vehicle Miles Traveled (Daily)			
VMTD20	2020 Vehicle Miles Traveled (Daily)			
VMTPH16	2016 Vehicle Miles Traveled (Peak Hour)	Peak hour vehicle miles traveled represents vehicle miles traveled during an average peak hour. VMT refers to estimated amount of travel for all vehicles in a geographic region over a given period of time. It is calculated as the sum of the number of miles traveled by each vehicle.	This value is calculated by FDOT, FTO using FDOT - TCI and FDOT - RCI Feature 147 (Strategic Intermodal System).	FDOT, FTO calculated measure
VMTPH17	2017 Vehicle Miles Traveled (Peak Hour)			
VMTPH18	2018 Vehicle Miles Traveled (Peak Hour)			
VMTPH19	2019 Vehicle Miles Traveled (Peak Hour)			
VMTPH20	2020 Vehicle Miles Traveled (Peak Hour)			
VMTPP16	2016 Vehicle Miles Traveled (Peak Period)	Peak period vehicle miles traveled represents vehicle miles traveled during an average peak period. VMT refers to estimated amount of travel for all vehicles in a geographic region over a given period of time. It is calculated as the sum of the number of miles traveled by each vehicle.	This value is calculated by FDOT, FTO using FDOT - TCI and FDOT - RCI Feature 147 (Strategic Intermodal System).	FDOT, FTO calculated measure
VMTPP17	2017 Vehicle Miles Traveled (Peak Period)			
VMTPP18	2018 Vehicle Miles Traveled (Peak Period)			
VMTPP19	2019 Vehicle Miles Traveled (Peak Period)			
VMTPP20	2020 Vehicle Miles Traveled (Peak Period)			