

FDOT District 5 Integrated Corridor Management (ICM)

Quarterly Report, Q1 FY-2026



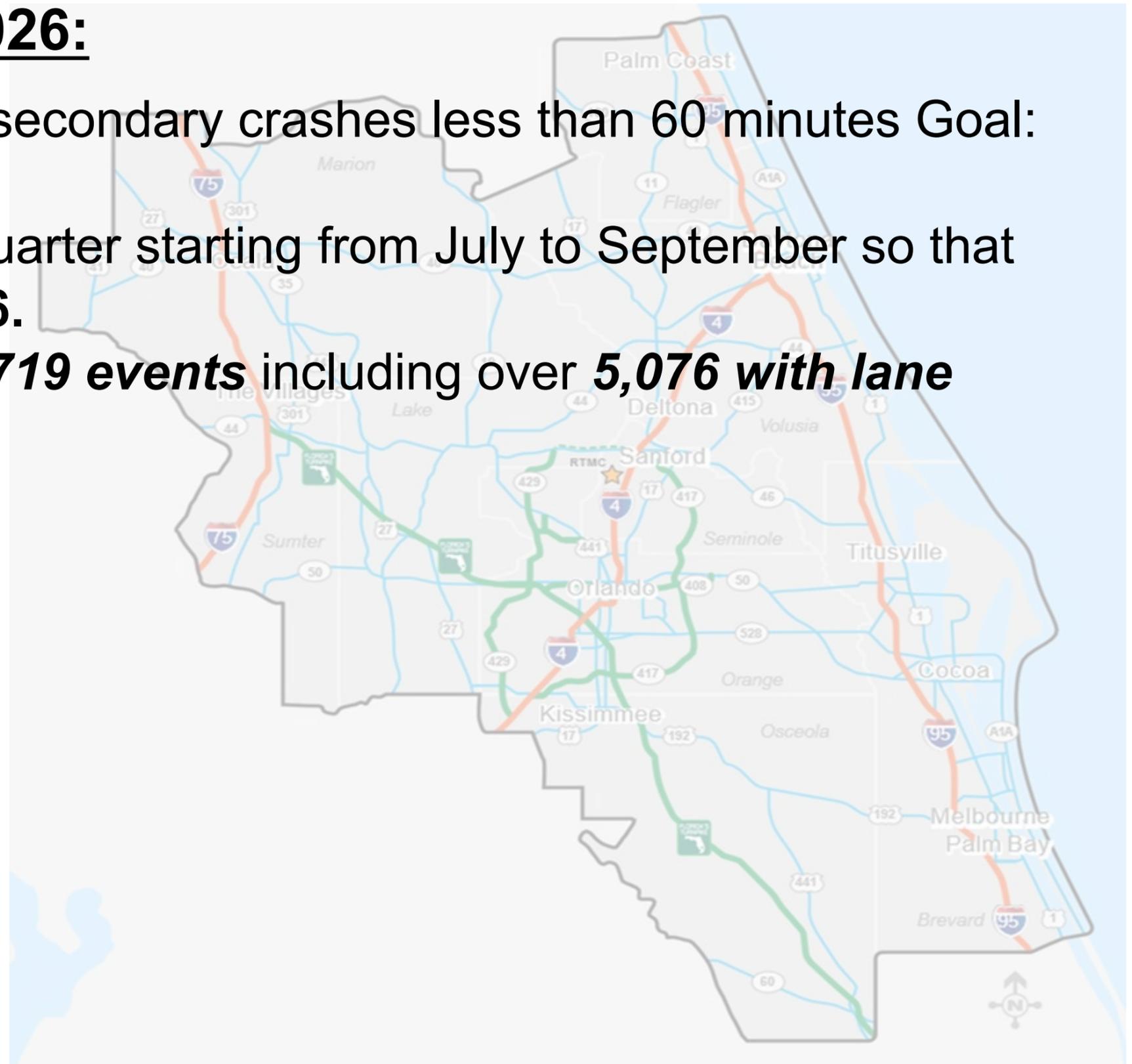
Table of Contents

- Quarterly Highlights* *ii*
- Quarterly Summary* *iii*
- Total Events/Quarterly Trends* *1*
- Incident Duration Summary* *2*
- Open Roads* *3*
- Safety & Crashes* *4*
- Secondary Crashes* *5*
- Road Rangers* *6*
- Rapid Incident Scene Clearance (RISC)* *7*
- I-4 Express Lanes Mobility Report* *8*
- AVOXI* *9*
- Media Impressions Summary* *10*
- Appendix* *11*
- Freeway Segments* *12-32*
- Arterial Corridors & Segments* *33-96*



Highlights for Quarter 1 FY 2026:

- Total savings due to reduction of secondary crashes less than 60 minutes Goal: $\$127,136 * 558 = \$70,941,888$.
- Activated **71 diversions** in this Quarter starting from July to September so that gives the value saved of **\$169,406**.
- The ICM team managed over **40,719 events** including over **5,076 with lane blockages**.



Summary for Q1 FY 2026:

The ICM operators worked over **40,719 total events**, which is **above** the 12-month quarterly average of **34,832**. This led to decreases in correlated activities such as:

- Secondary Crashes - There were **274 secondary crashes** in Q1, which is **slightly lower than** the 12-month quarterly average of **276**.
- Road Ranger Assists - District 5 Road Rangers assisted on **25,282 events**, which is **higher** than the 12-month quarterly average of **21,485 events**.
- Open Roads - The Open Roads Time of **49 minutes** is **slightly higher** than the 12-month quarterly average of **48 minutes**.
- Total savings due to reduction of secondary crashes less than 60 minutes Goal = \$127,136 * **558** = **\$70,941,888**.

Given:

1% Increase in the chance of a secondary crash per minute (Shah et al., 2022, Appendix E, p. 21). Note that 2.8% was referenced on p. 11.

60 Minutes Open Roads Goal (Q1 FY2026)

49 Minutes Actual Open Roads Time (Q1 FY2026)

5,076 Events with Lane Blockage (Q1 FY2026)

Cost per crash = \$127,136 (Shah et al., 2022, Appendix E, p. 68)

Analysis

60 Minutes – 49 Minutes = 11 Minutes Improvement over Open Roads Goal

*Percentage reduction of secondary crashes = 1% * 11 minutes = 11%*

*Reduction of secondary crashes = 11% * 5,076 = 558 less secondary crashes under goal*

- The incident duration summary met District Five's Open Roads Policy of **60-minutes** despite the **5,076** lane blocking events in Q1 FY 2026.
- Freeway Travel Time Reliability - The average freeway travel time index is **1.02**, which is **on par with** the 12-month trailing quarterly average of **1.02**.
- RISC - There were **five times** when RISC exceeded our clearance goals. See the RISC Summary for more details.

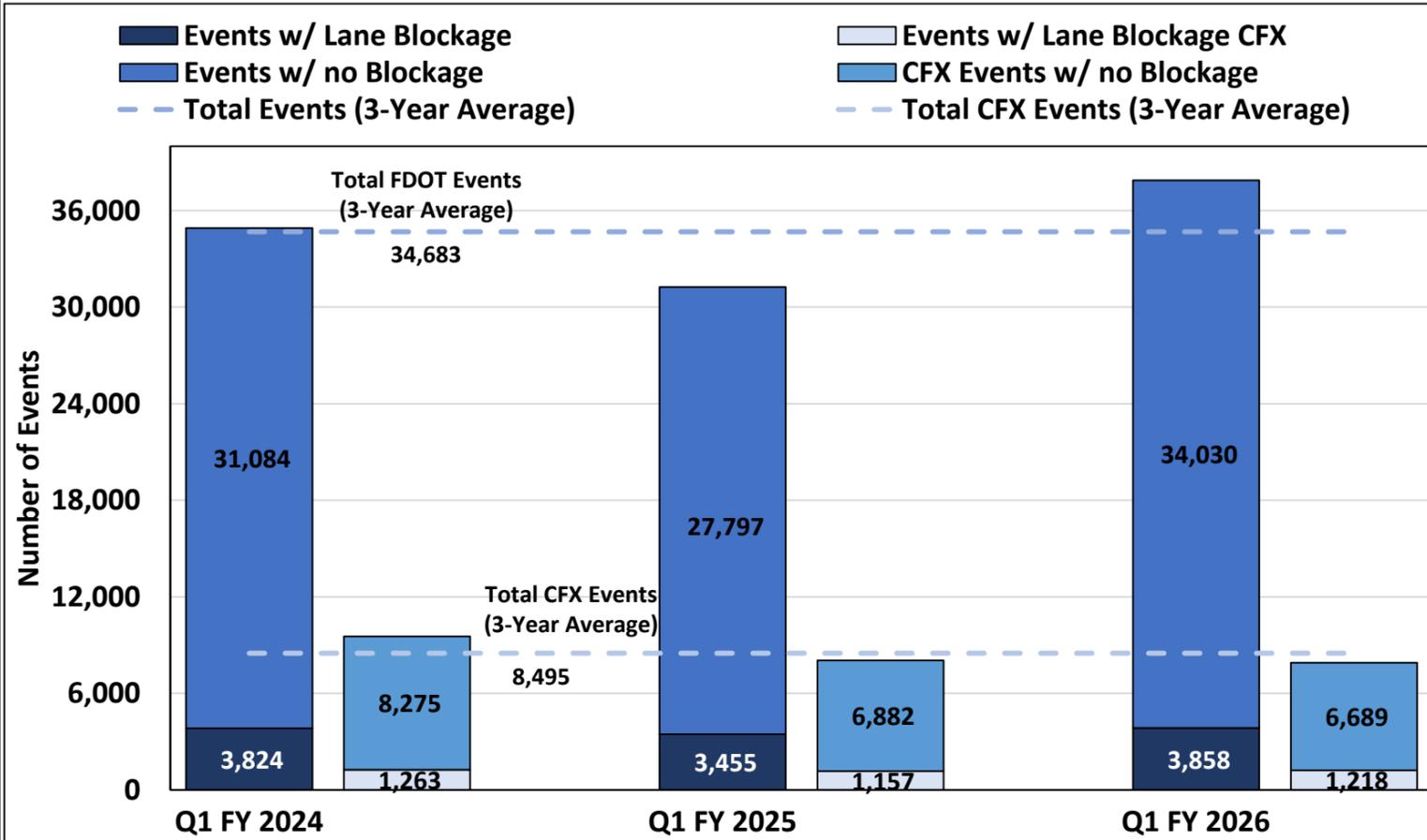
Several metrics have held near their average or improved, which given the volume and event increases is a positive outcome.

- Roadway Clearance - The Average Roadway Clearance Time is **59 minutes** which is **slightly higher** than the 12-month quarterly average of **58 minutes**.
- Central Office Incident Notifications - The ICM operators worked **17 COIN events**, which is **equal to** the 12-month quarterly average of **17 COIN events**.
- RISC/Safe Tow - The ICM operators worked **70 events** (22 RISC/48 Safe tow), which is **higher** than the 12-month quarterly average of **34 events**.
- Events with Lane Blockage - The ICM operators worked **5,706 events with lane blockage**, which is **higher** than the 12-month quarterly average of **4,526**.
- Construction Support - ICM operators have assisted on **1,141 road work events**, which is **higher** than the 12-month quarterly average of **824 road work events**.
- ICM Corridor Managers implemented **71 diversion routes**, which is **lower** than the 12-month quarterly average of **101 per quarter**.
 - This equates to a Q1 FY26 value to road users of **\$169,406** based on recent estimates of delay savings.
- ITS field equipment uptime availability was **86%**, which is **lower** than the District's goal of **96%** uptime.

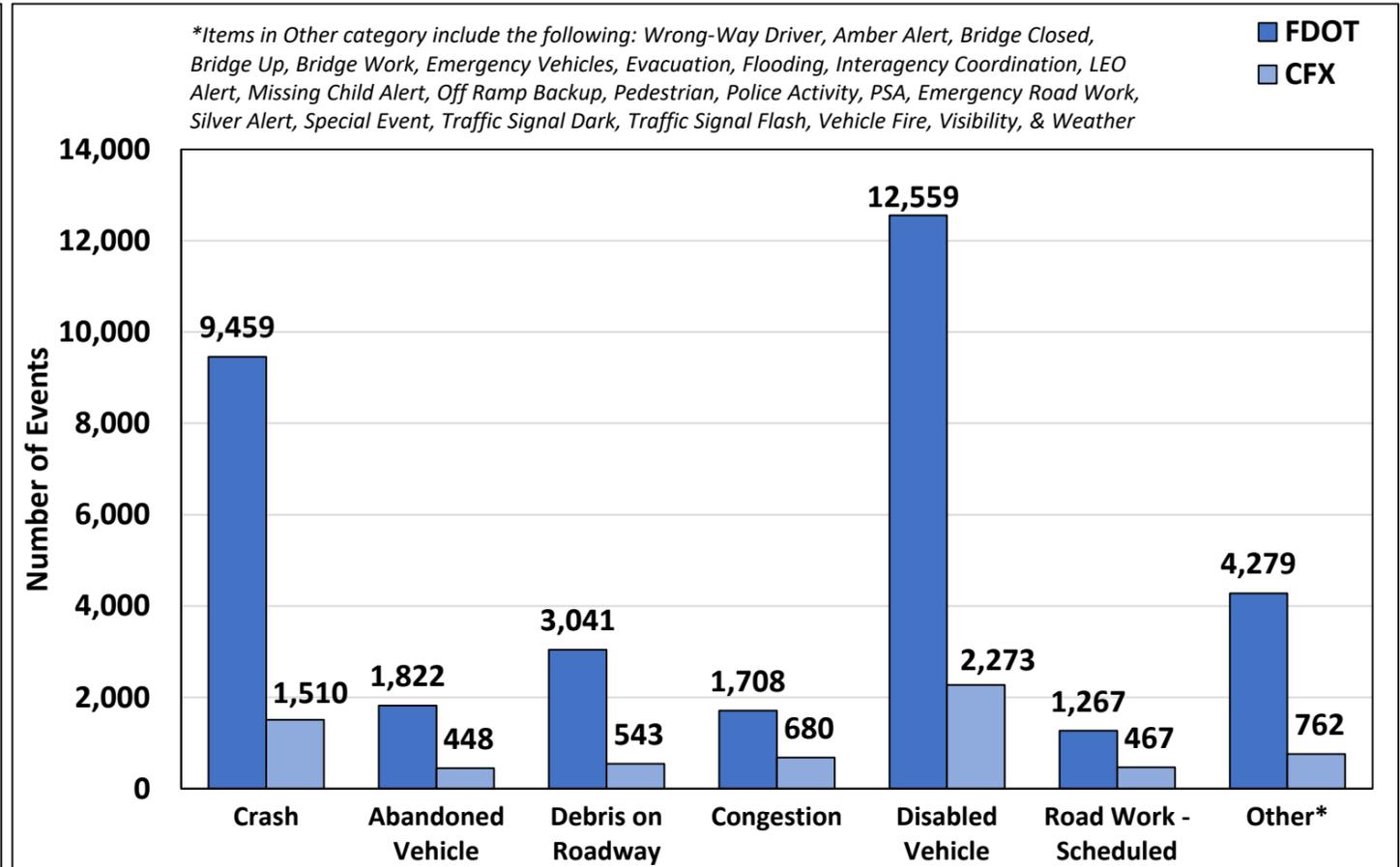


Total Events

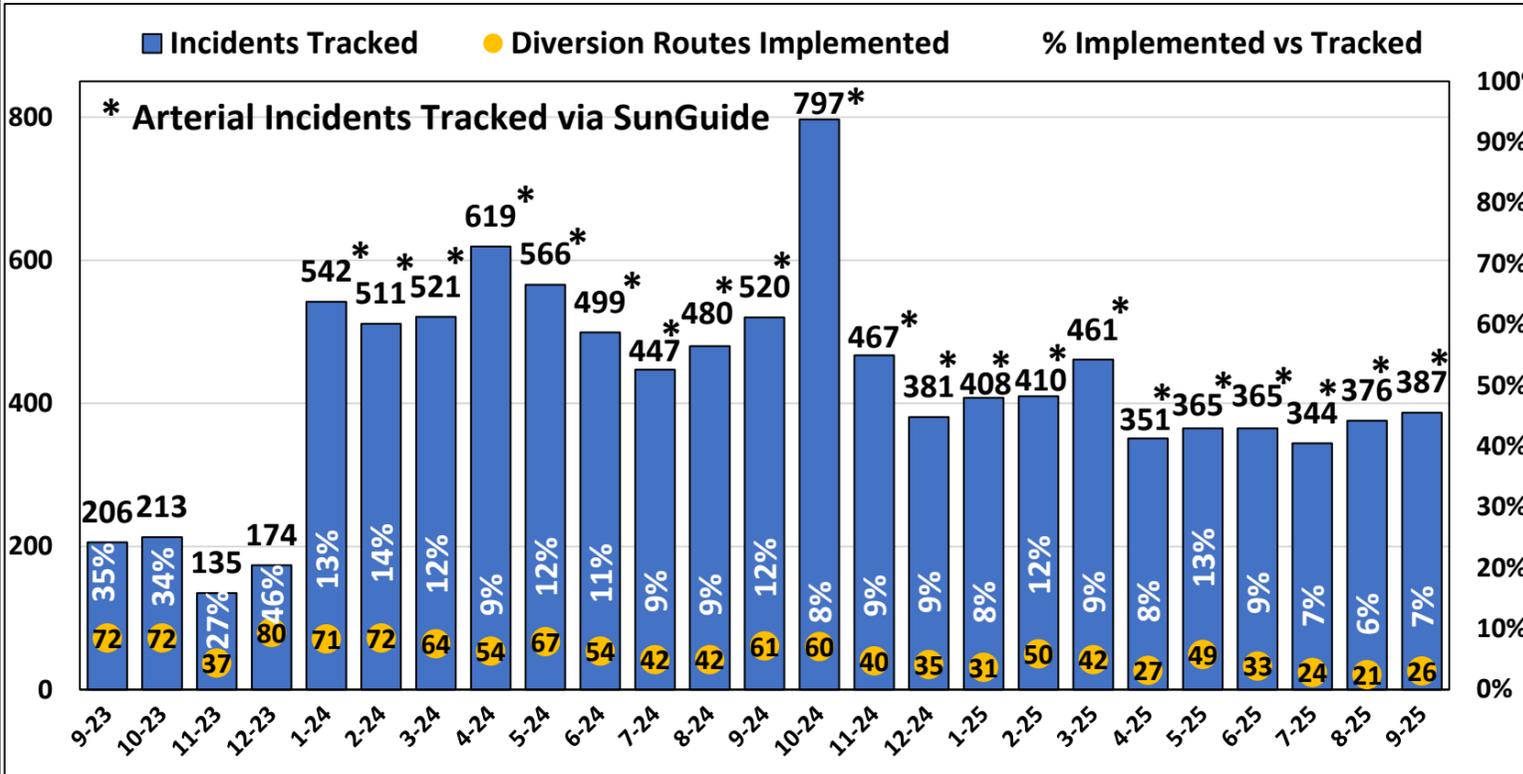
FDOT/CFX Quarterly Trends



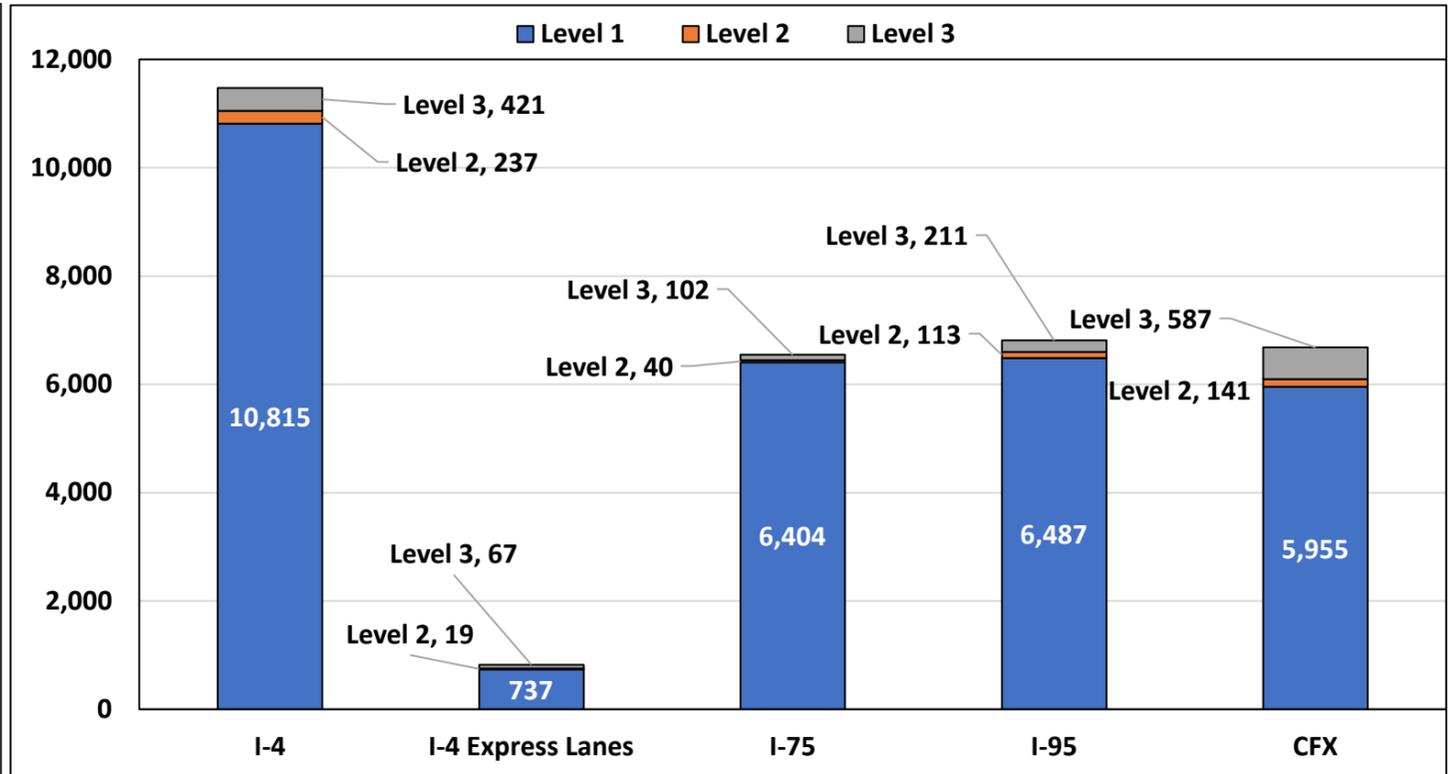
Quarterly Trends by Events Type



Total Arterial Incidents Tracked, 25 Month Trend



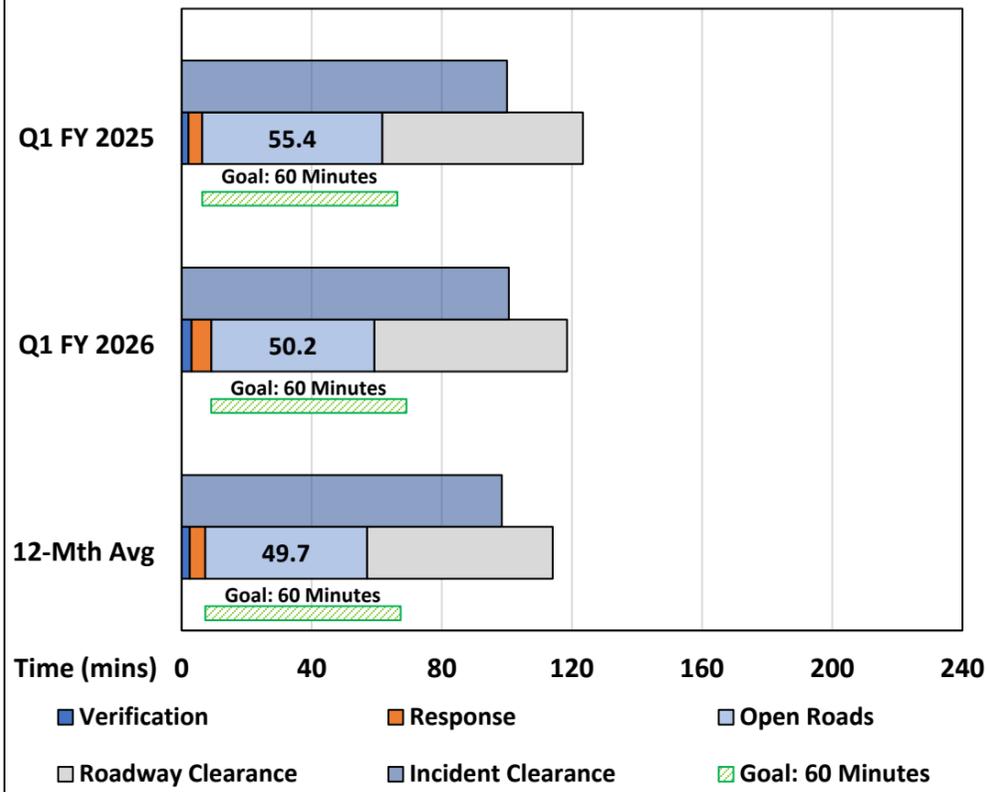
Total Events by Severity Level



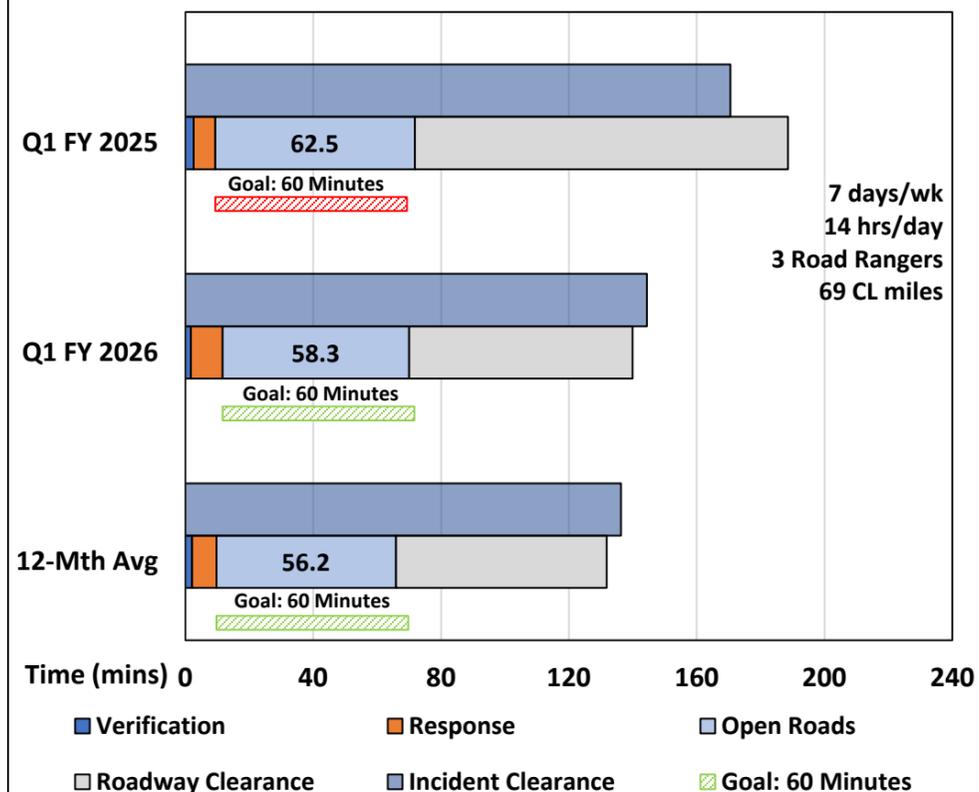


Traffic Incident Management, Incident Duration Summary (IDS)

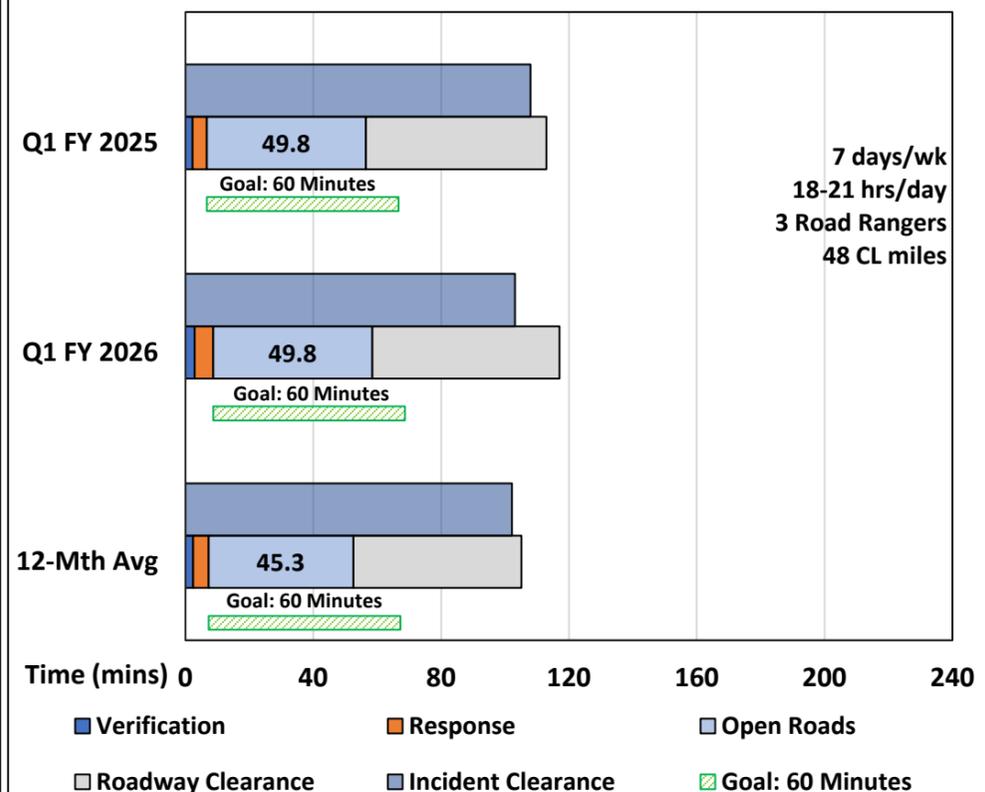
Systemwide IDS



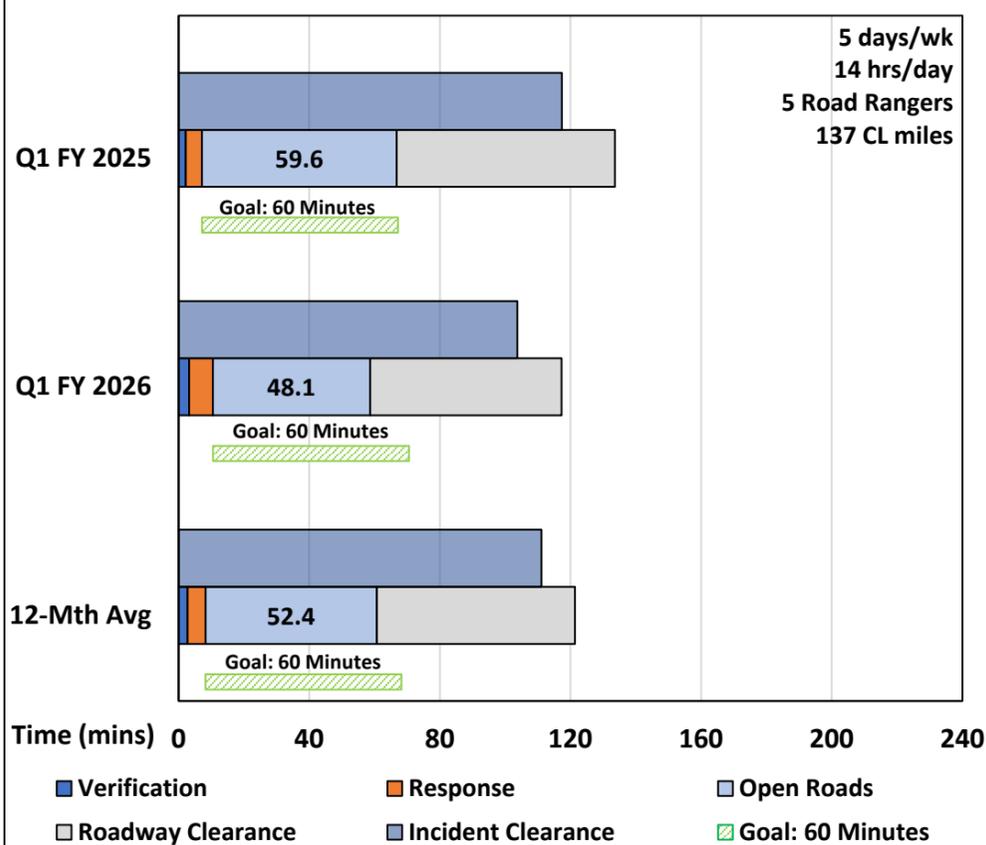
I-75 IDS



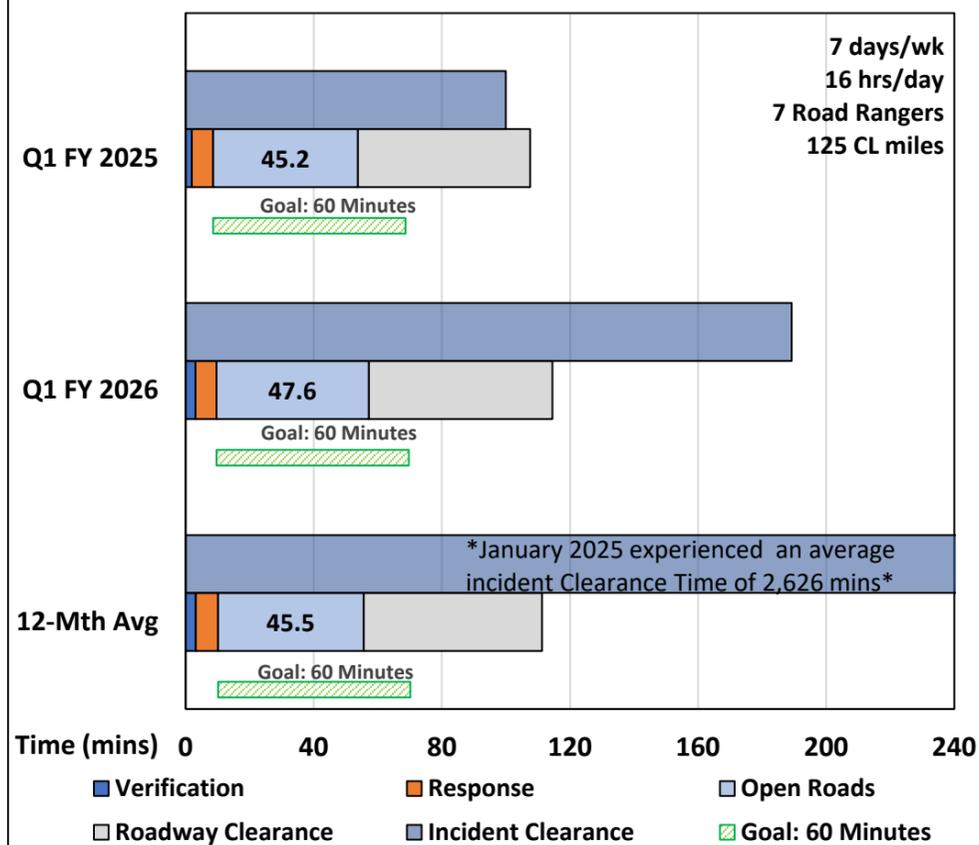
I-4 IDS



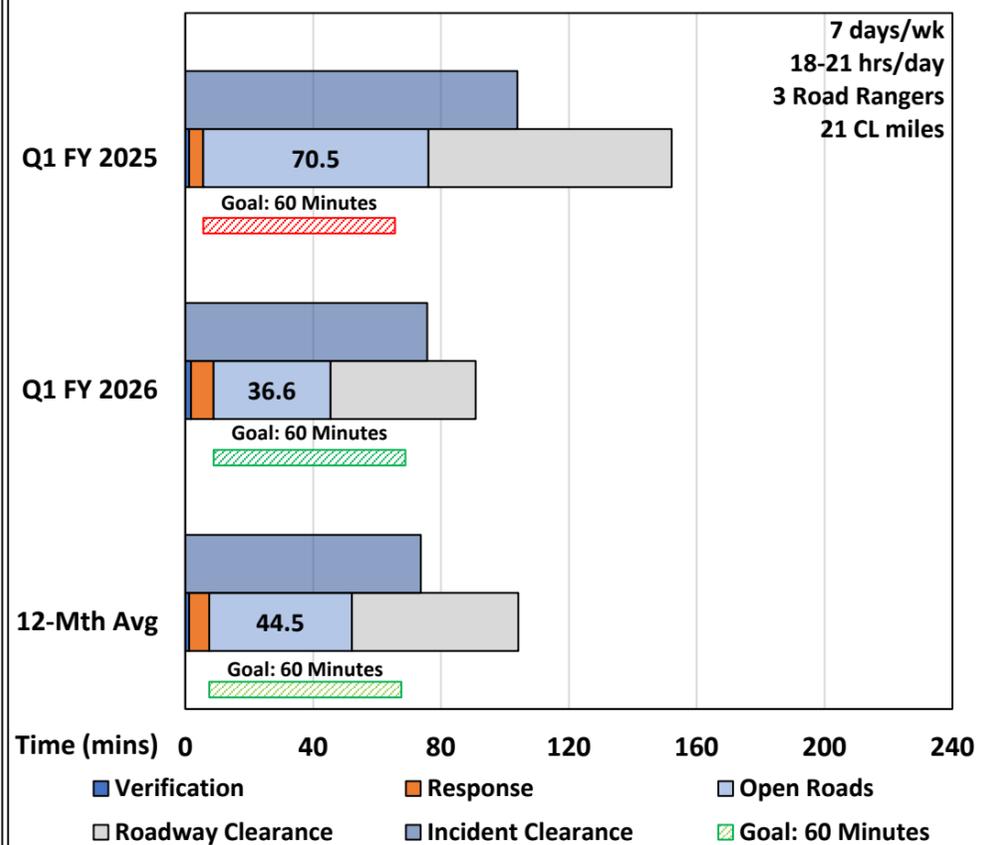
I-95 IDS



CFX IDS

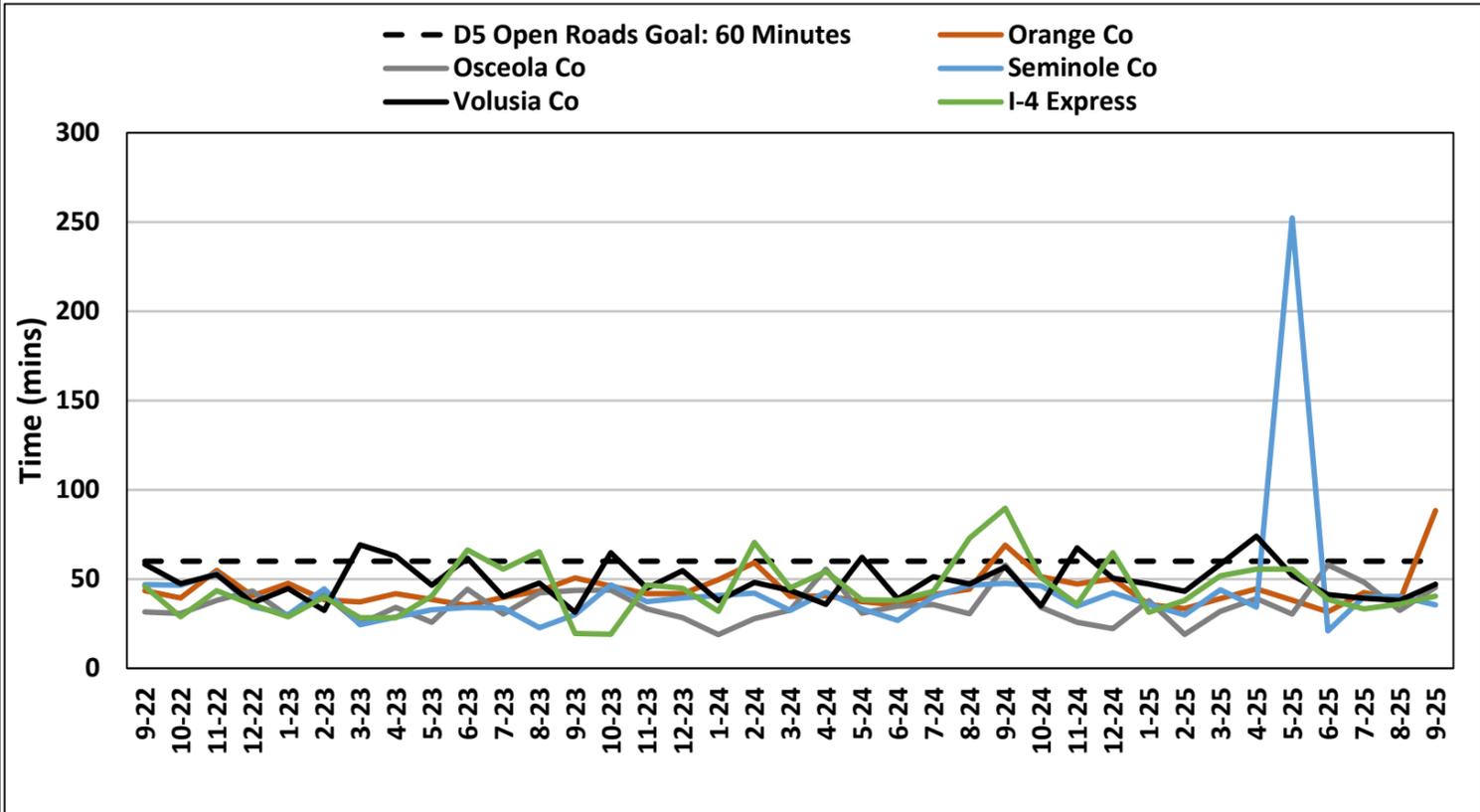


I-4 Express IDS

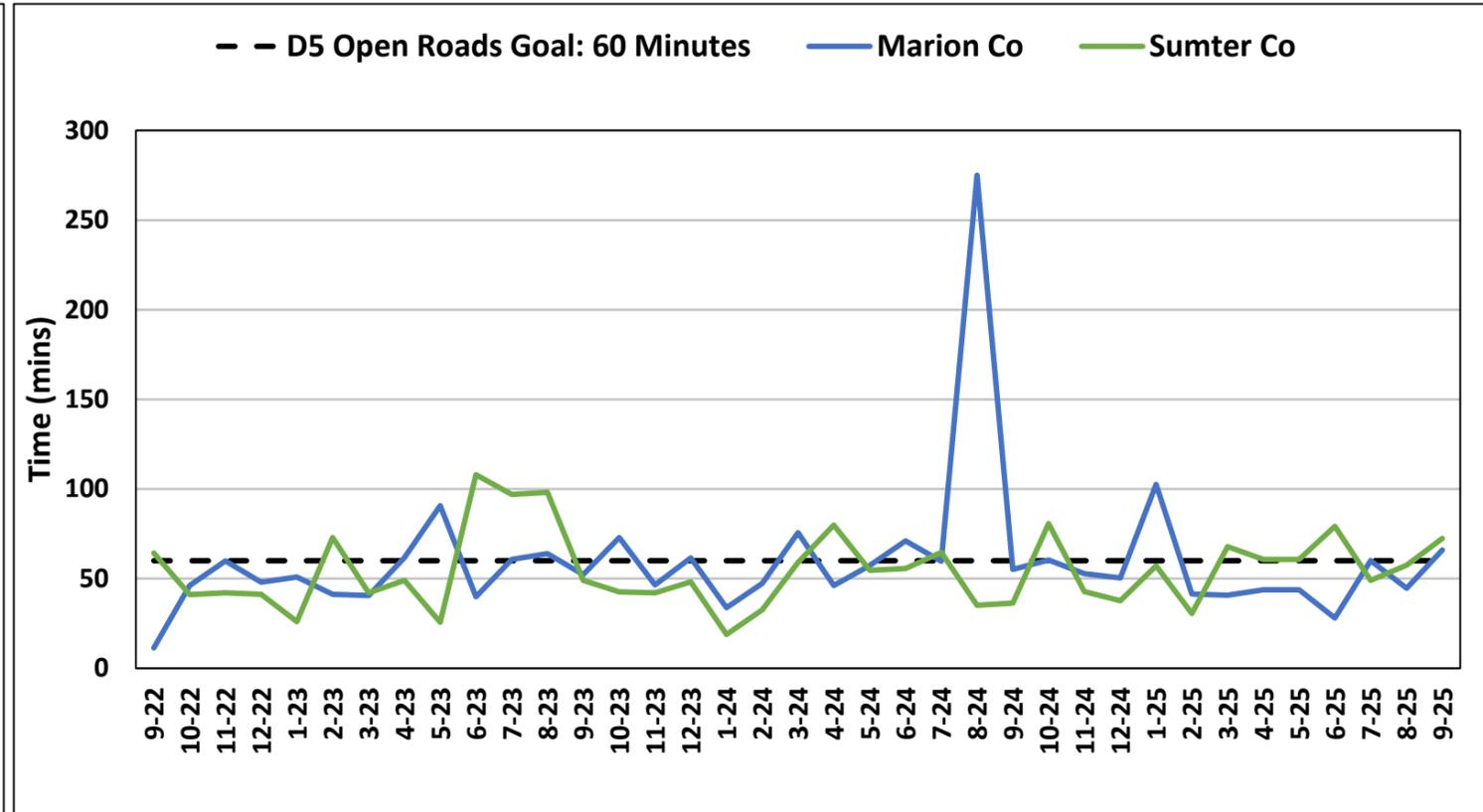


Traffic Incident Management, Open Roads Summary

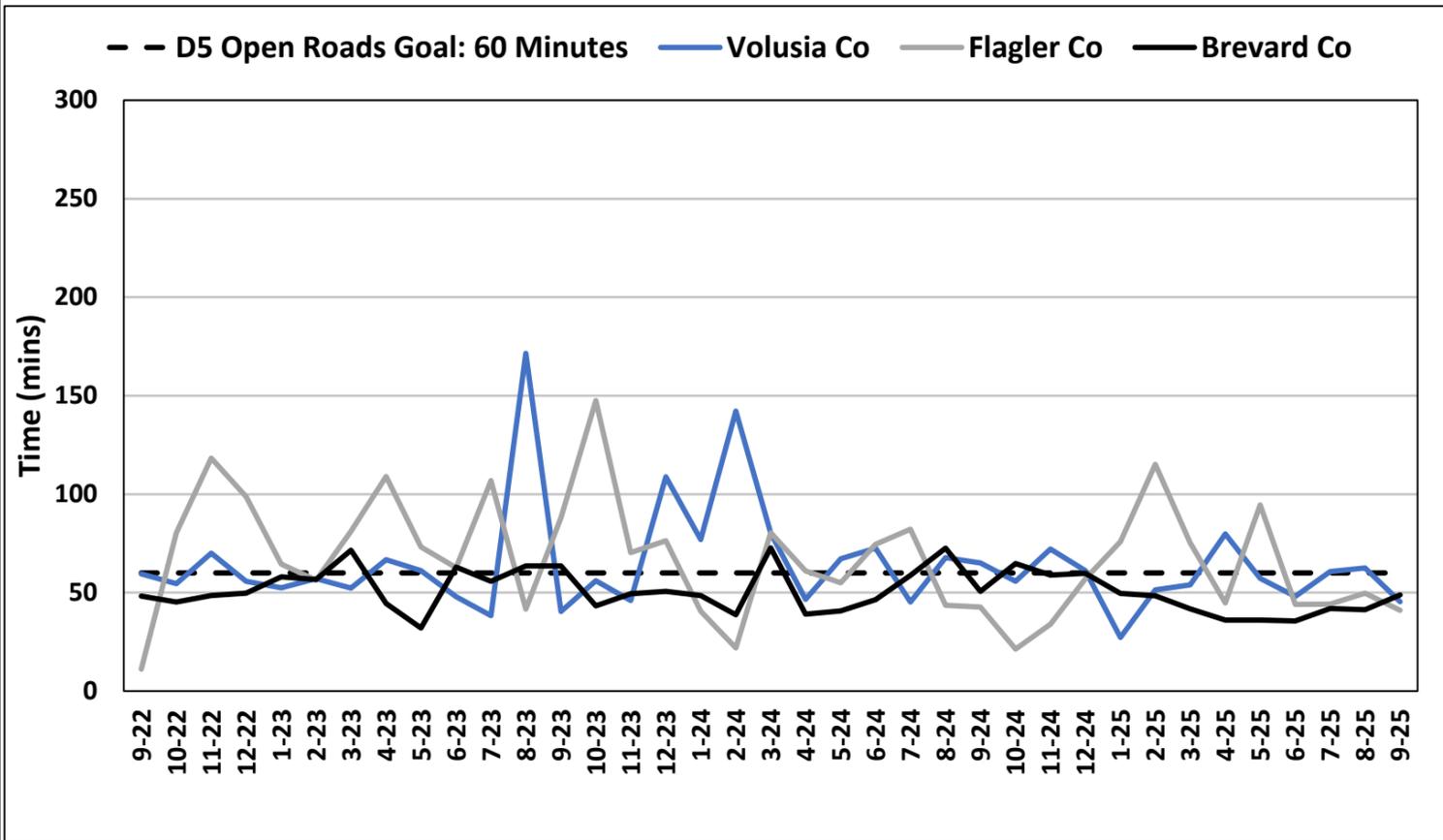
I-4 Open Roads (3-Yr Trend)



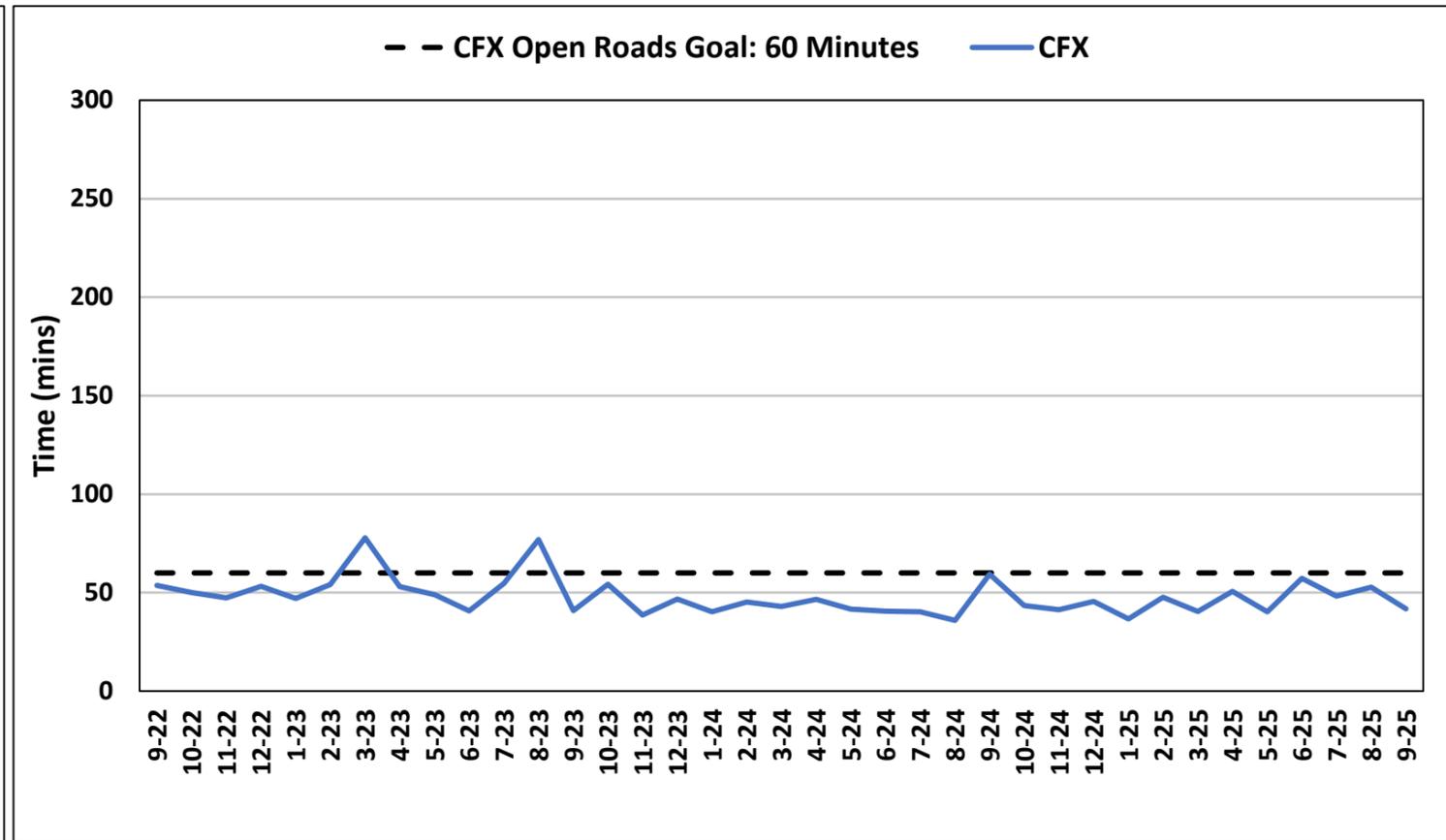
I-75 Open Roads (3-Yr Trend)



I-95 Open Roads (3-Yr Trend)



CFX Open Roads (3-Yr Trend)



Traffic Incident Management, Safety & Crashes Summary

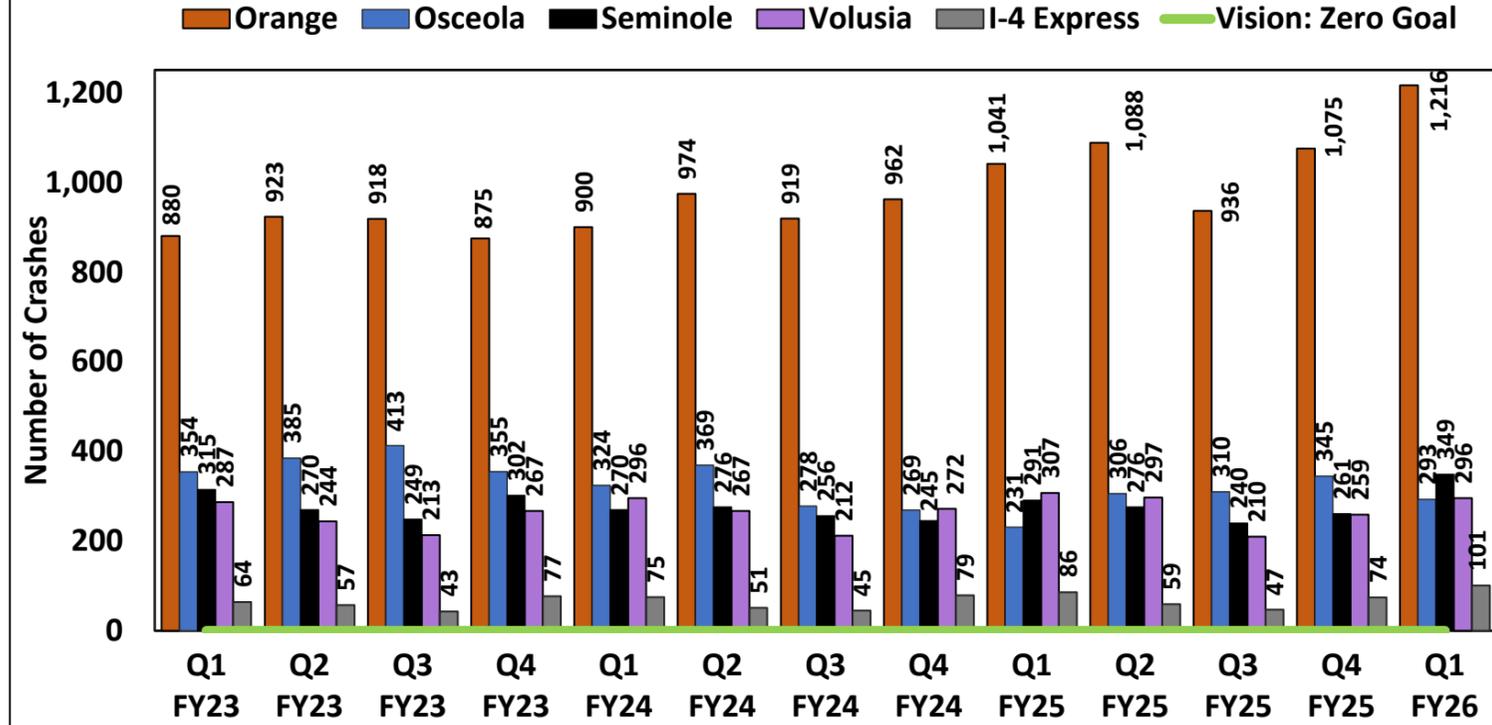
District Five Safety Goal

In accordance with FDOT's commitment to the national Vision Zero initiative, District Five is focused on driving down fatalities. District Five's TSM&O Safety goal is **ZERO FATALITIES** on Central Florida roadways.

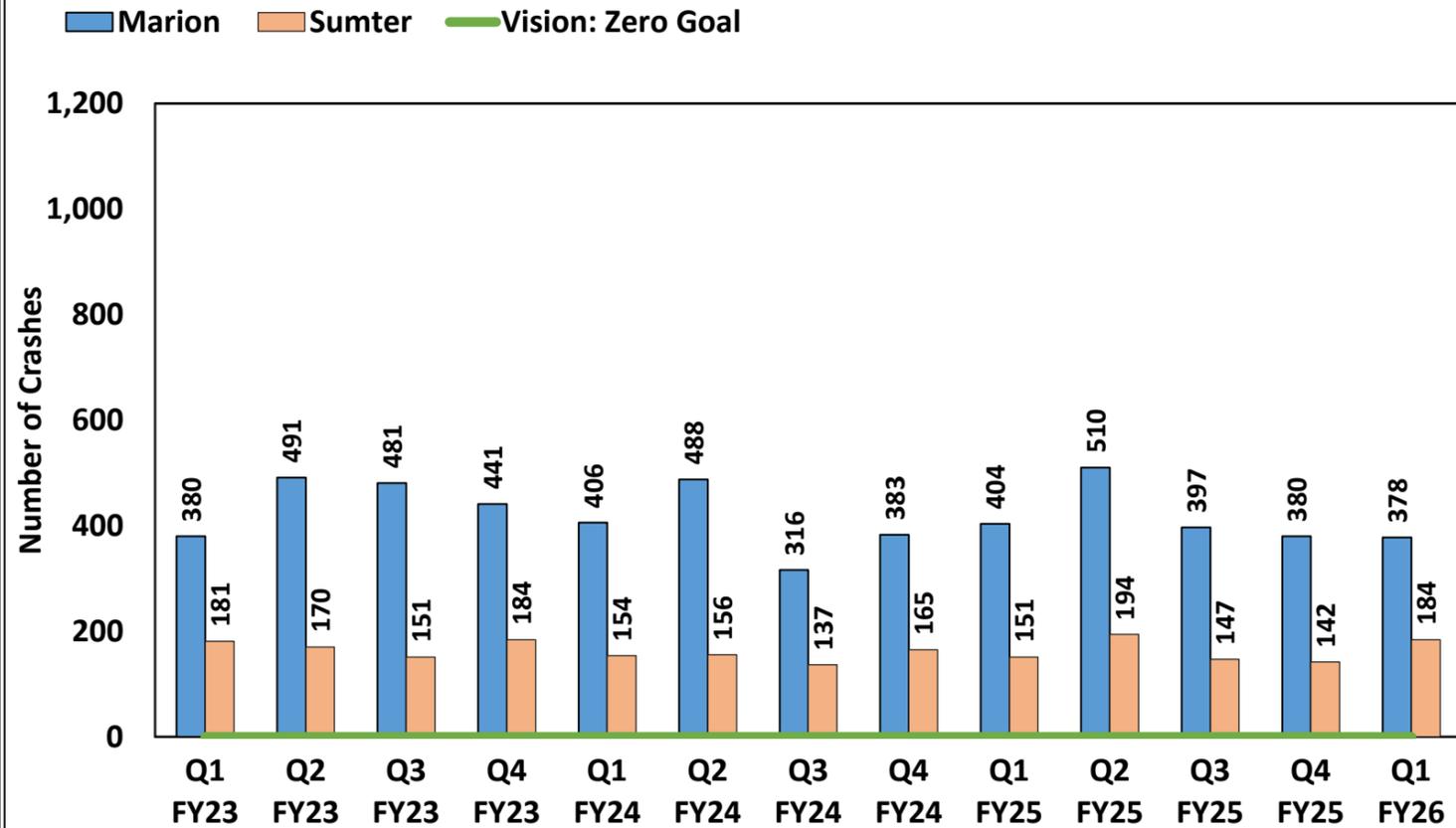


As part of this effort, the District is closely monitoring and identifying operational improvements to reduce the risk of secondary crashes, with an emphasis on protecting emergency responders who work in or alongside the roadway.

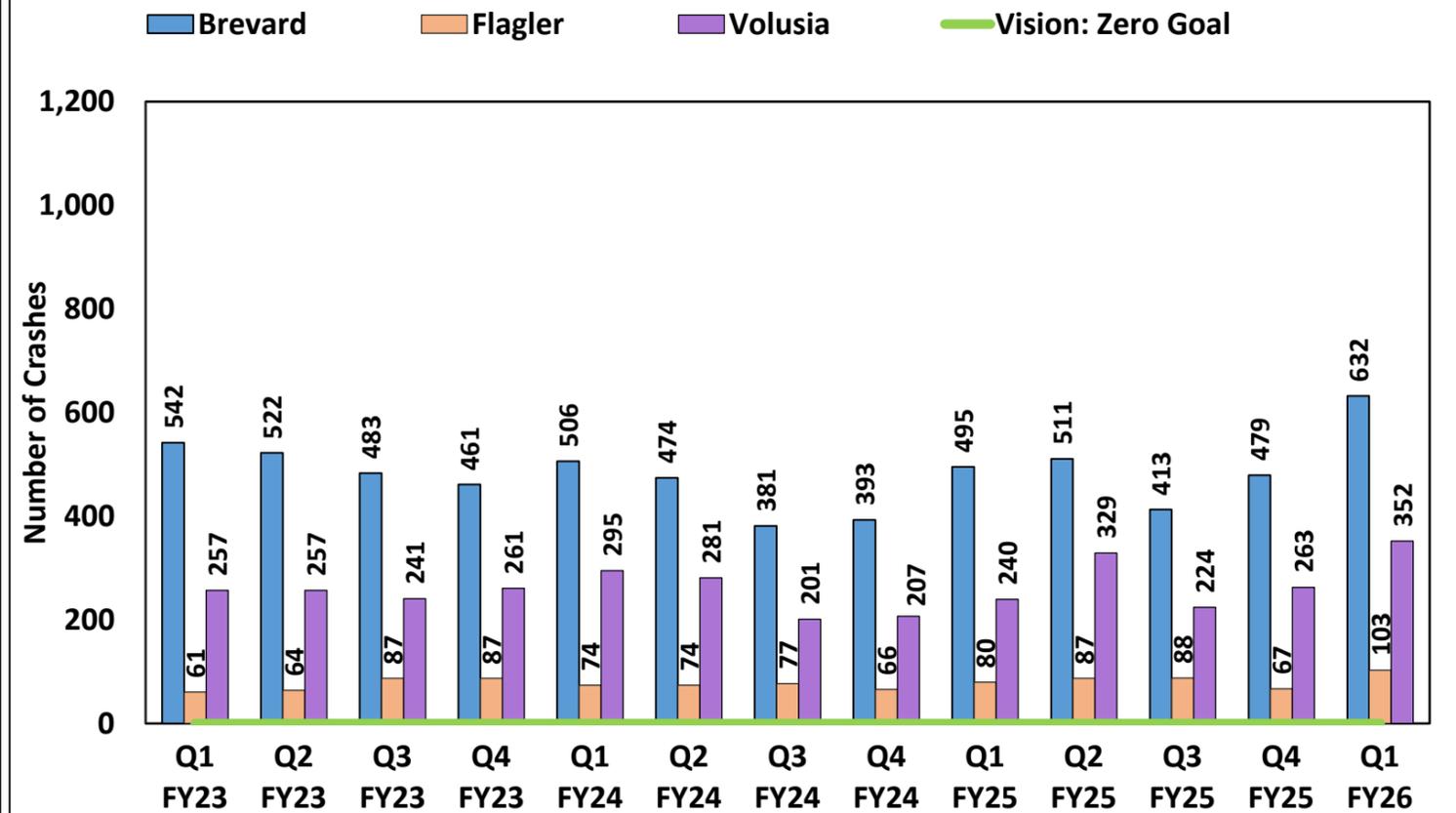
I-4/Metro Orlando Crashes



I-75 Crashes

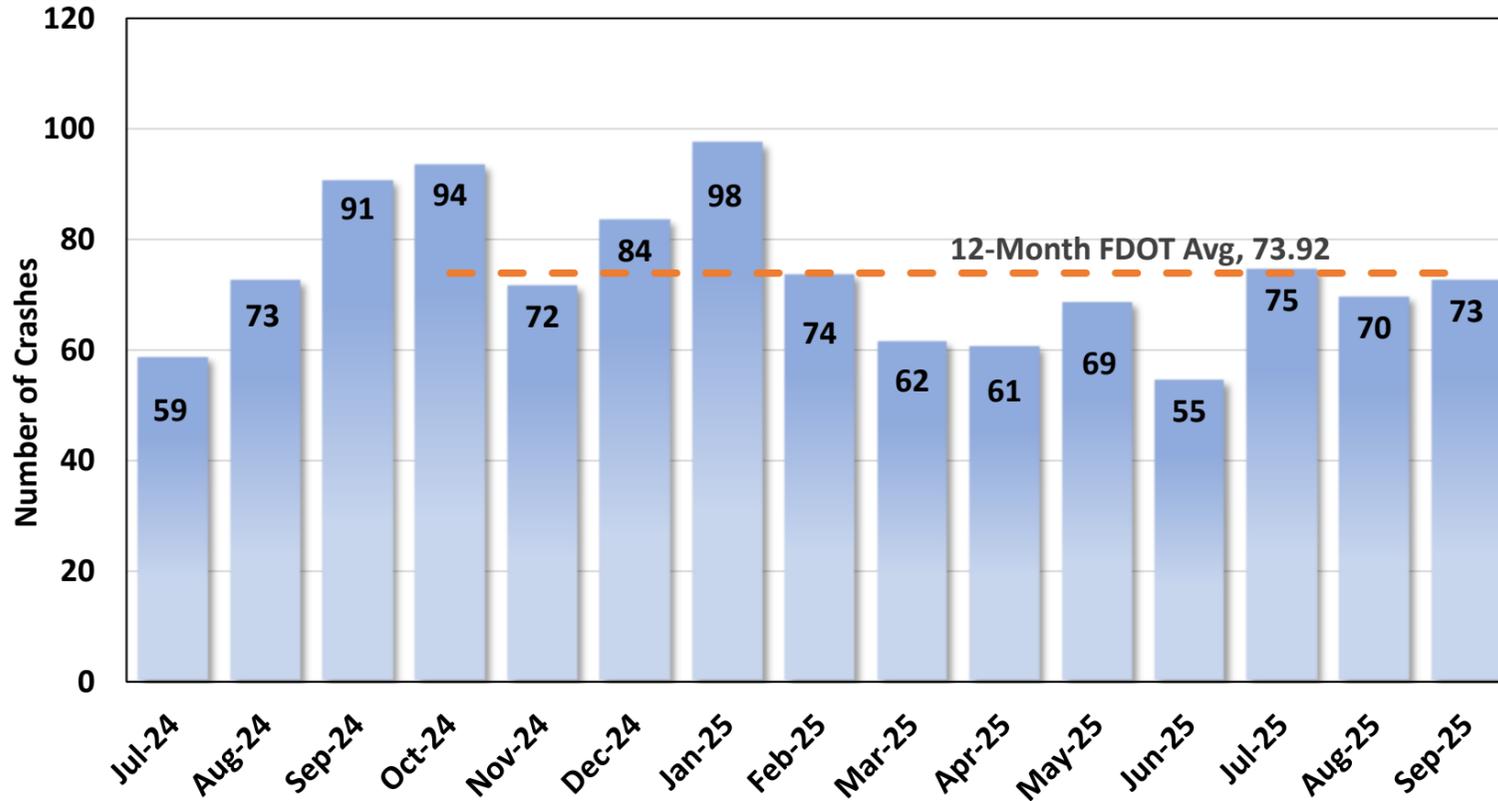


I-95 Crashes

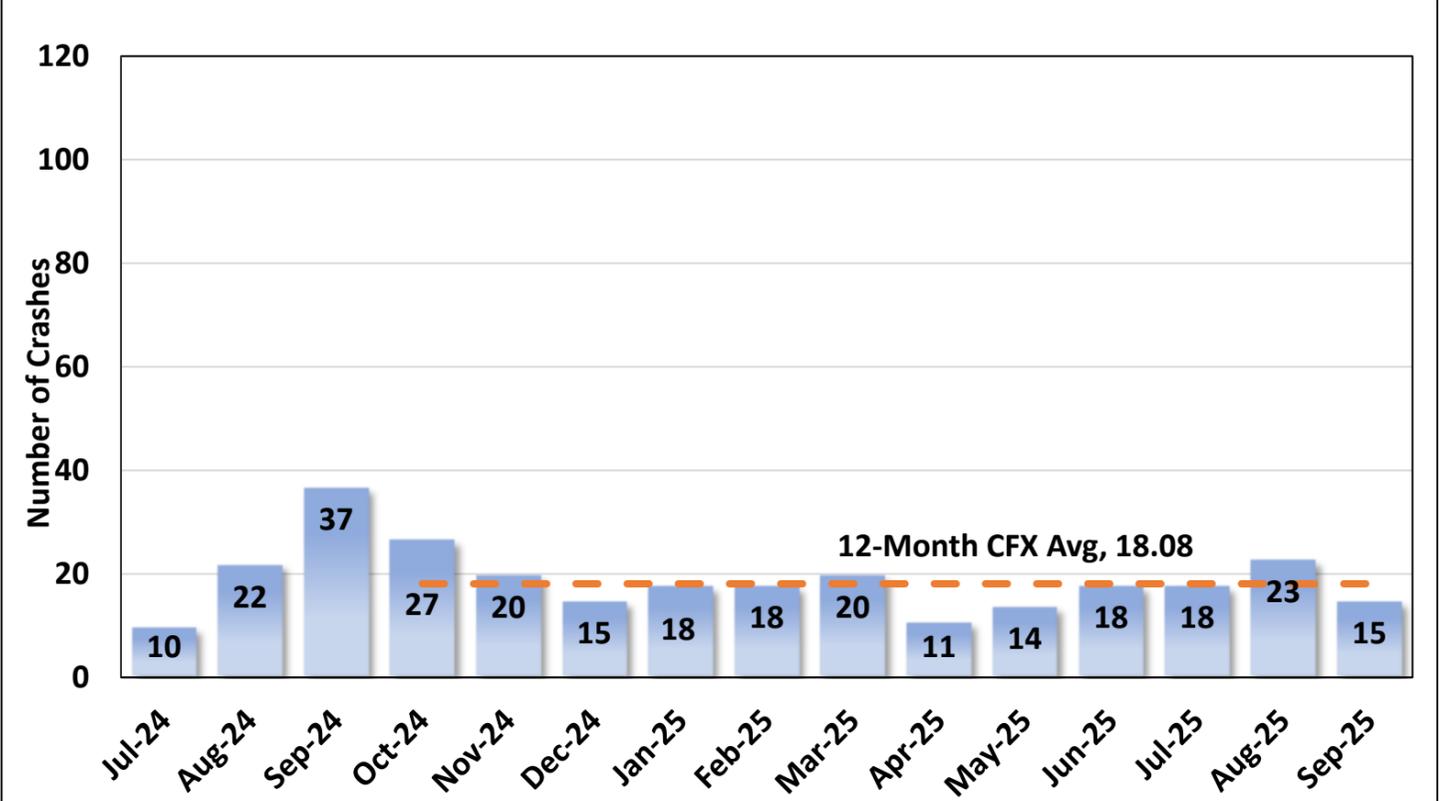


Traffic Incident Management, Secondary Crashes Summary

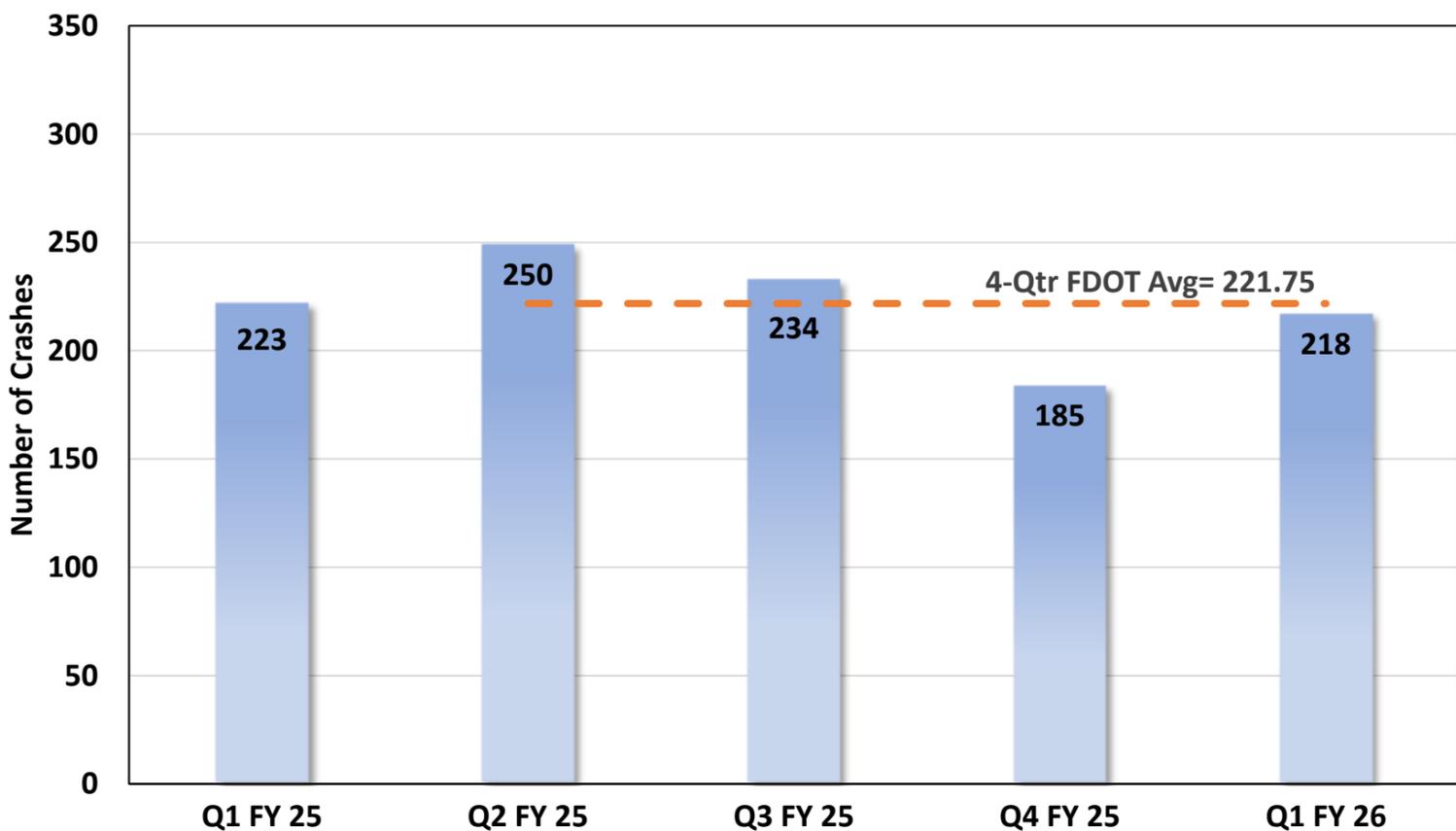
FDOT Systemwide Secondary Crashes



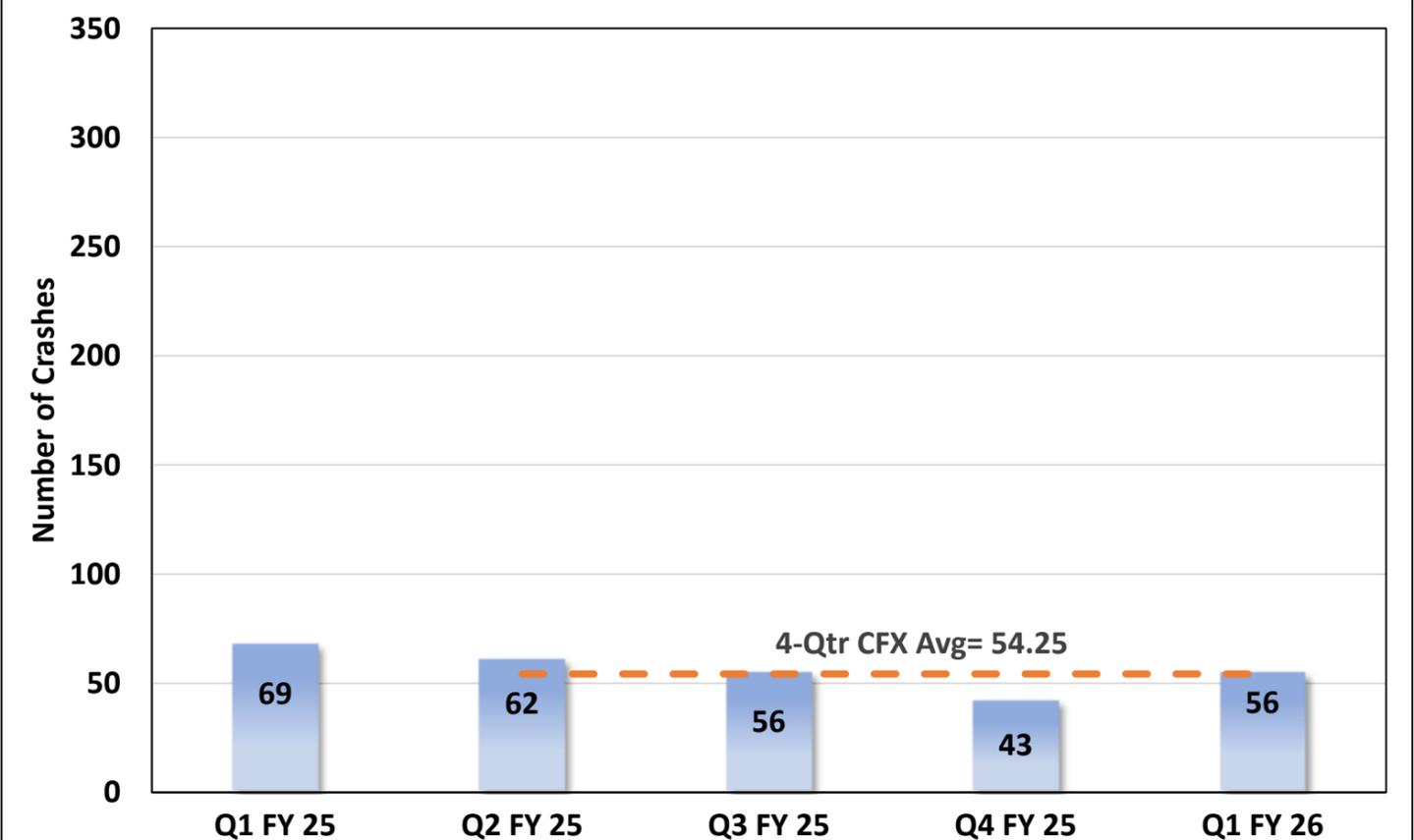
CFX Secondary Crashes



FDOT Systemwide Secondary Crashes, Quarterly Comparison

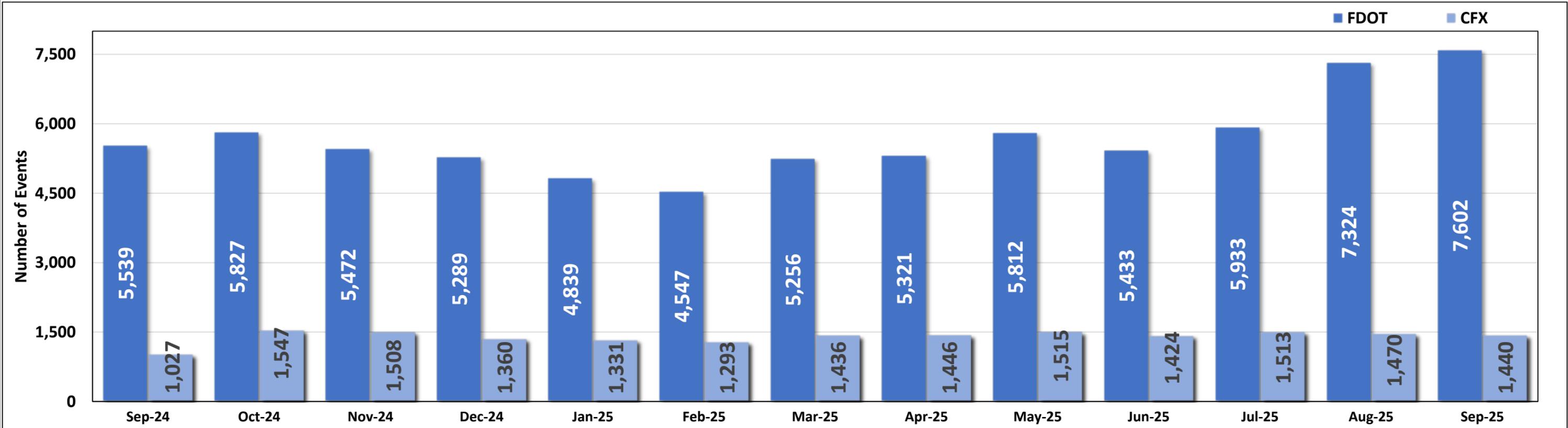


CFX Secondary Crashes, Quarterly Comparison

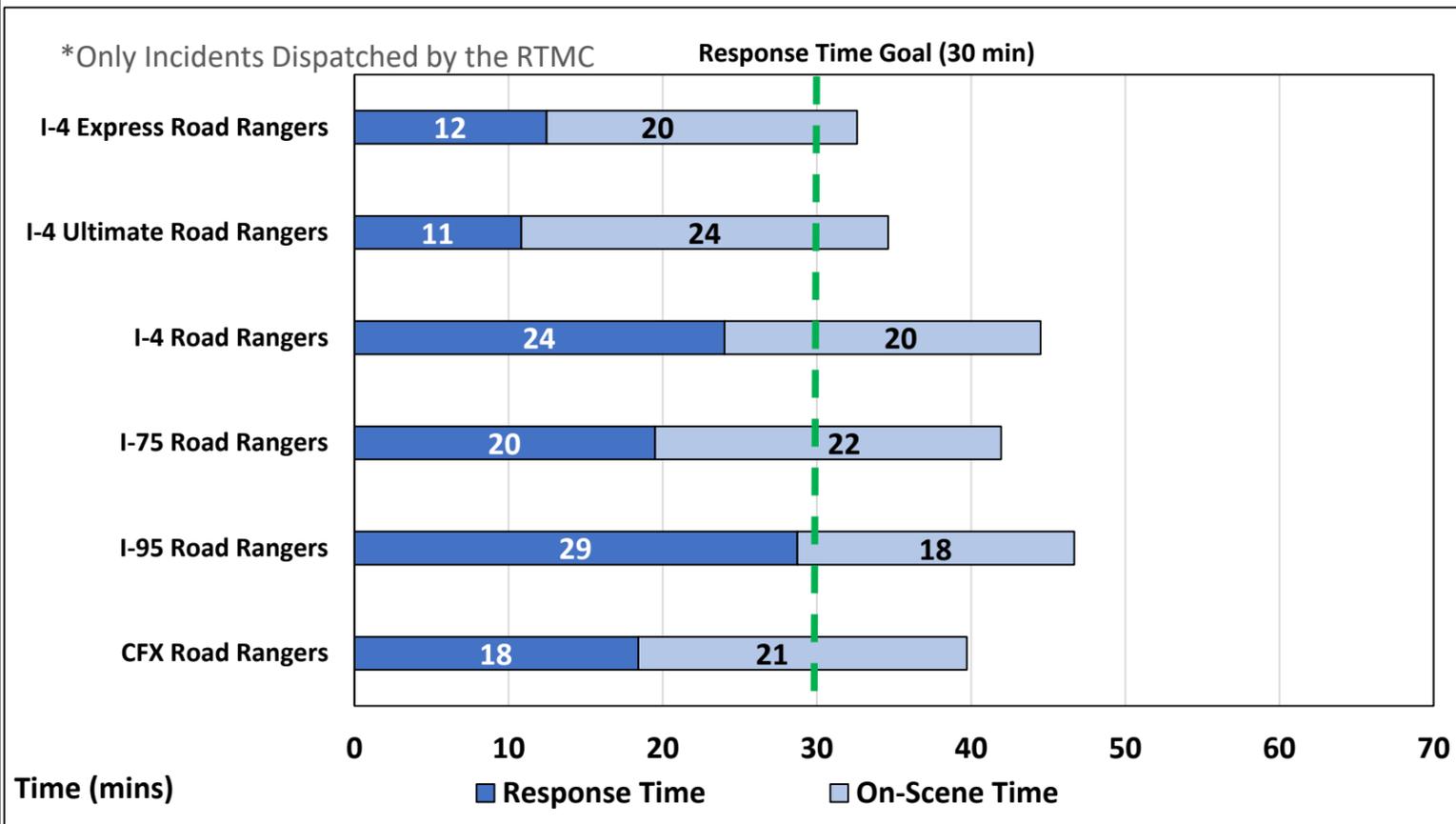


Traffic Incident Management, Road Ranger Summary

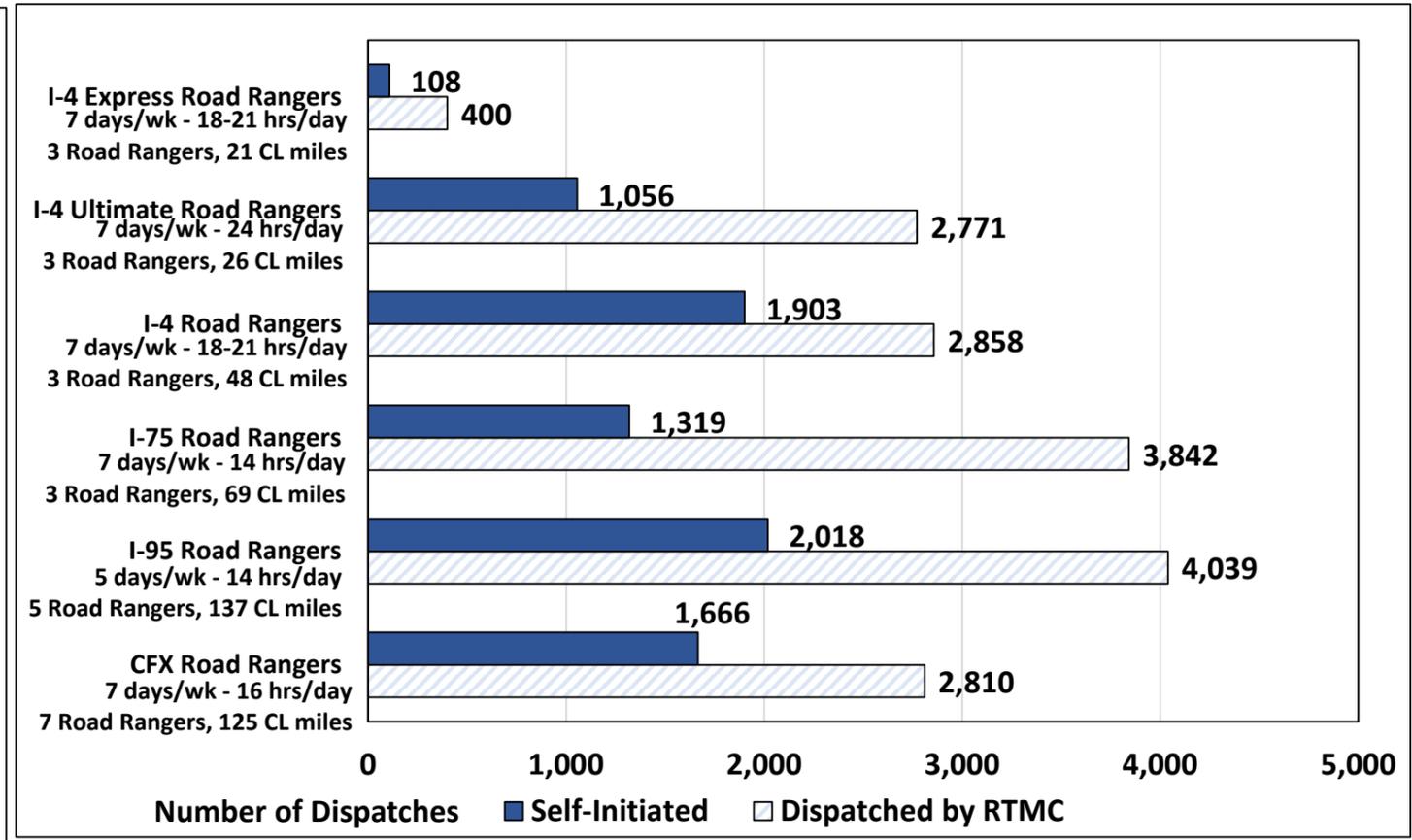
FDOT Systemwide Road Ranger Events per Month



Average Road Ranger Response & On-Scene Times (by Corridor)

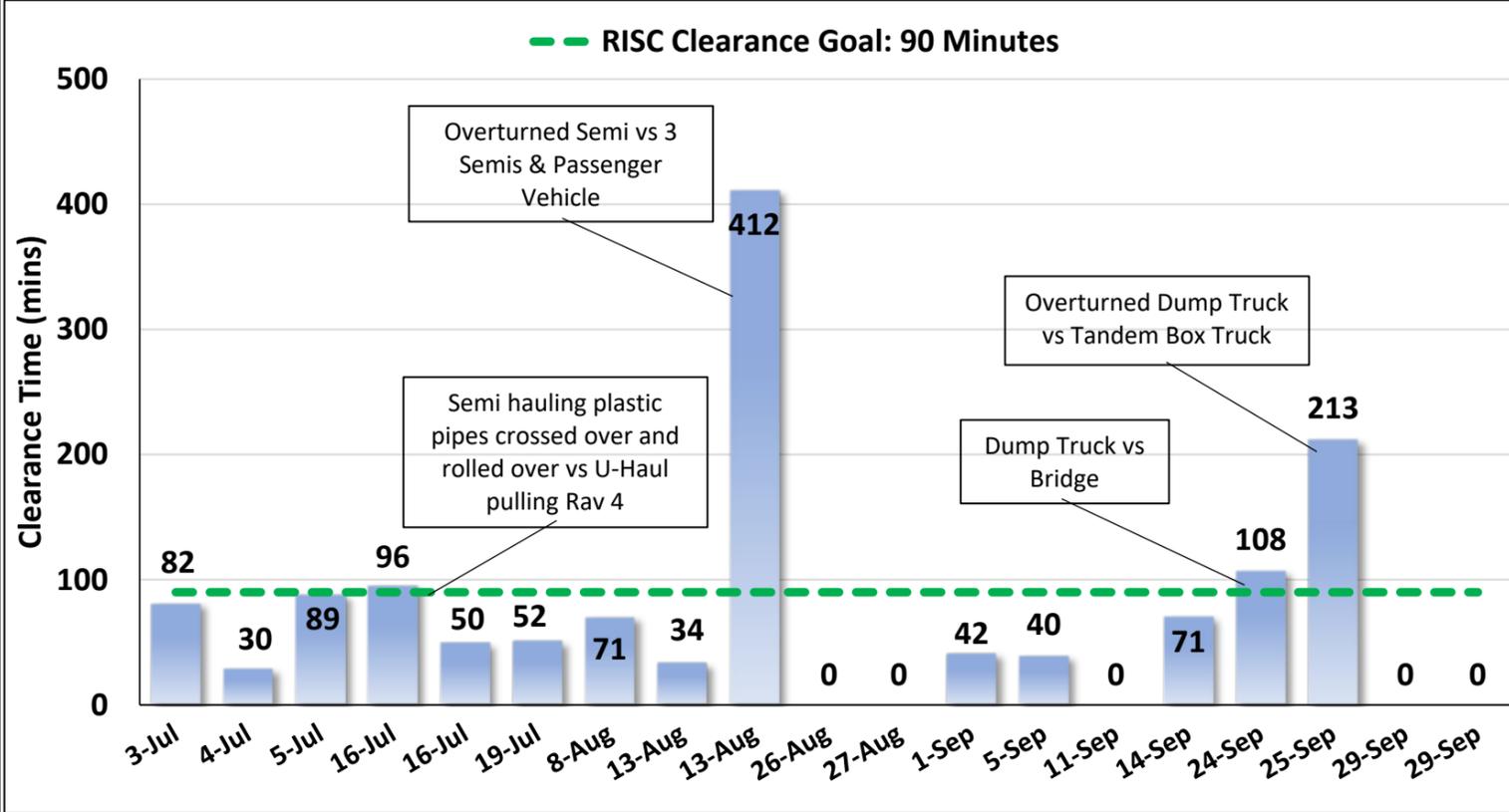


Road Ranger Dispatch Summary (by Corridor)

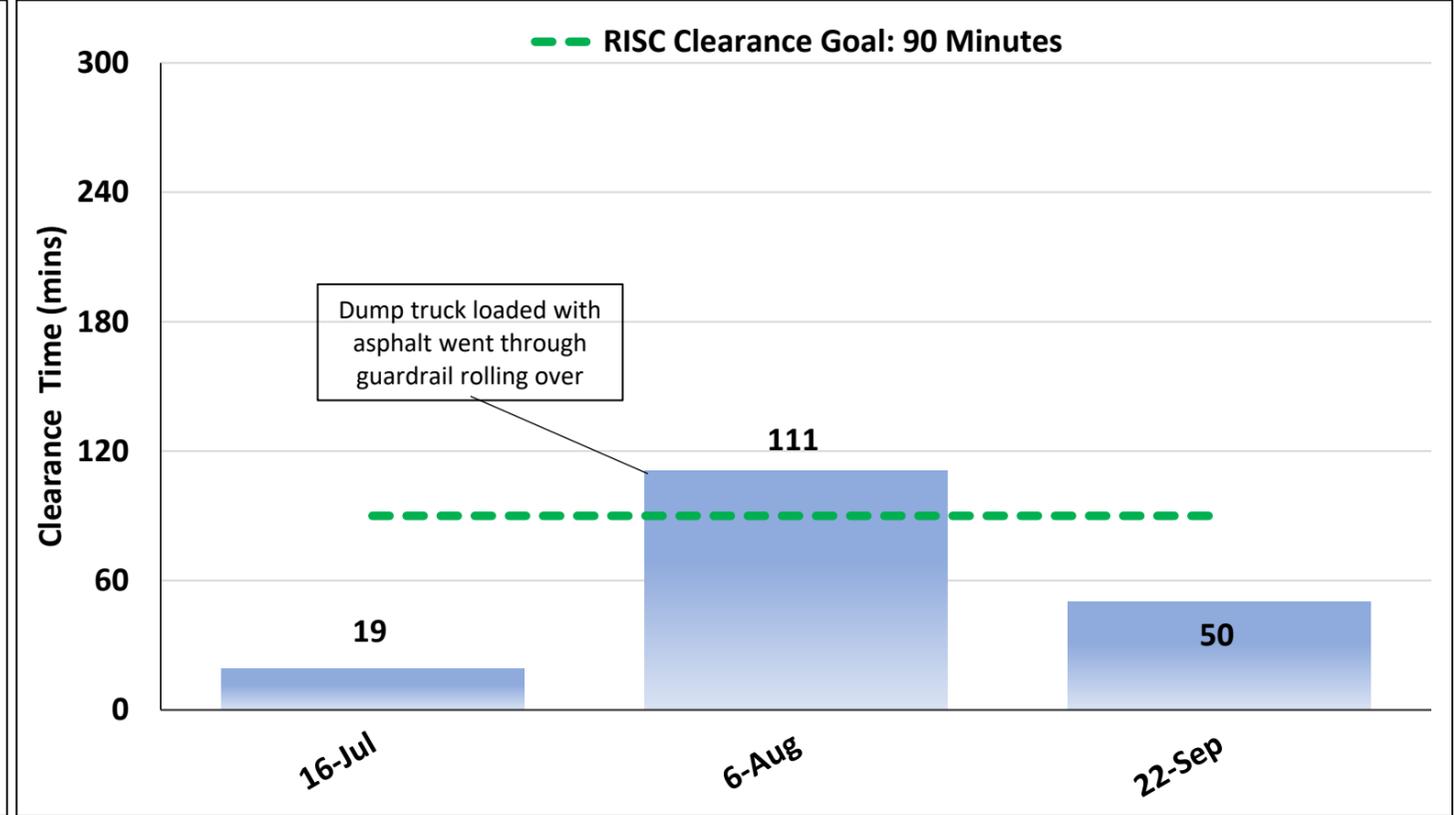


Traffic Incident Management, Rapid Incident Scene Clearance (RISC) Summary

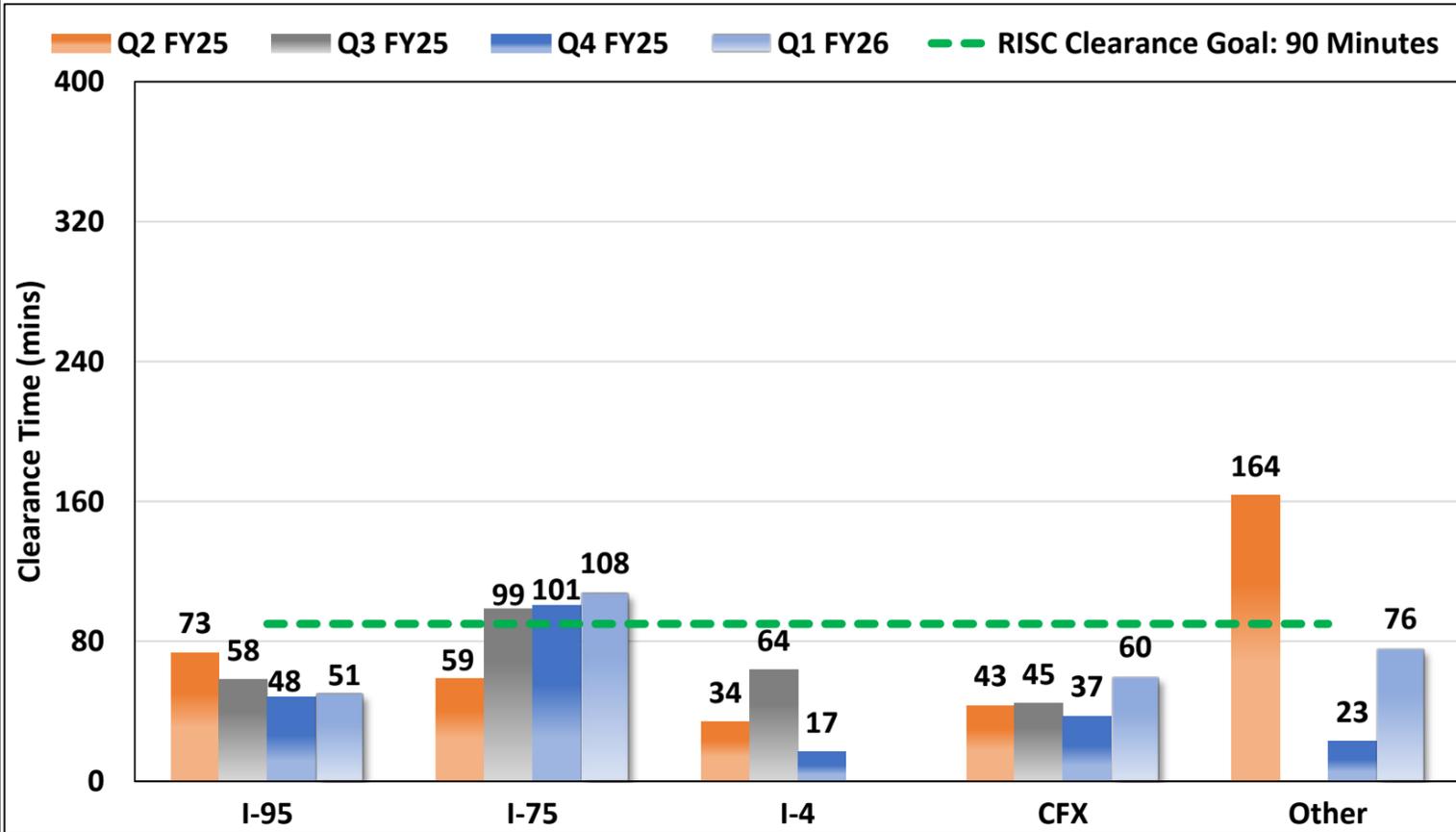
D5 Regional RISC Clearance Times (Q1 FY26)



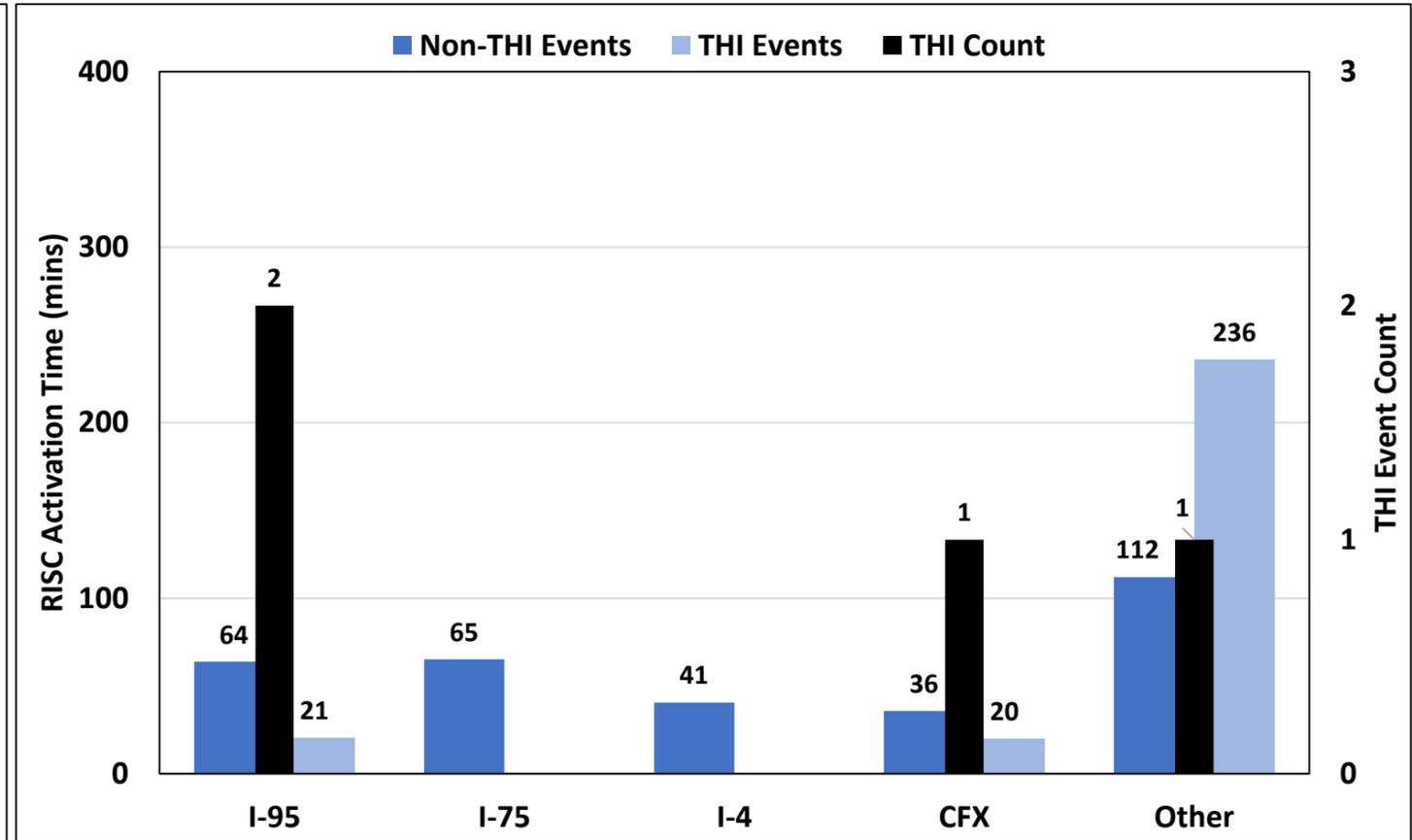
CFX Regional RISC Clearance Times (Q1 FY26)



RISC Clearance Times by Corridor (Quarterly Average)



RISC Activation Time by Corridor (Yearly Average)





Abbreviations:

ML = Managed Lanes GUL = General Use Lanes Operating Hours = 24/7 WB = Westbound EB = Eastbound AM Peak = 6:00 AM to 9:00 AM Weekdays PM Peak = 3:00 PM to 7:00 PM Weekdays

Table with 10 columns: Speed | Weekdays, Posted Speed (ML, GUL), AM Peak (ML Avg Speed, GUL Avg Speed, Speed Differential), PM Peak (ML Avg Speed, GUL Avg Speed, Speed Differential). Rows include various road segments like Central Pkwy, Wymore, Maitland, Lee Road, Lake Ivanhoe, etc.

Table with 4 columns: Reliability | Weekdays, AM Peak, PM Peak. Rows include various road segments with reliability percentages for AM and PM peaks.

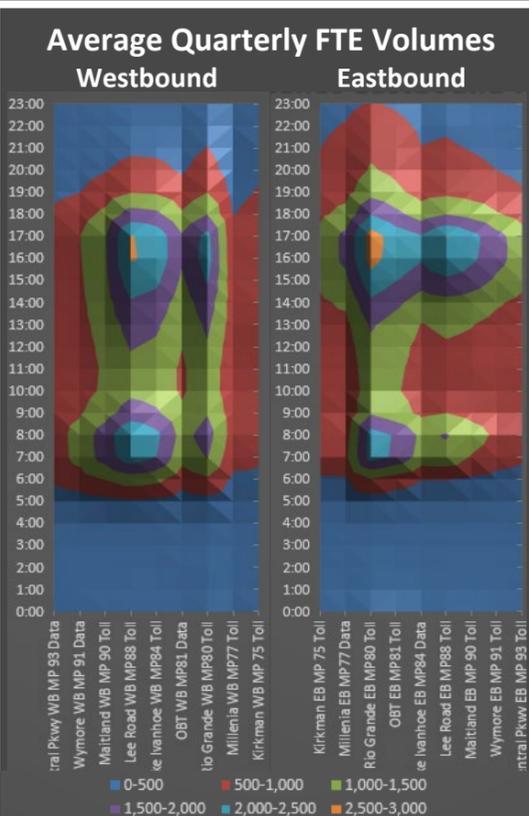
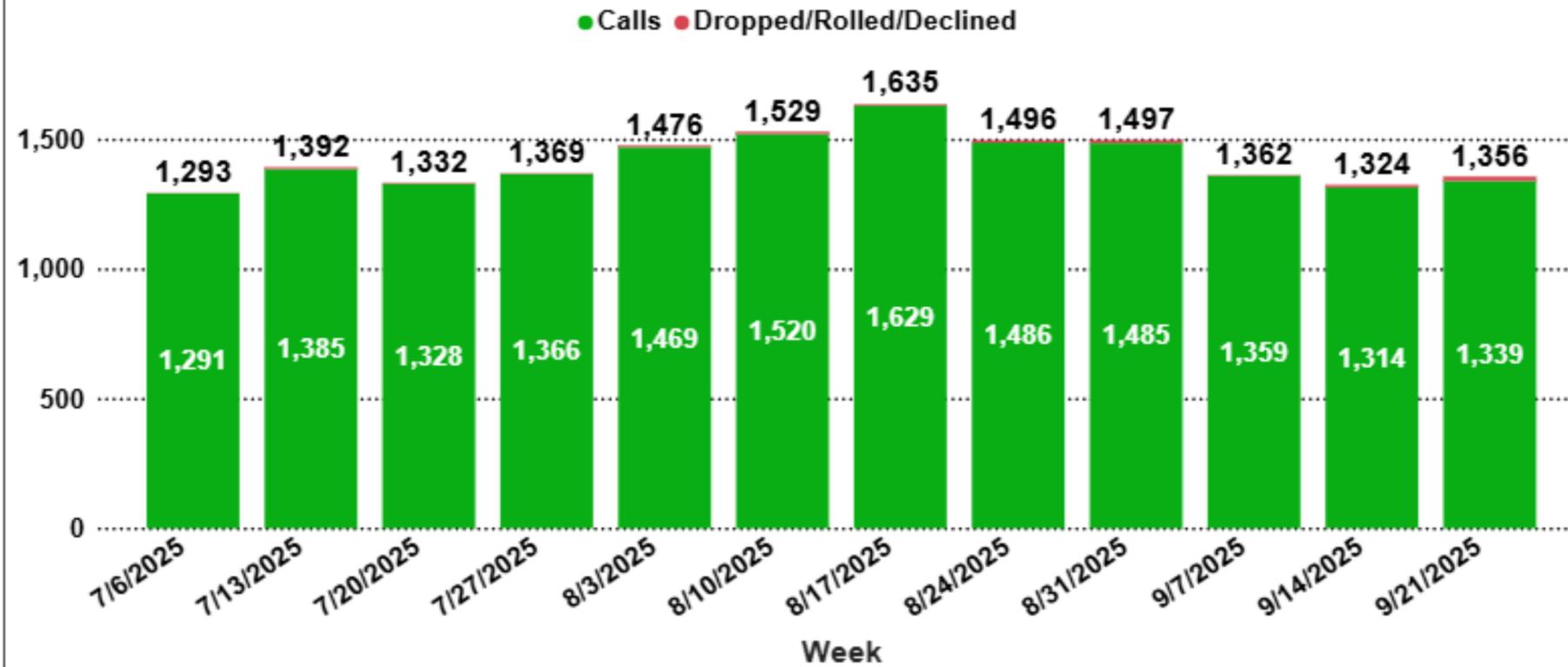


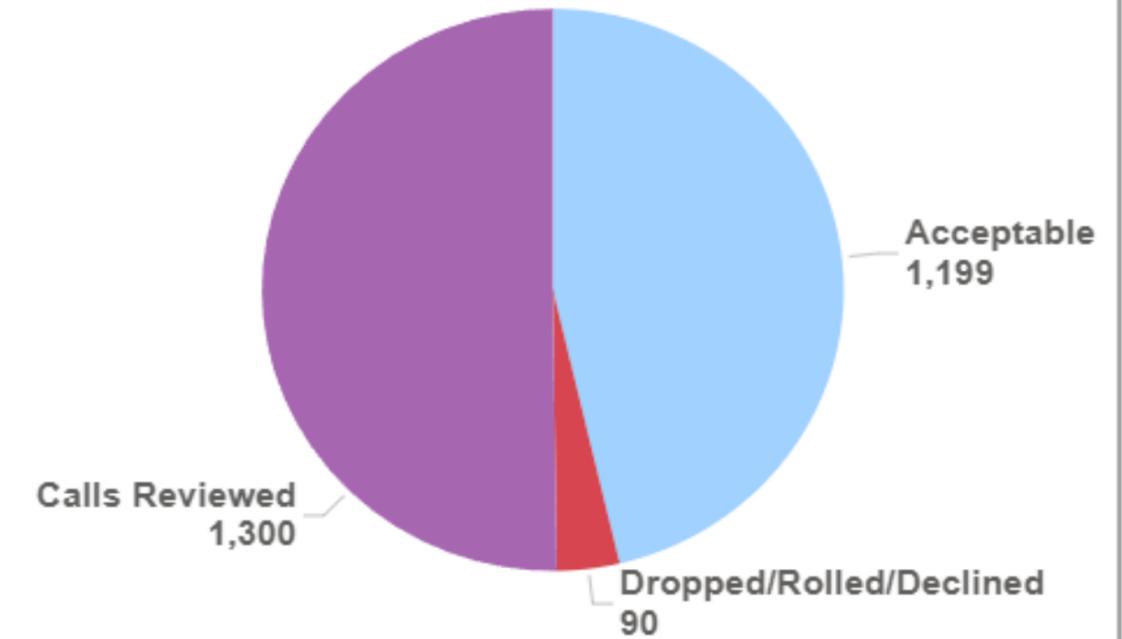
Table with 10 columns: Equipment Availability & Closure Events | Weekdays and Weekend, Closure Events (AM Peak, PM Peak, Planned Construction, Total per Quarter), Facility Availability, Equipment Availability (Detectors, DMS, CCTV, EAG). Rows include various road segments.

Table with 5 columns: Traffic & ML Share | Weekdays, AM Peak (Traffic, ML Share), PM Peak (Traffic, ML Share). Rows include various road segments with traffic volume and ML share percentages.

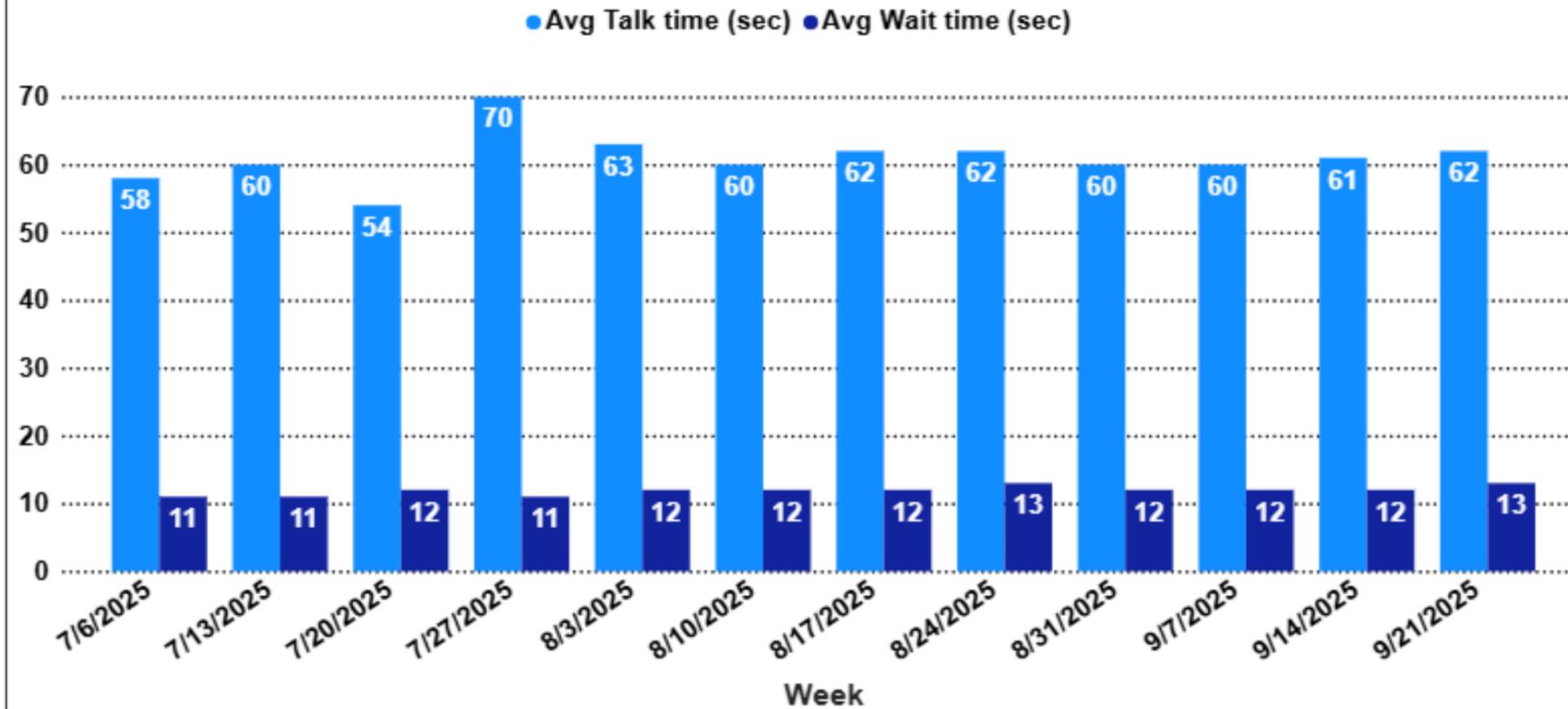
Calls per Week



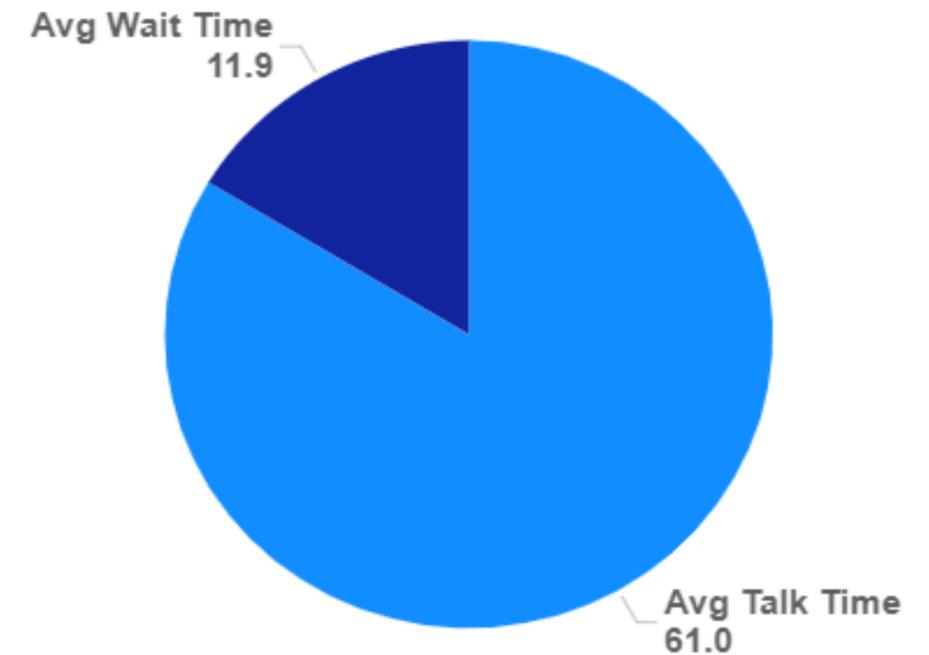
Total Calls Reviewed



Average Talk / Wait Times (sec) per Week

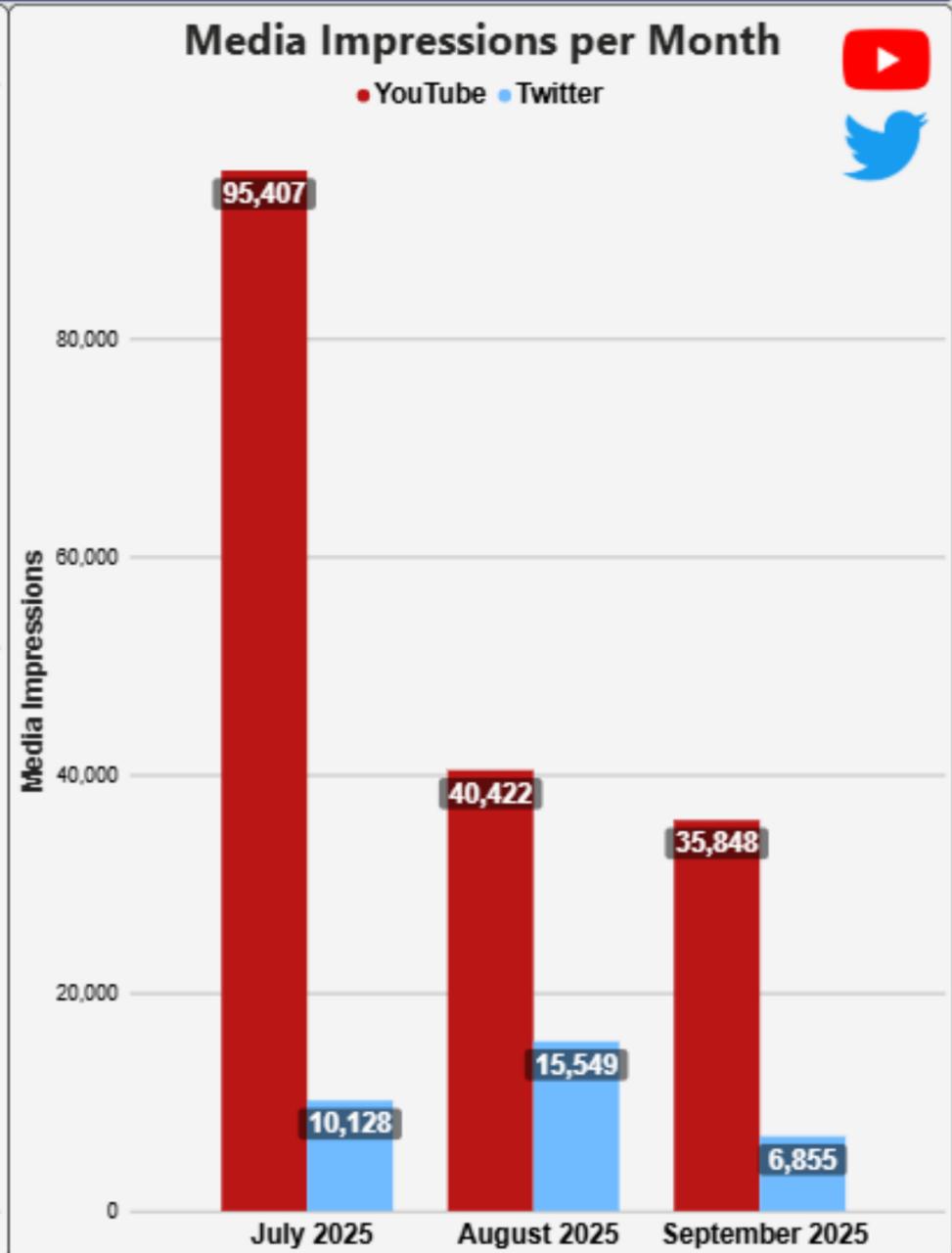
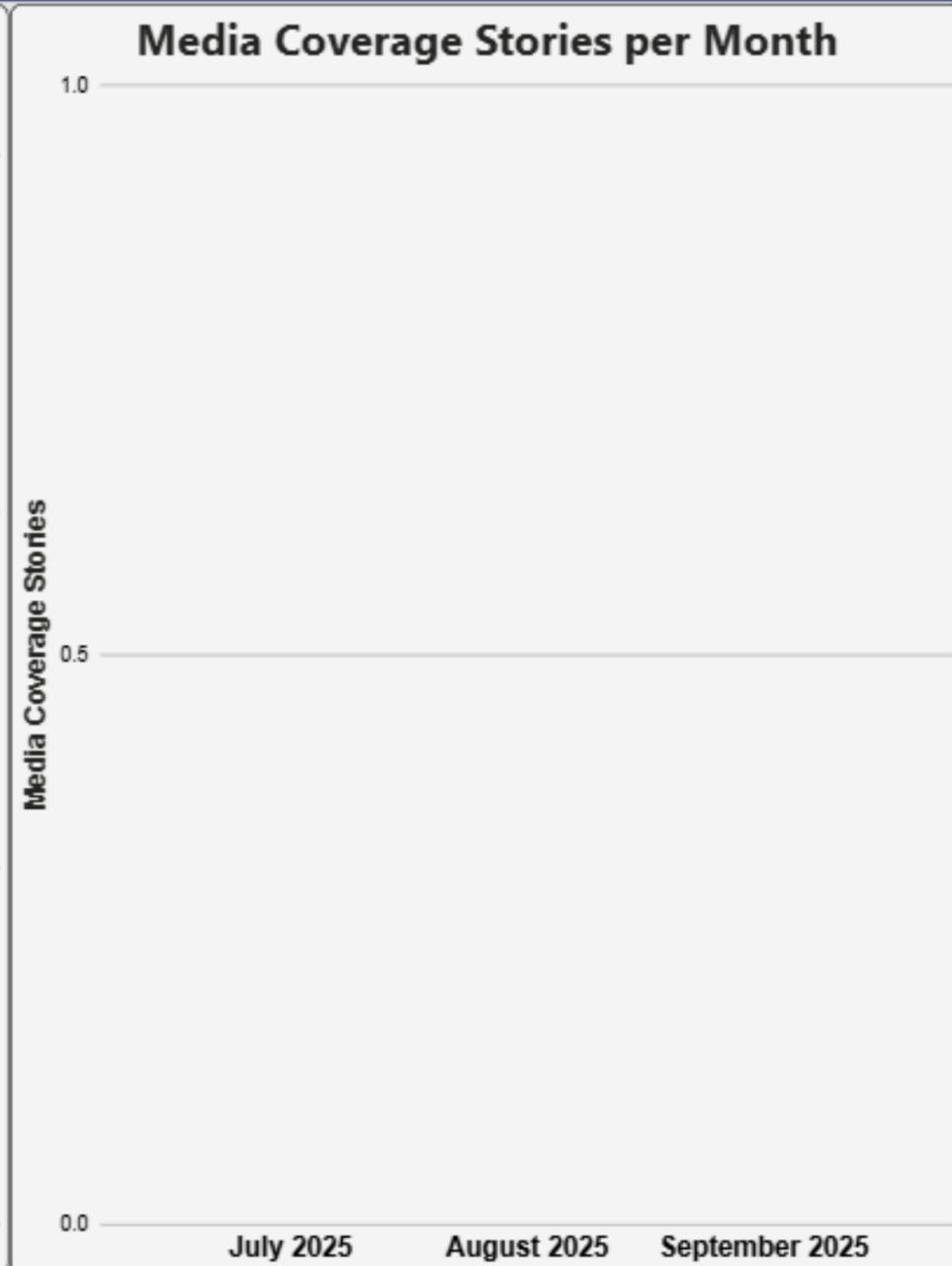
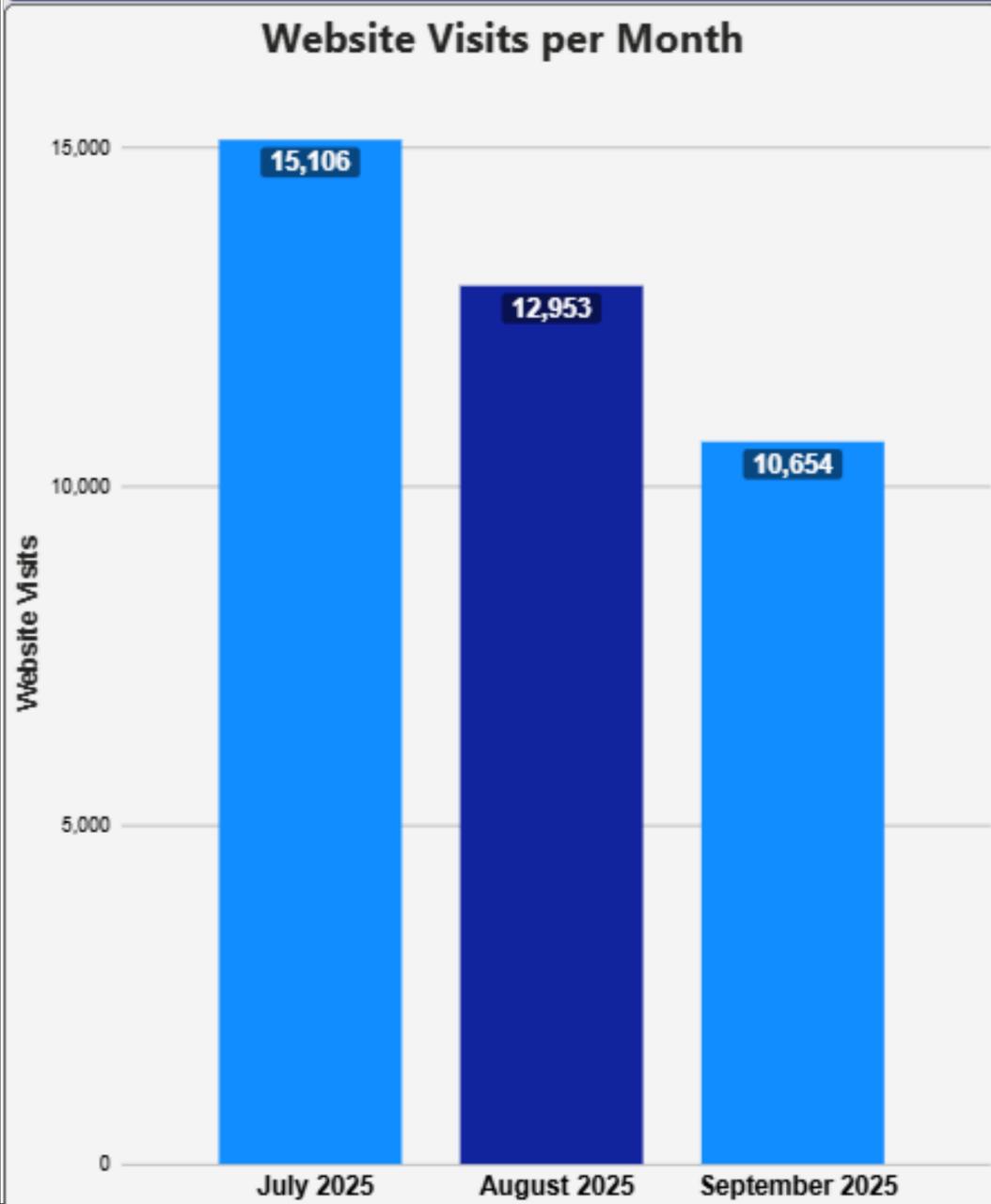


Average Talk / Wait Times (sec)



PIO Media Summary

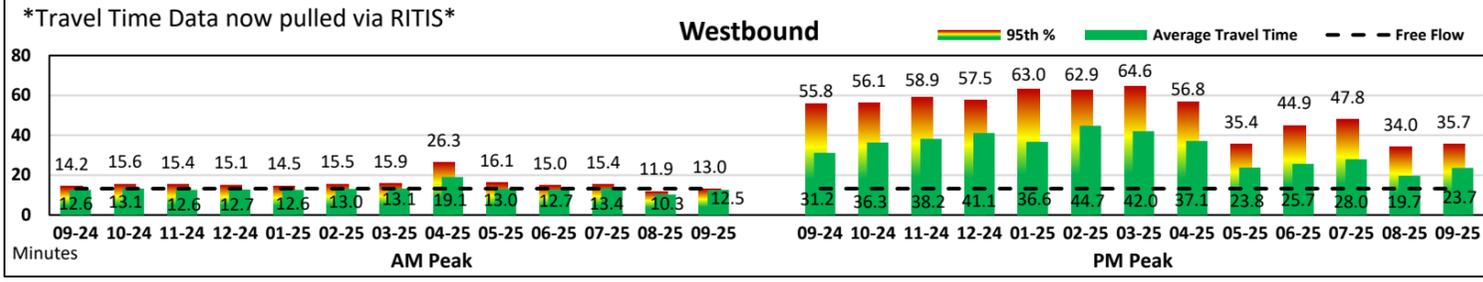
Month	Website Visits	New Website Subscribers	Media Coverage Stories	Media Coverage Audience	Exhibits & Tables	Good Neighbor Outreach (Brochure Distribution)	Brochure Display Locations Refilled	Inquiries	Twitter Impressions	YouTube Impressions	Ad/Media Campaign Dollars
July 2025	15,106	12	0	0	0	8	214	8	10,128	95,407	\$0
August 2025	12,953	47	0	0	0	8	214	6	15,549	40,422	\$0
September 2025	10,654	20	0	0	0	0	214	6	6,855	35,848	\$0
Total	38,713	79	0	0	0	16	642	20	32,532	171,677	\$0



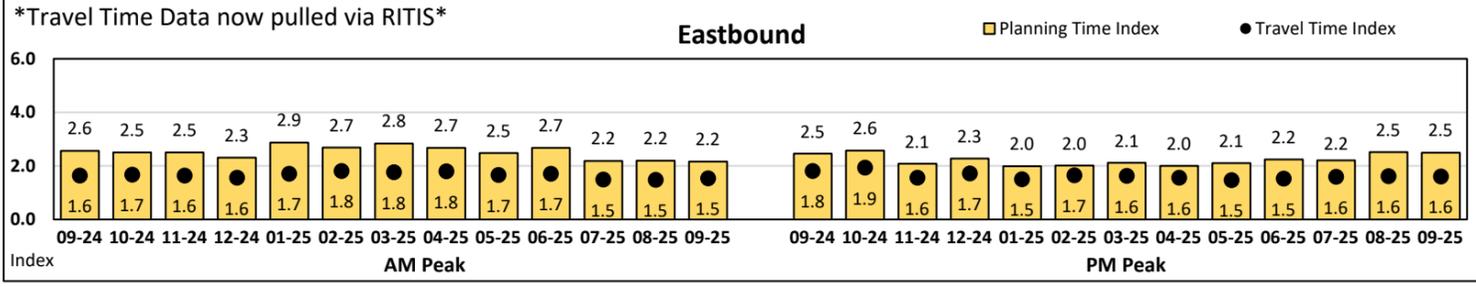
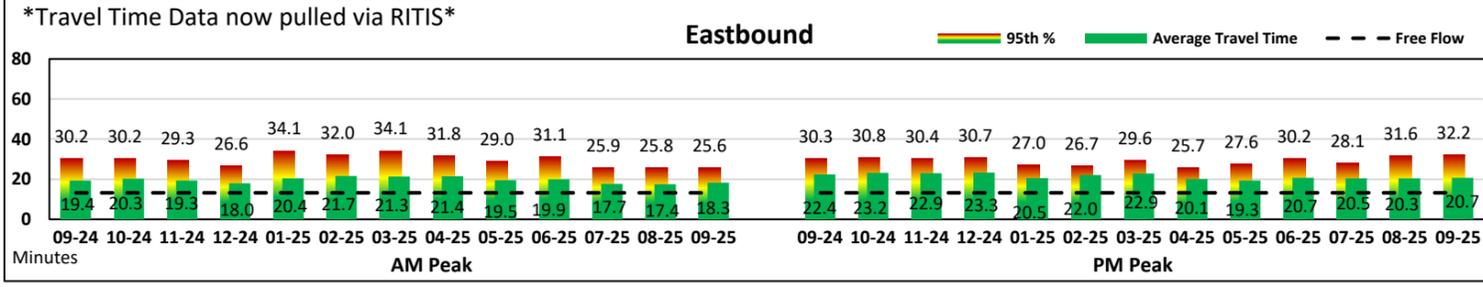
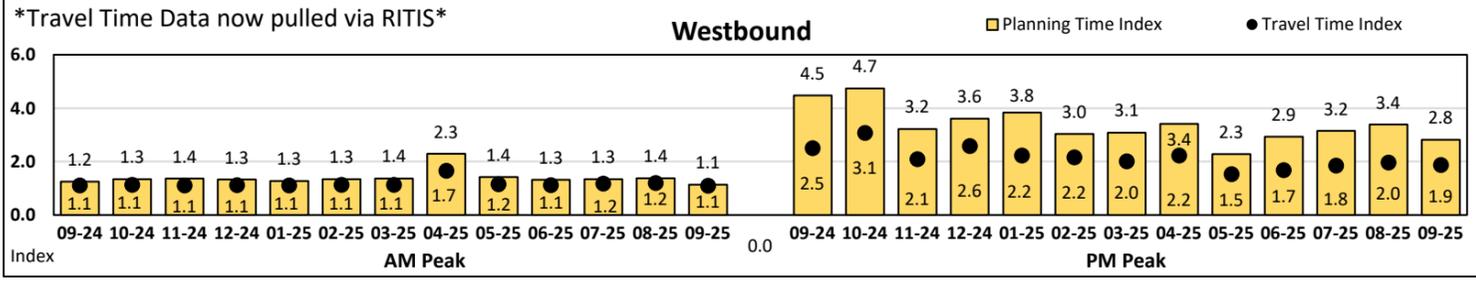
APPENDIX



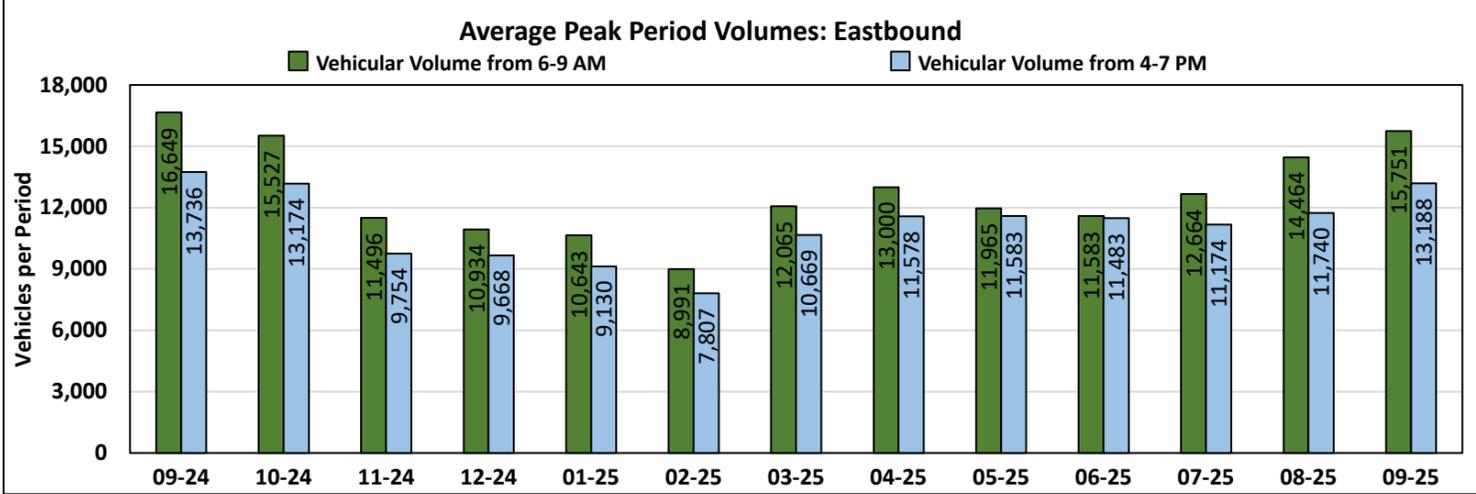
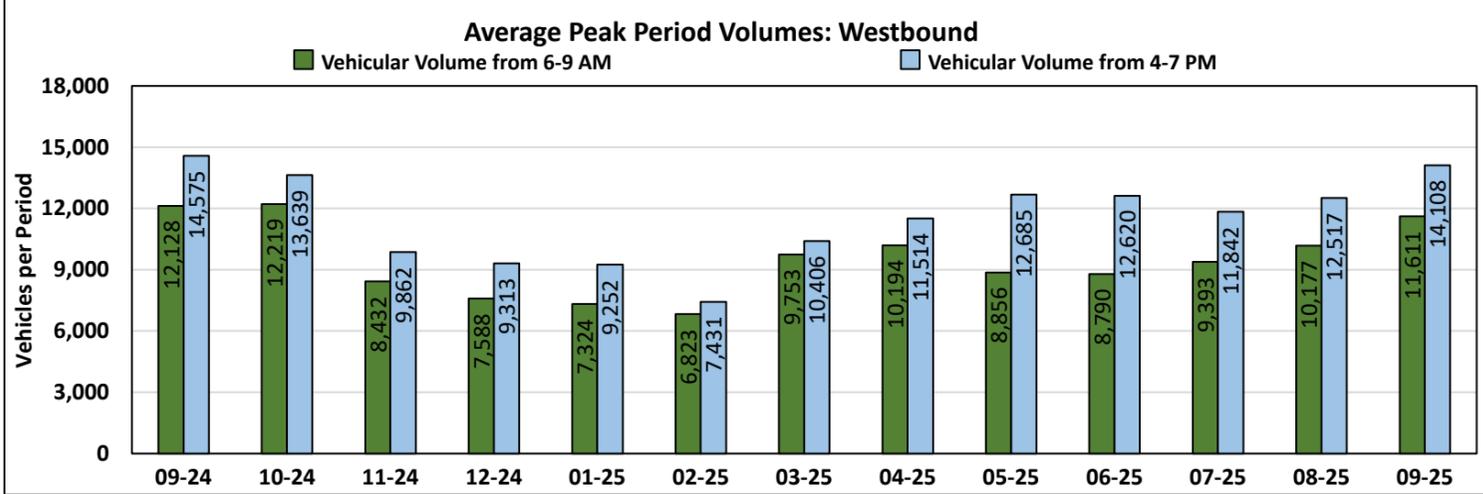
Corridor Travel Time Information



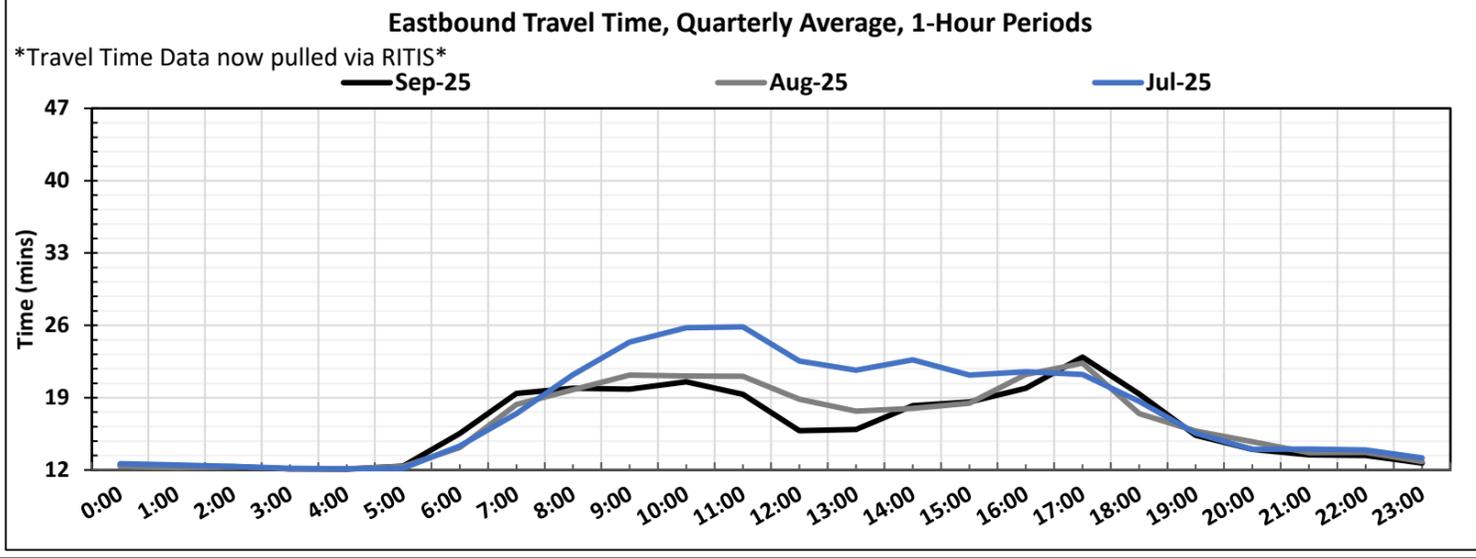
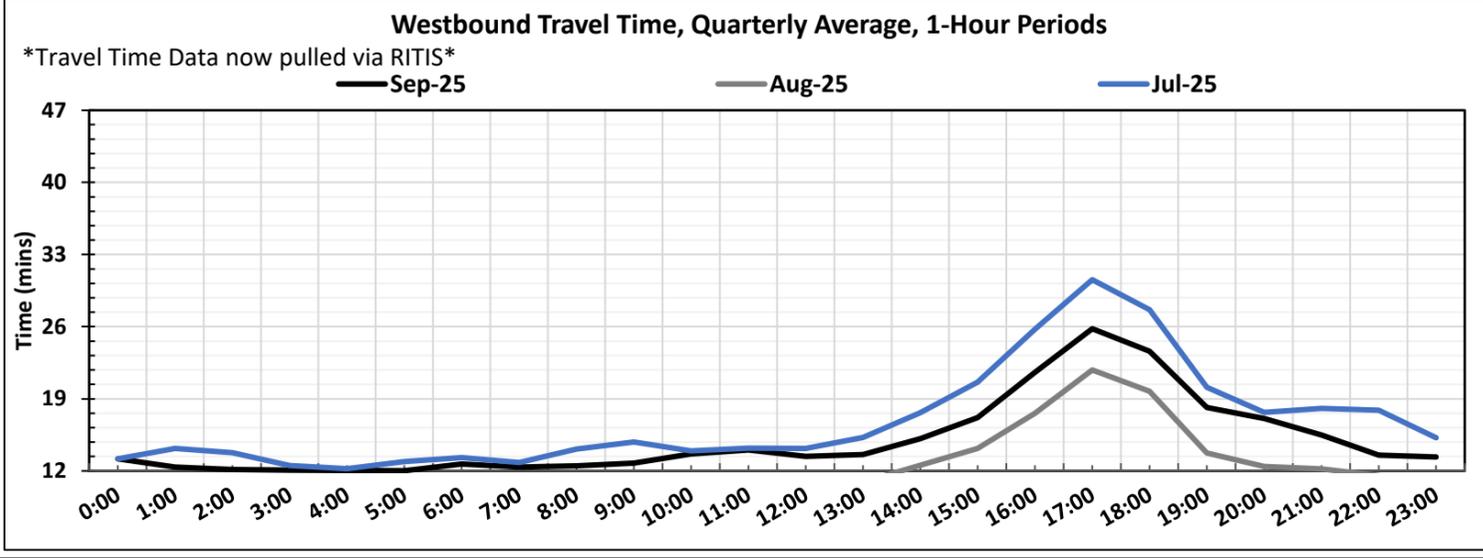
Corridor Travel Time Reliability Information



Freeway Volume Information



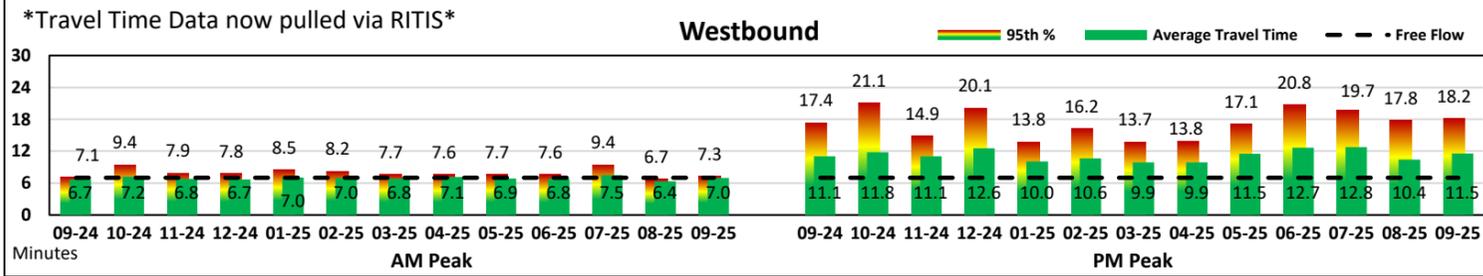
Freeway Travel Time, 24-Hour Daily Average



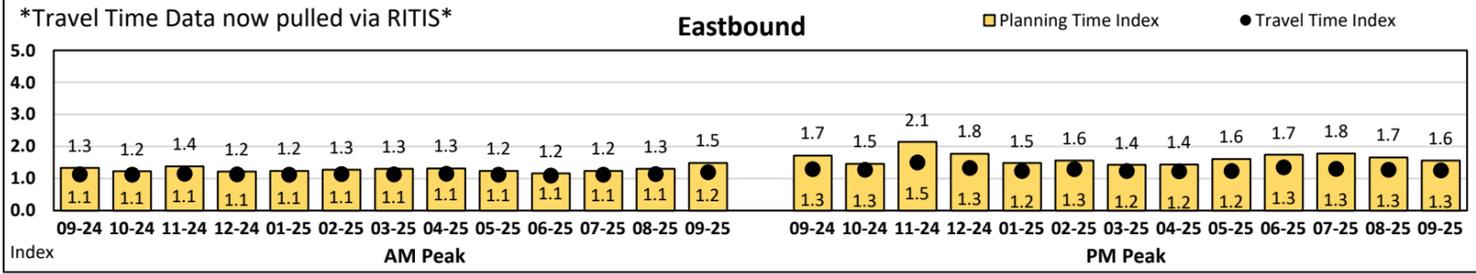
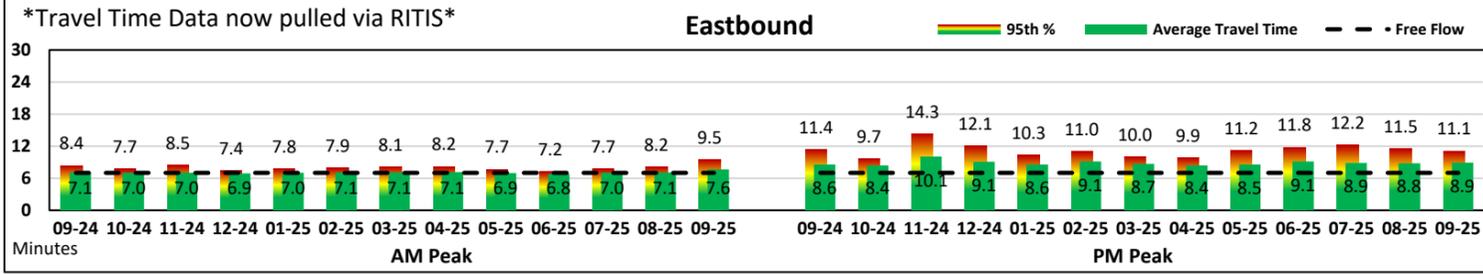
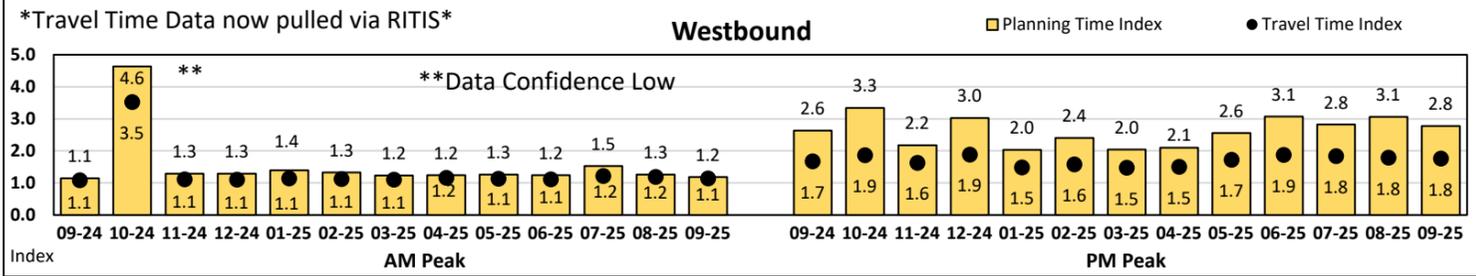


Segment 2: SR 400 (I-4), SR 528 (Beachline) to CR 423 (John Young Parkway), 8 miles in length, 12 TSS Detectors

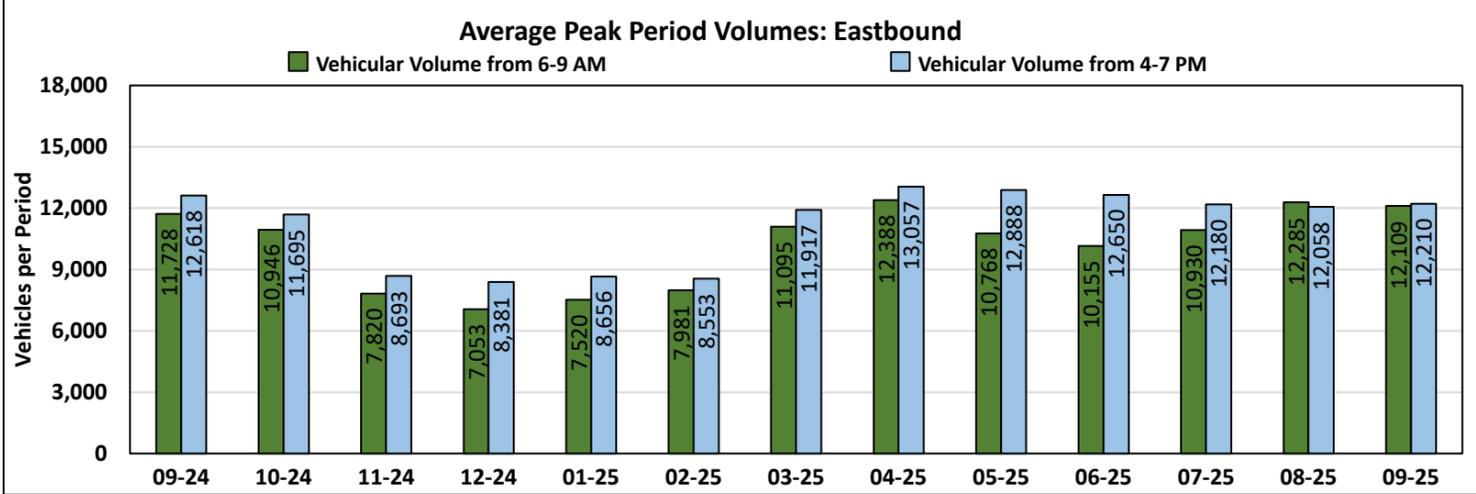
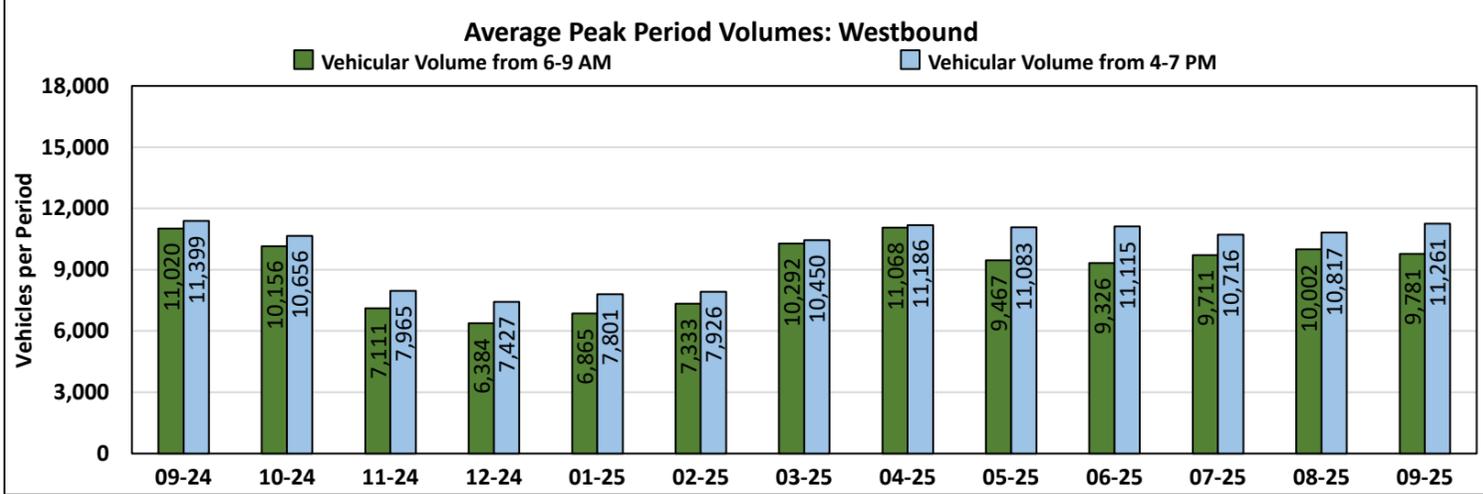
Corridor Travel Time Information



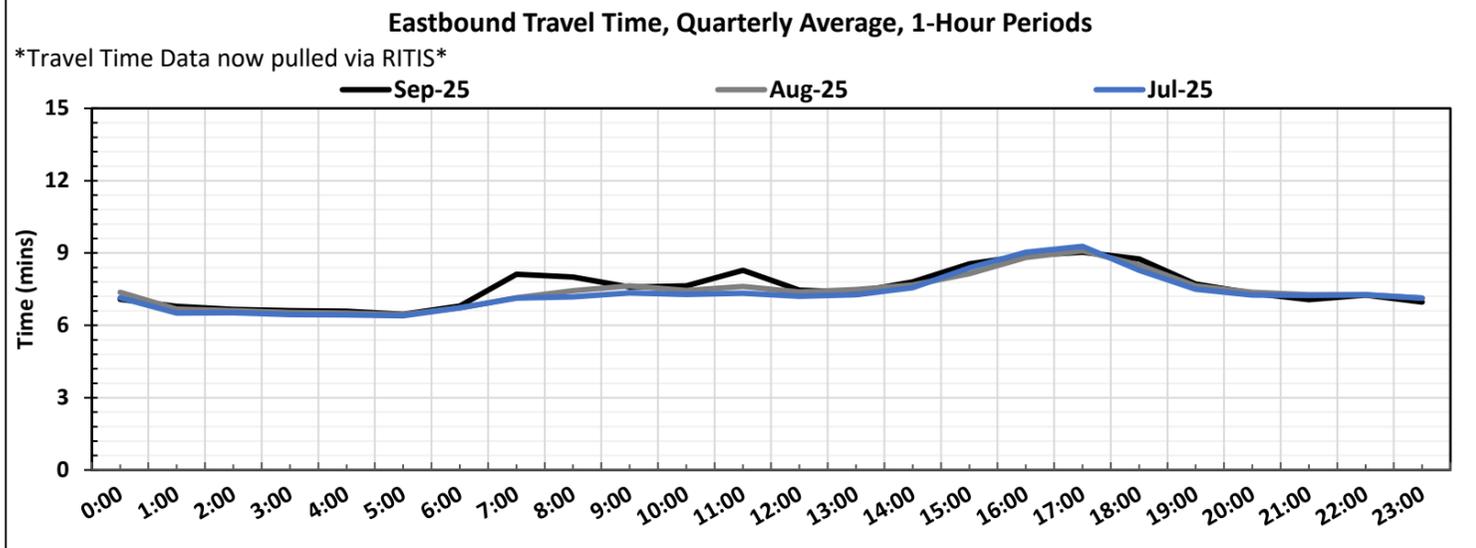
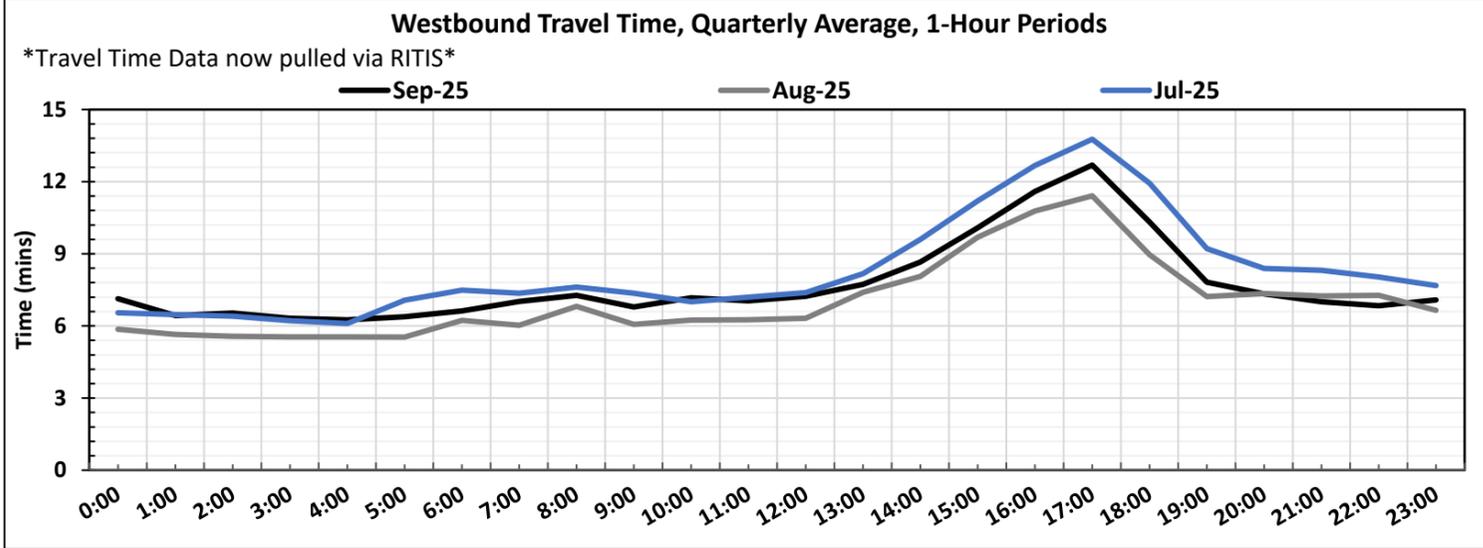
Corridor Travel Time Reliability Information



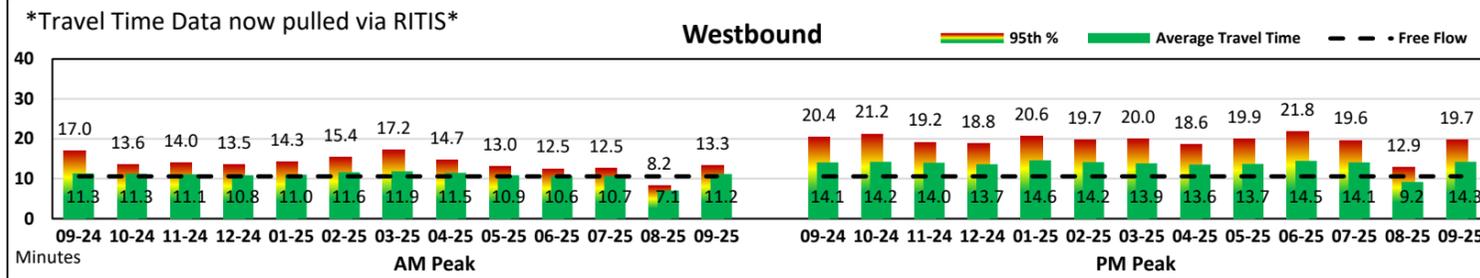
Freeway Volume Information



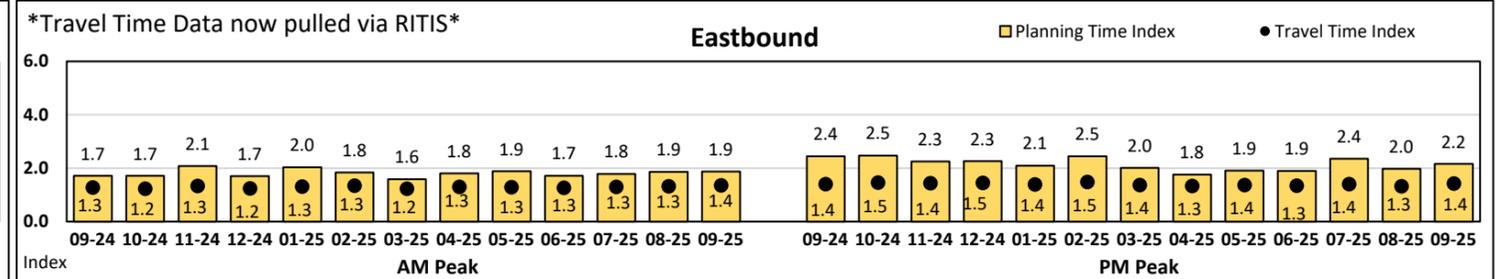
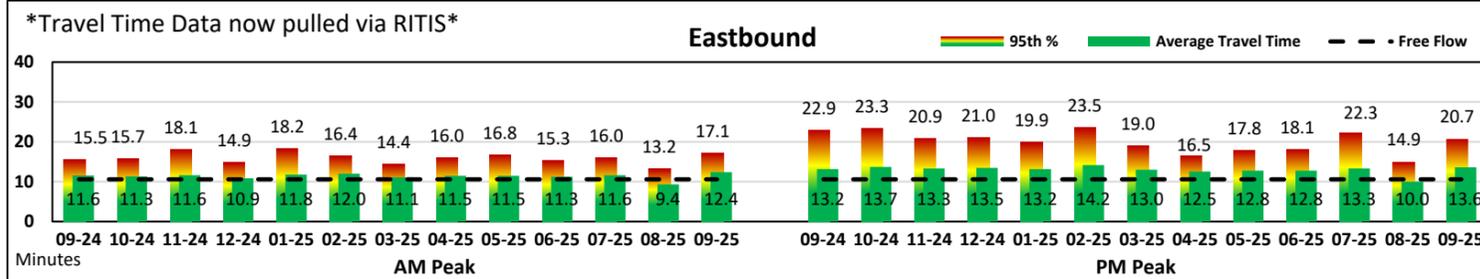
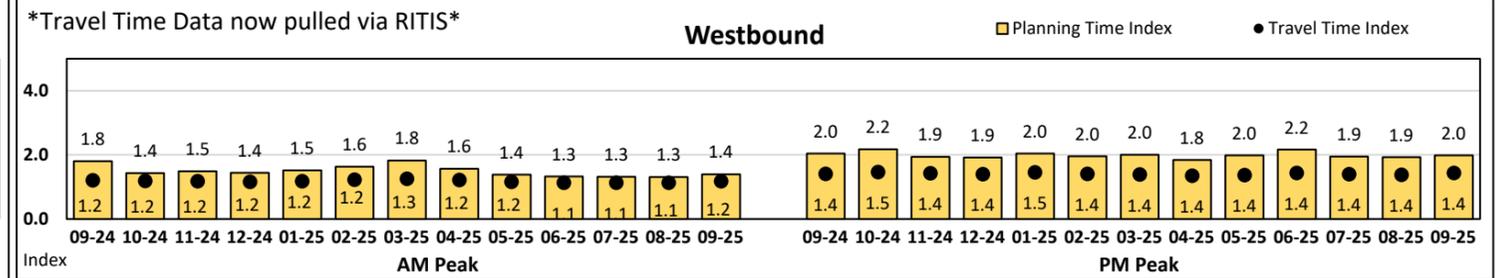
Freeway Travel Time, 24-Hour Daily Average



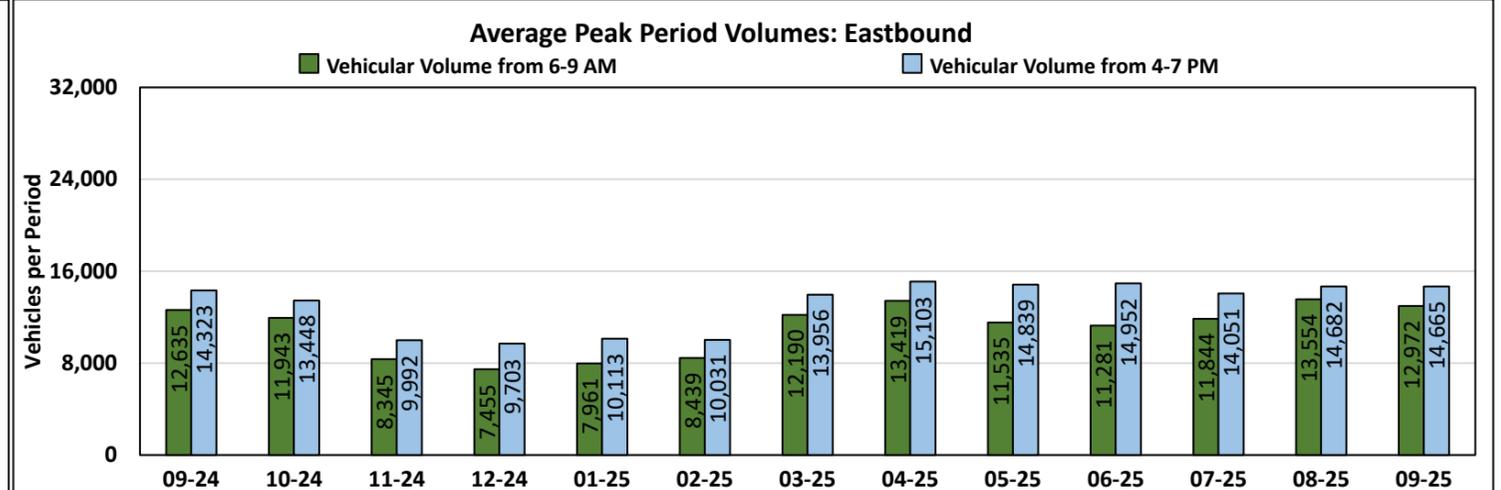
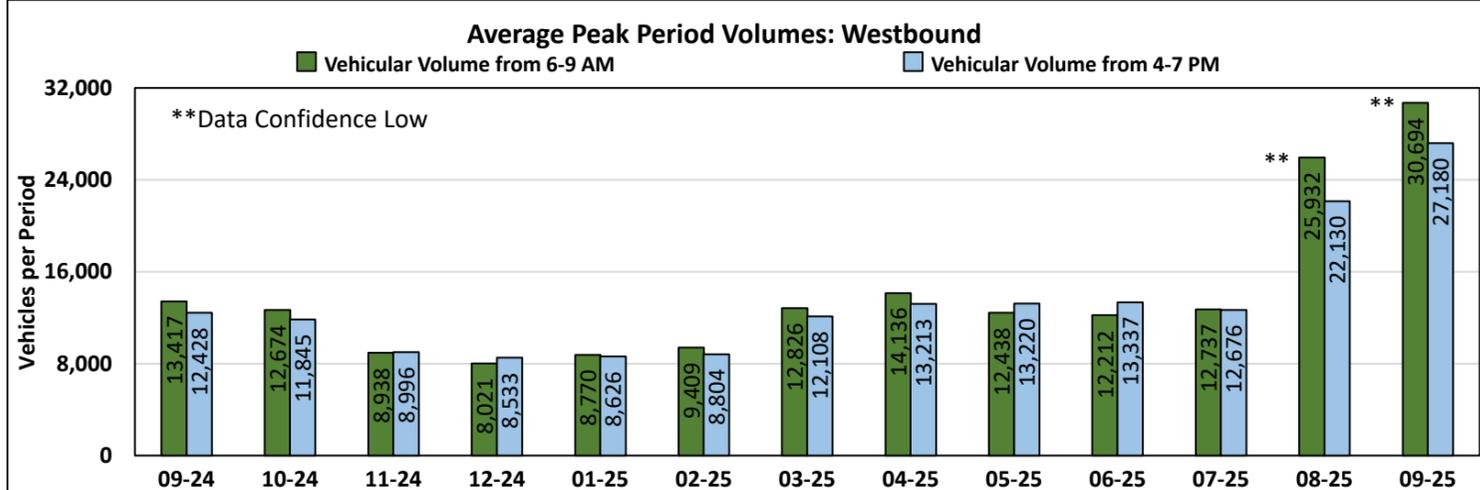
Corridor Travel Time Information



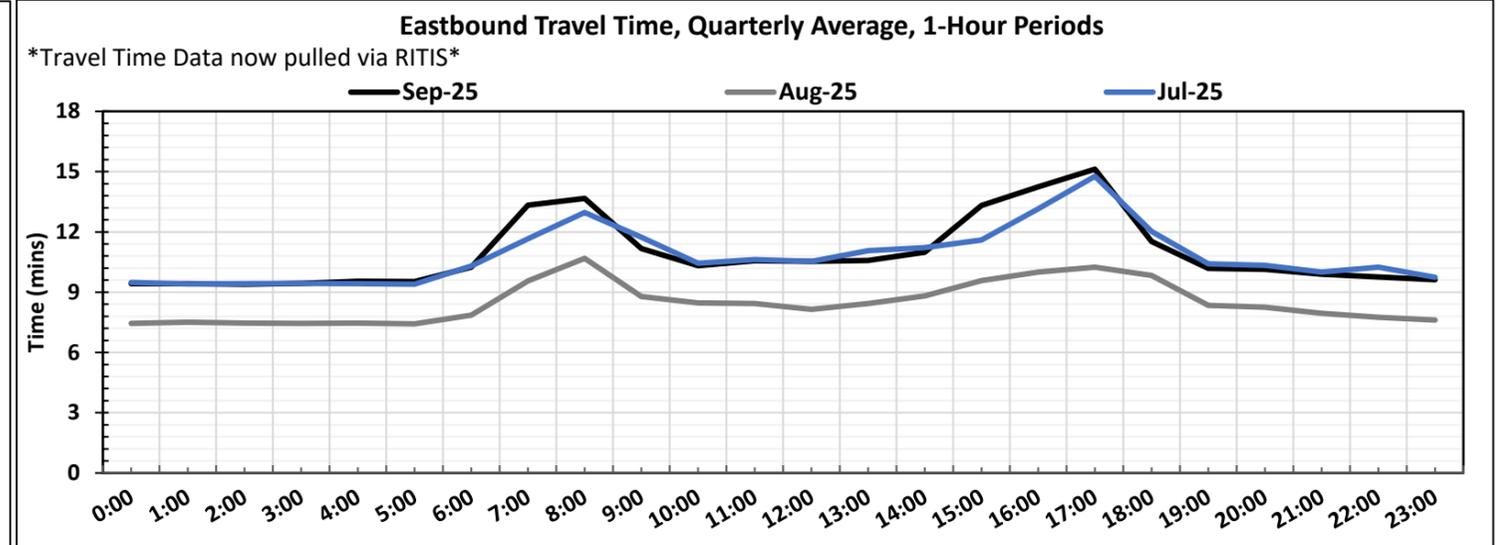
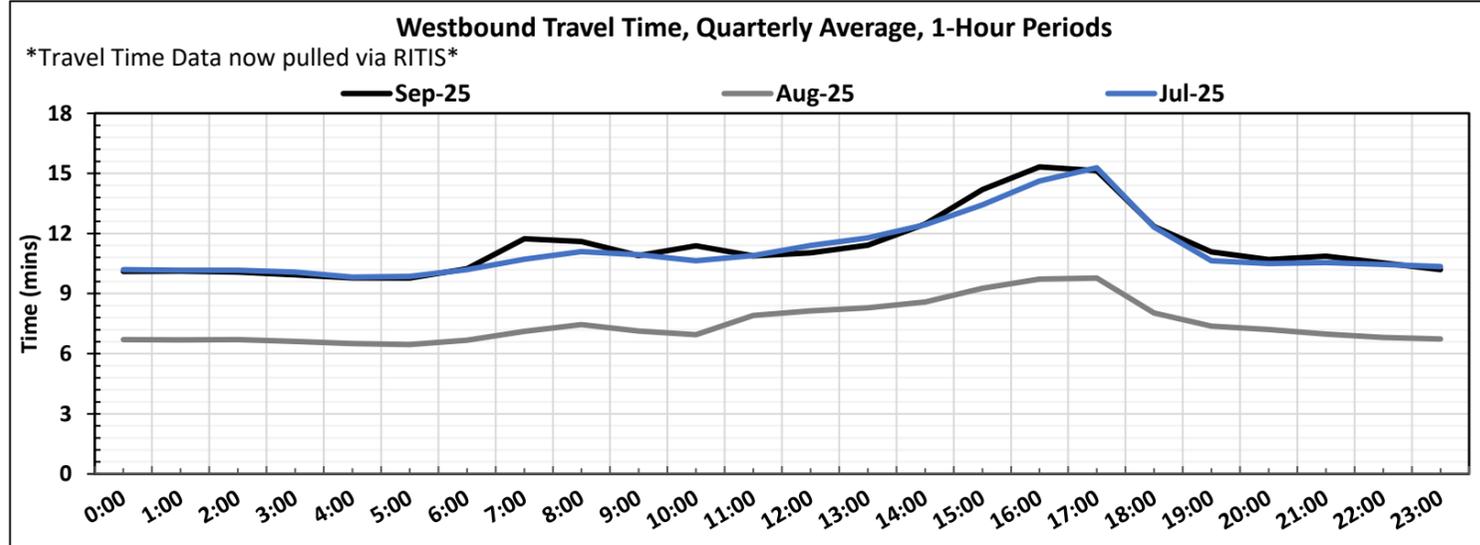
Corridor Travel Time Reliability Information



Freeway Volume Information

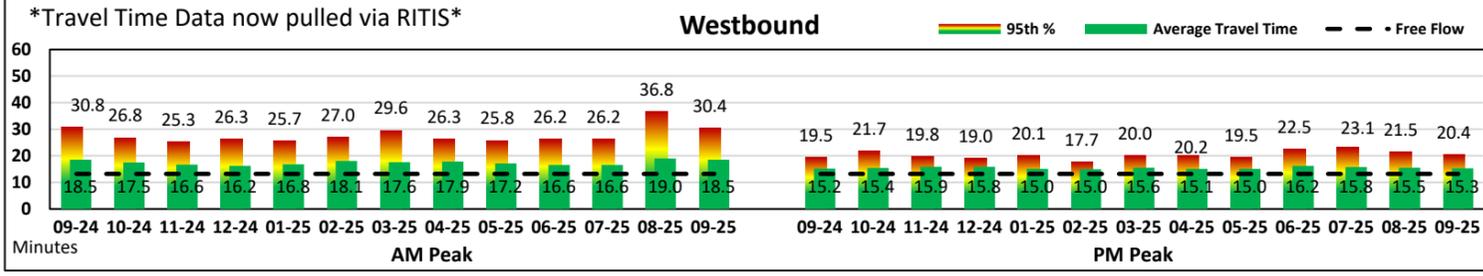


Freeway Travel Time, 24-Hour Daily Average

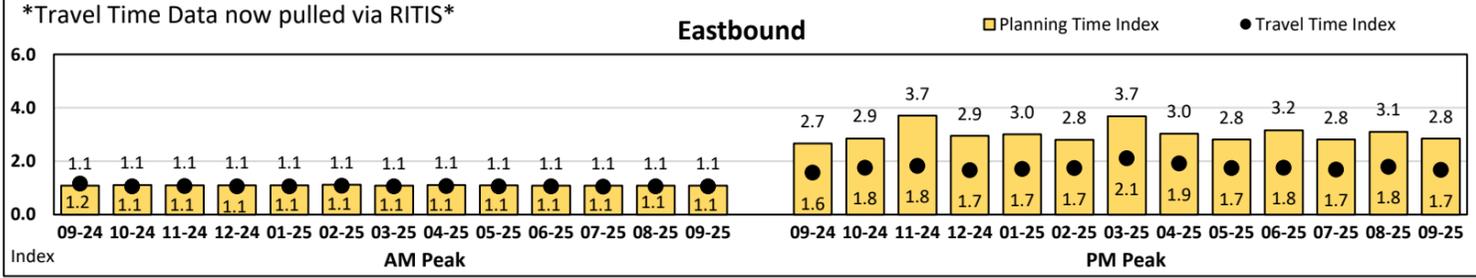
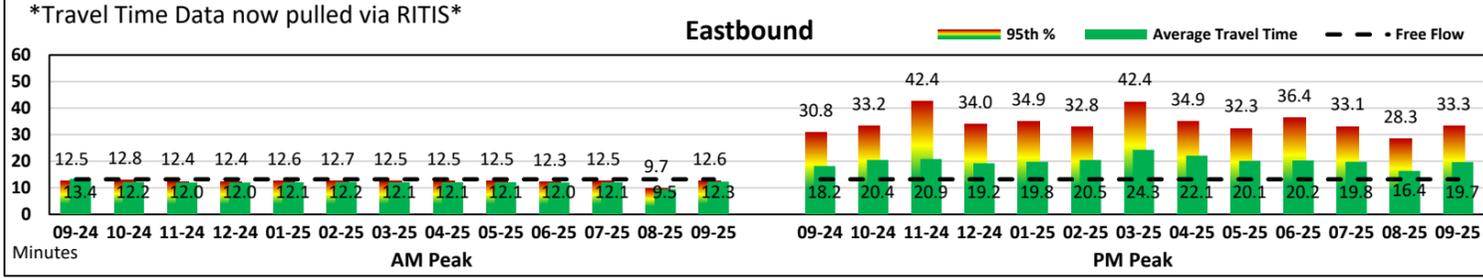
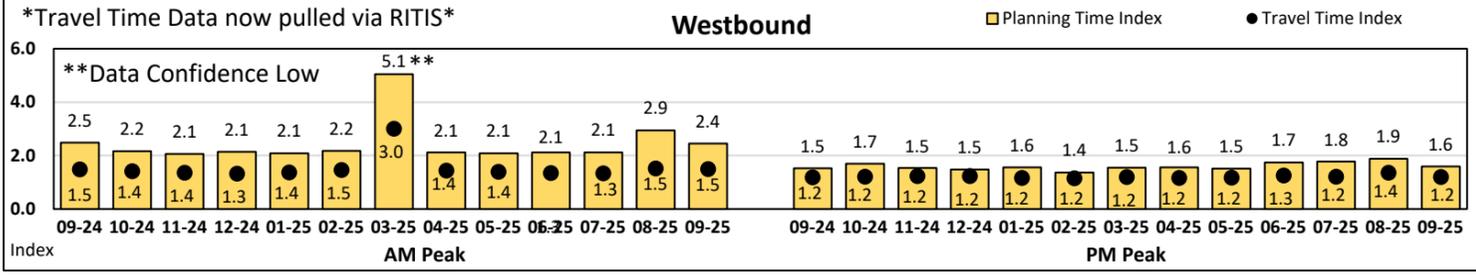




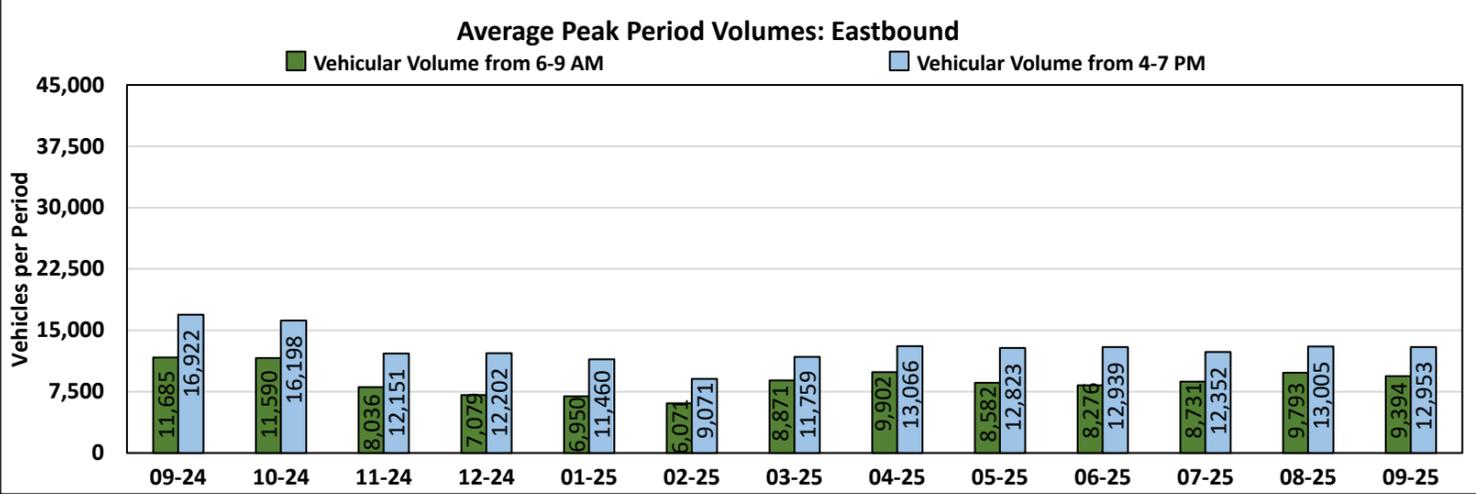
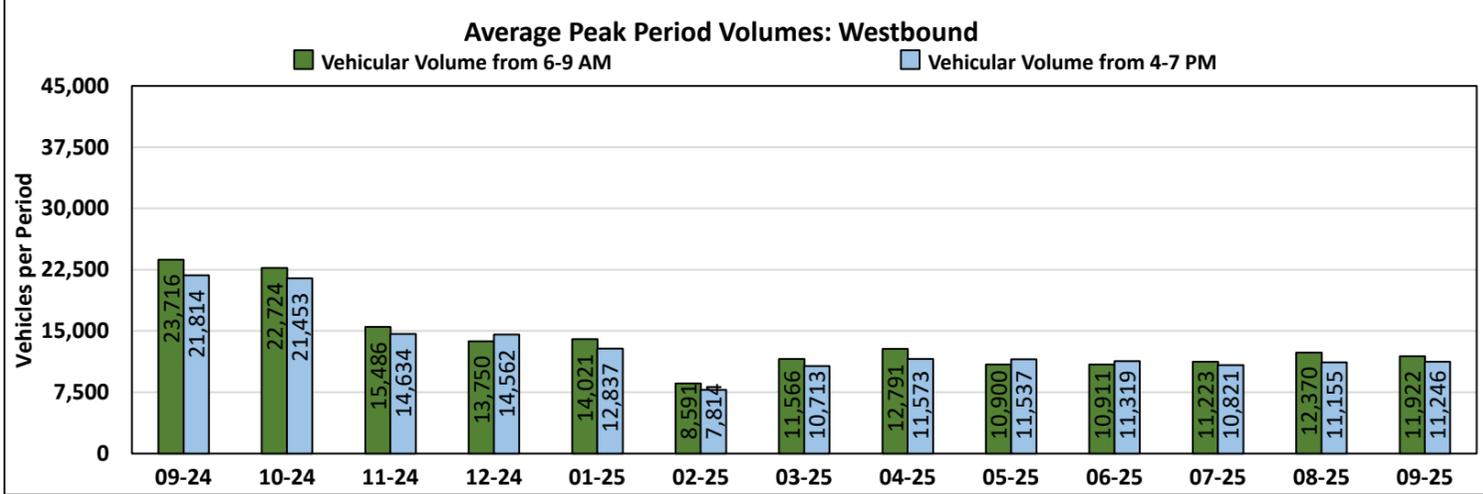
Corridor Travel Time Information



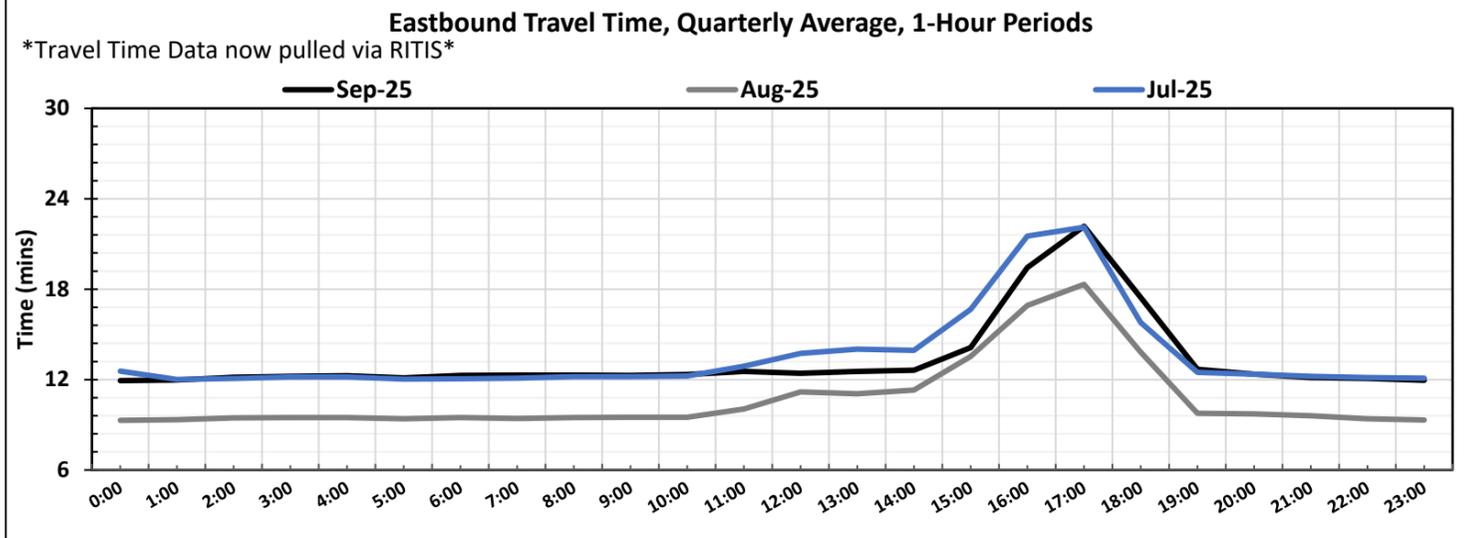
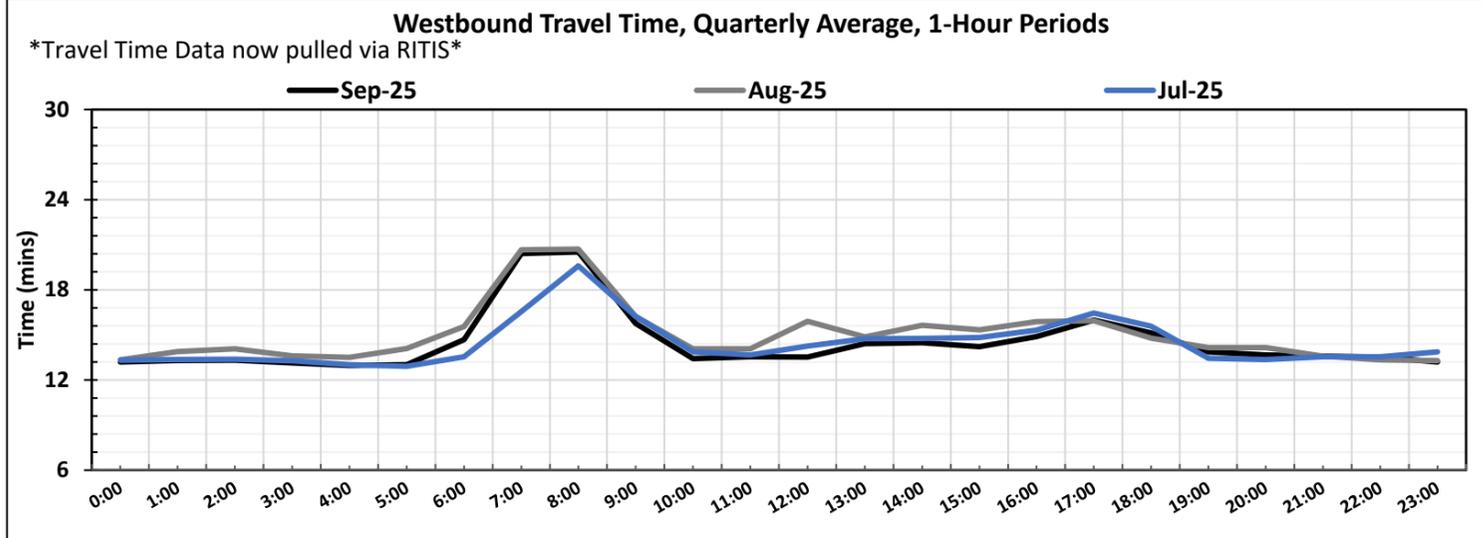
Corridor Travel Time Reliability Information



Freeway Volume Information

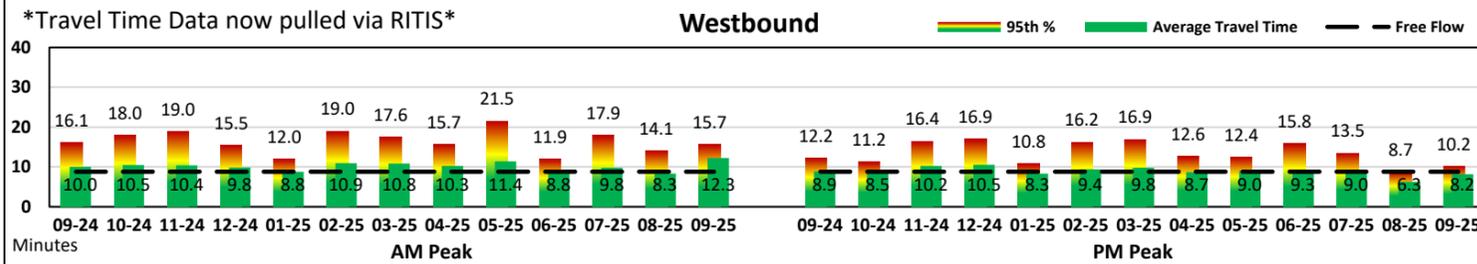


Freeway Travel Time, 24-Hour Daily Average

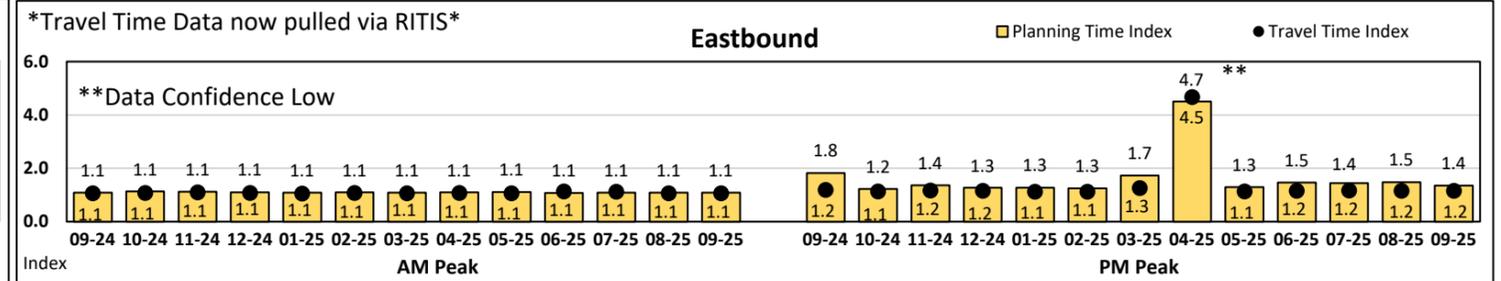
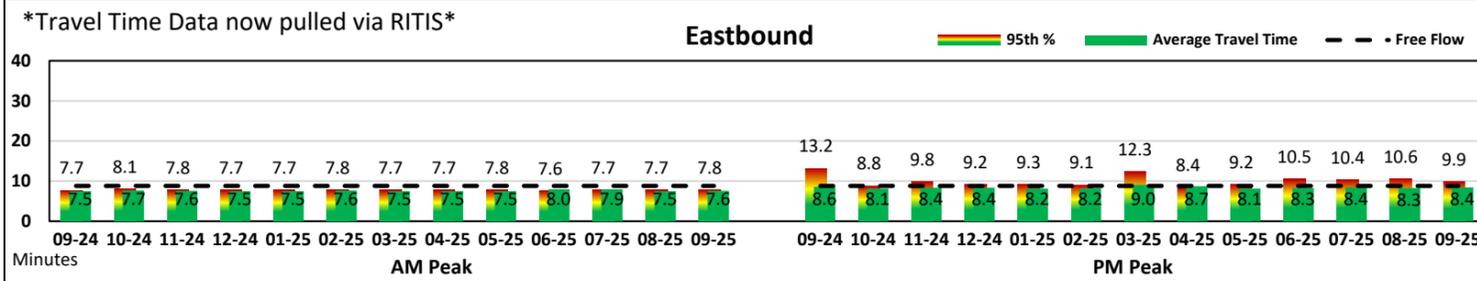
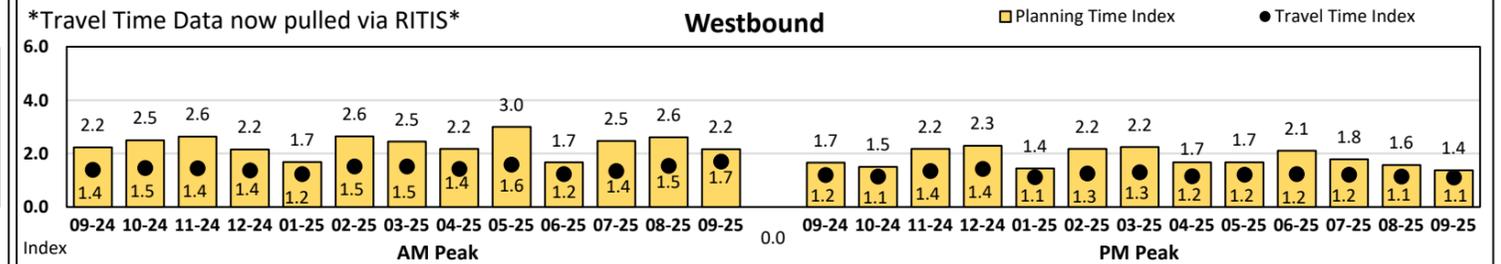




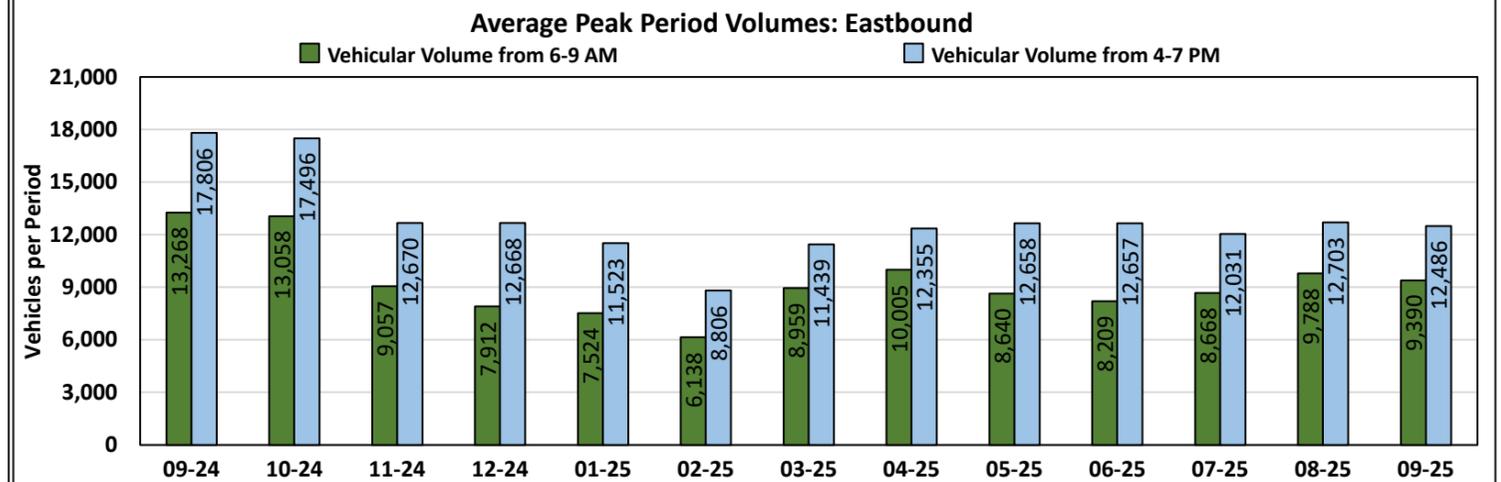
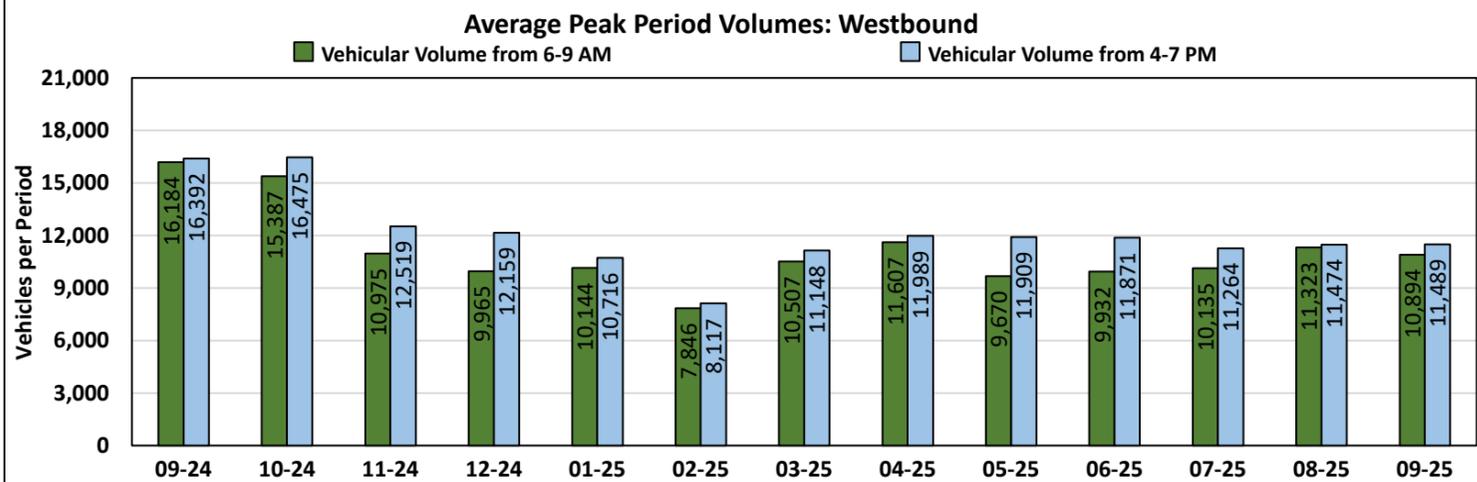
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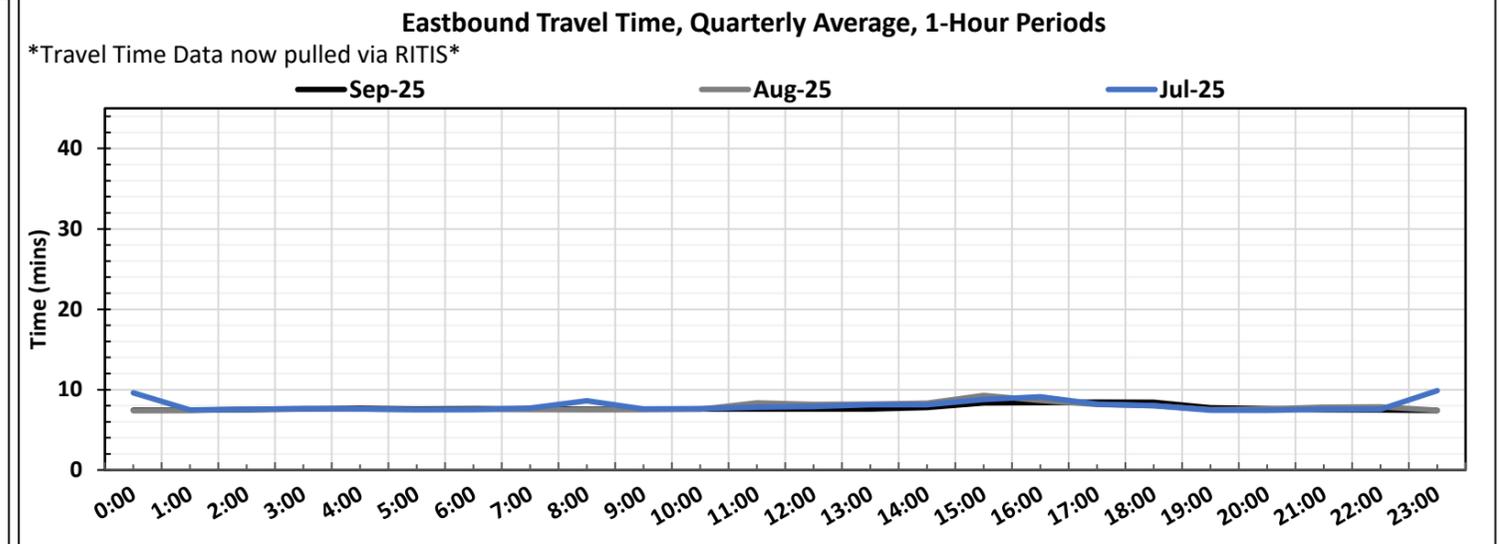
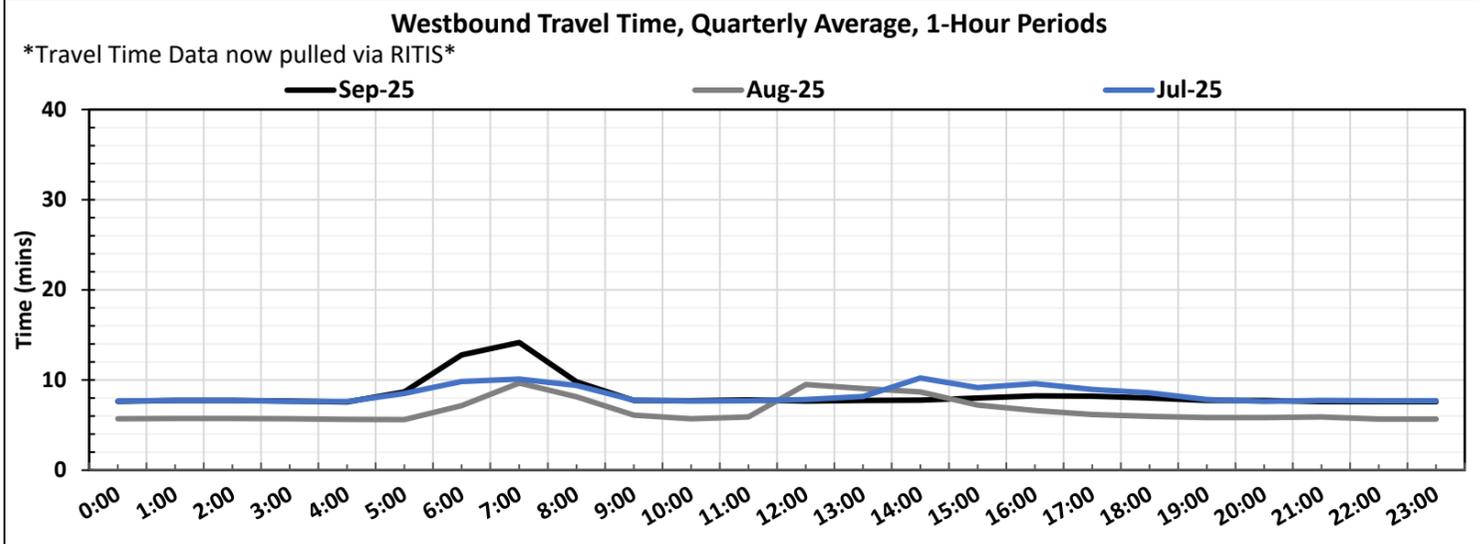
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Freeway Volume Information

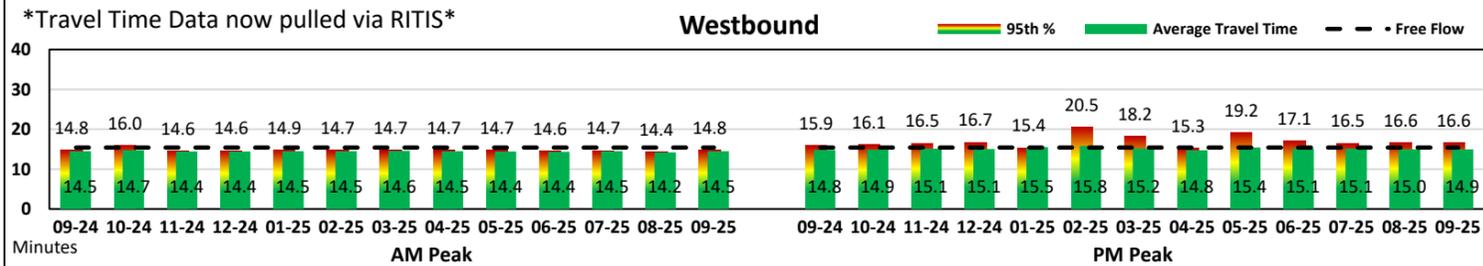


Freeway Travel Time, 24-Hour Daily Average

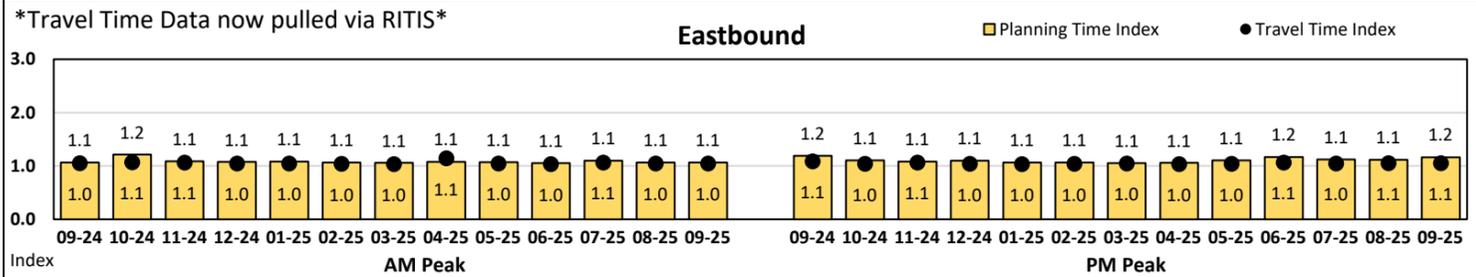
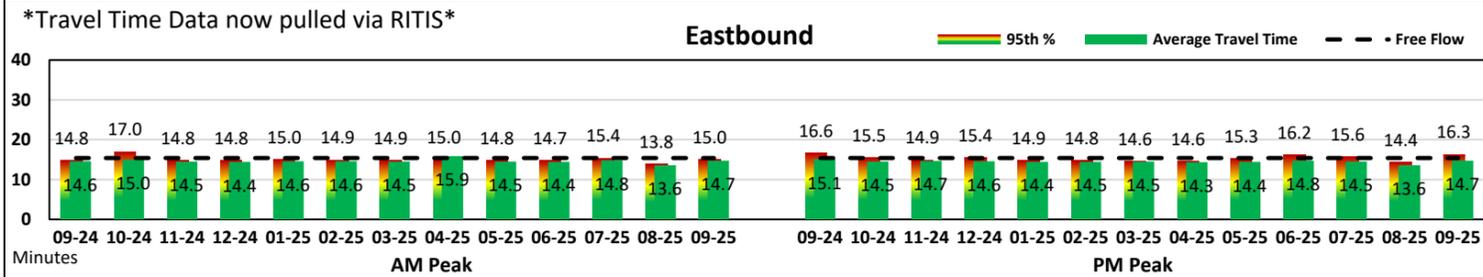
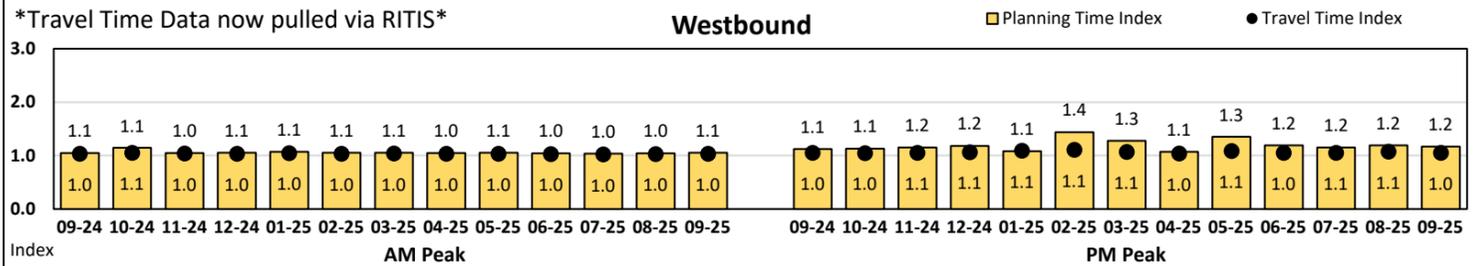




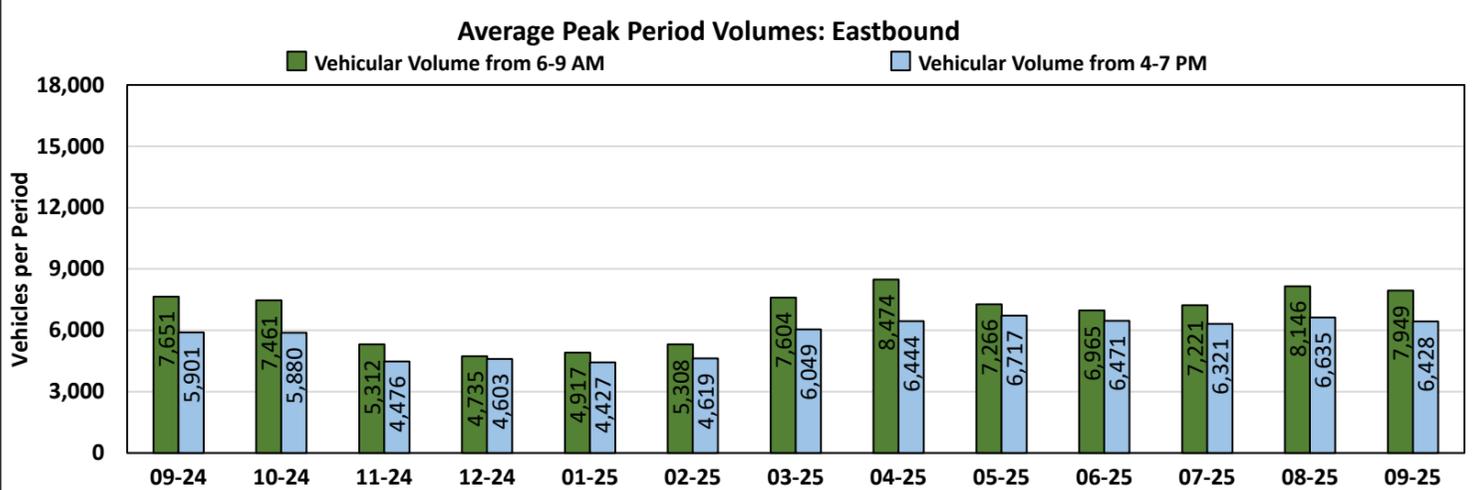
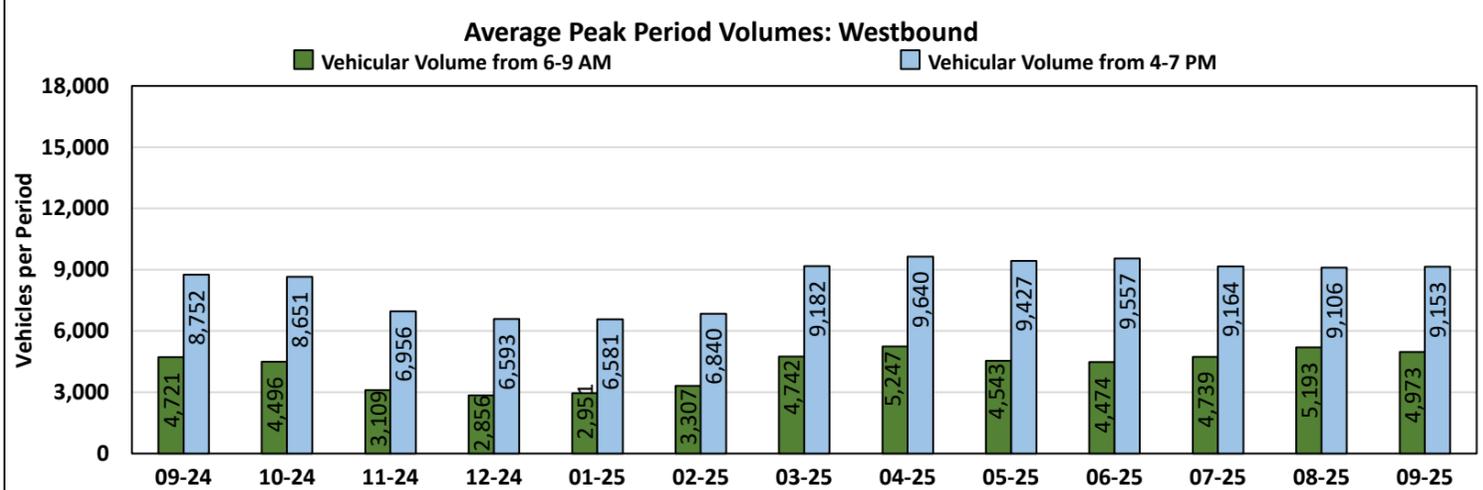
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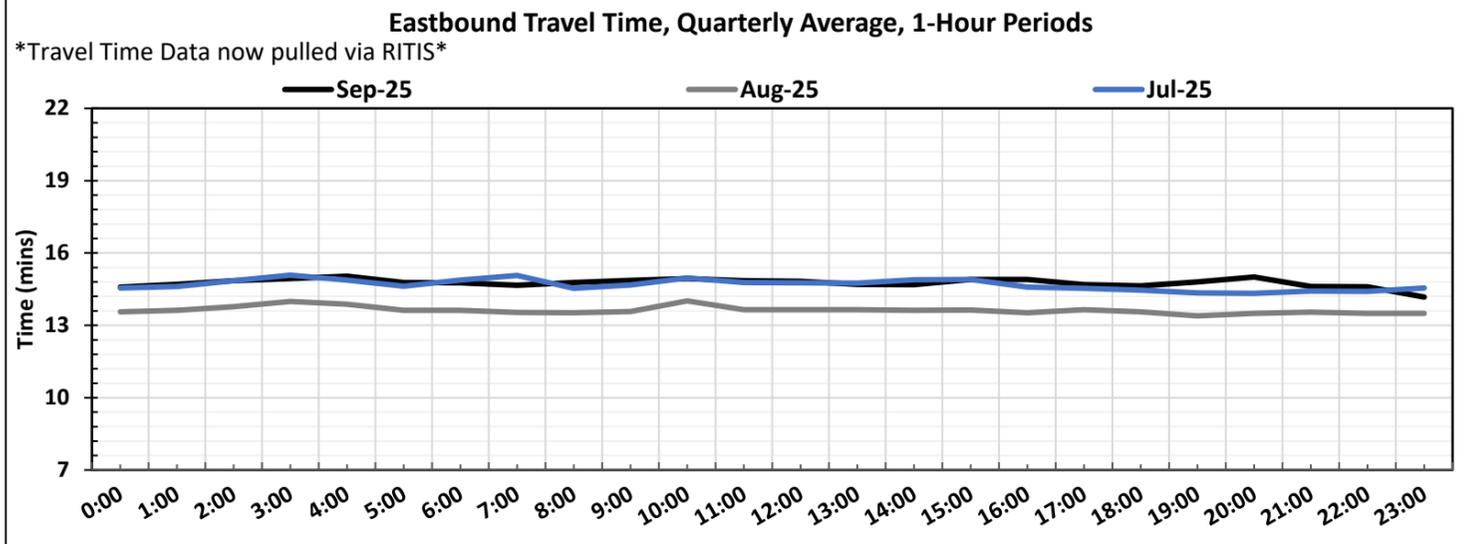
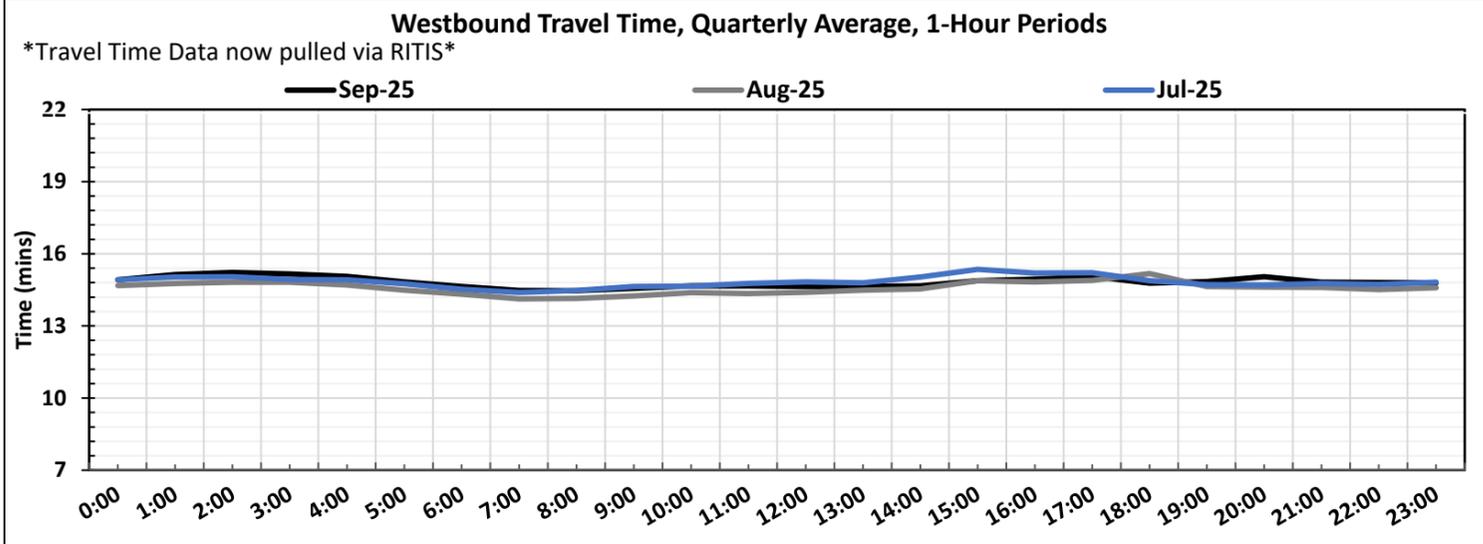
Corridor Travel Time Reliability Information



Freeway Volume Information



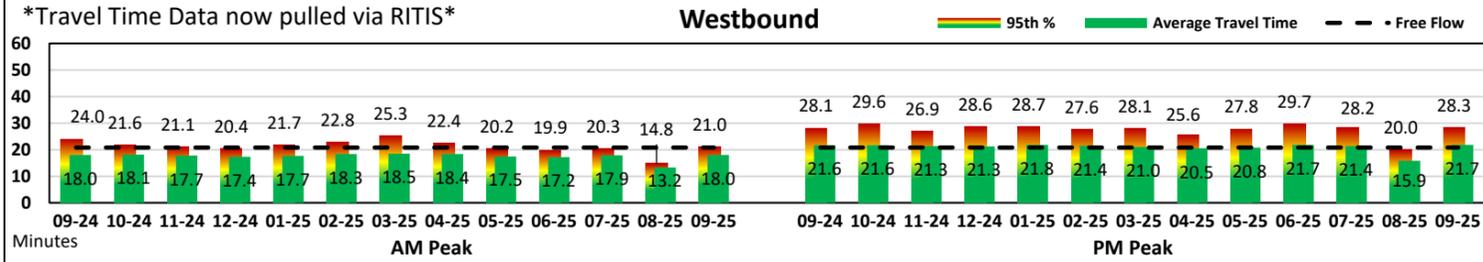
Freeway Travel Time, 24-Hour Daily Average



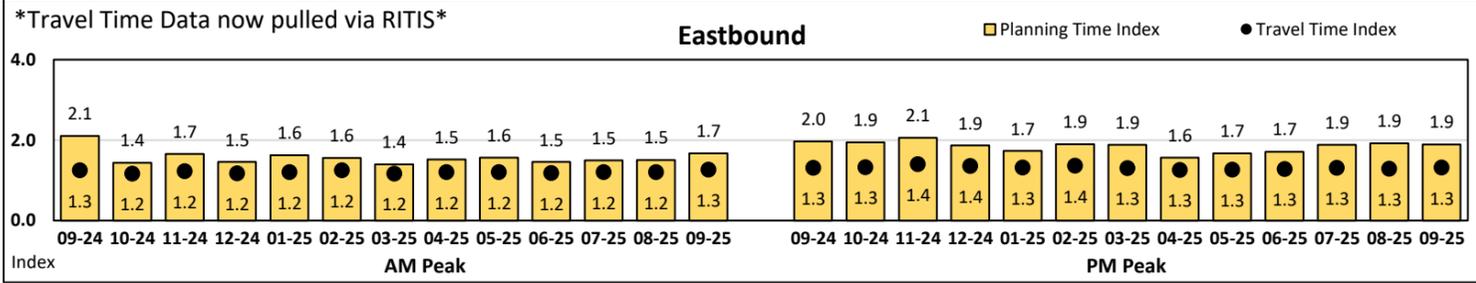
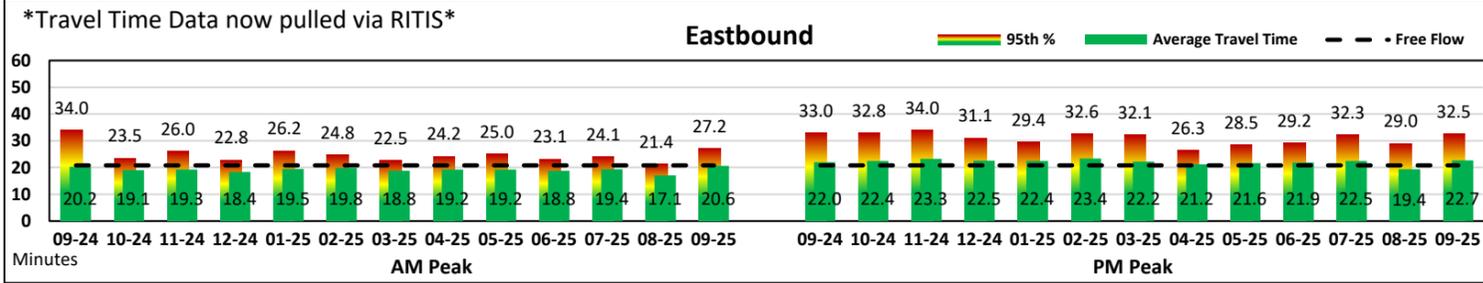
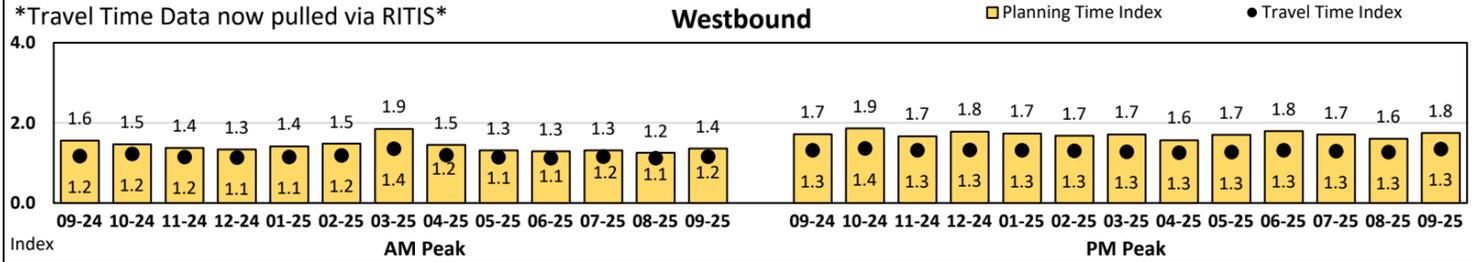


Segment 7: SR 400 (I-4), Kirkman to EE Williamson 20 miles length

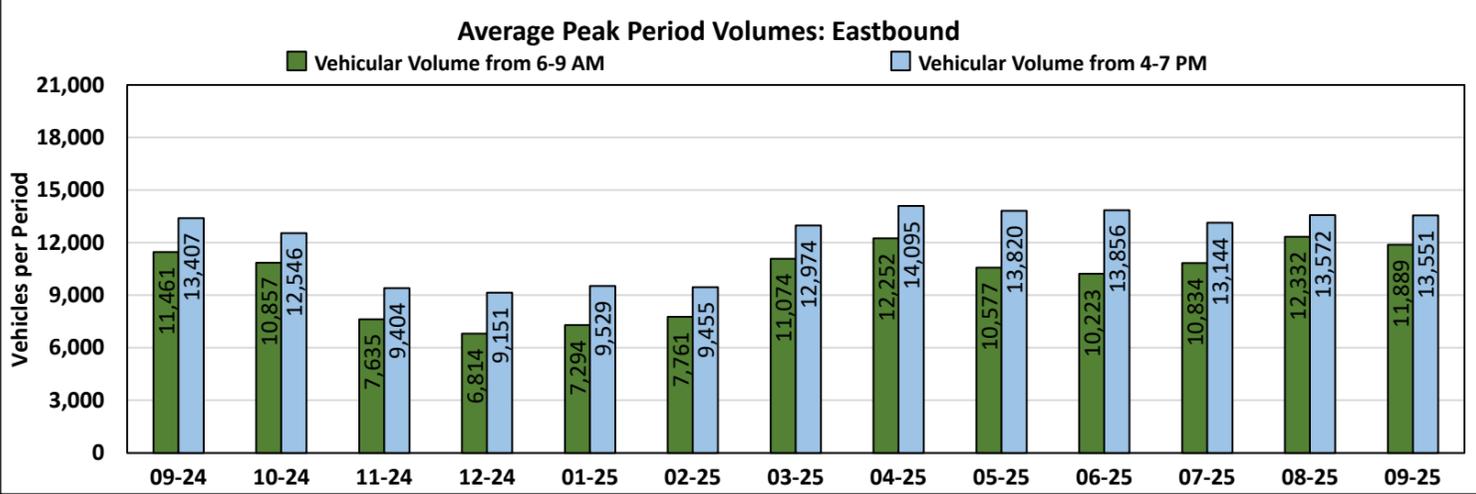
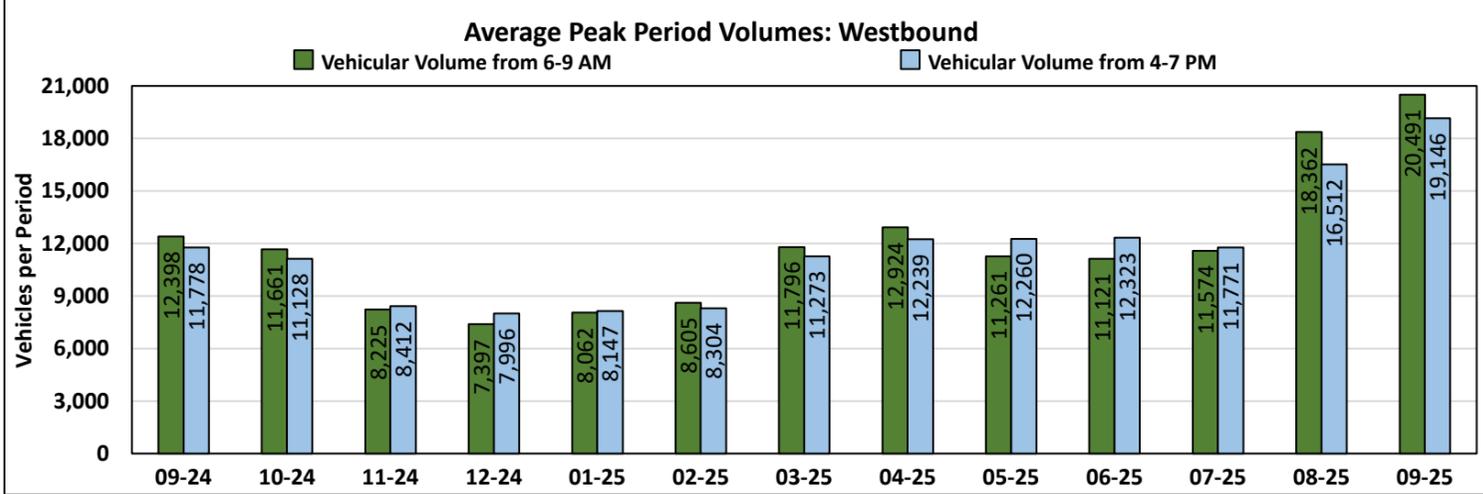
Corridor Travel Time Information



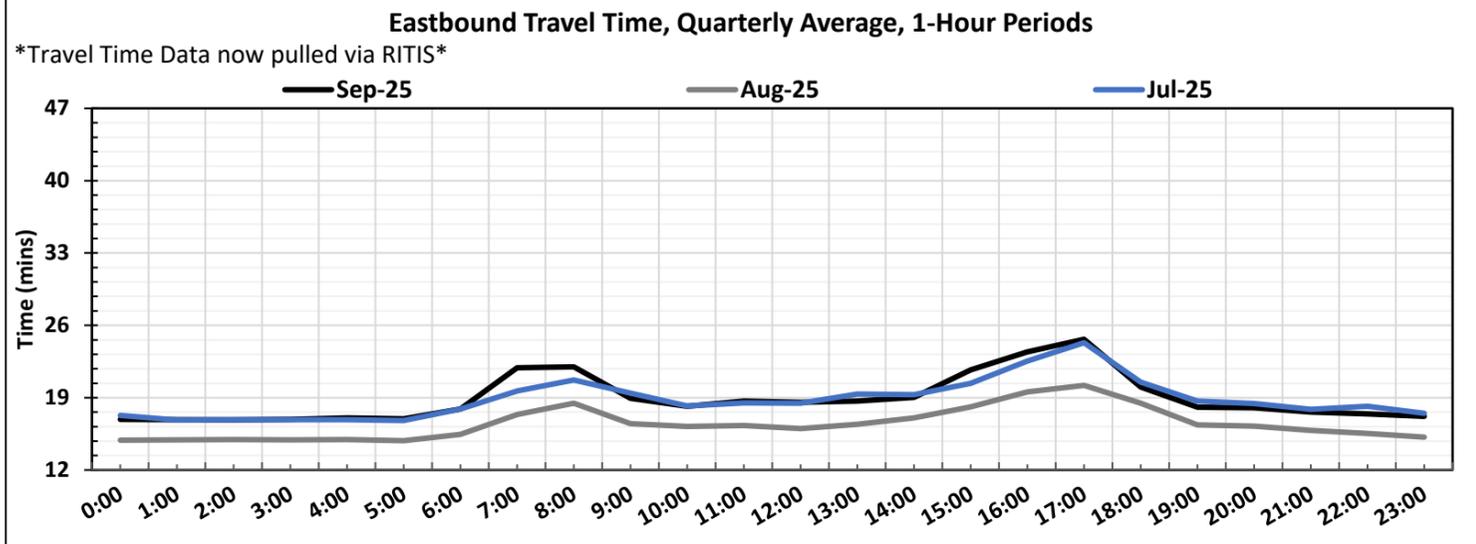
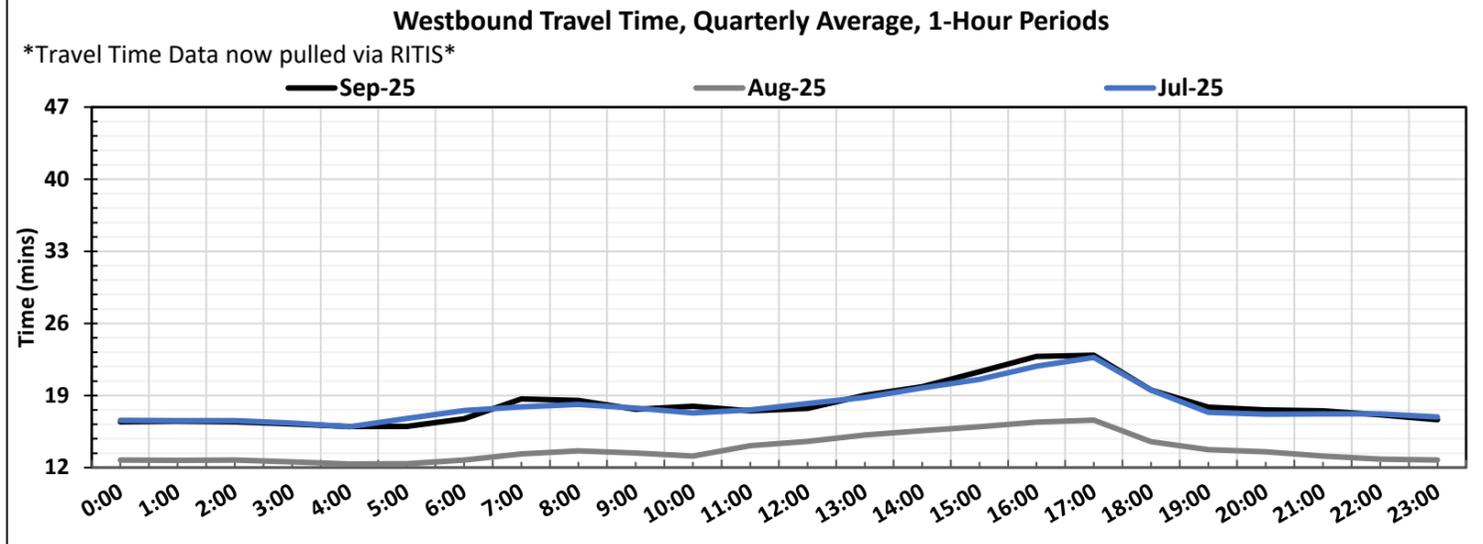
Corridor Travel Time Reliability Information



Freeway Volume Information



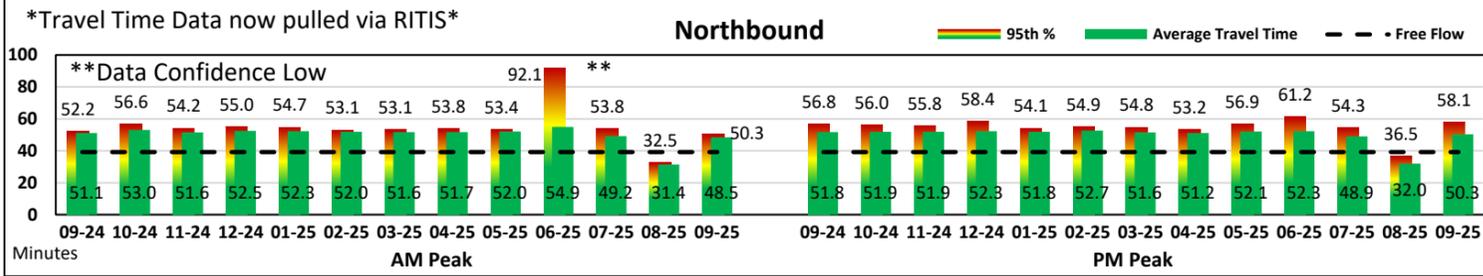
Freeway Travel Time, 24-Hour Daily Average



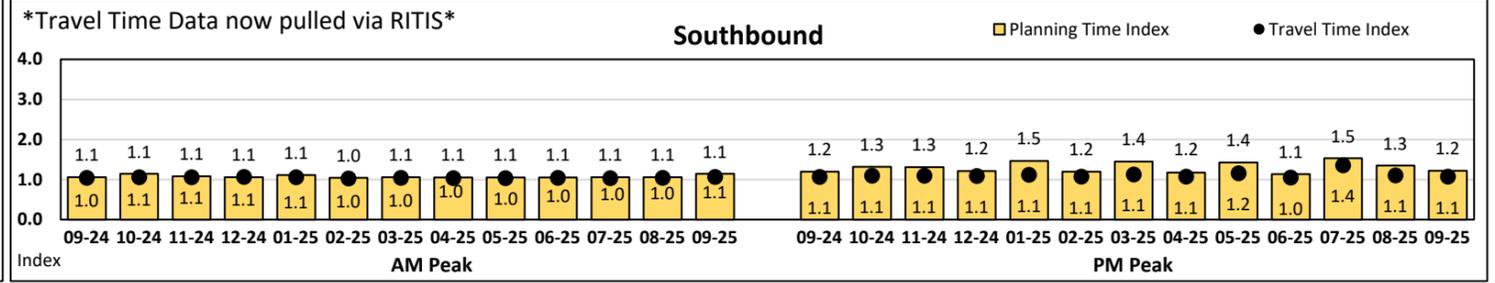
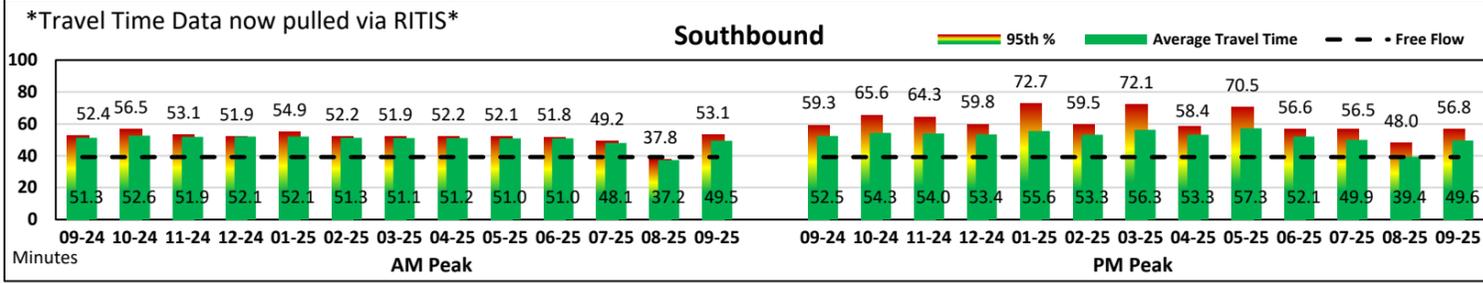
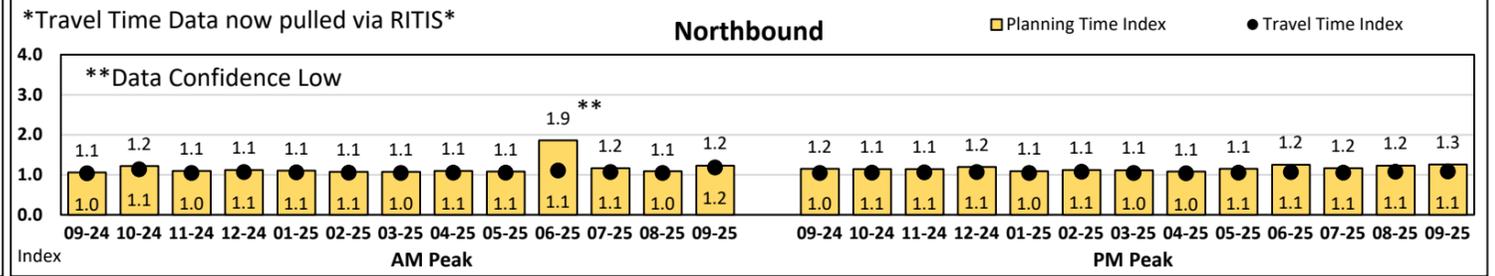


Segment 8: SR 9 (I-95), Indian River/Brevard County Line to SR 528

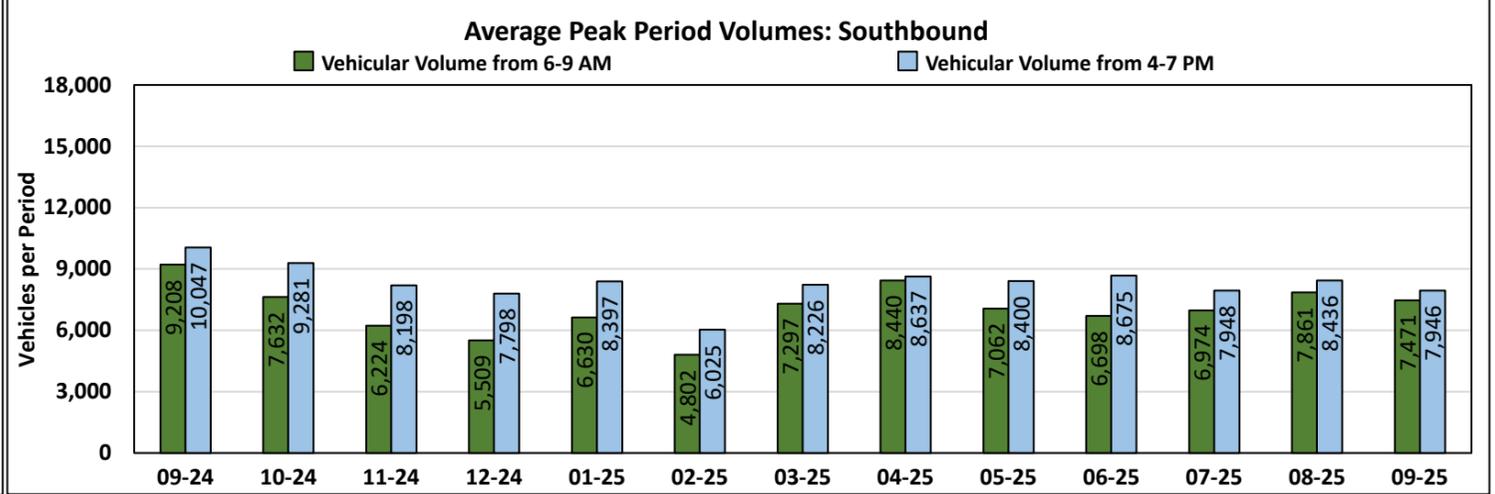
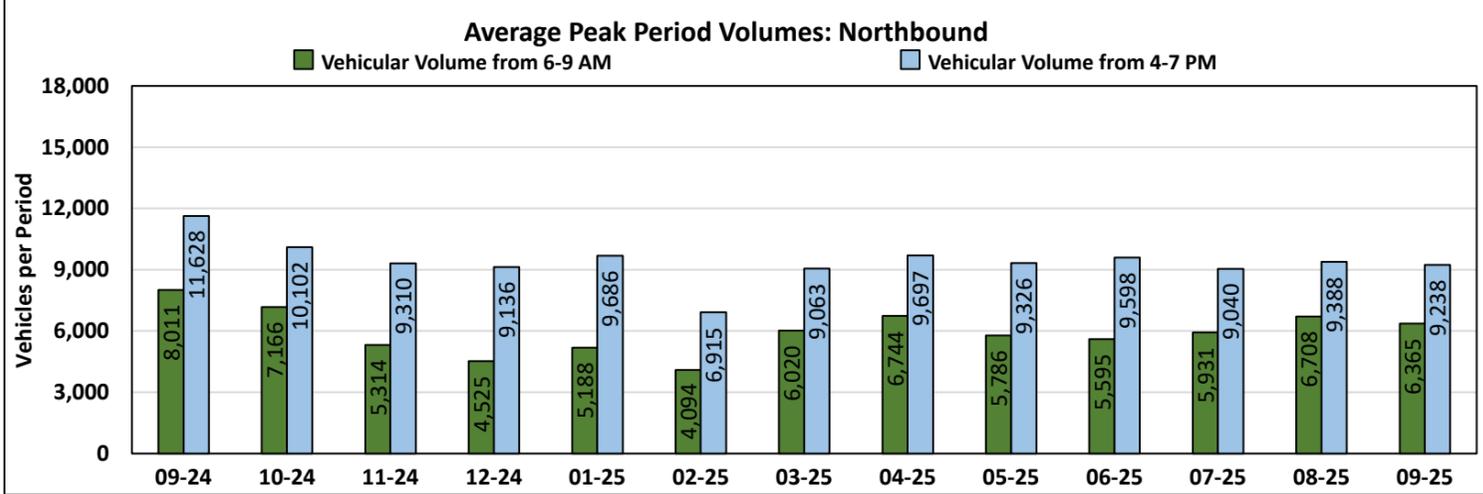
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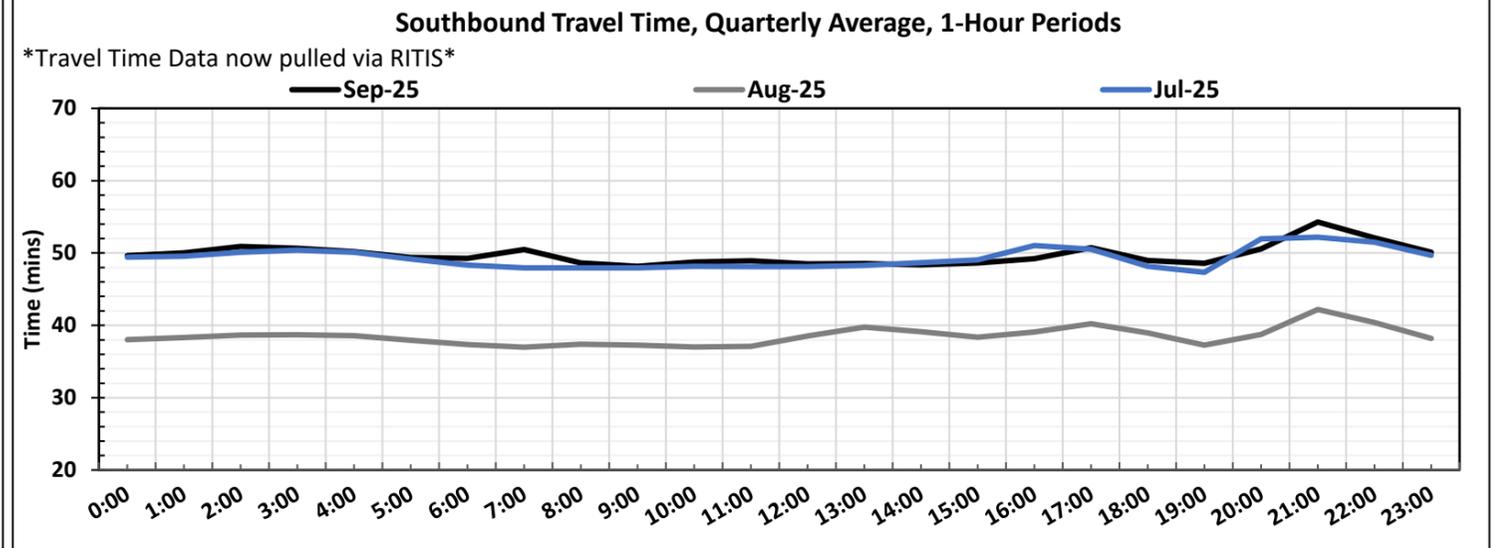
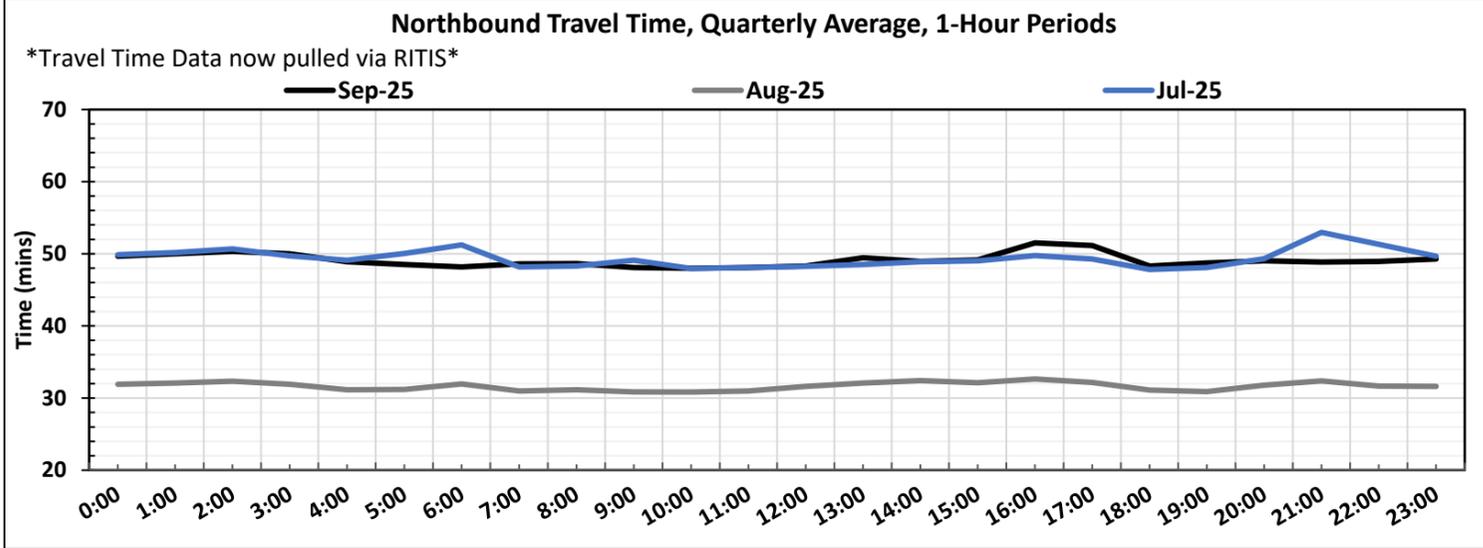
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Freeway Volume Information



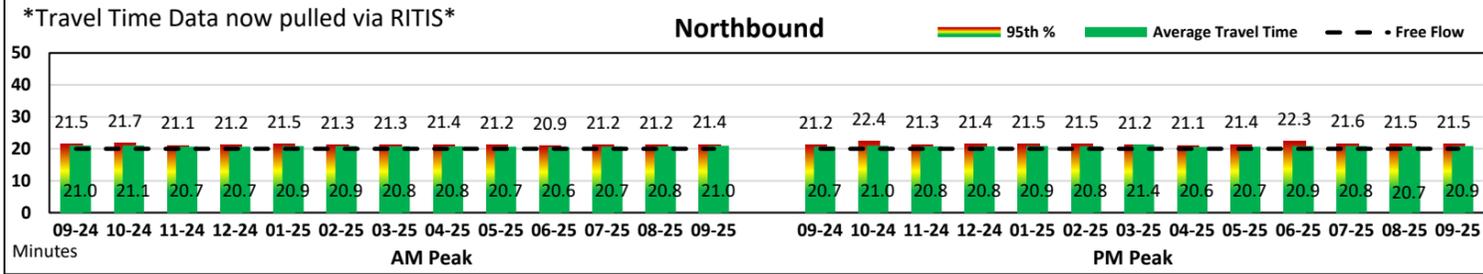
Freeway Travel Time, 24-Hour Daily Average



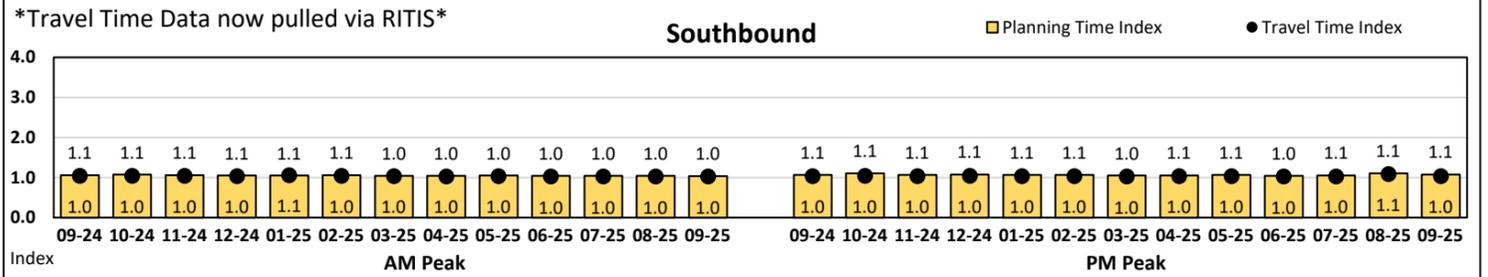
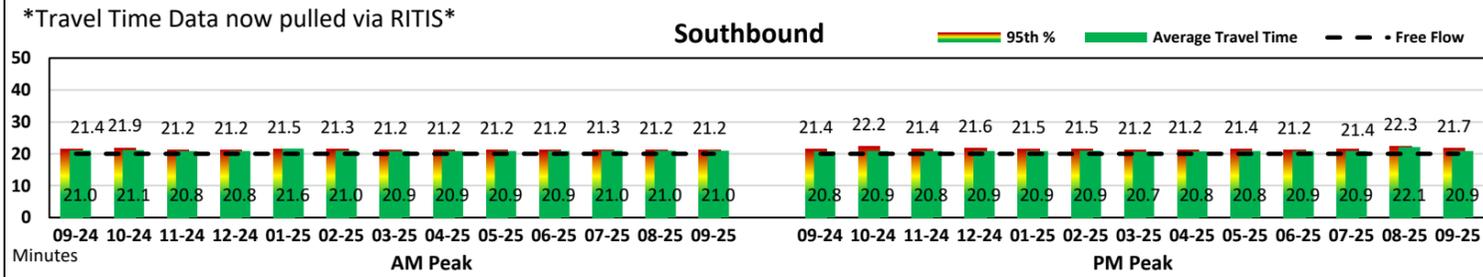
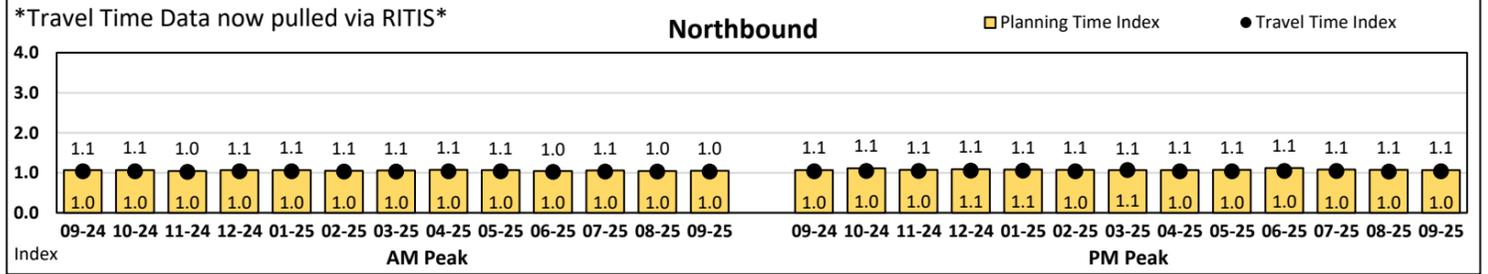


Segment 9: SR 9 (I-95), SR 528 to North of Brevard/Volusia County Line

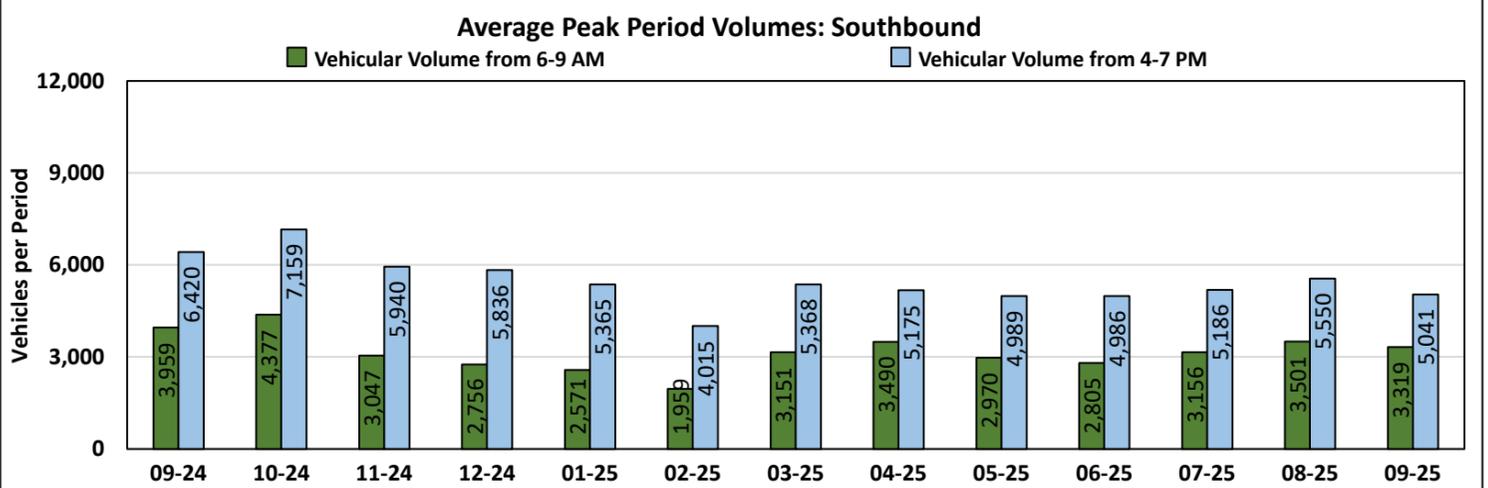
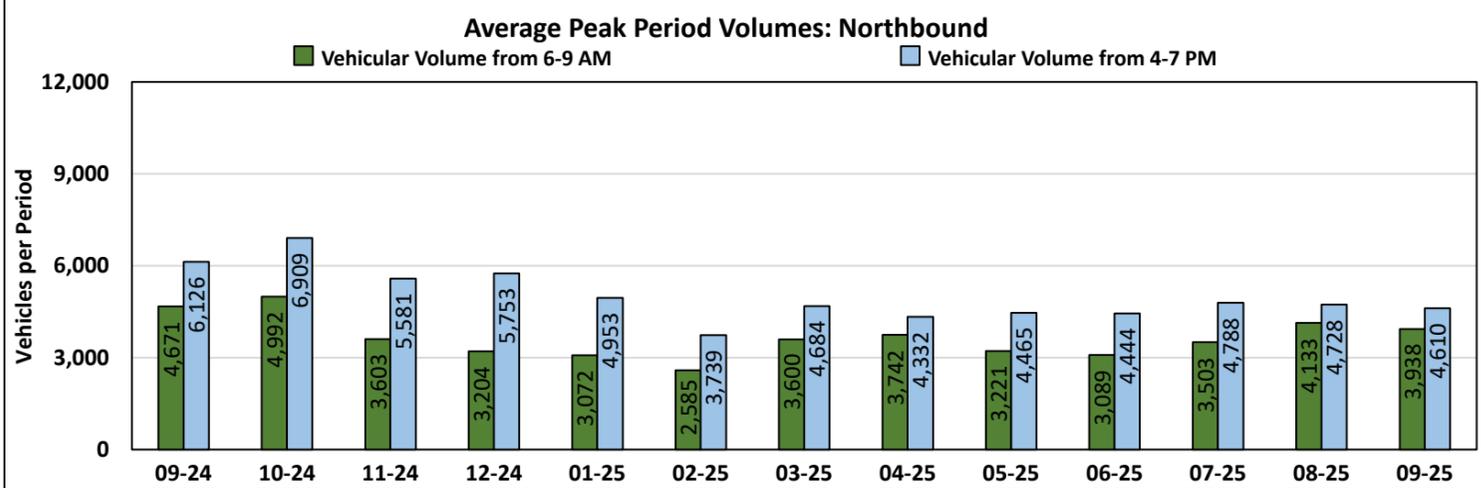
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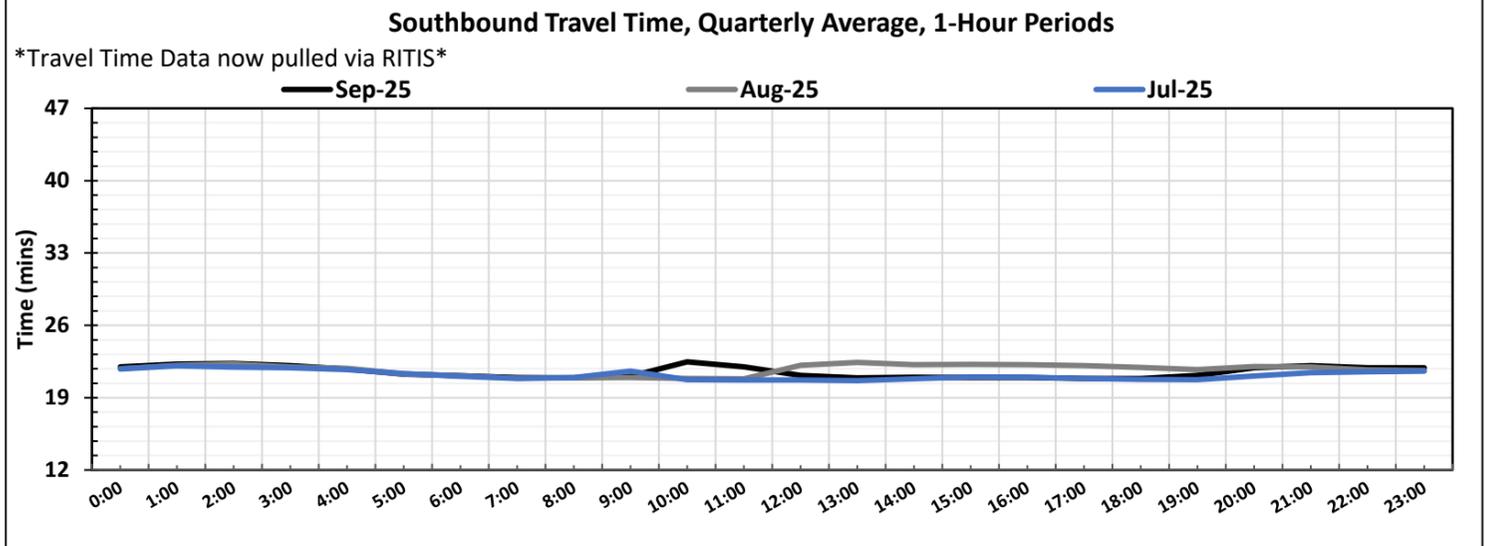
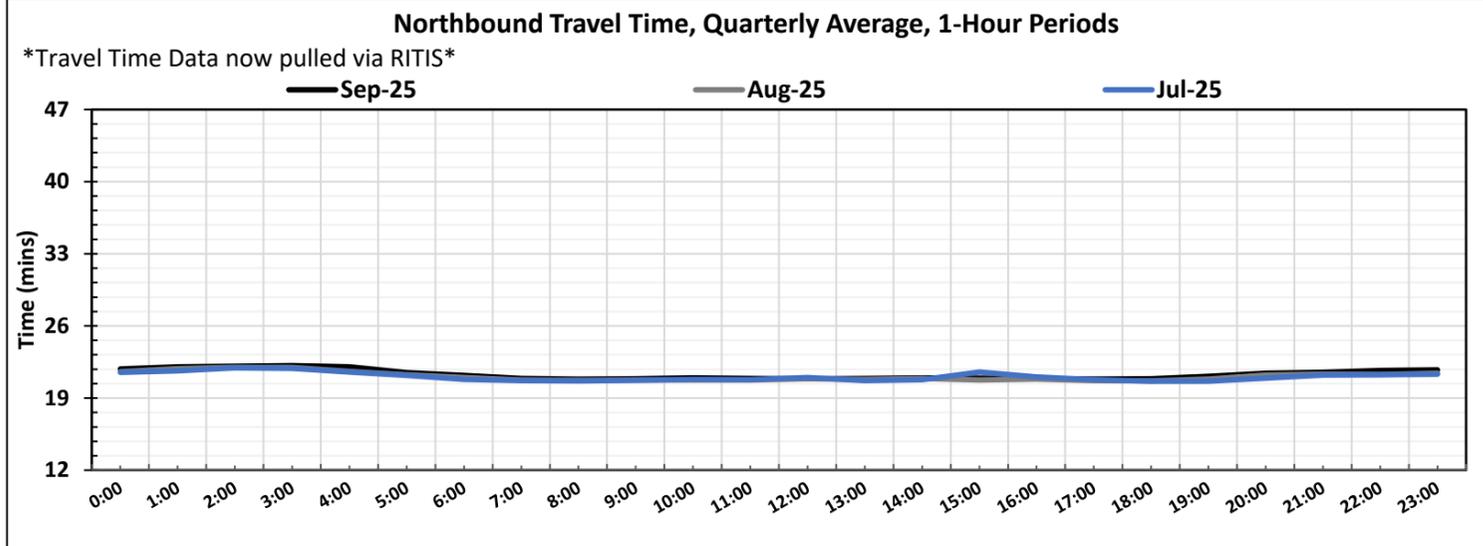
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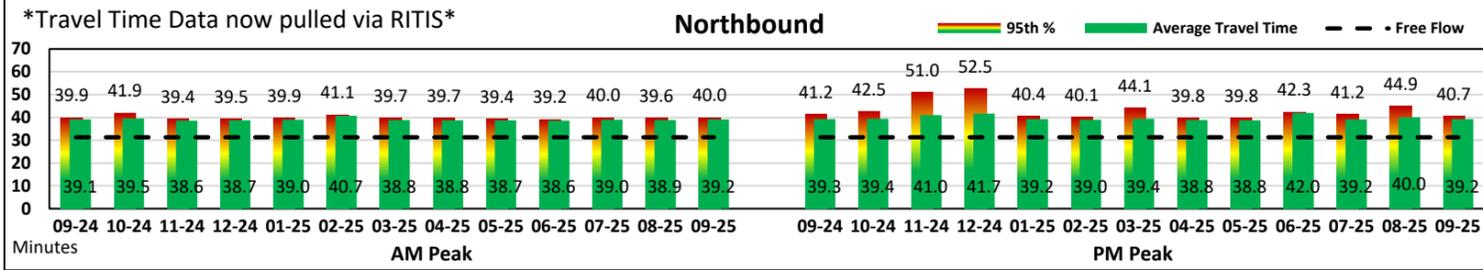
Freeway Travel Time, 24-Hour Daily Average



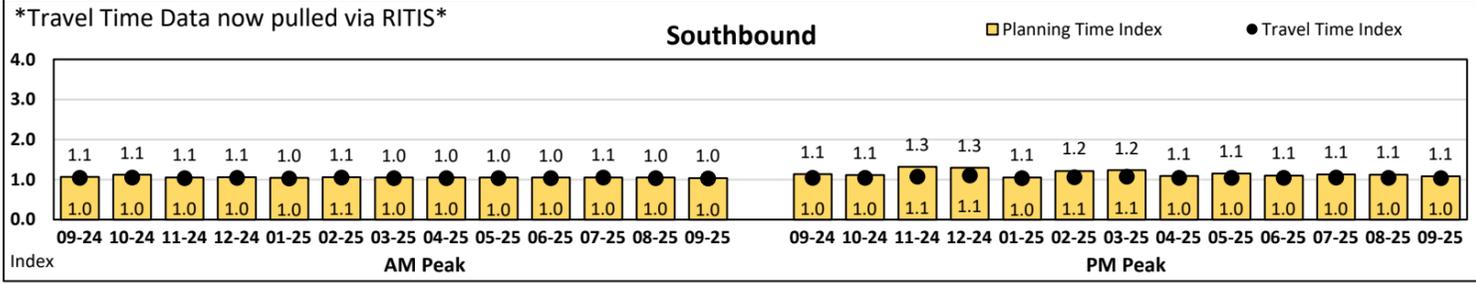
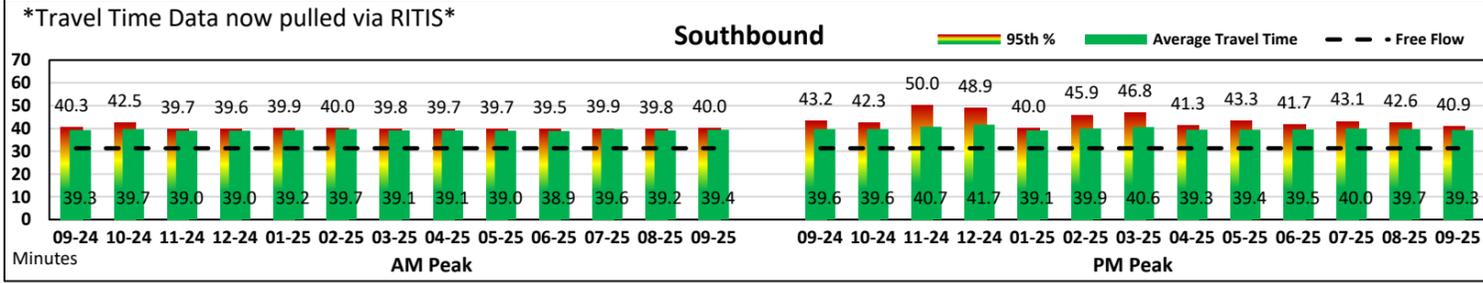
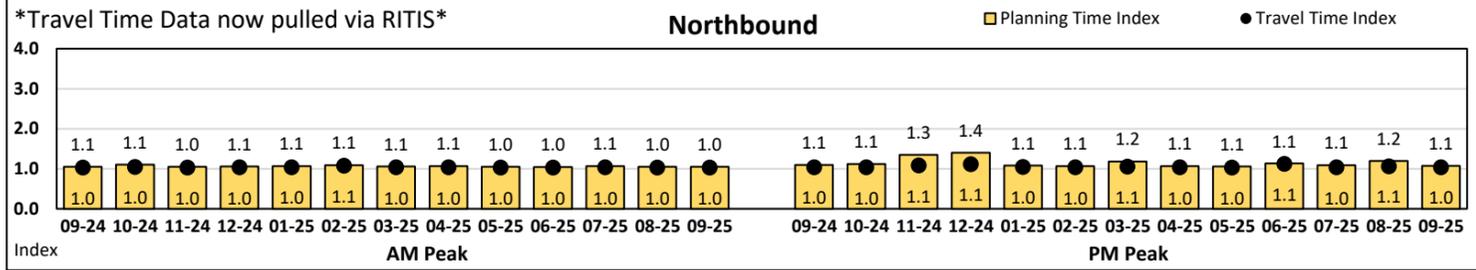


Segment 10: SR 9 (I-95), North of Brevard/Volusia County Line to US 1 (MM 273)

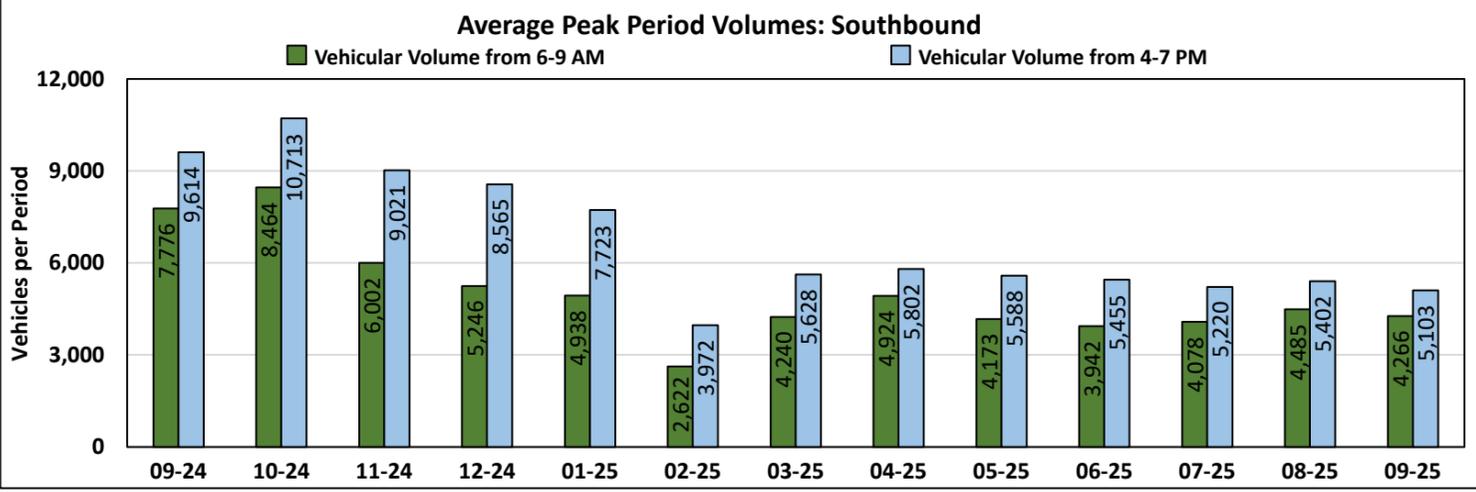
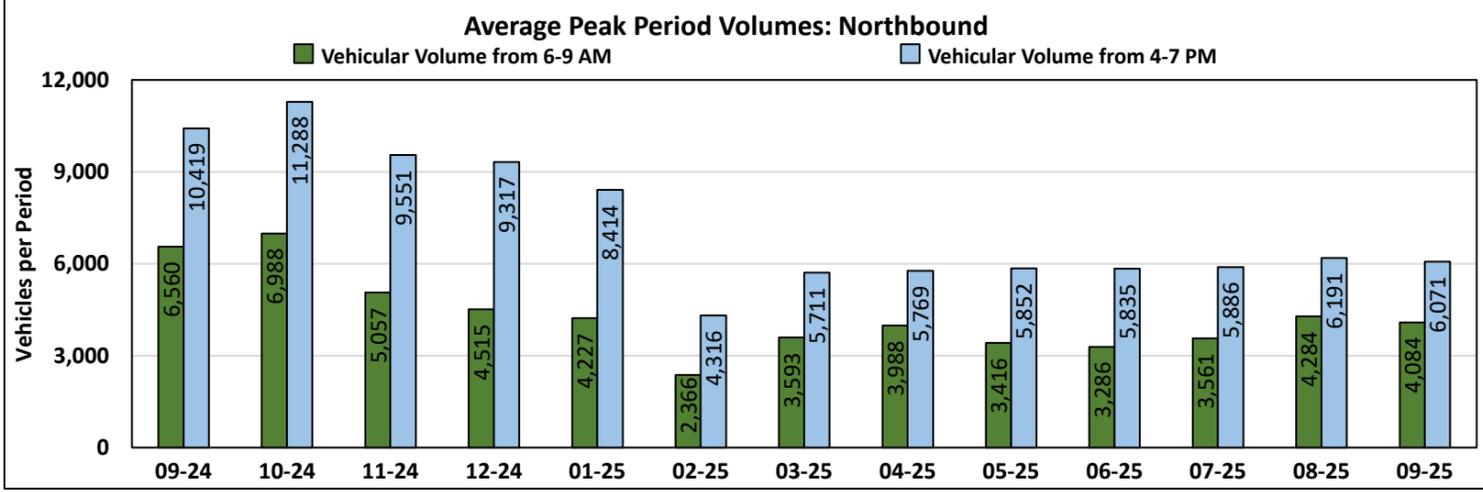
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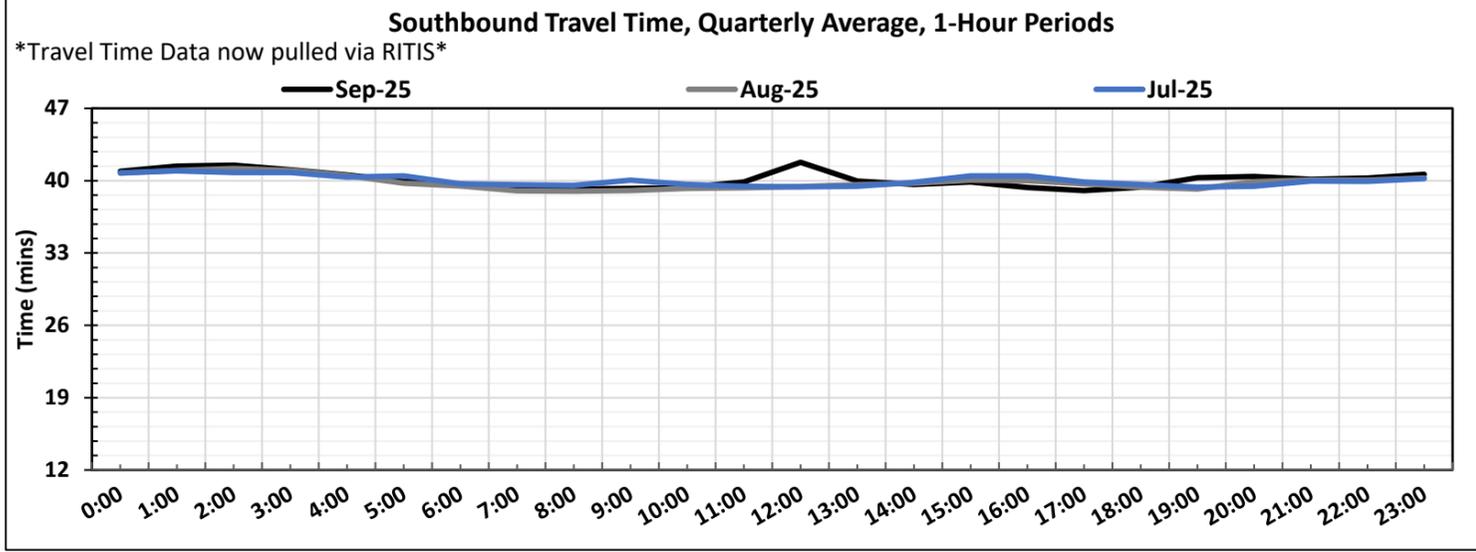
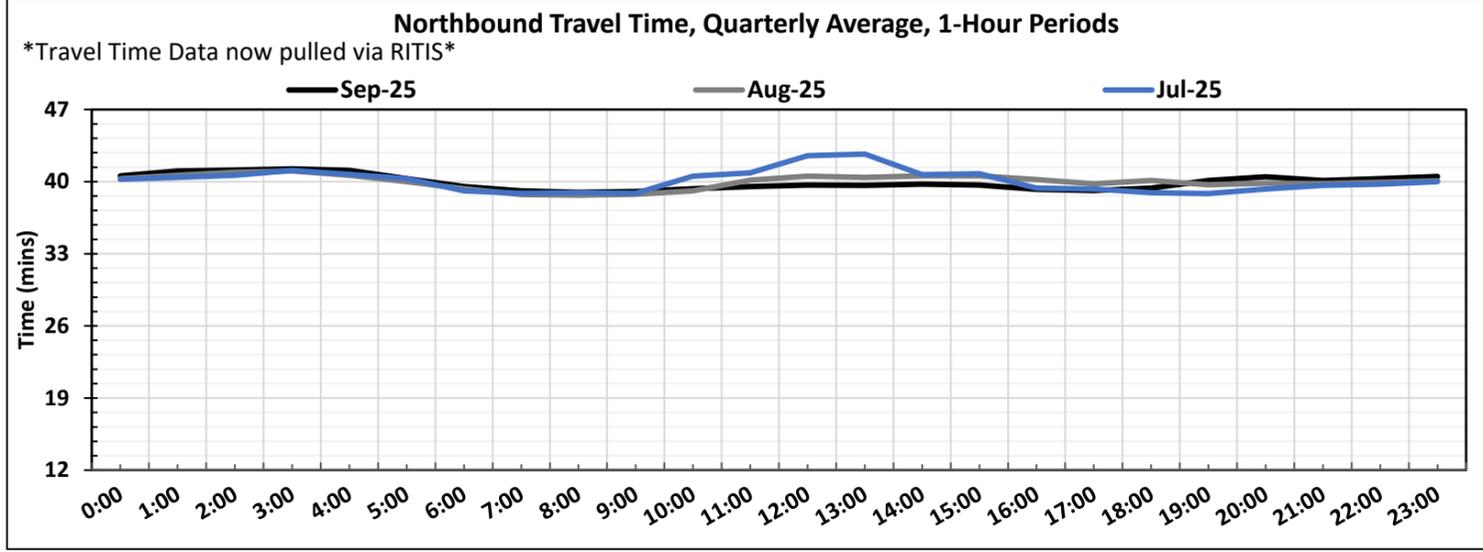
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Freeway Volume Information



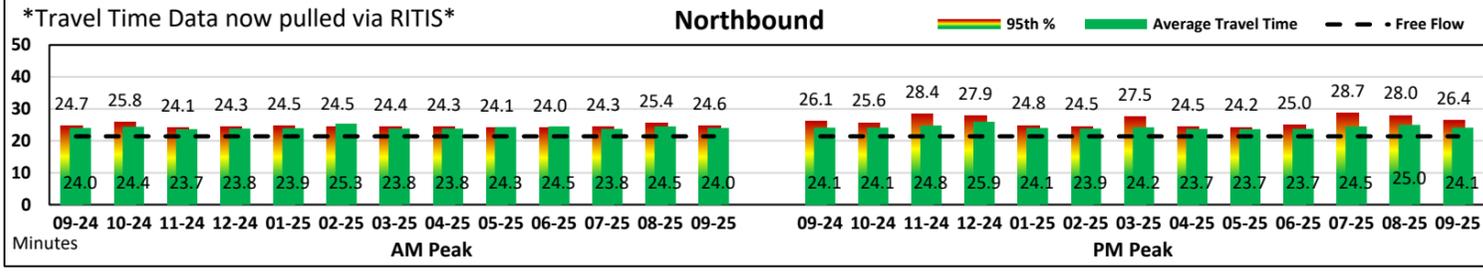
Freeway Travel Time, 24-Hour Daily Average



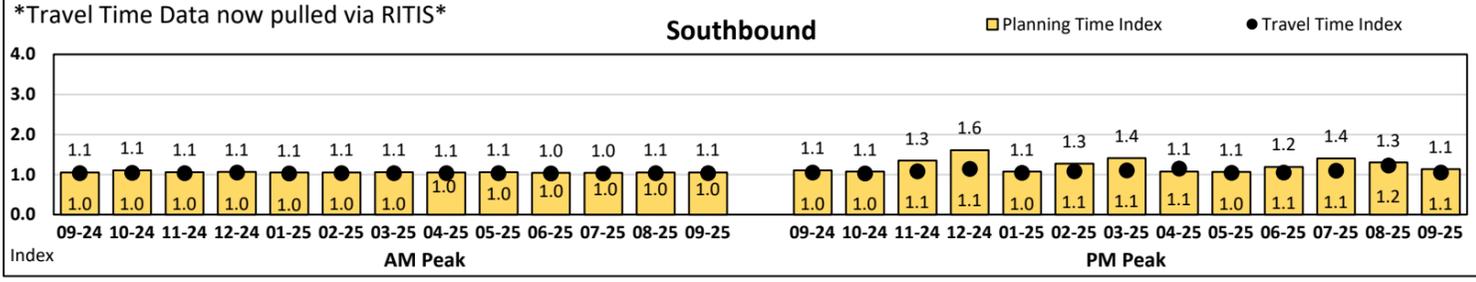
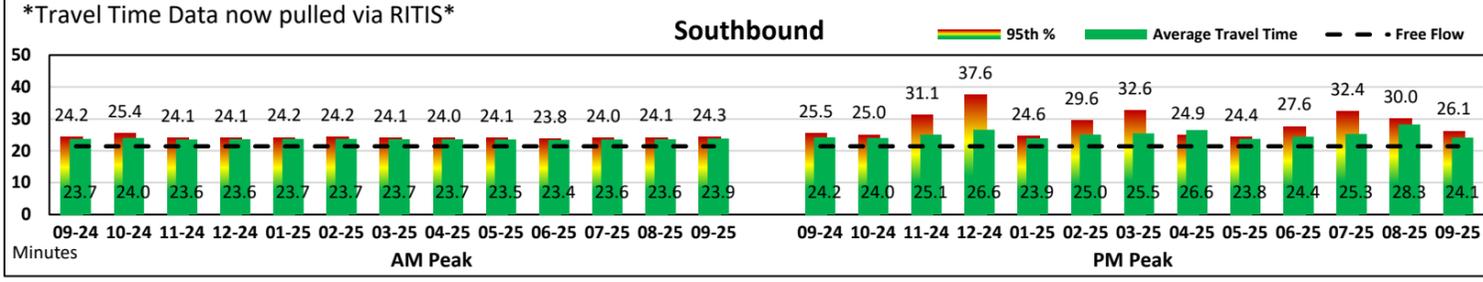
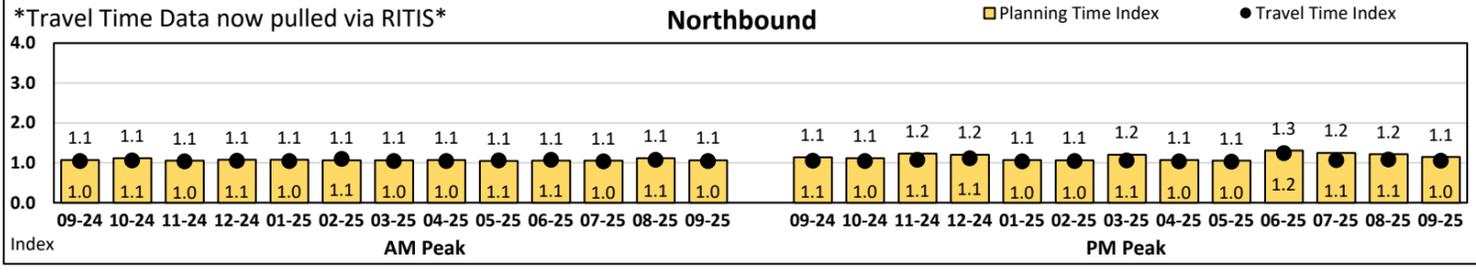


Segment 11: SR 9 (I-95), US 1 (MM 273) to US 1 (MM 298)

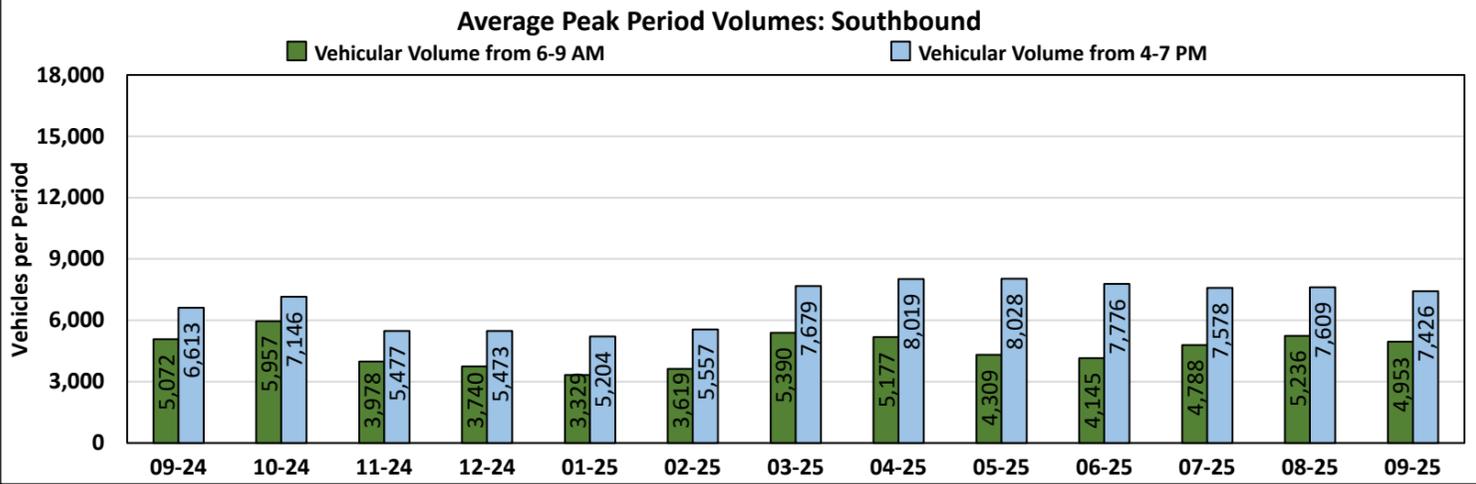
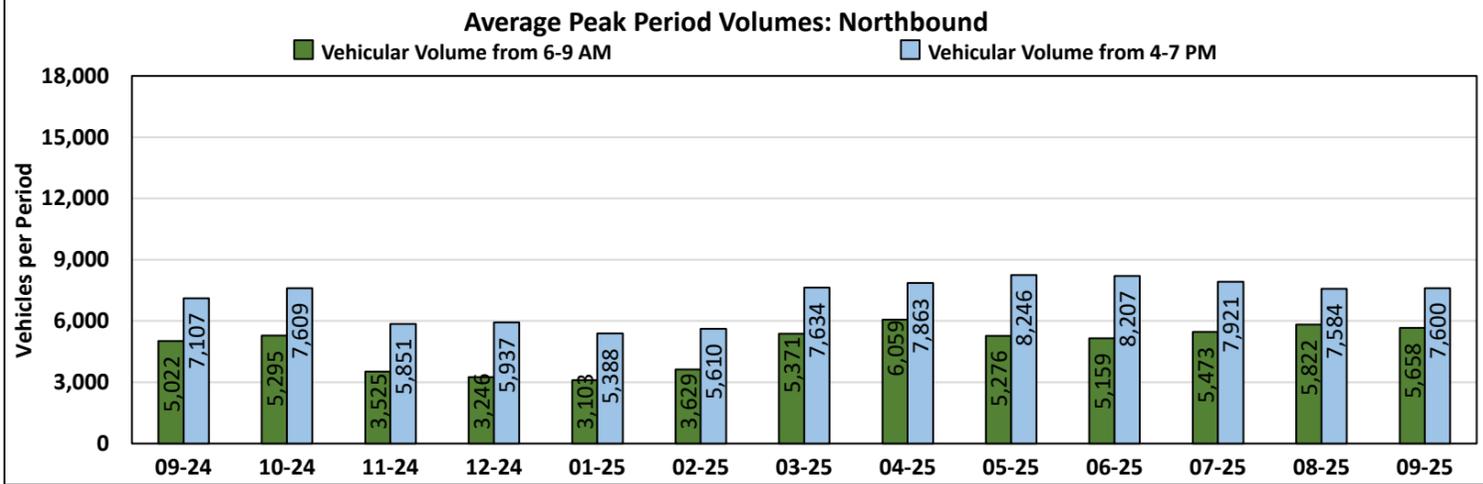
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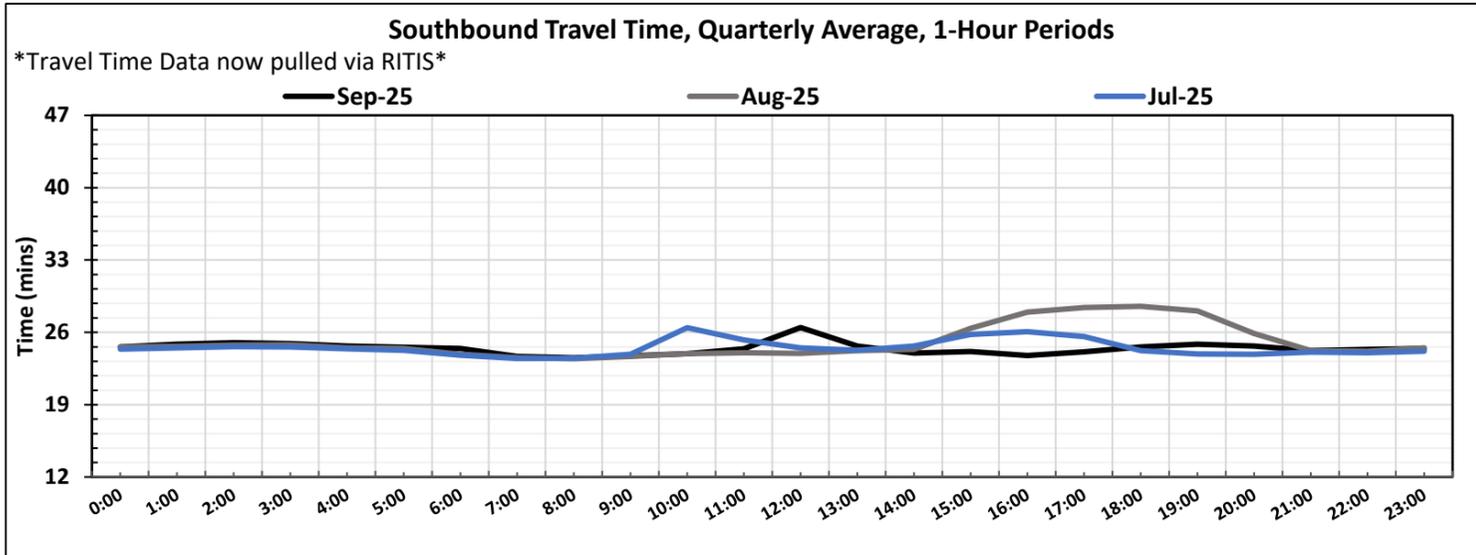
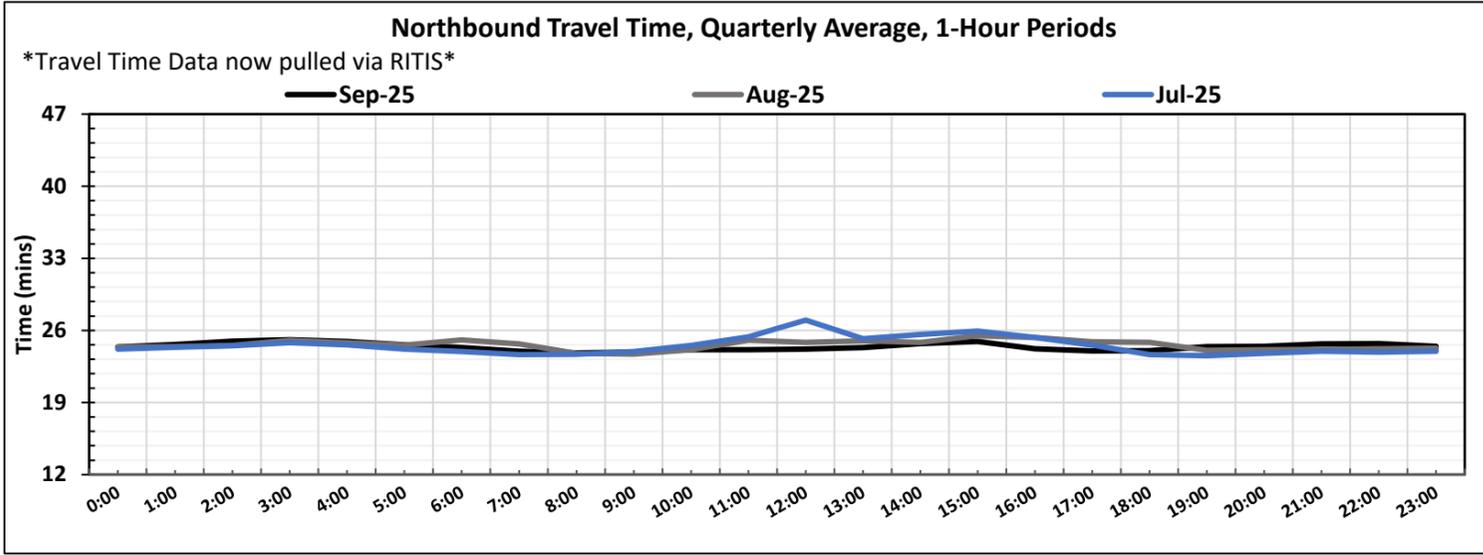
Corridor Travel Time Reliability Information



Freeway Volume Information

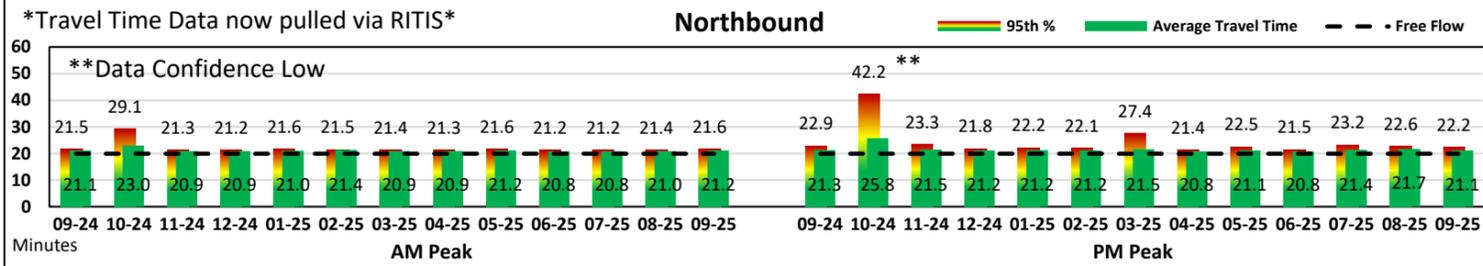


Freeway Travel Time, 24-Hour Daily Average

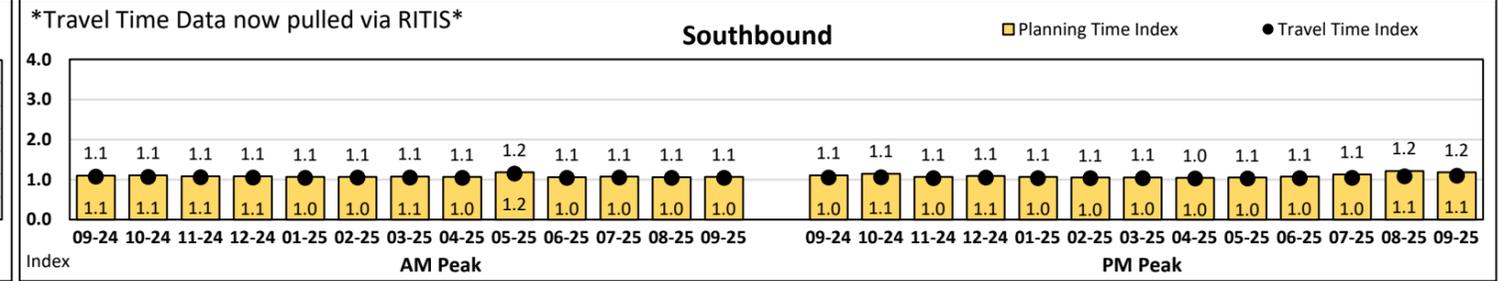
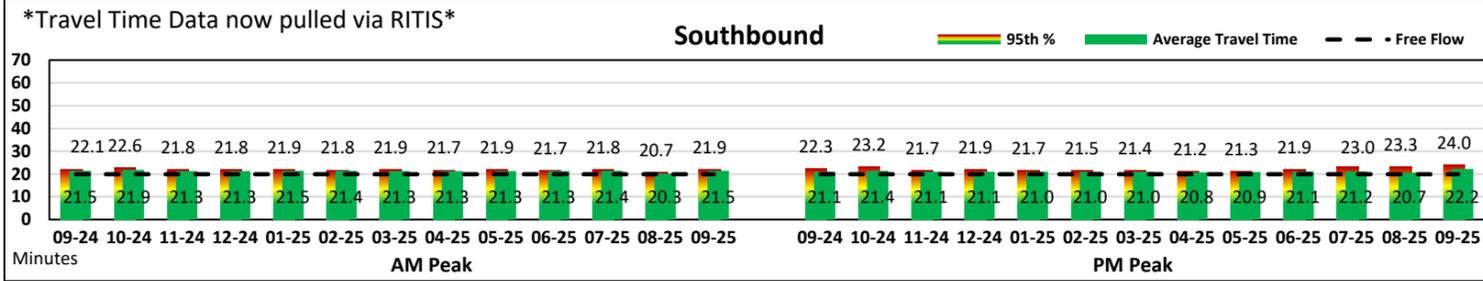
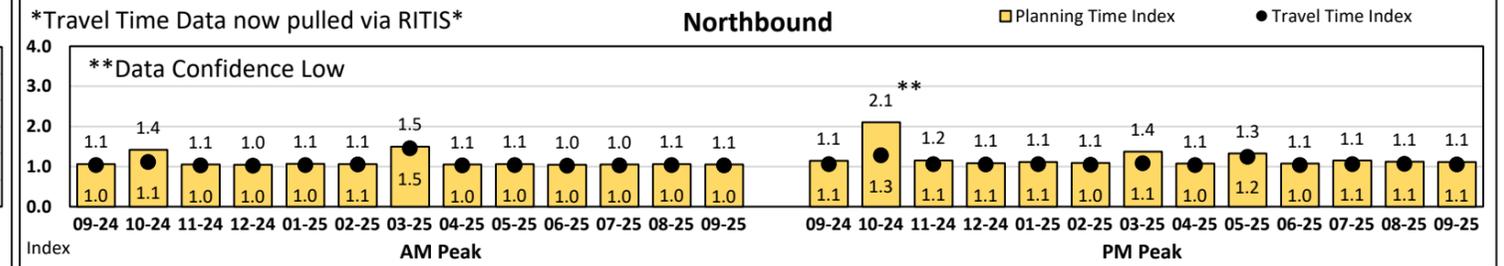




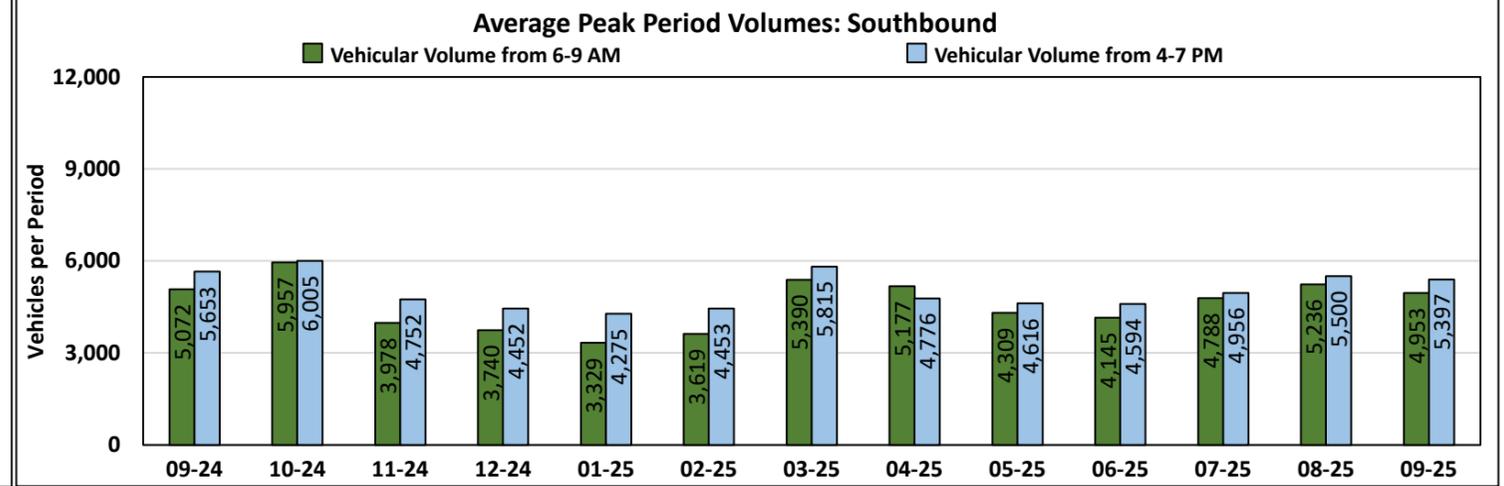
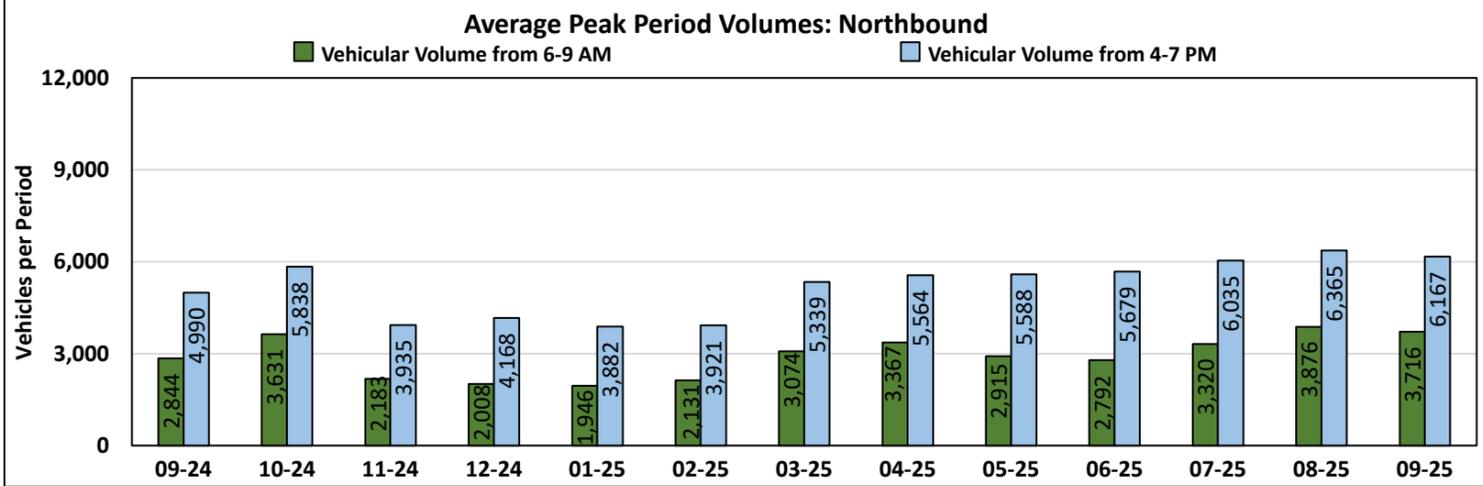
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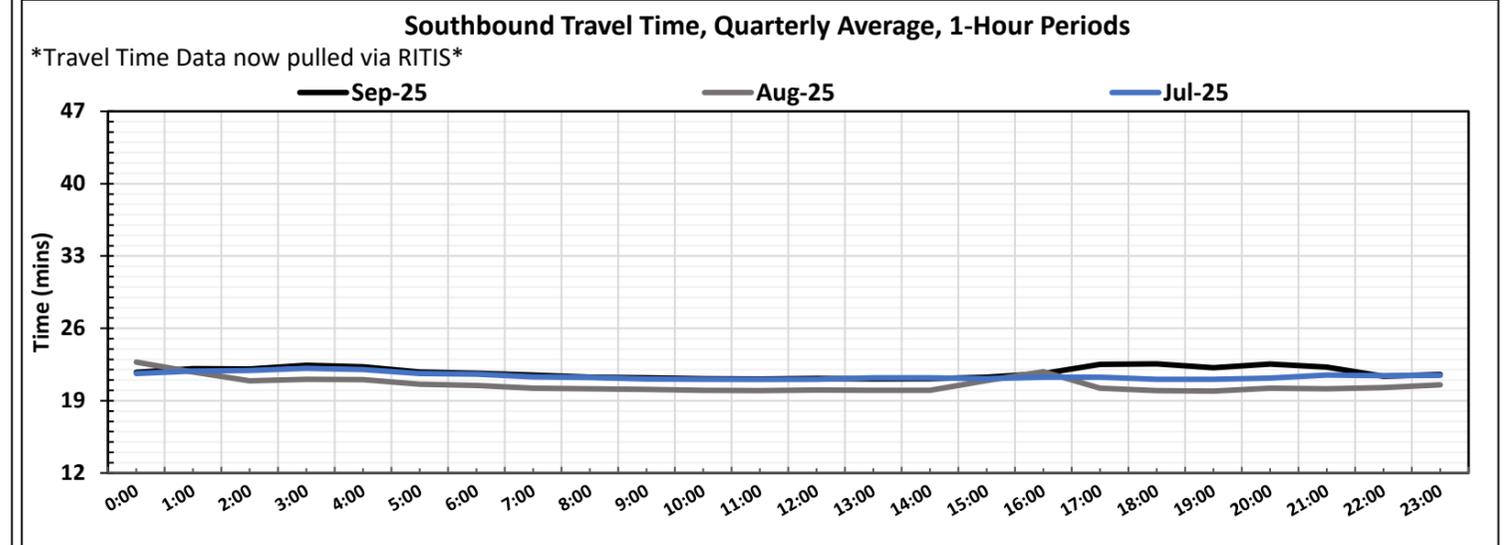
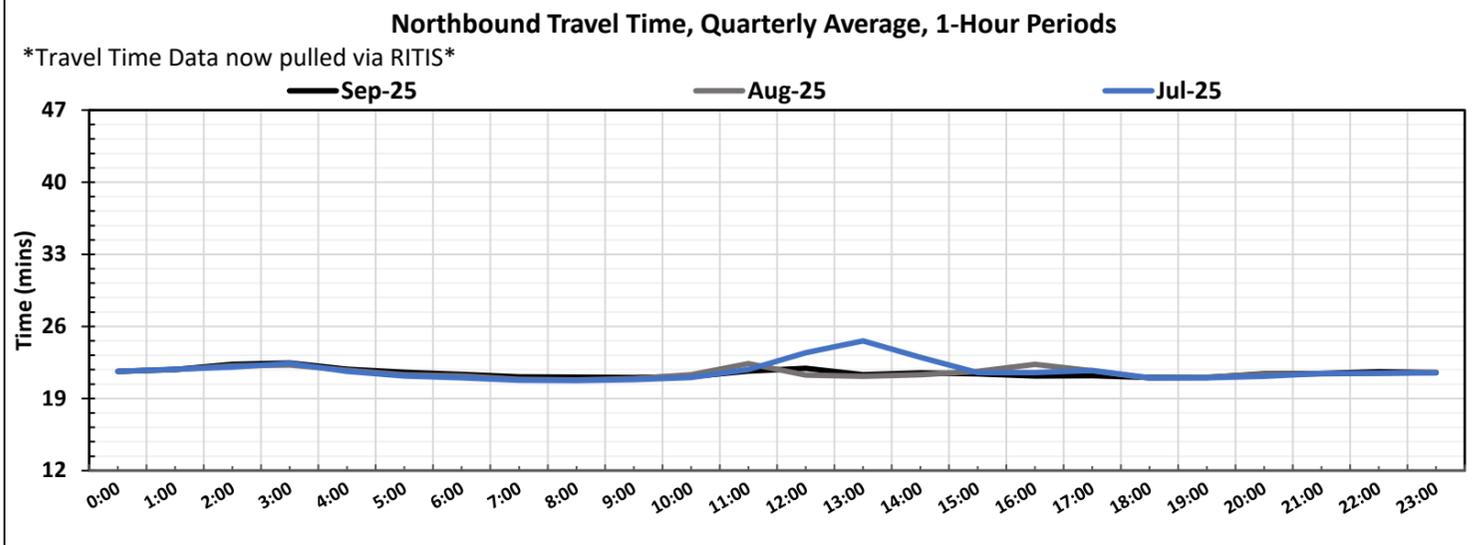
Corridor Travel Time Reliability Information



Freeway Volume Information



Freeway Travel Time, 24-Hour Daily Average

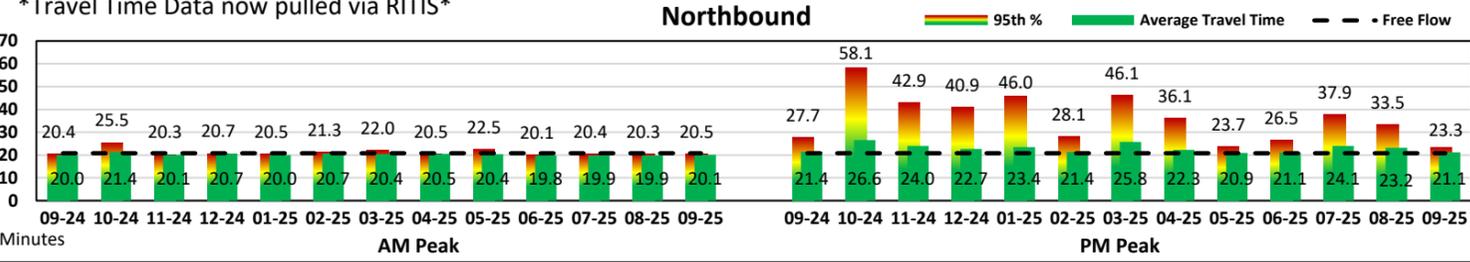




Segment 13: SR 93 (I-75), US 27 to SR 44 24 miles length, 47 TSS Detectors

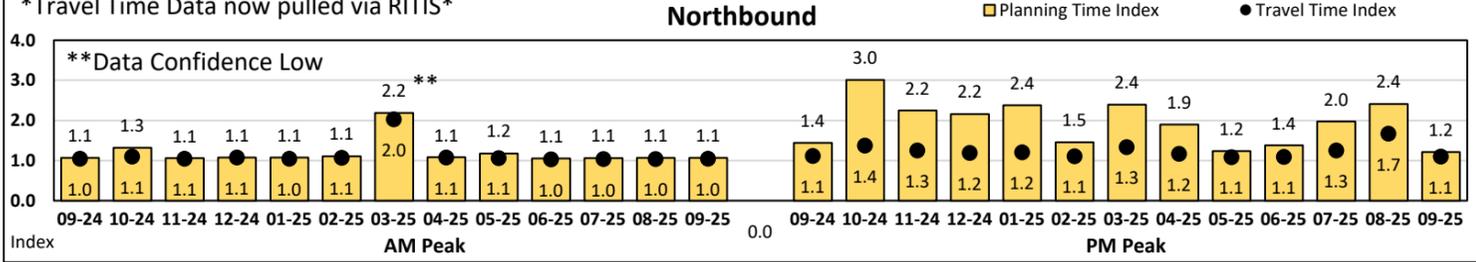
Corridor Travel Time Information

Travel Time Data now pulled via RITIS

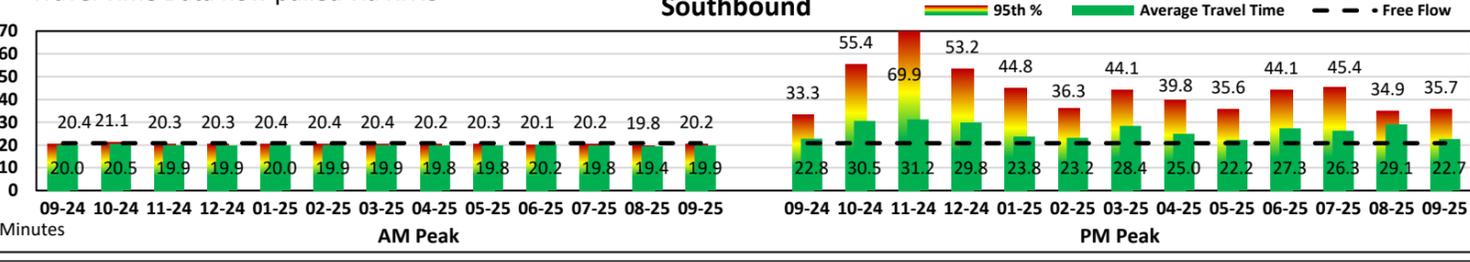


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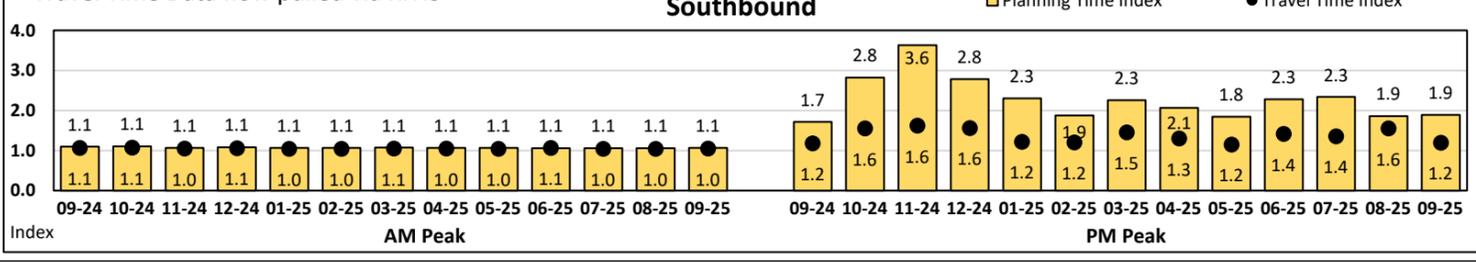
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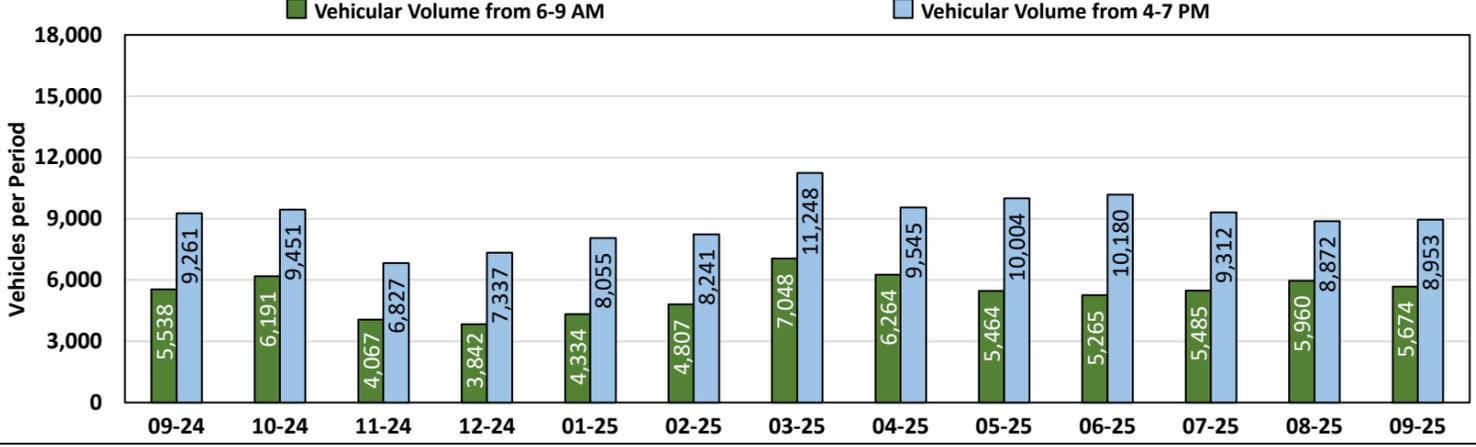


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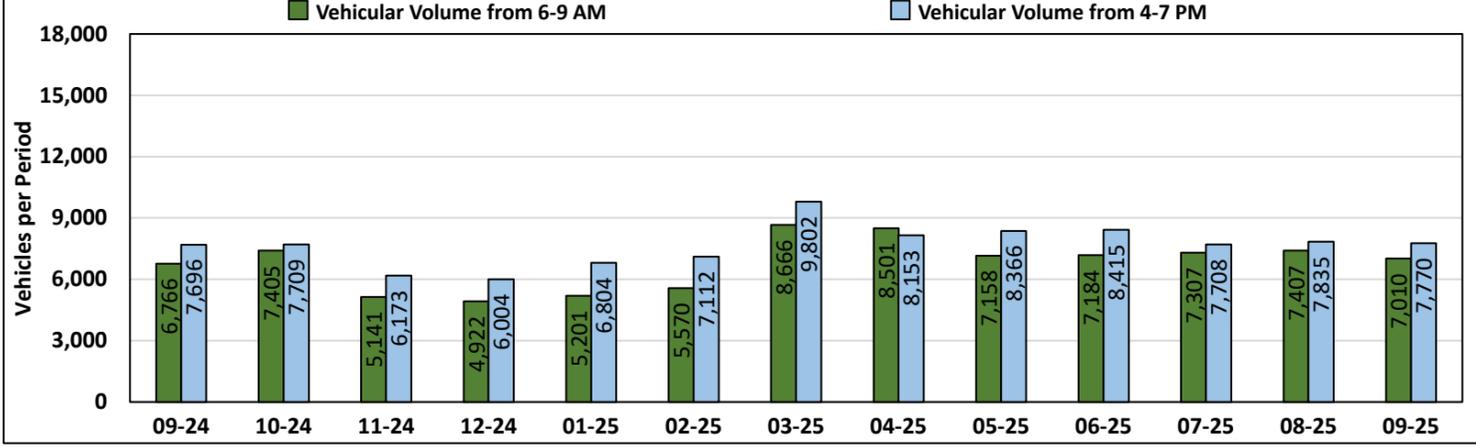


Freeway Volume Information

Average Peak Period Volumes: Northbound

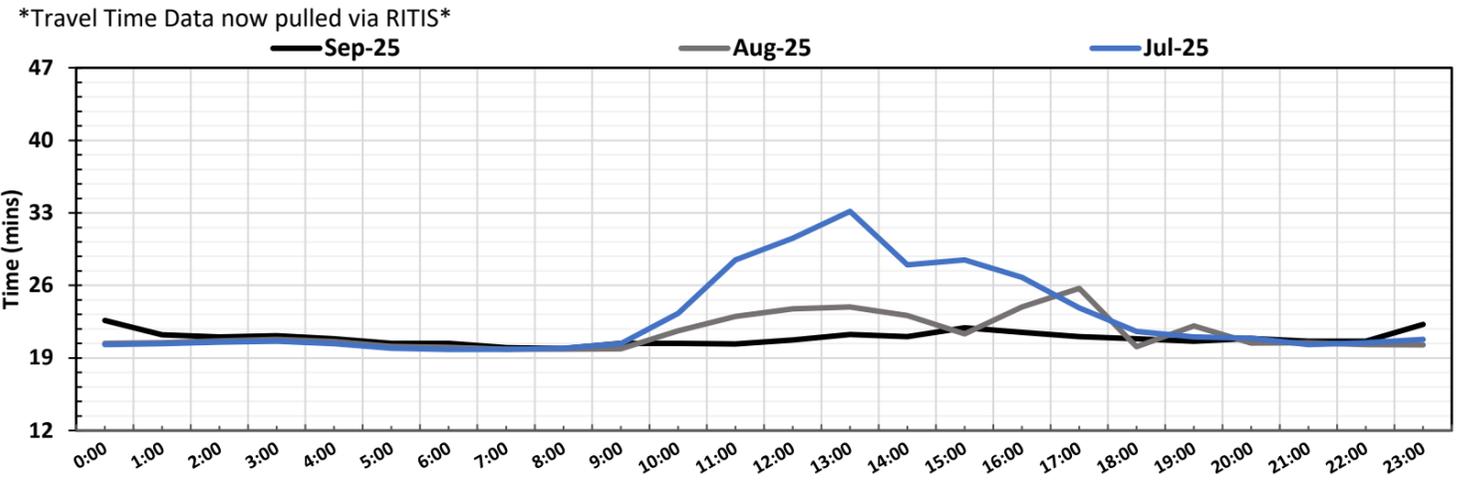


Average Peak Period Volumes: Southbound

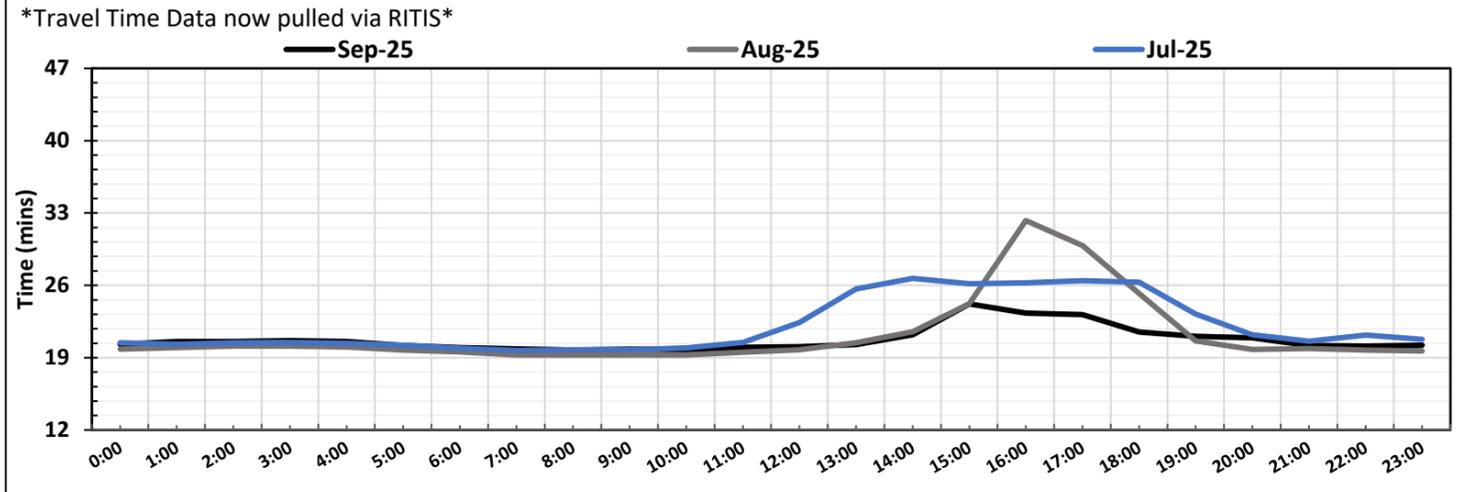


Freeway Travel Time, 24-Hour Daily Average

Northbound Travel Time, Quarterly Average, 1-Hour Periods

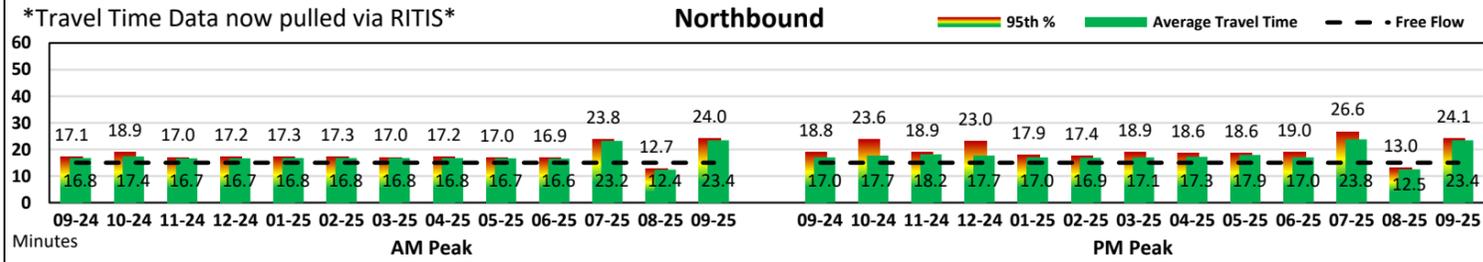


Southbound Travel Time, Quarterly Average, 1-Hour Periods

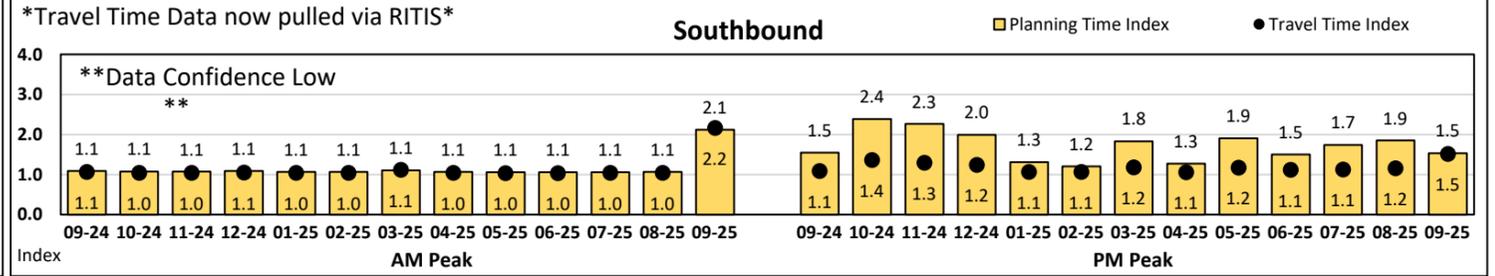
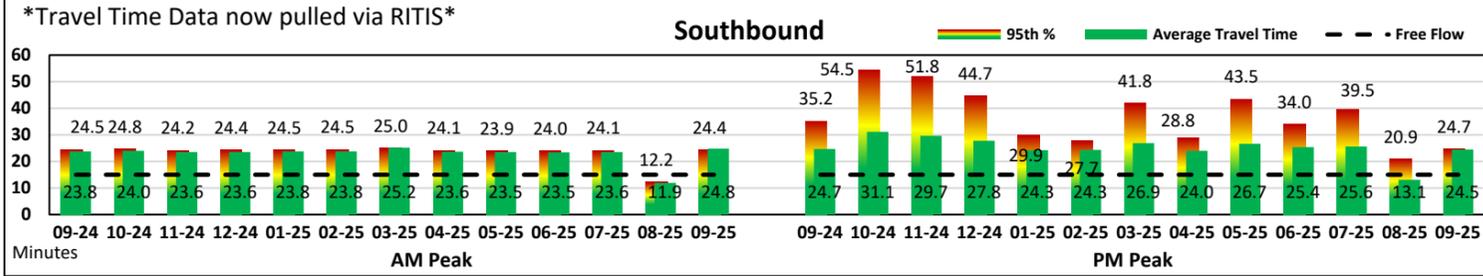
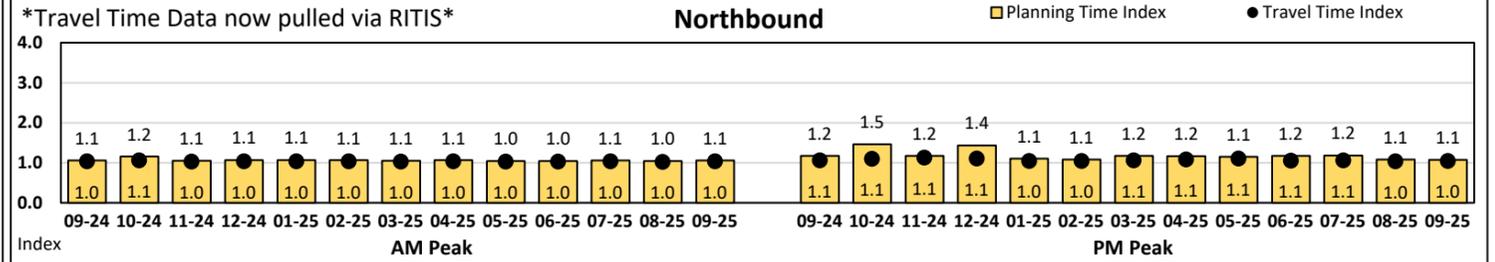




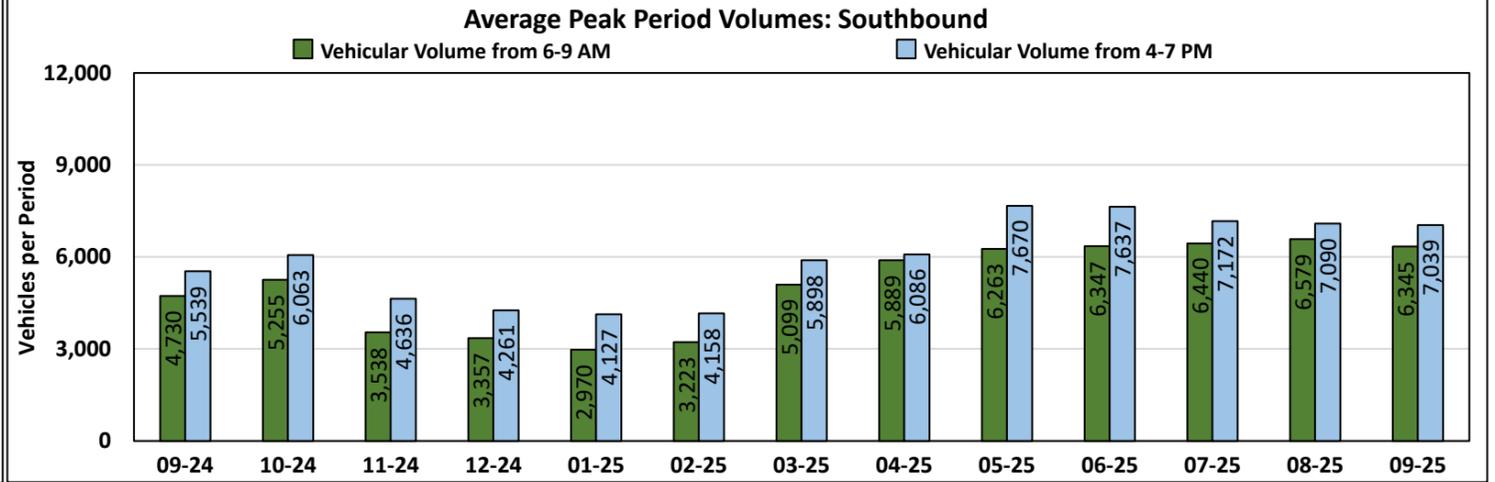
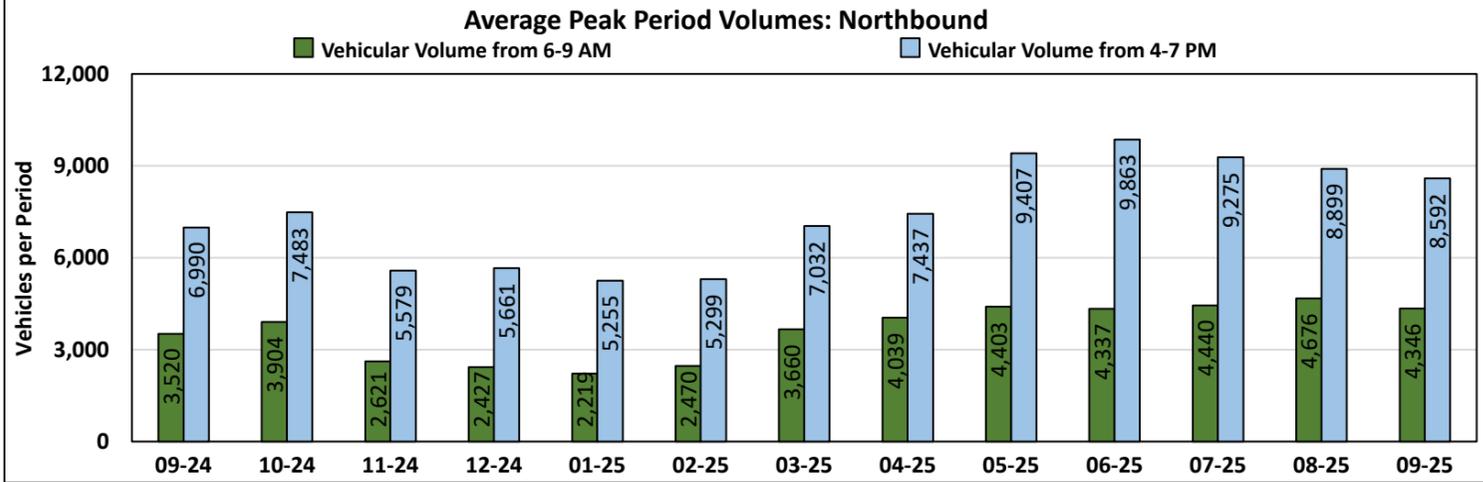
Corridor Travel Time Information



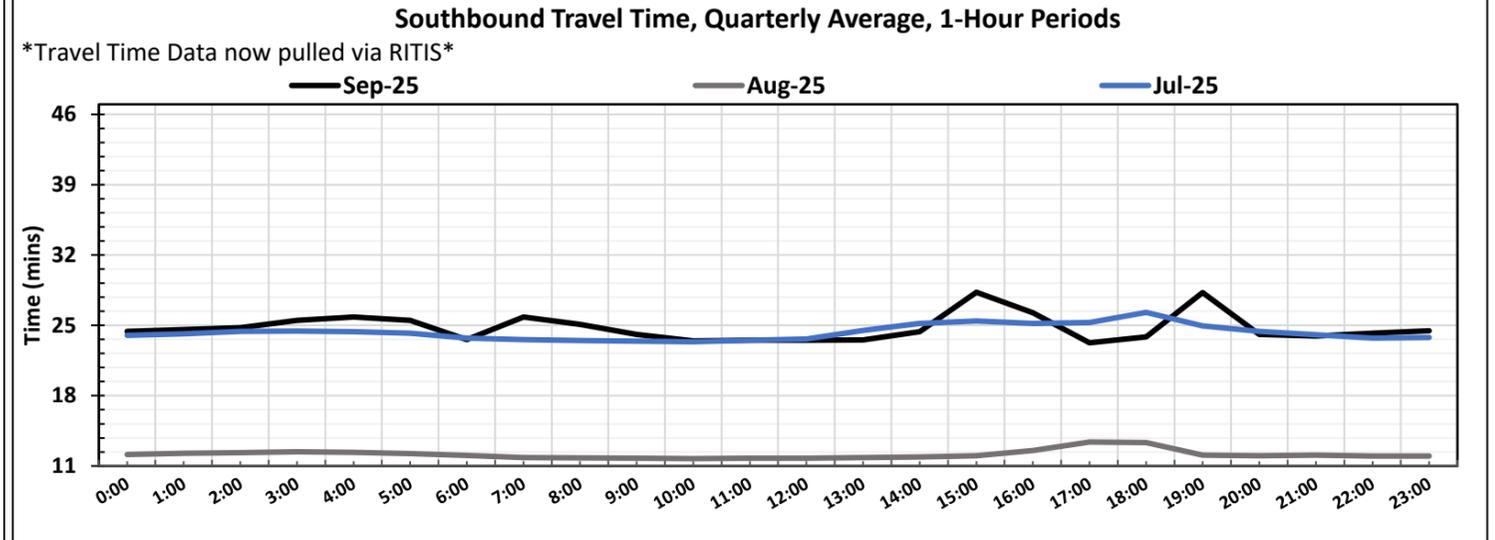
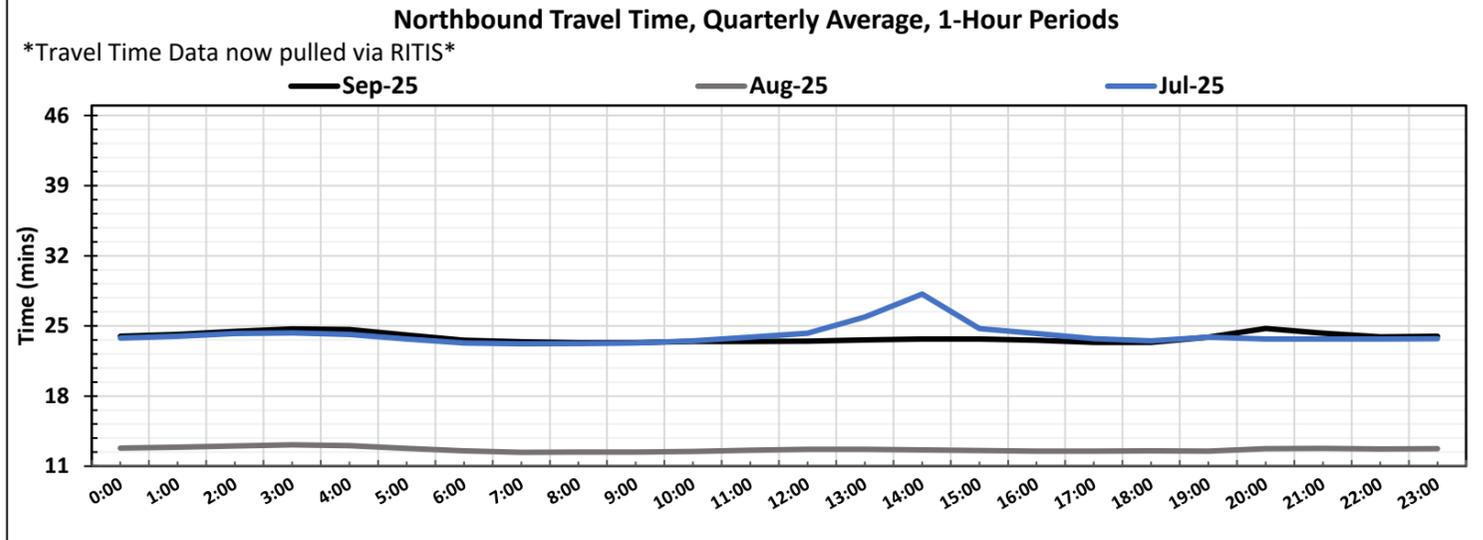
Corridor Travel Time Reliability Information



Freeway Volume Information

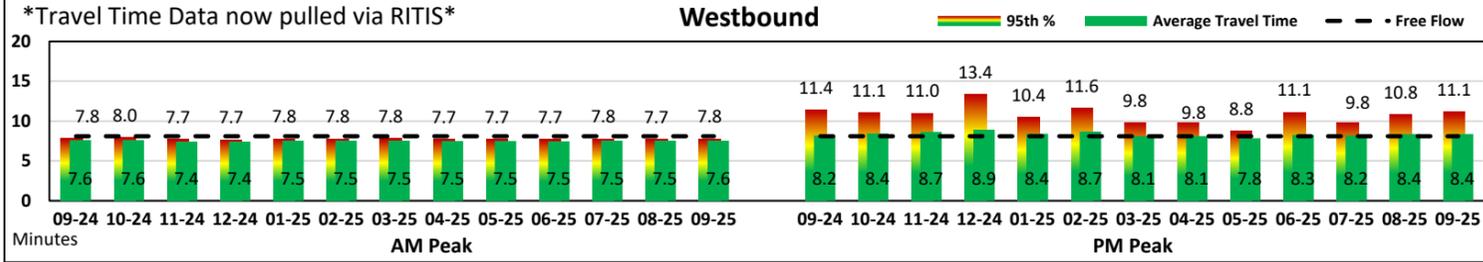


Freeway Travel Time, 24-Hour Daily Average

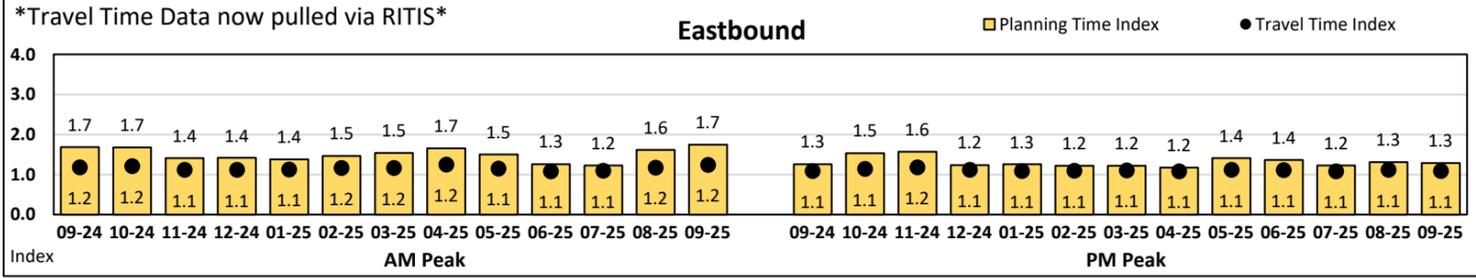
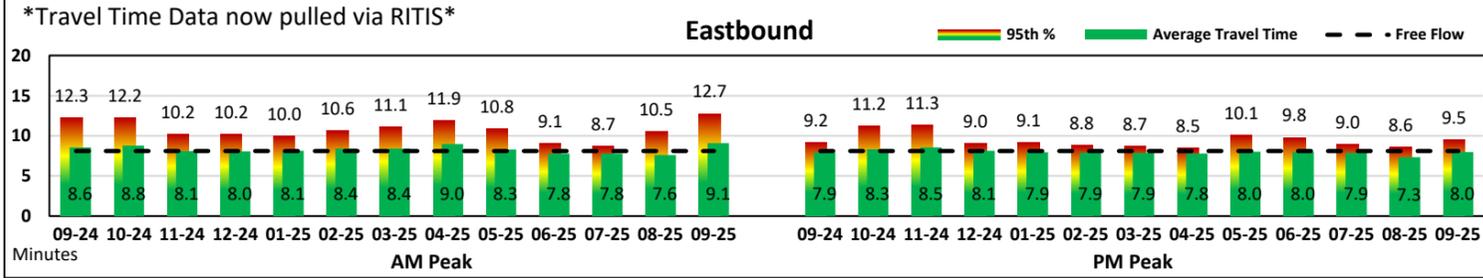
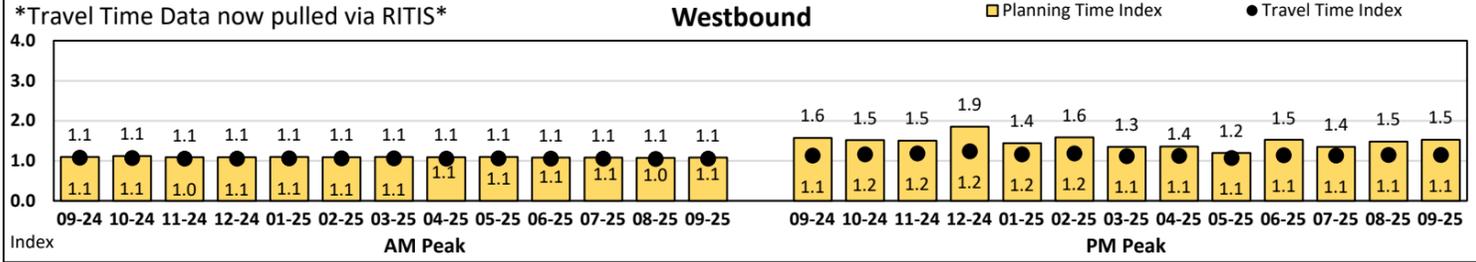




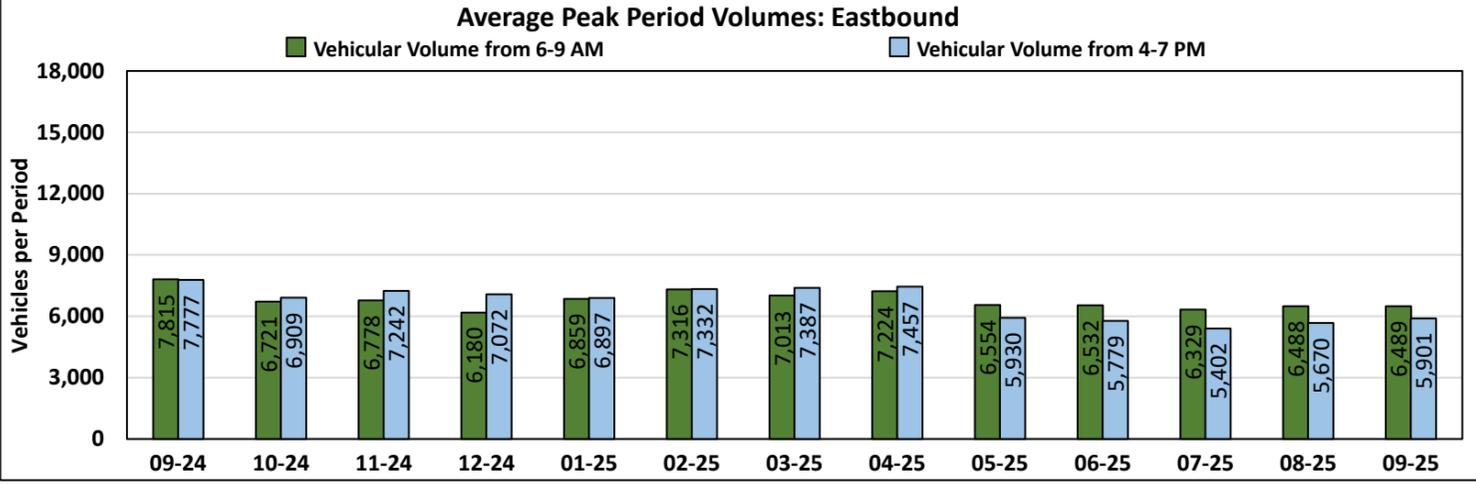
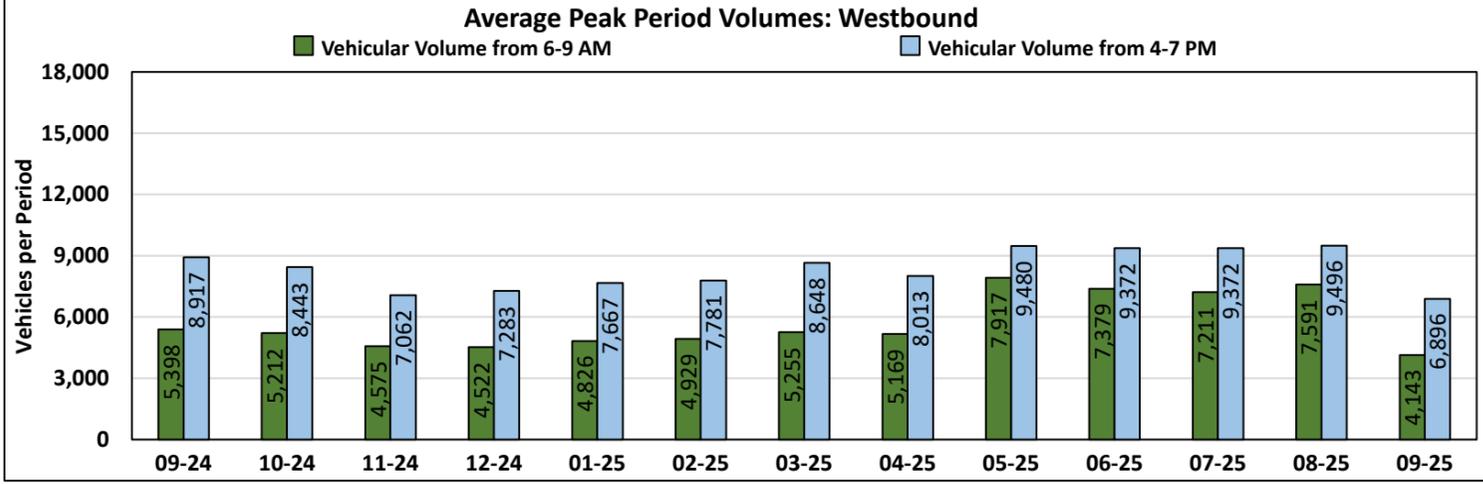
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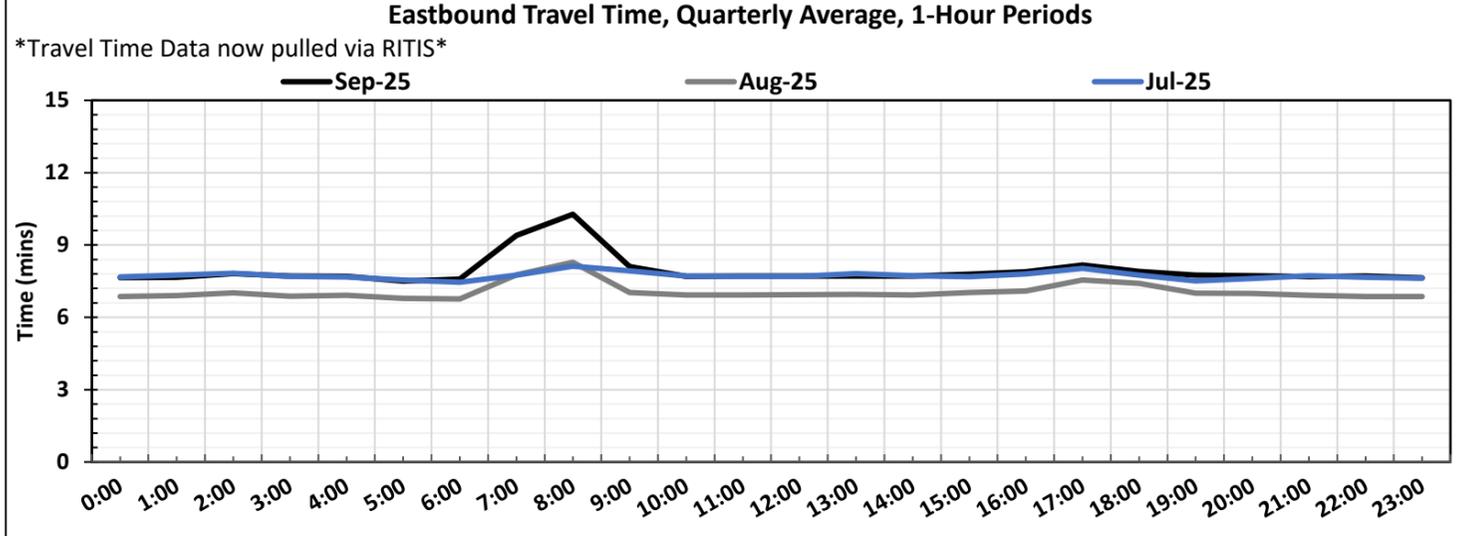
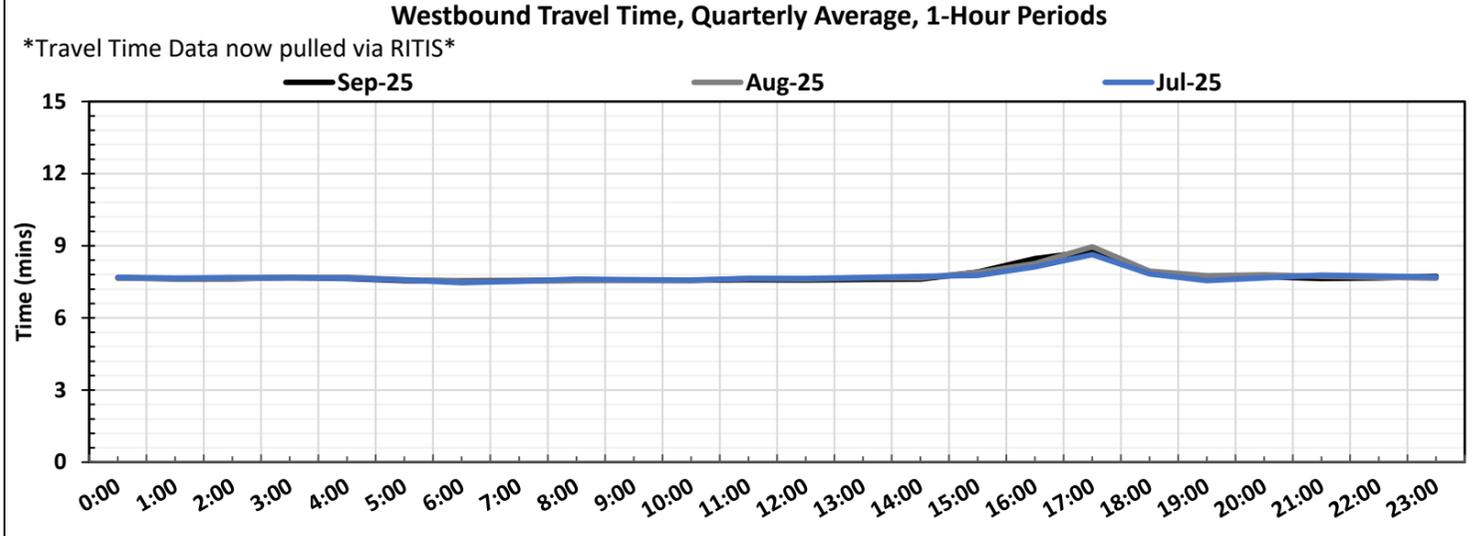
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Freeway Volume Information

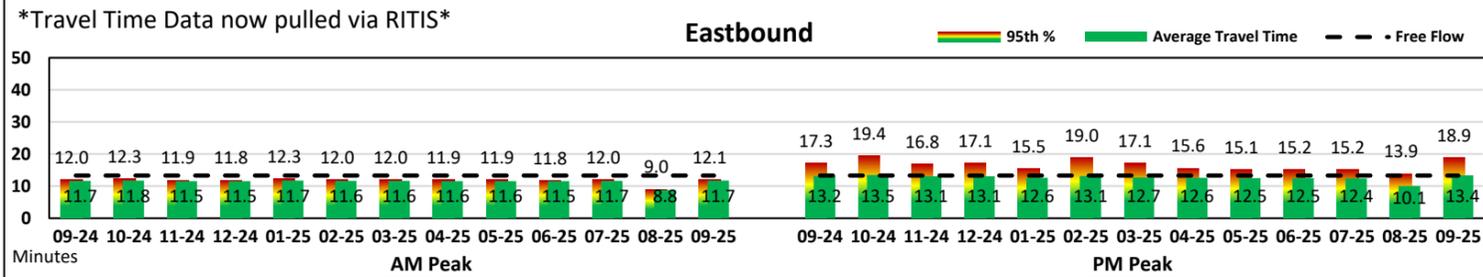
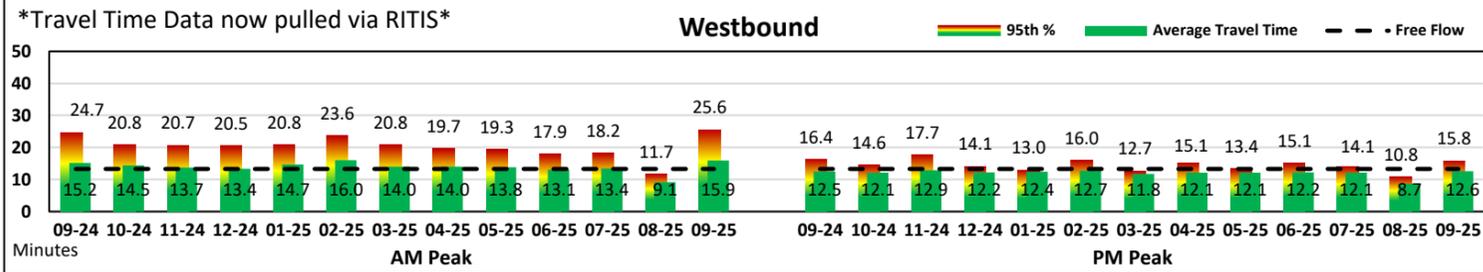


Freeway Travel Time, 24-Hour Daily Average

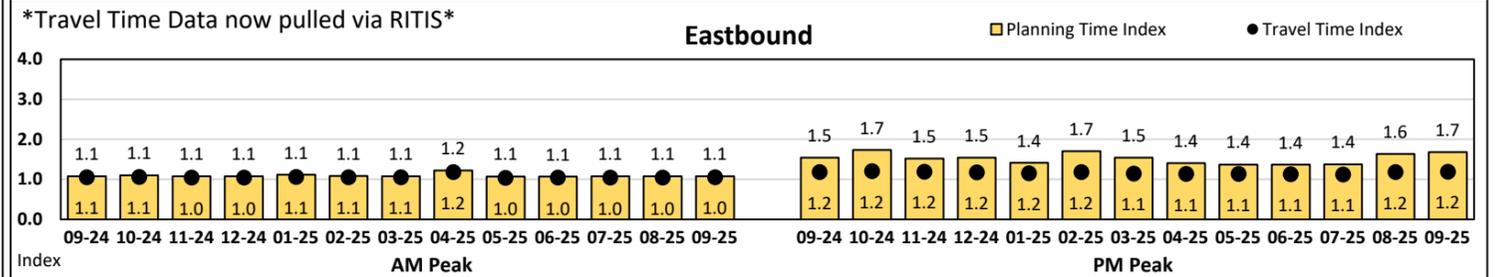
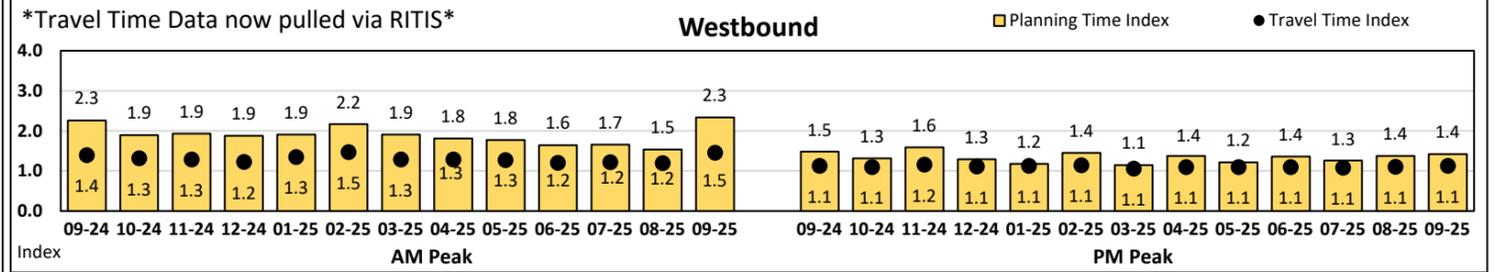




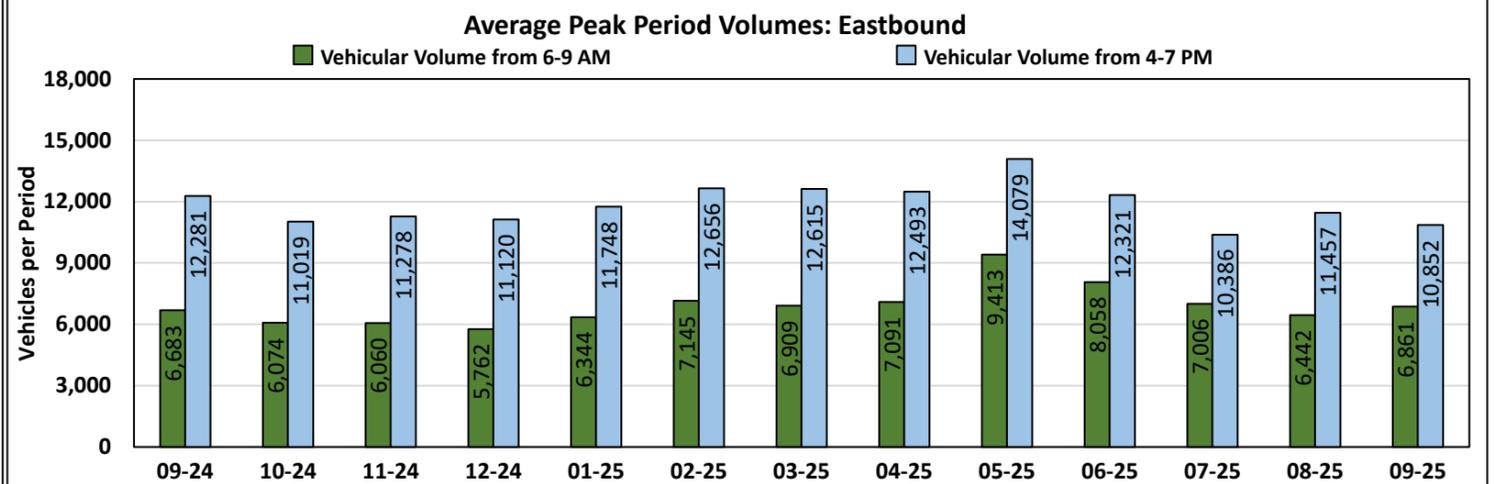
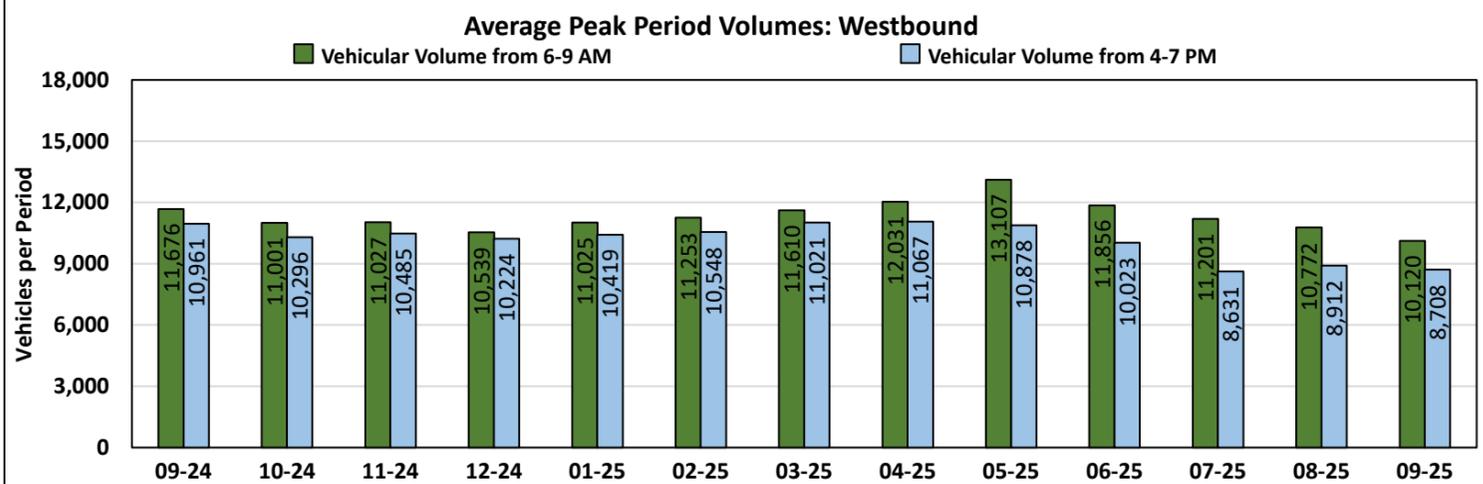
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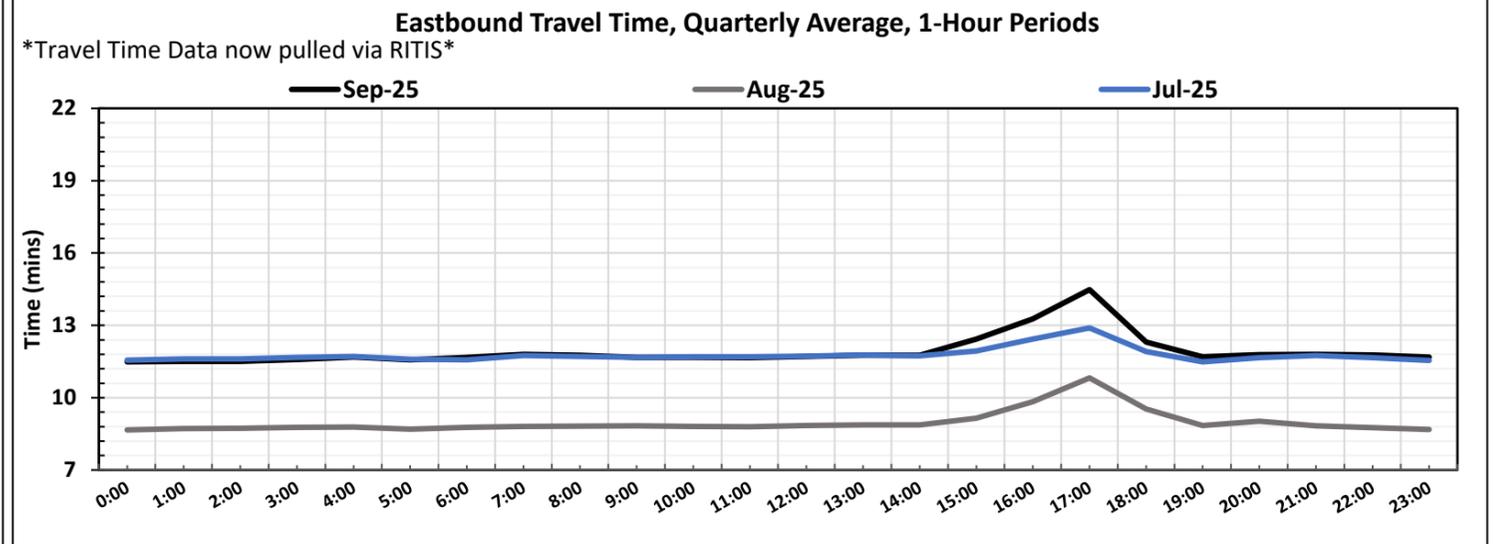
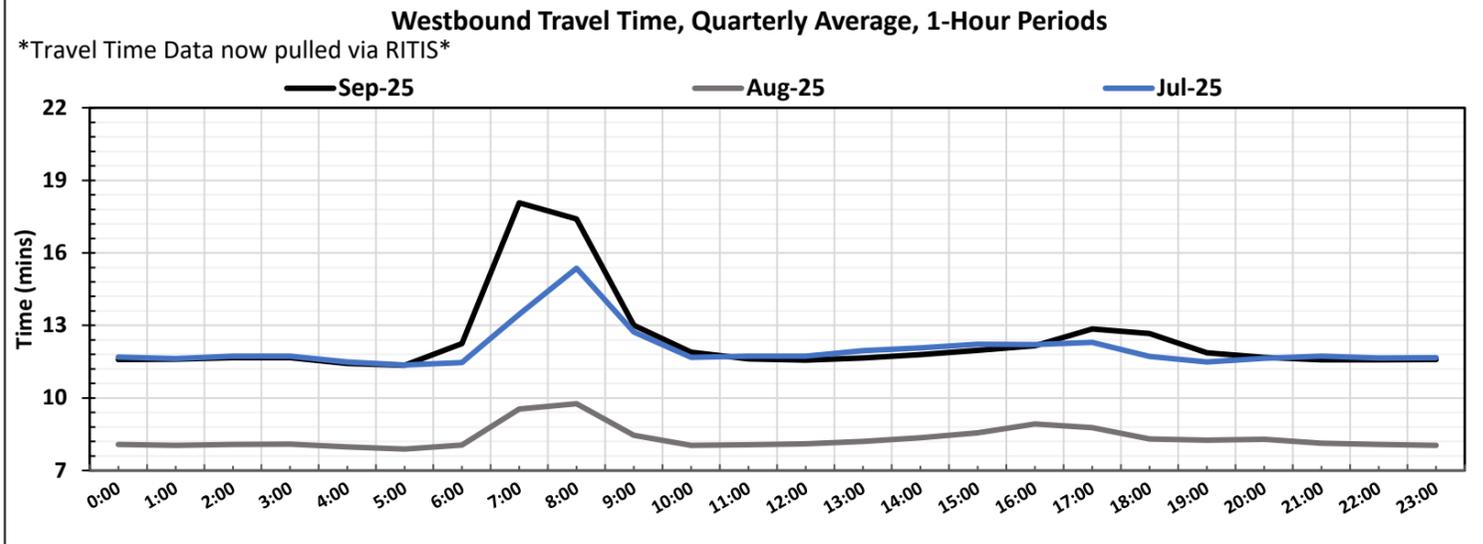
Corridor Travel Time Reliability Information



Freeway Volume Information



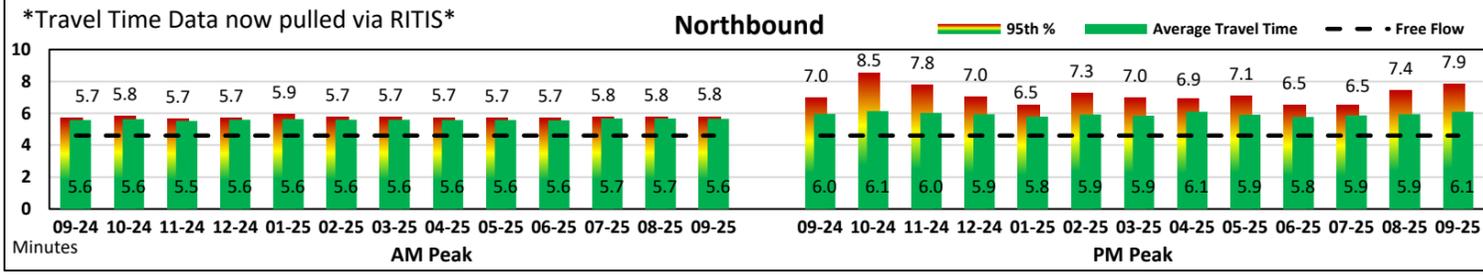
Freeway Travel Time, 24-Hour Daily Average



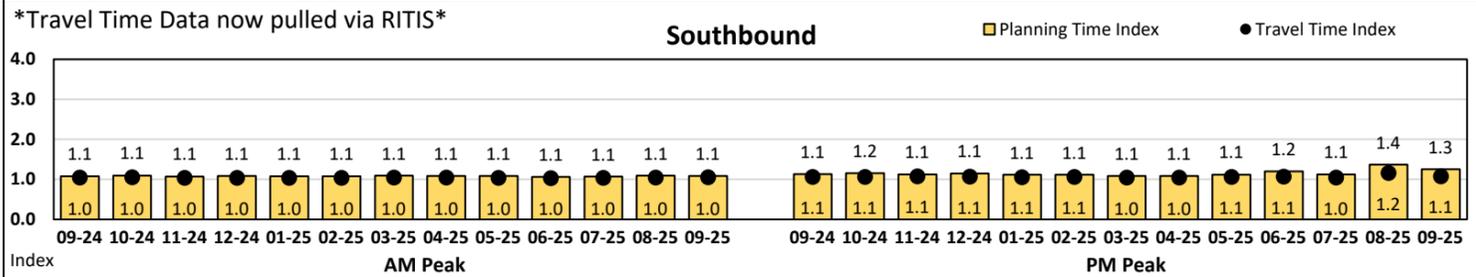
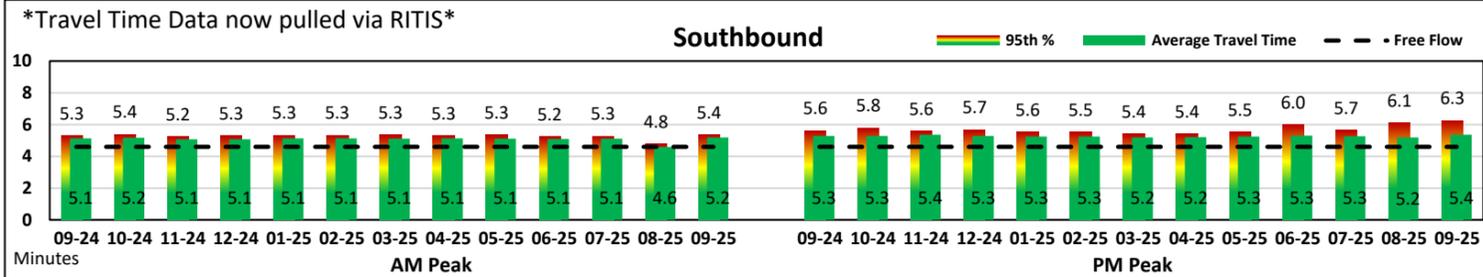
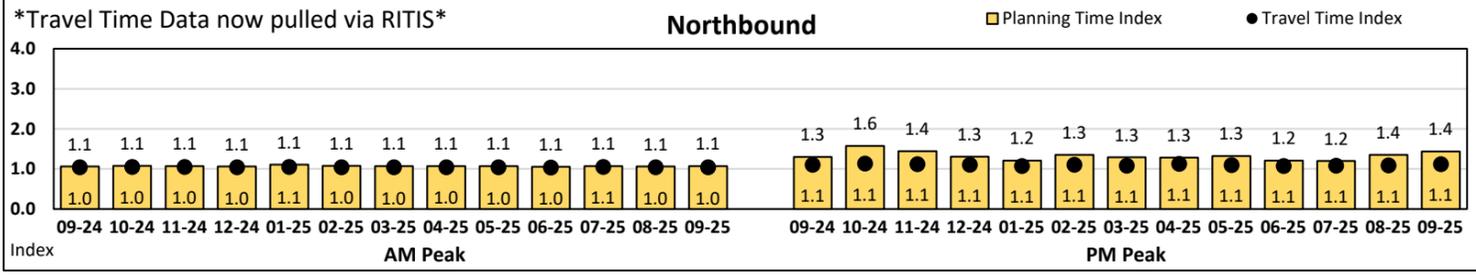


Segment 17: SR 417, Aloma to SR 408 5 miles length, 11 TSS Detectors Northbound; 13 TSS Detectors Southbound

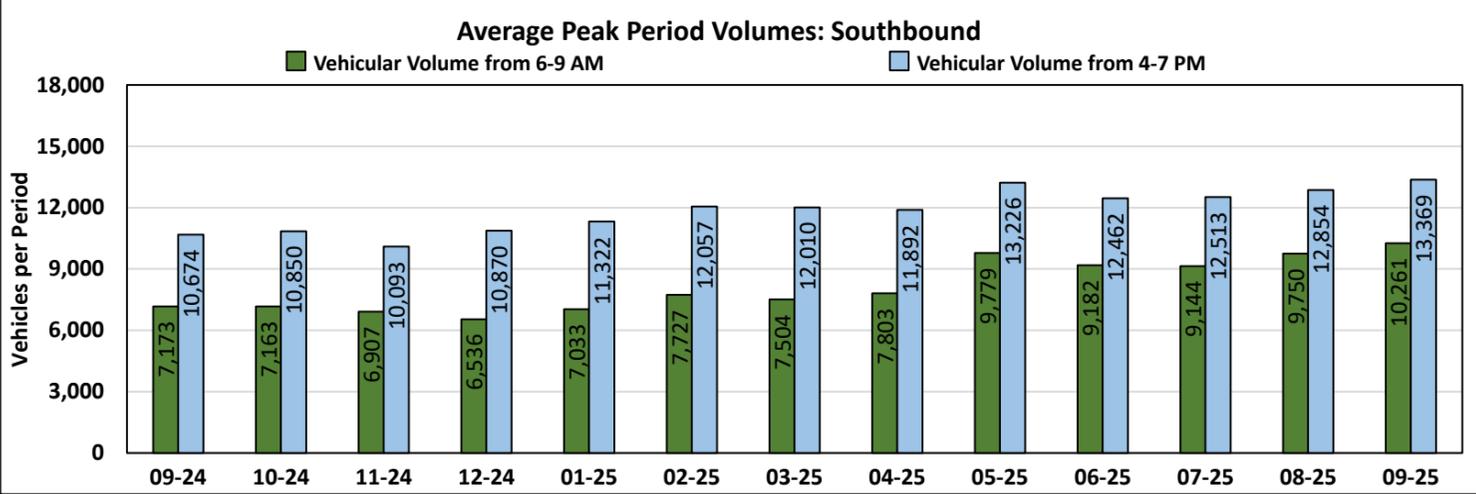
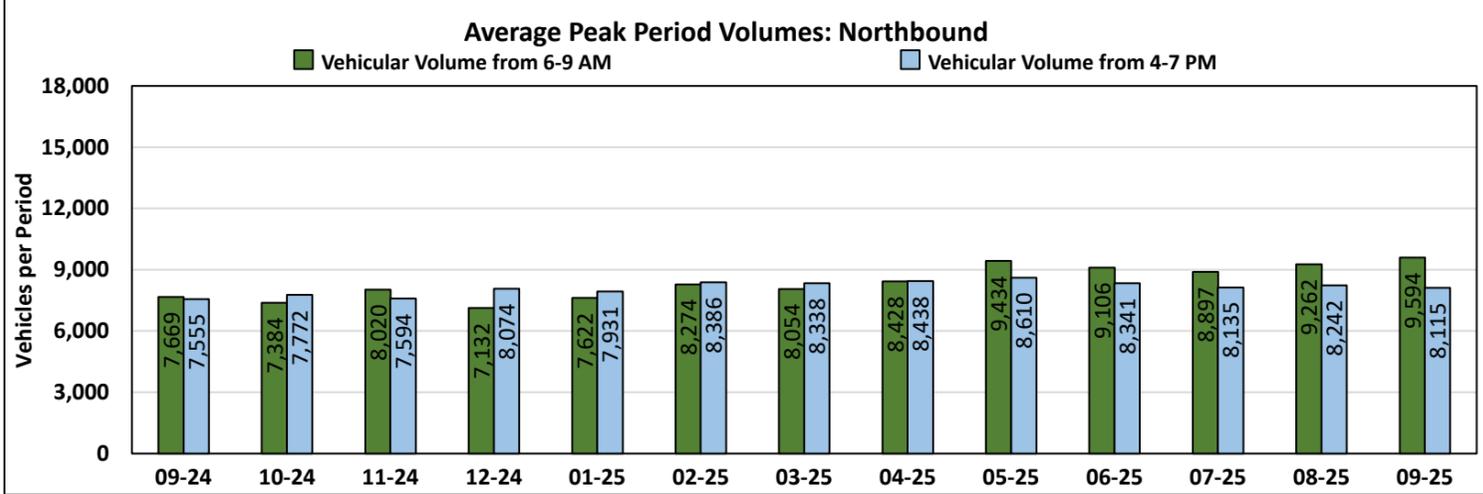
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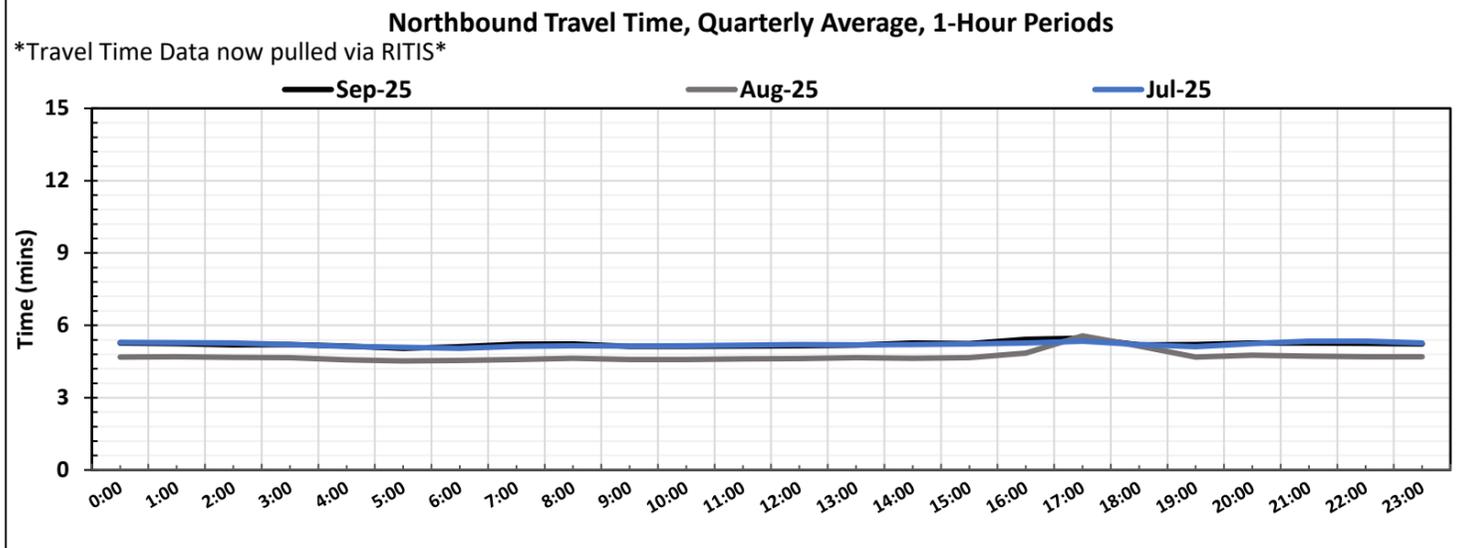
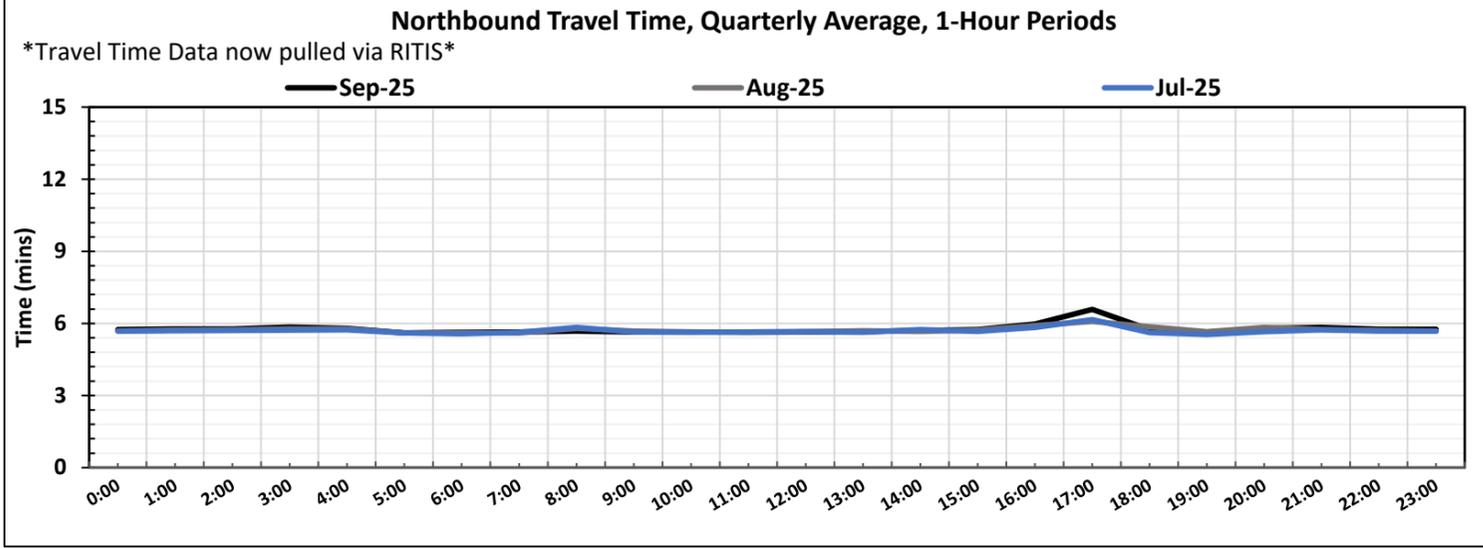
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Freeway Volume Information



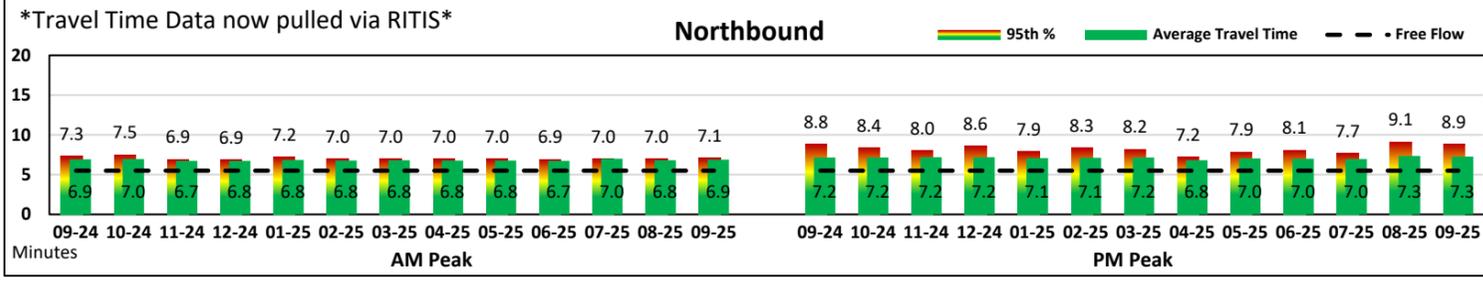
Freeway Travel Time, 24-Hour Daily Average



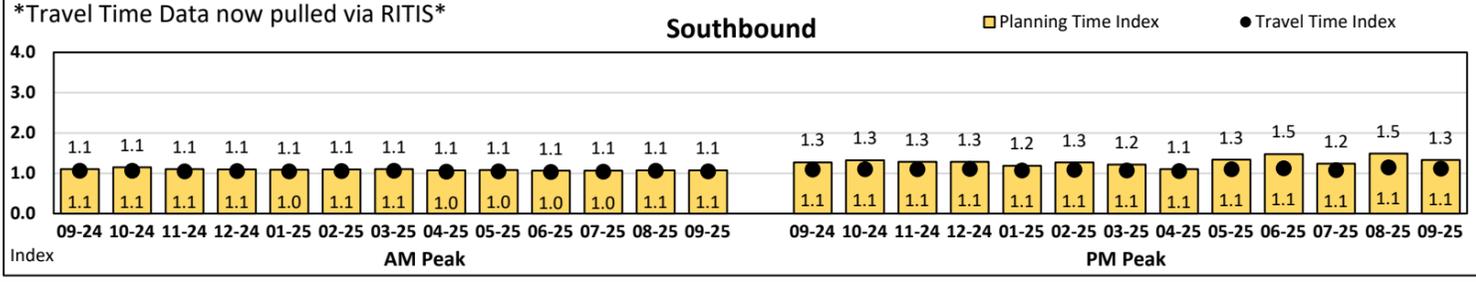
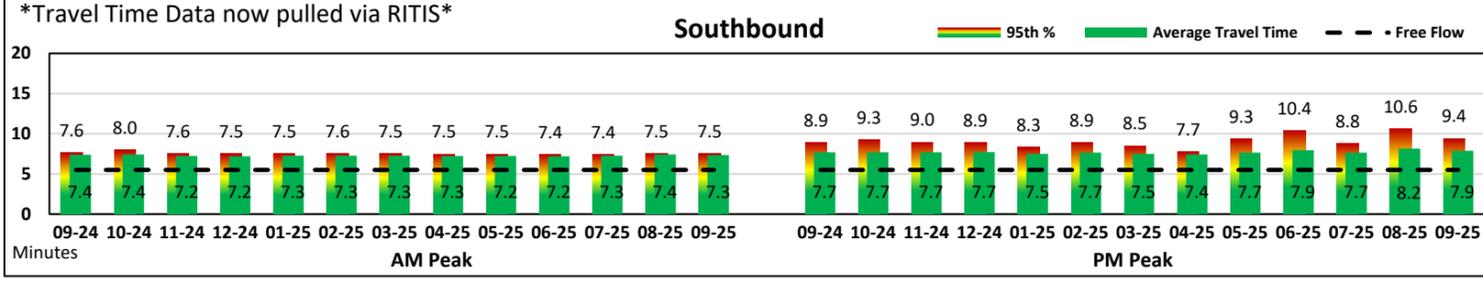
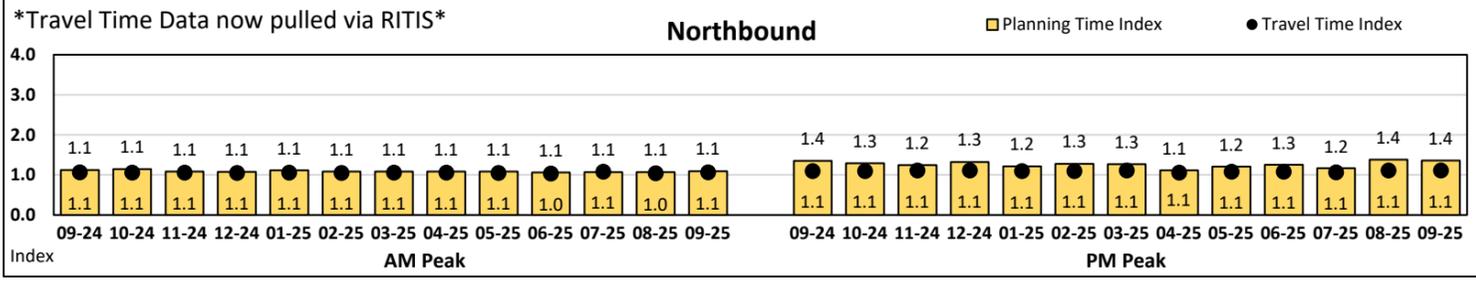


Segment 18: SR 417, SR 408 to SR 528 7 miles length, 12 TSS Detectors Northbound; 12 TSS Detectors Southbound

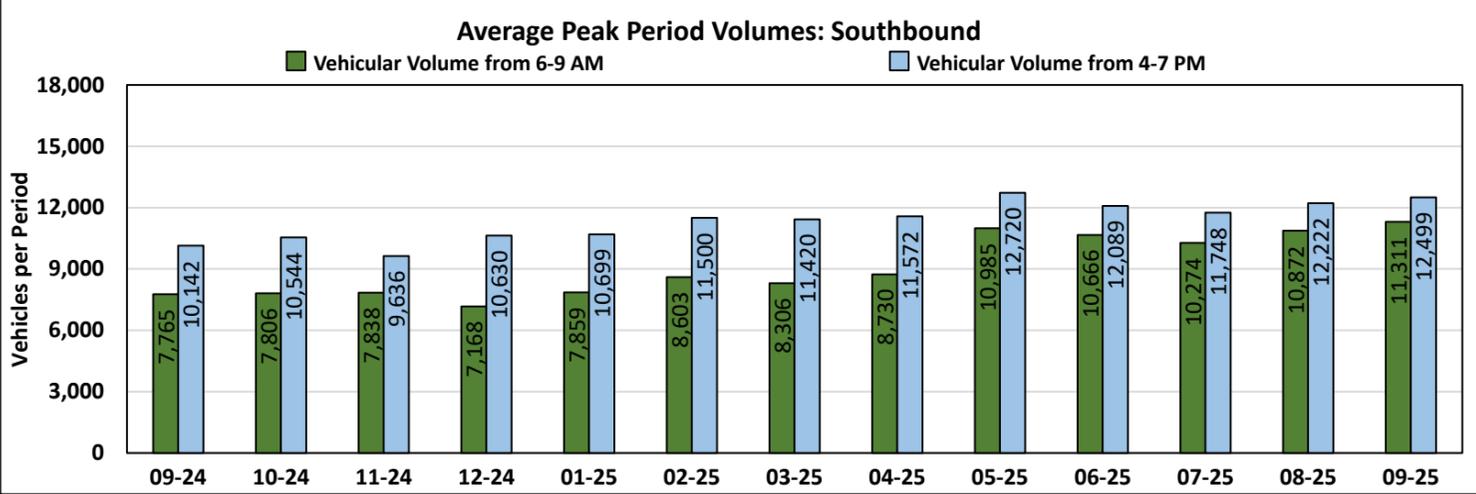
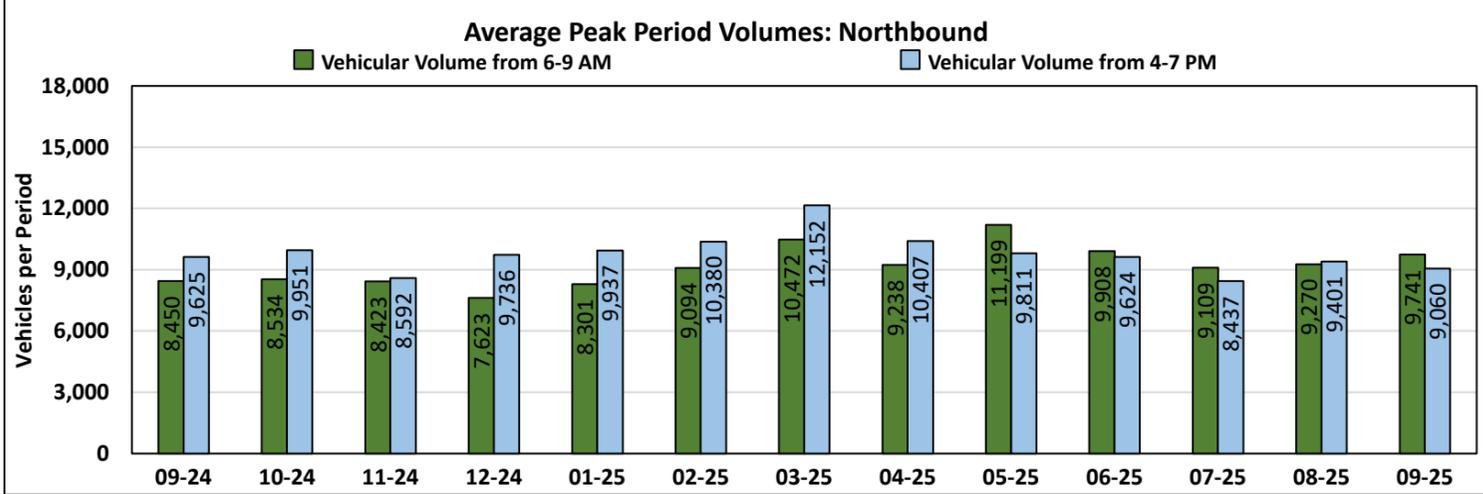
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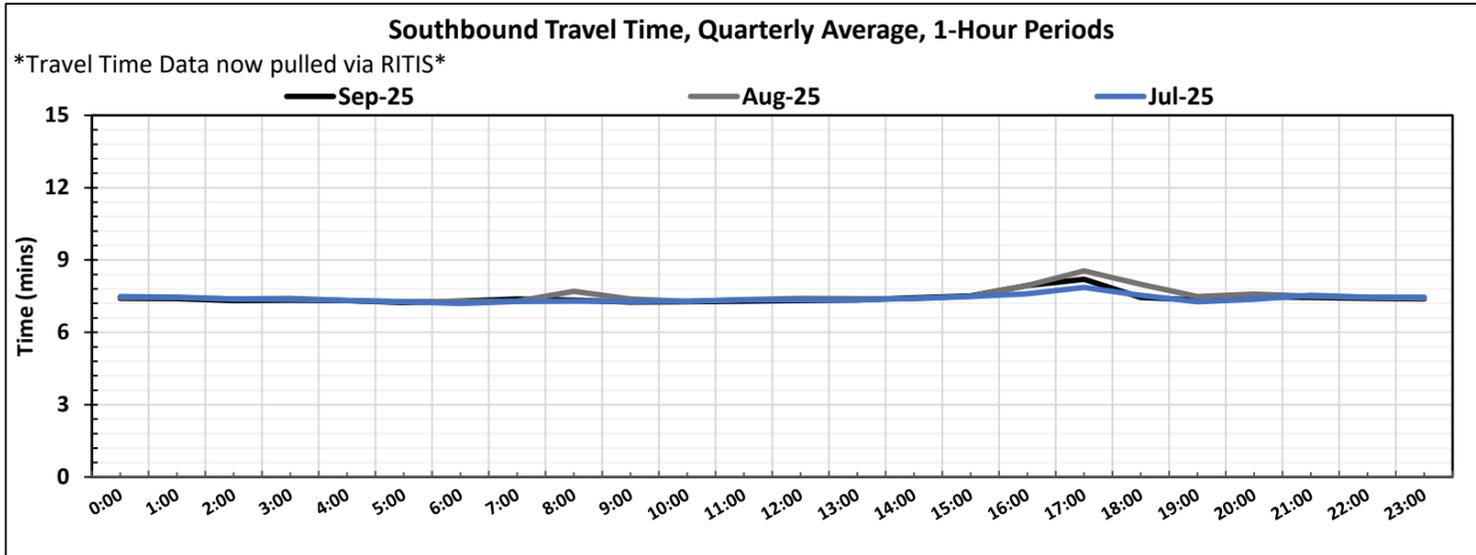
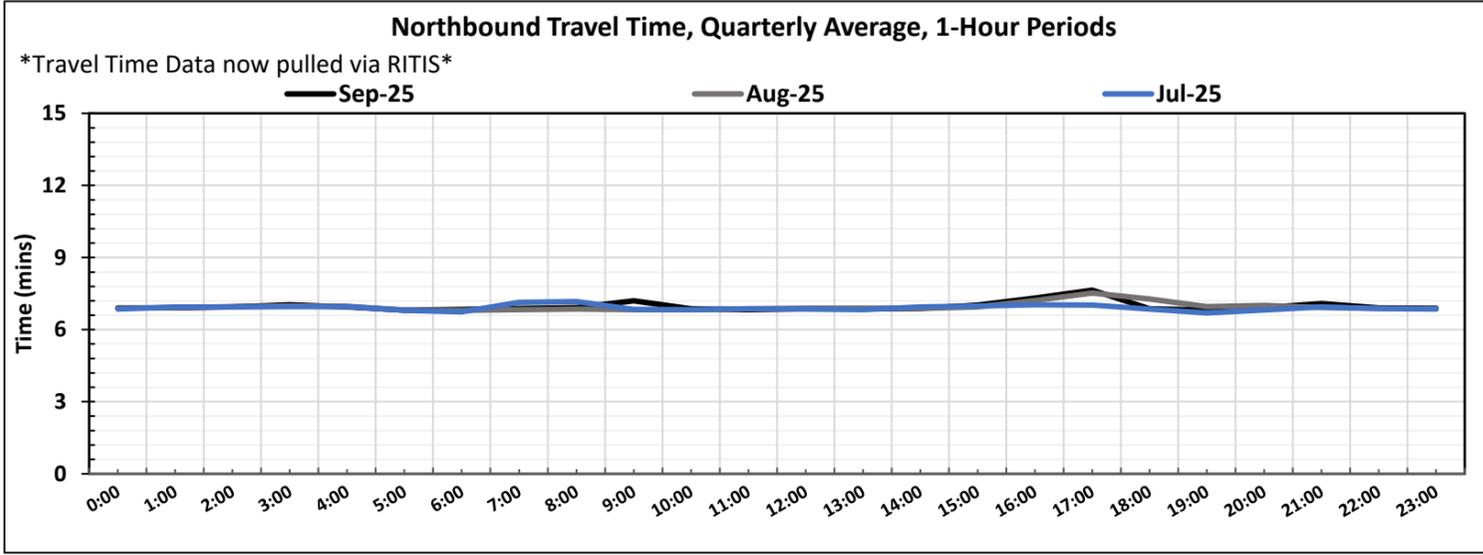
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Freeway Volume Information

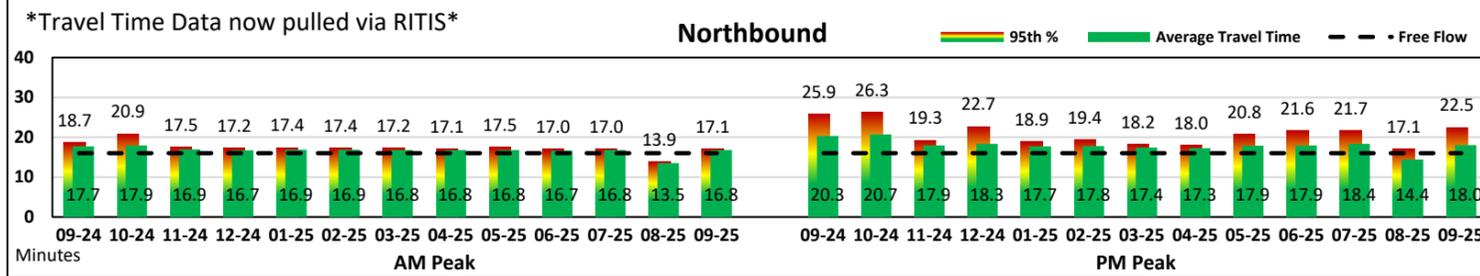


Freeway Travel Time, 24-Hour Daily Average

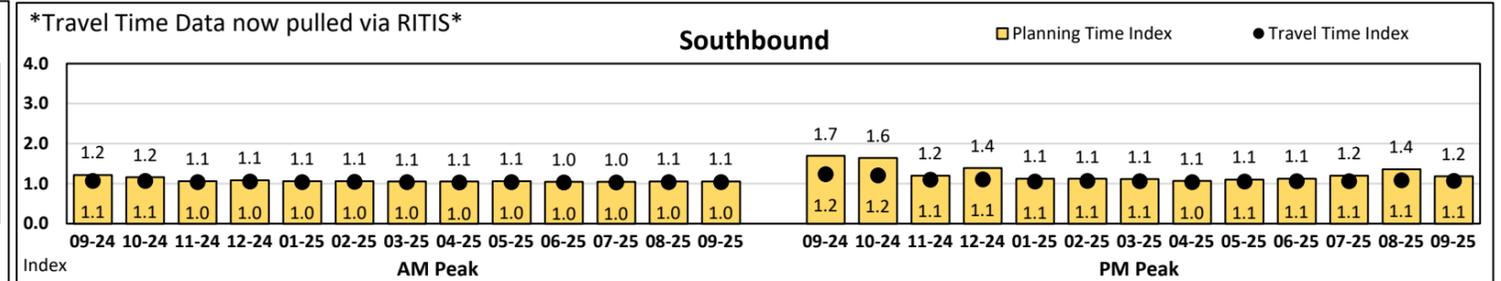
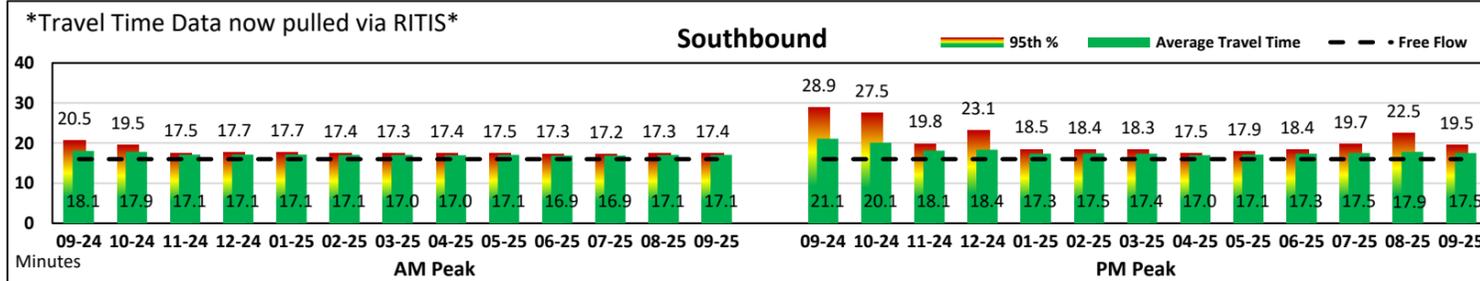
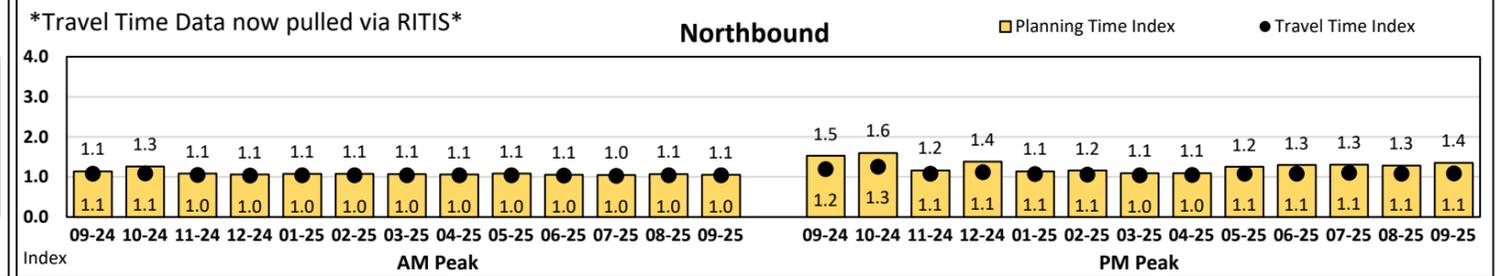




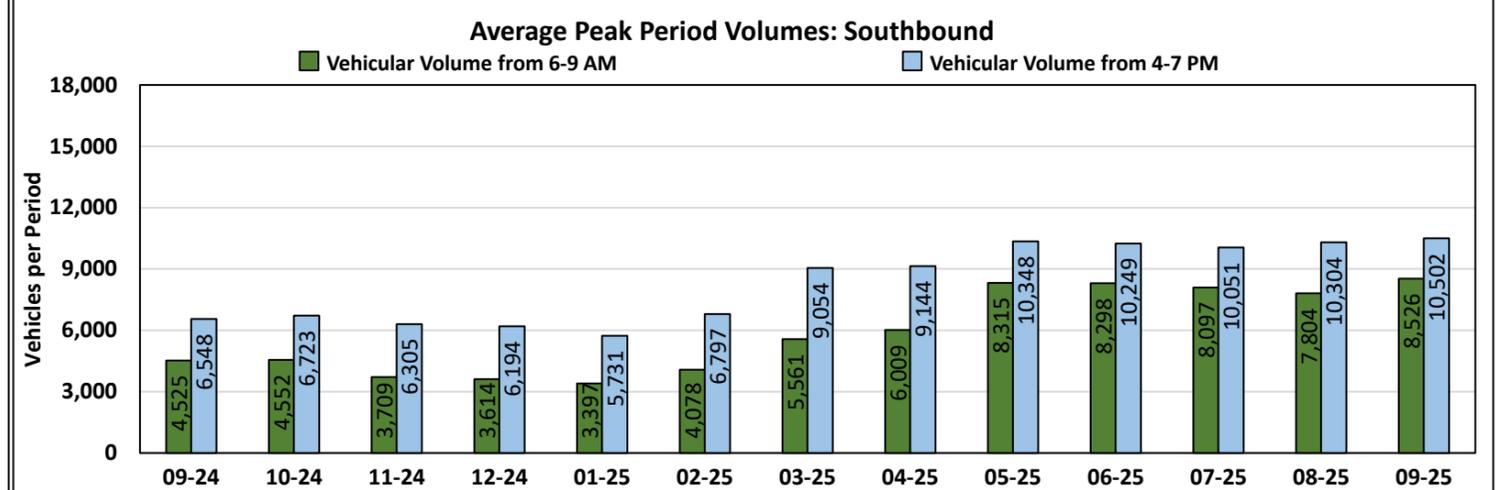
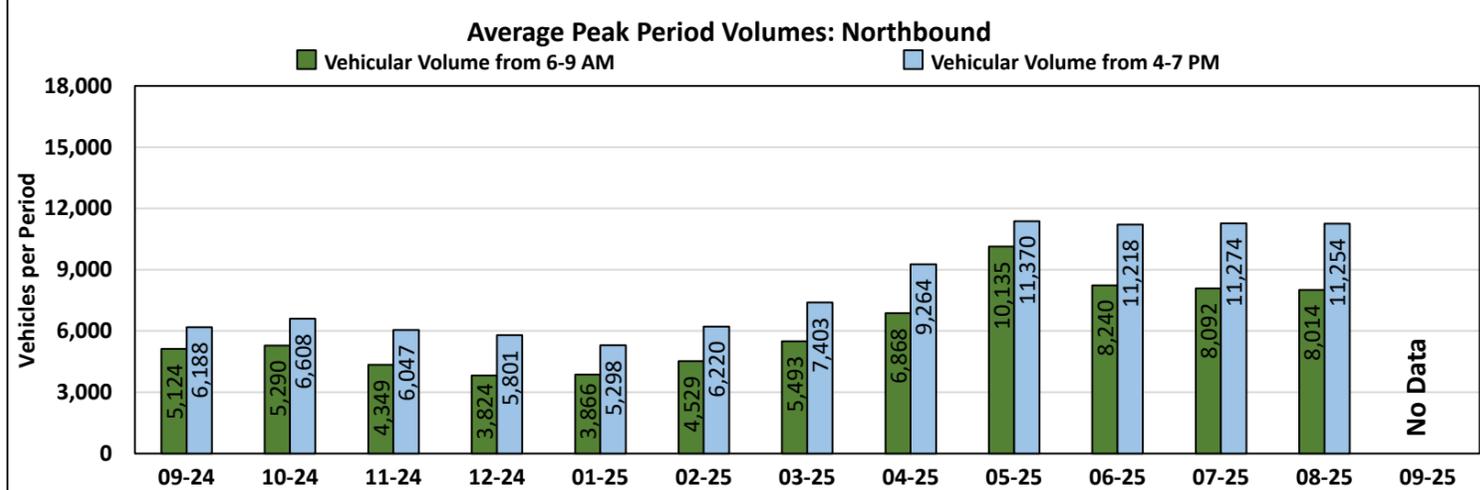
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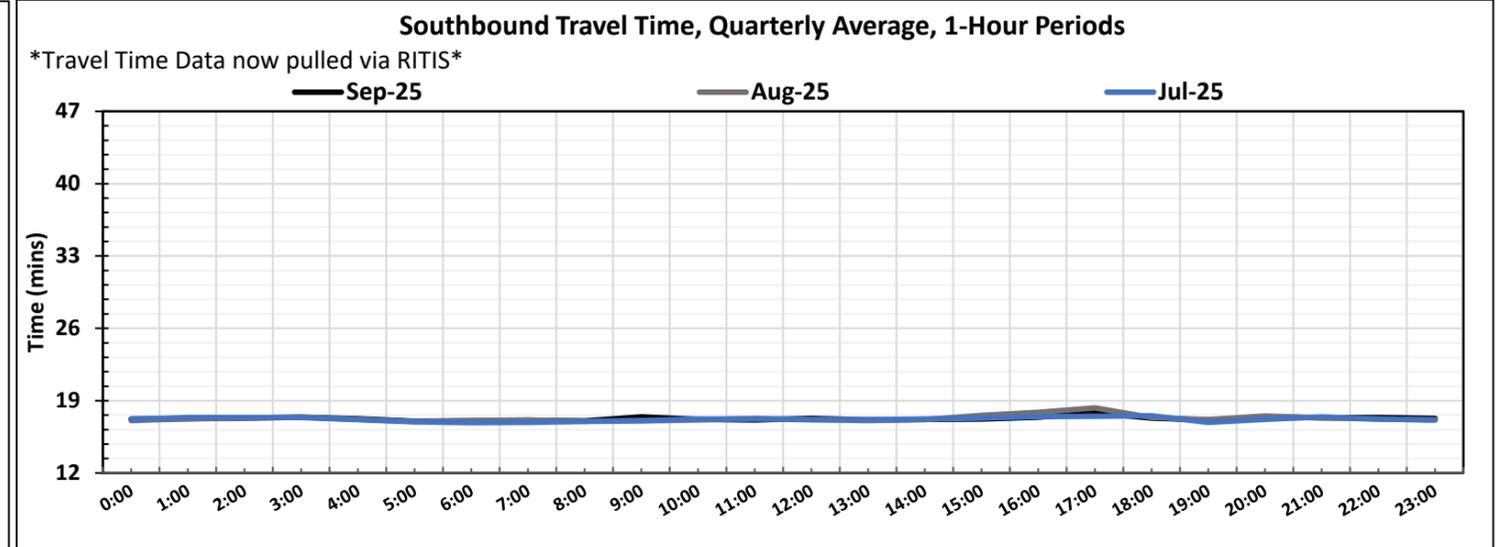
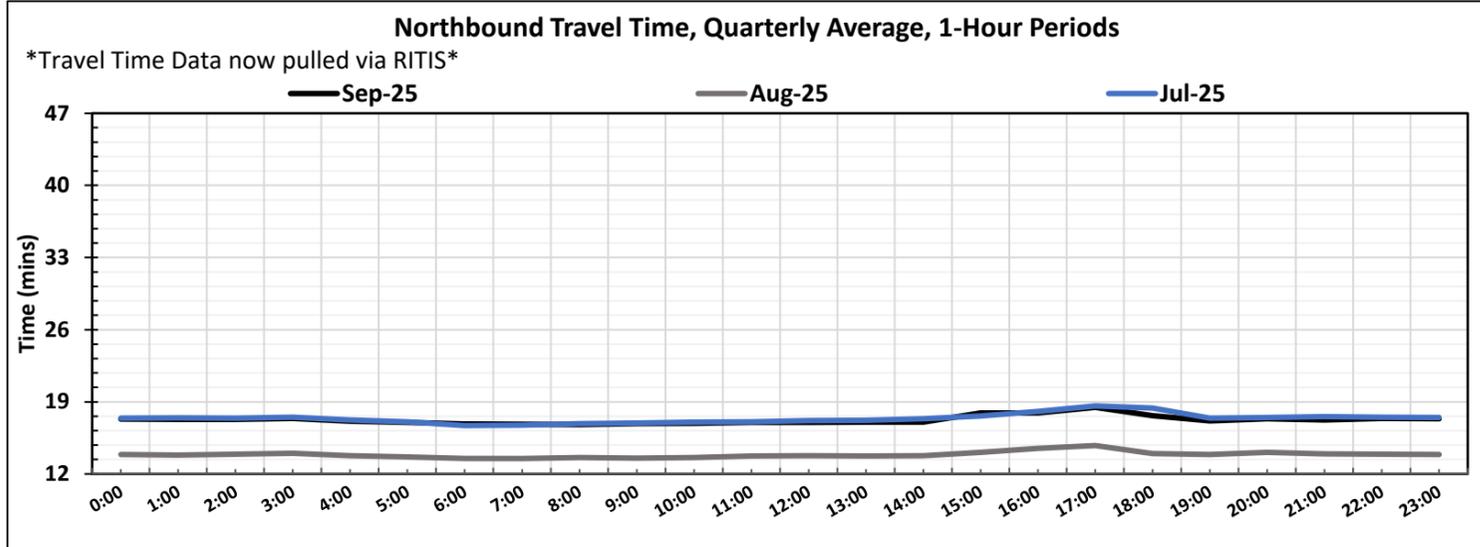
Corridor Travel Time Reliability Information



Freeway Volume Information



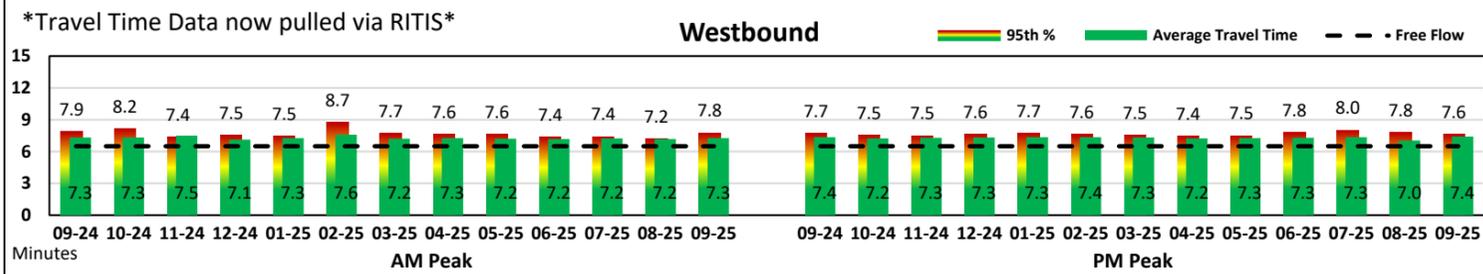
Freeway Travel Time, 24-Hour Daily Average



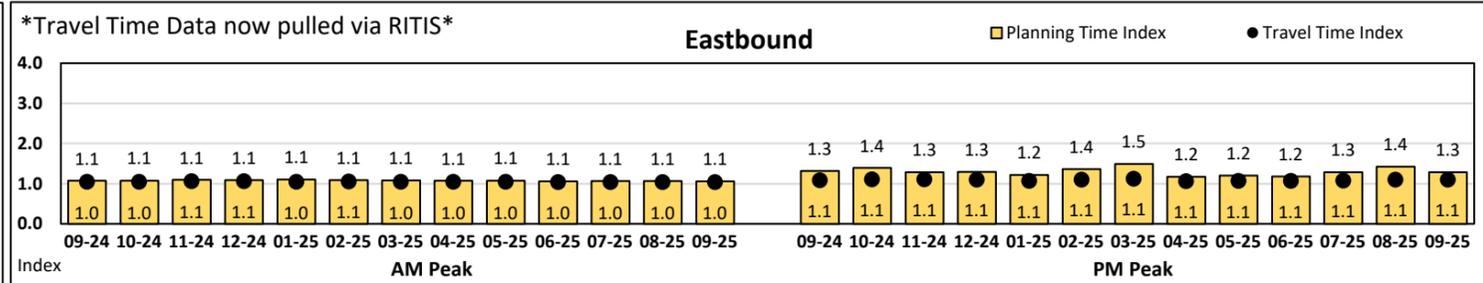
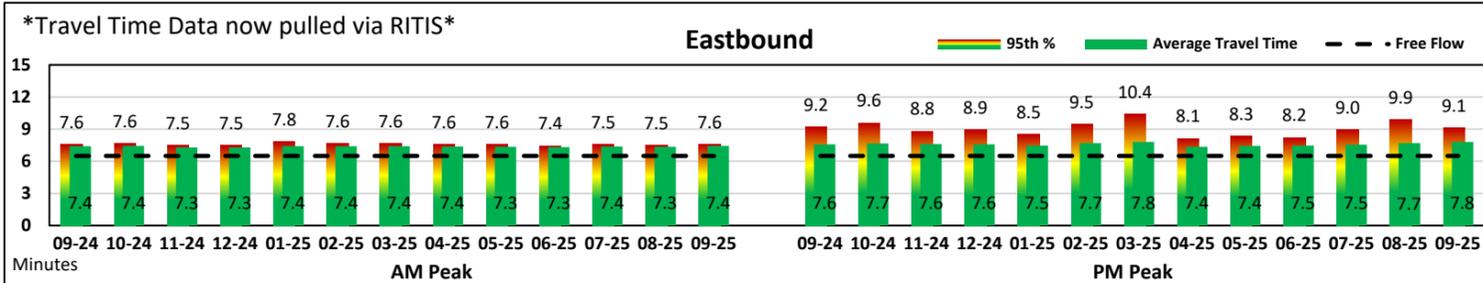
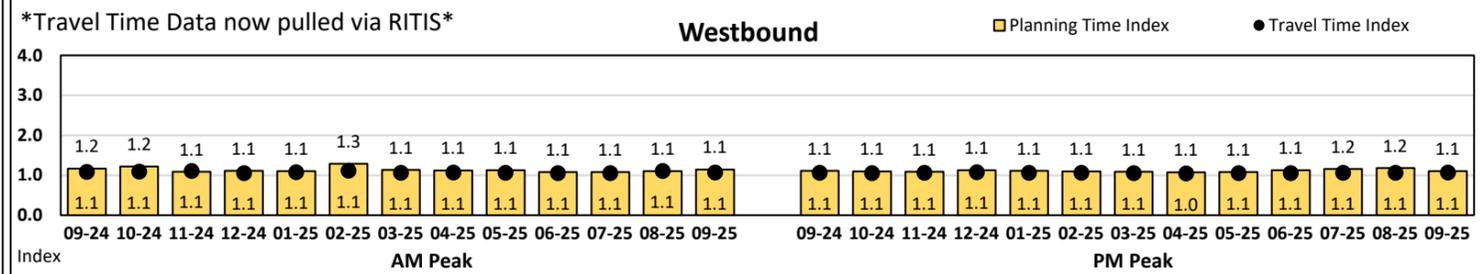


Segment 20: SR 528, McCoy to SR 417 8 miles length, 14 TSS Eastbound; 16 TSS Westbound

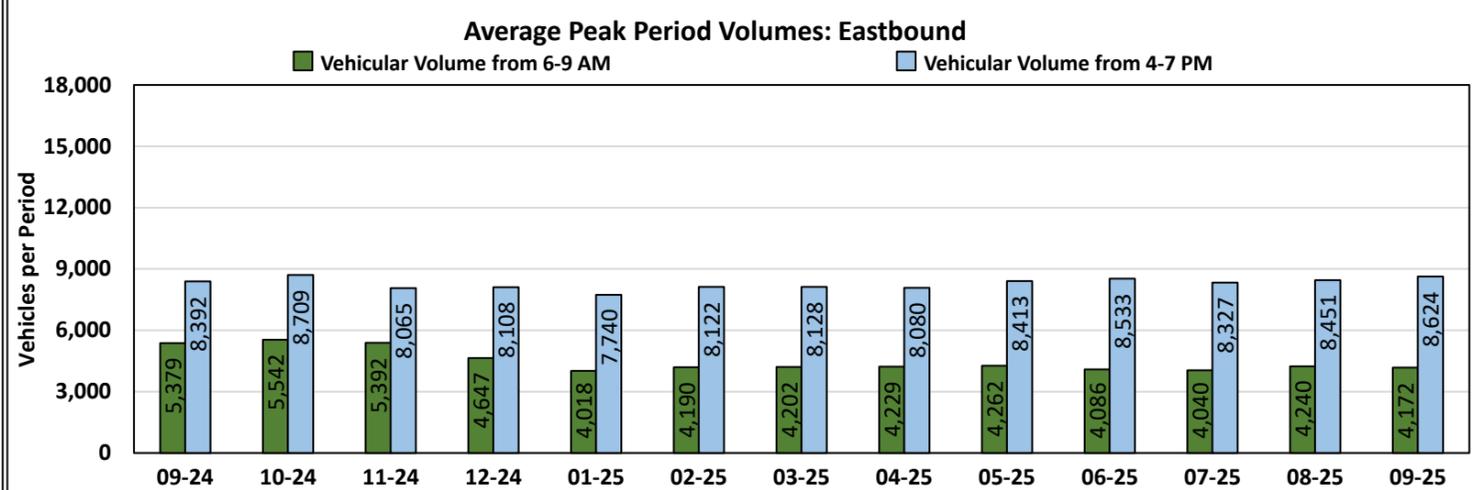
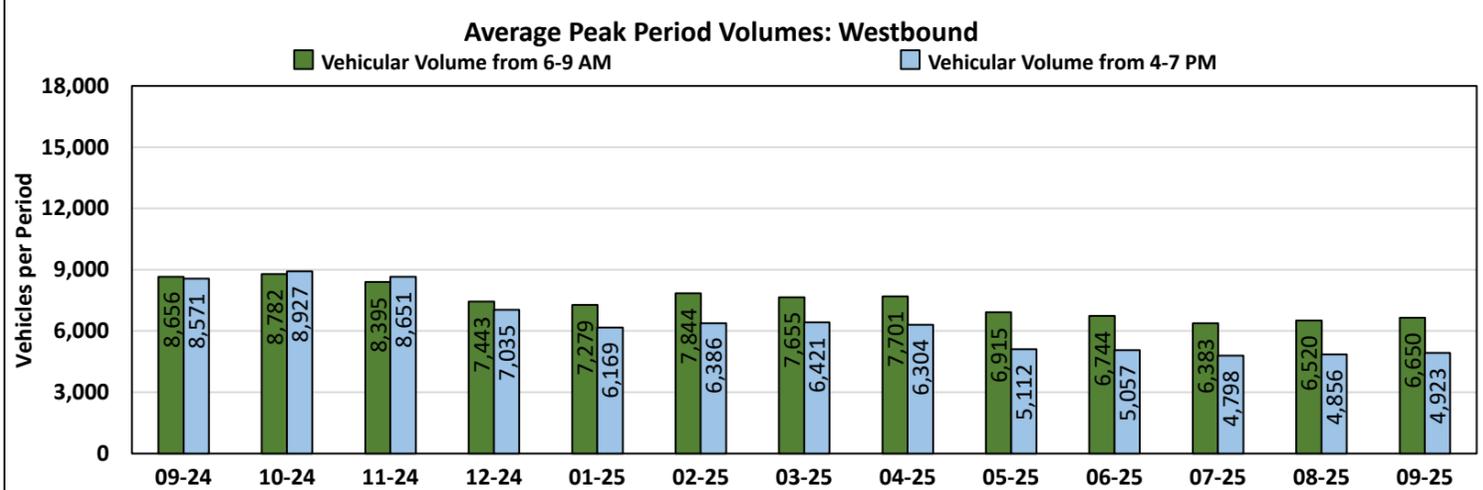
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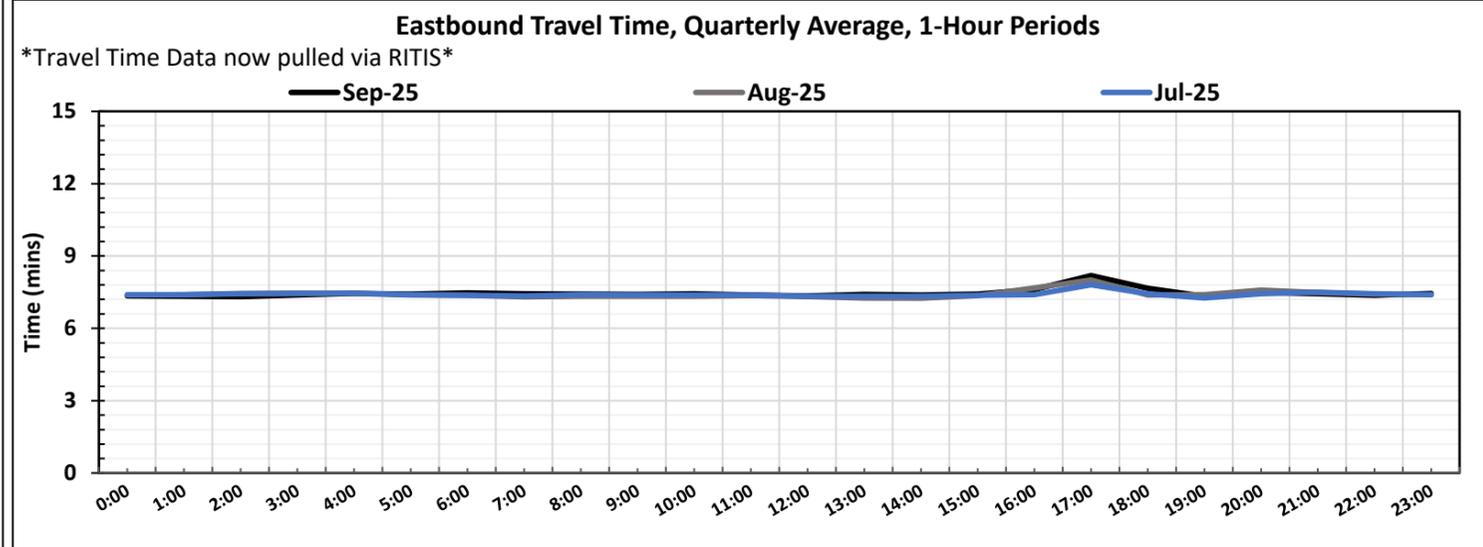
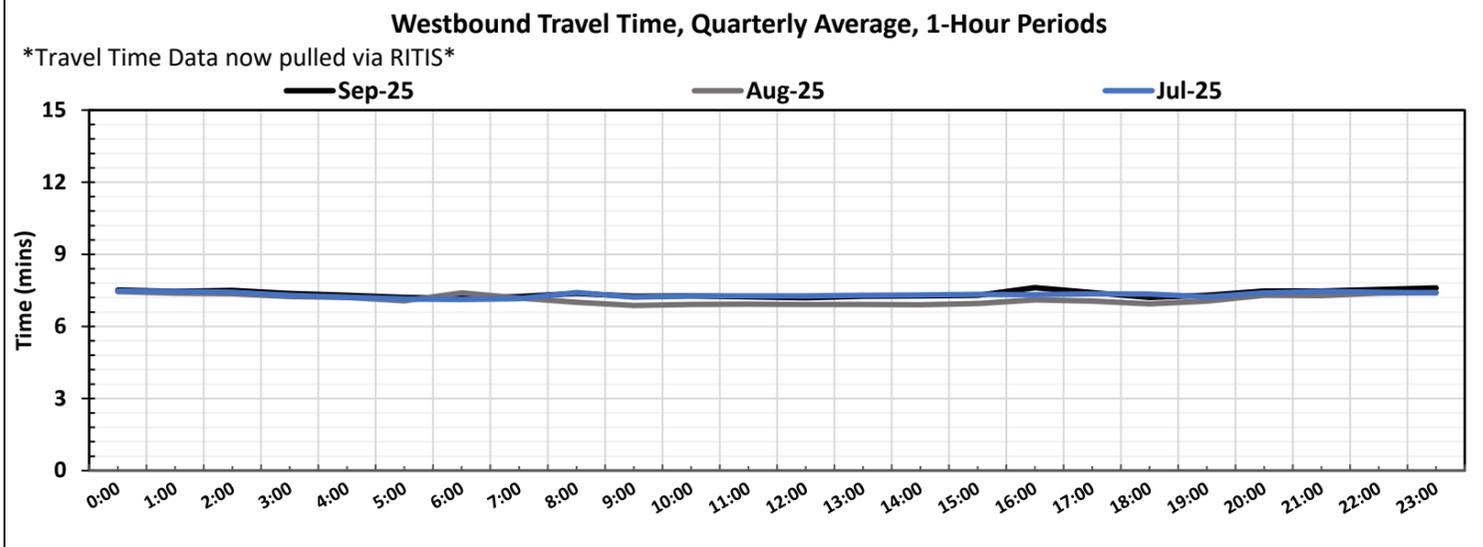
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Freeway Volume Information



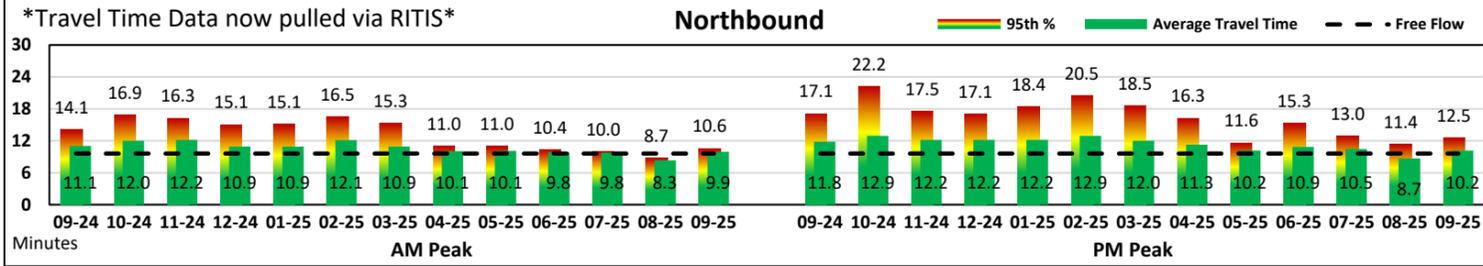
Freeway Travel Time, 24-Hour Daily Average



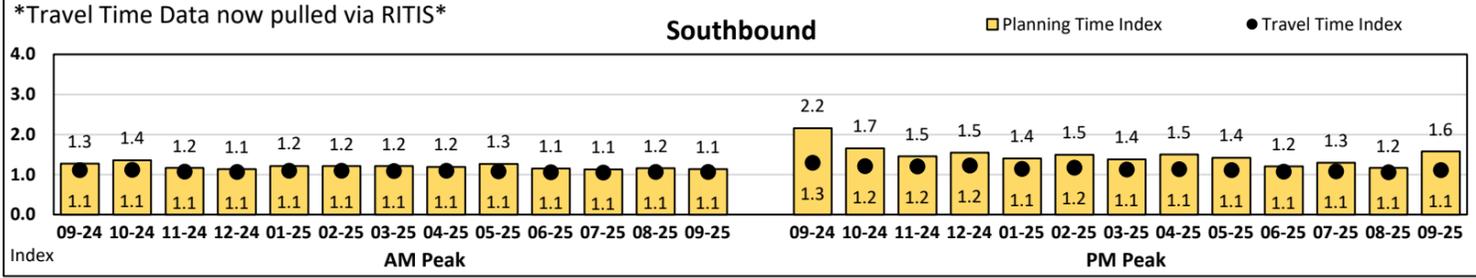
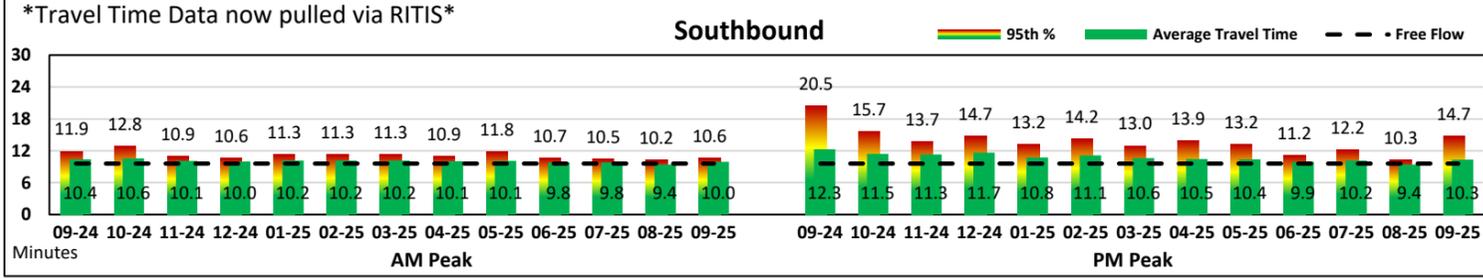
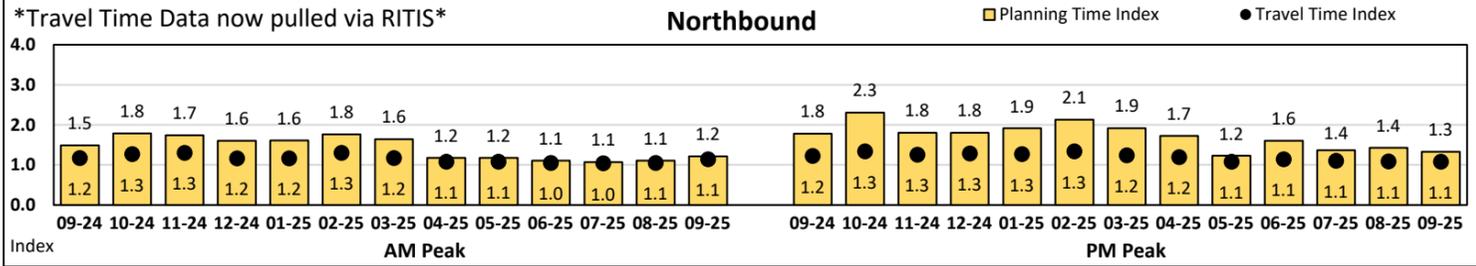


Segment 21: SR 429, SR 414 to Winter Garden Vineland Rd 8 miles length, 17 TSS NB; 17 TSS SB

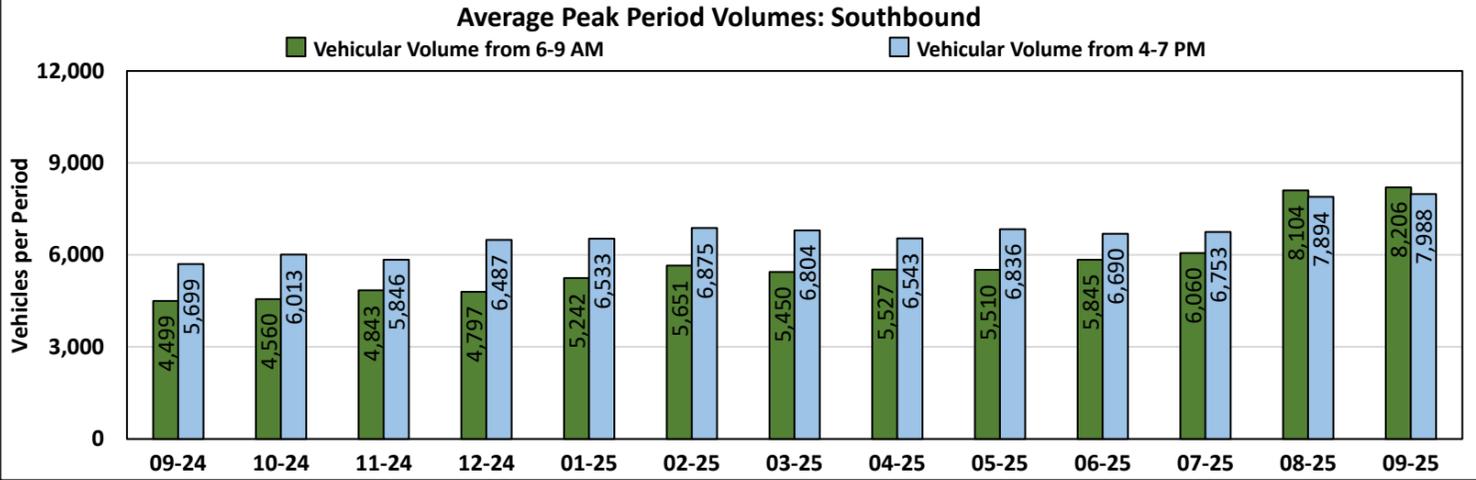
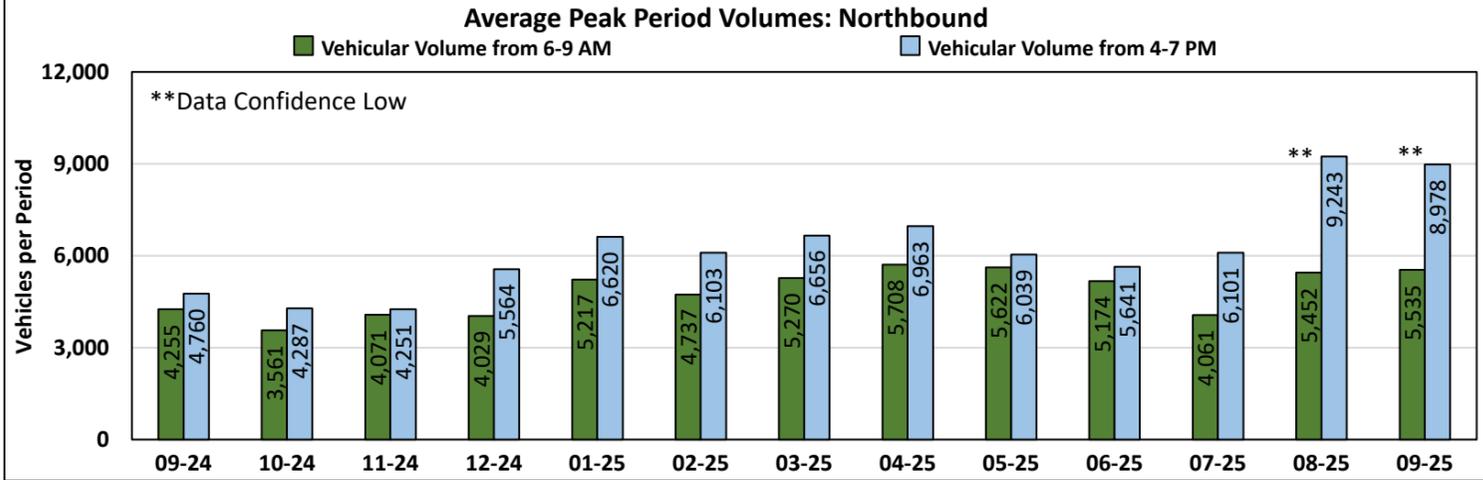
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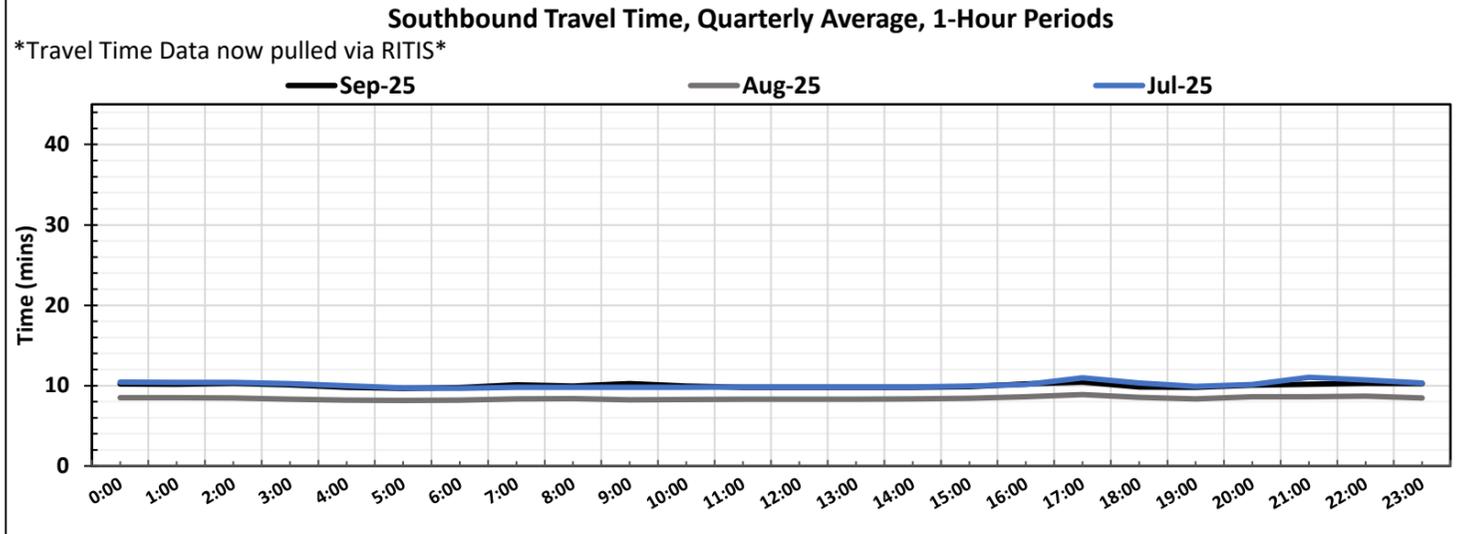
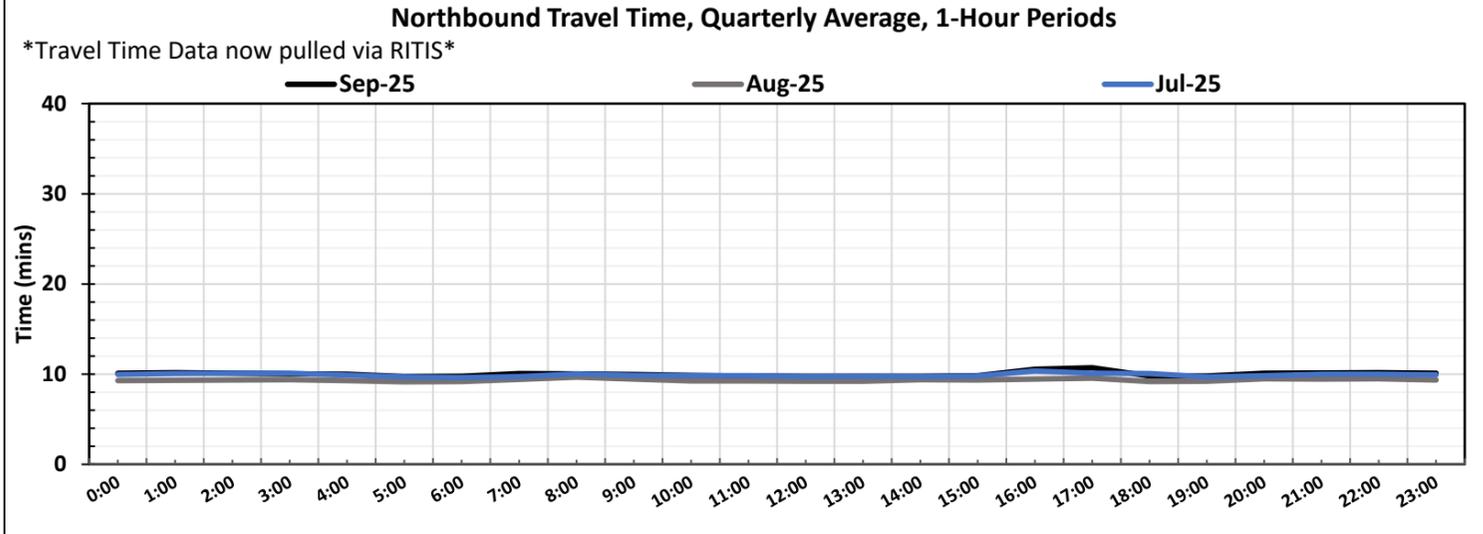
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Freeway Volume Information



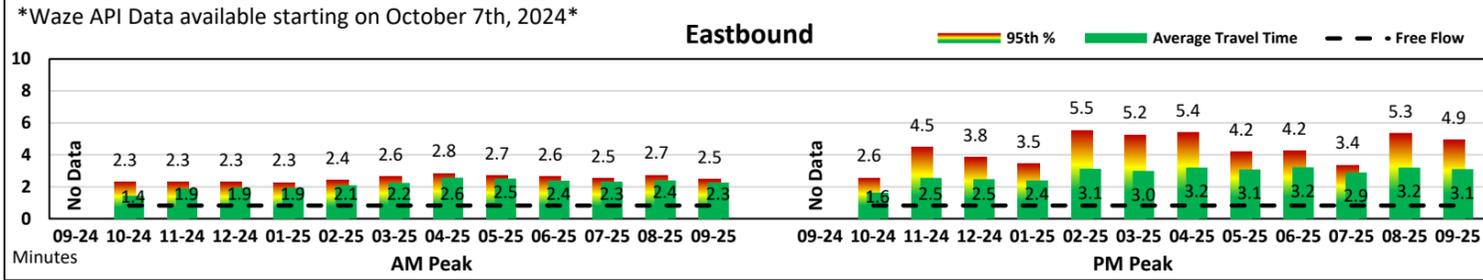
Freeway Travel Time, 24-Hour Daily Average



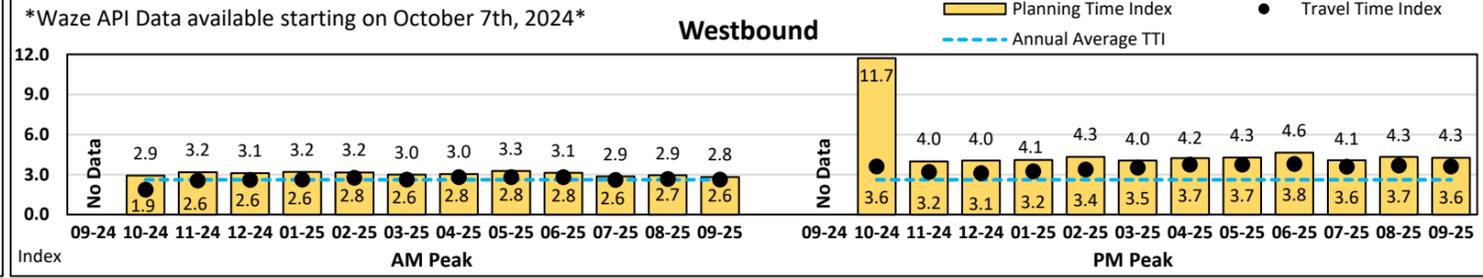
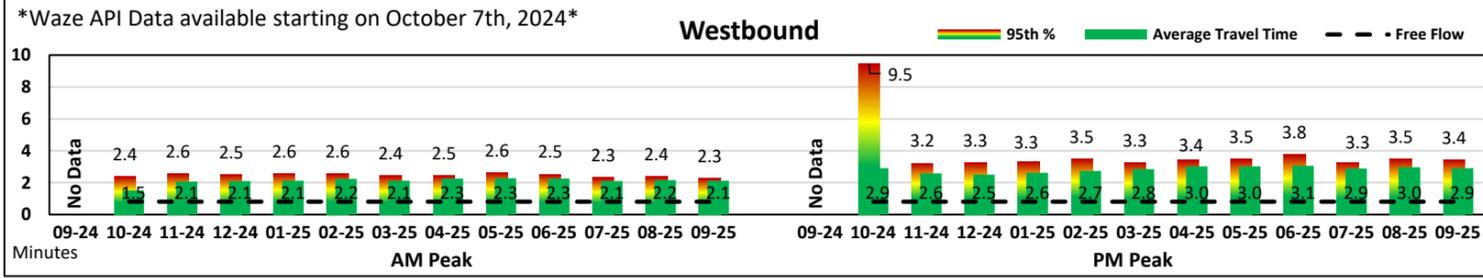
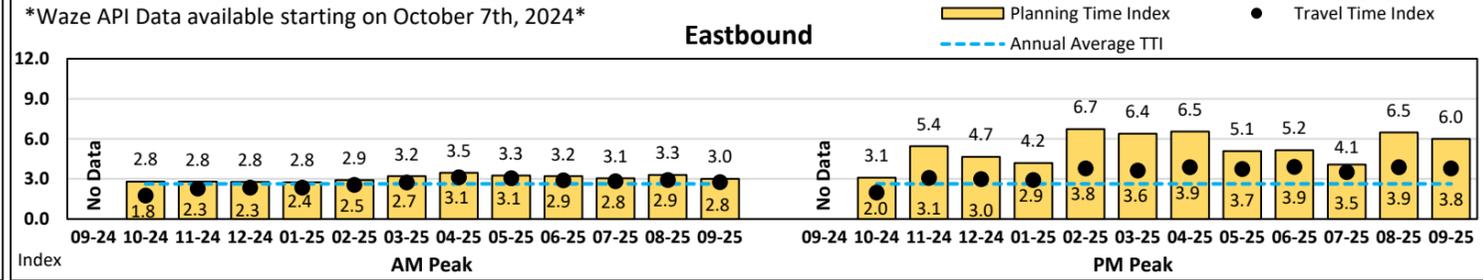


US 192, East-West corridor from St Johns Heritage Pkwy. to John Rodes Blvd., 0.9 miles length, 5 traffic signals

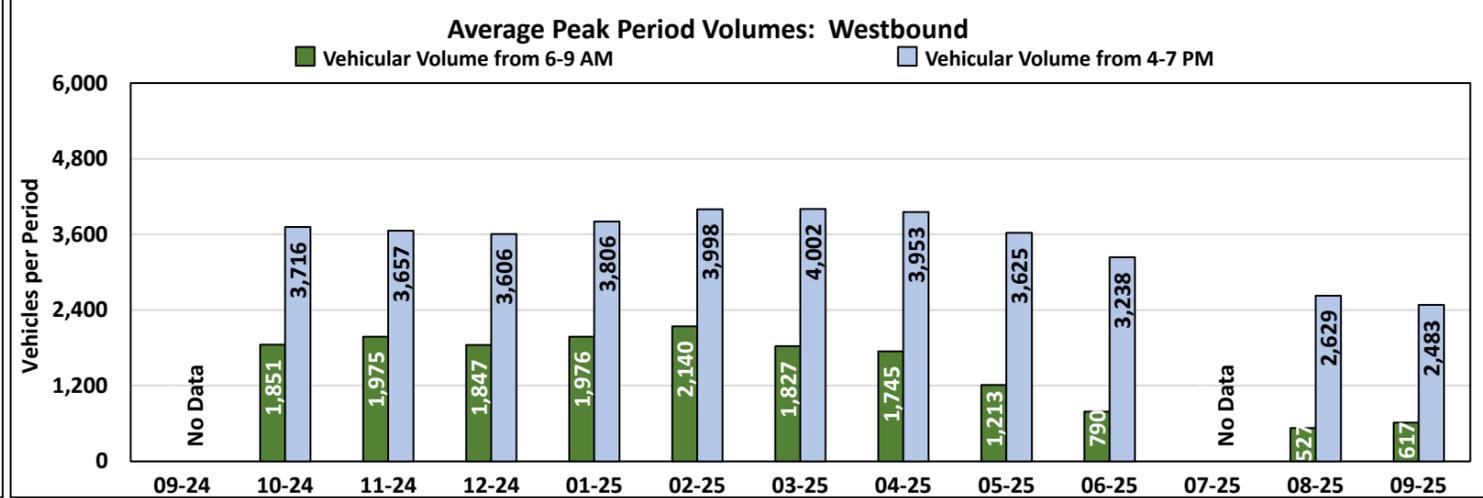
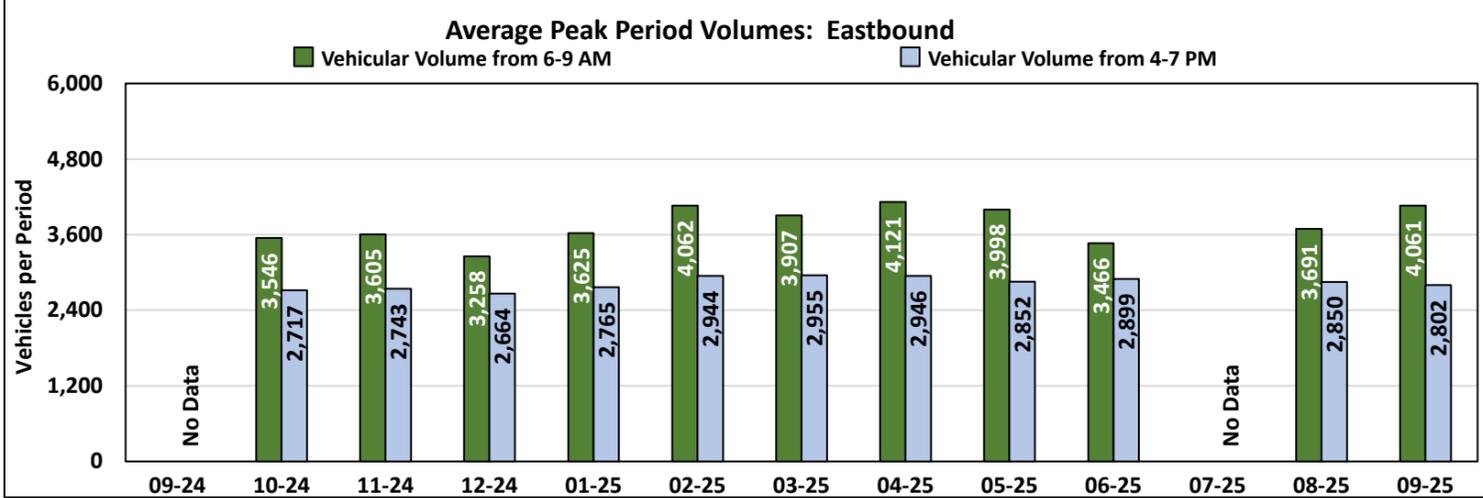
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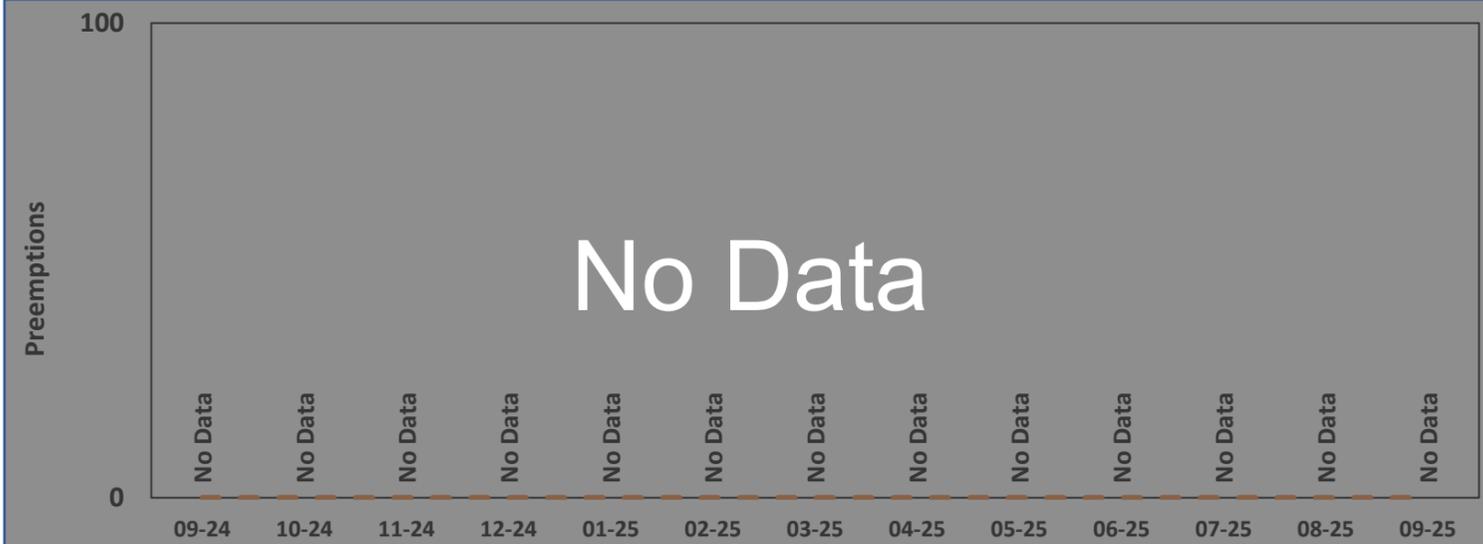
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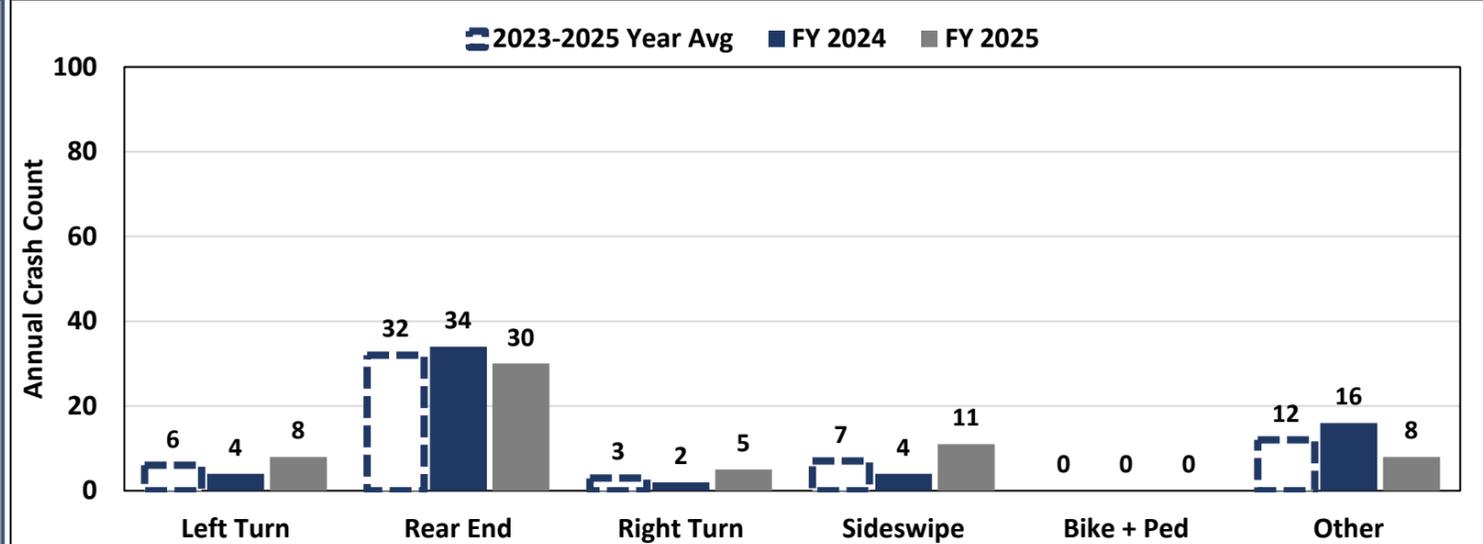
Corridor Volume Information



Emergency Vehicle Preemption

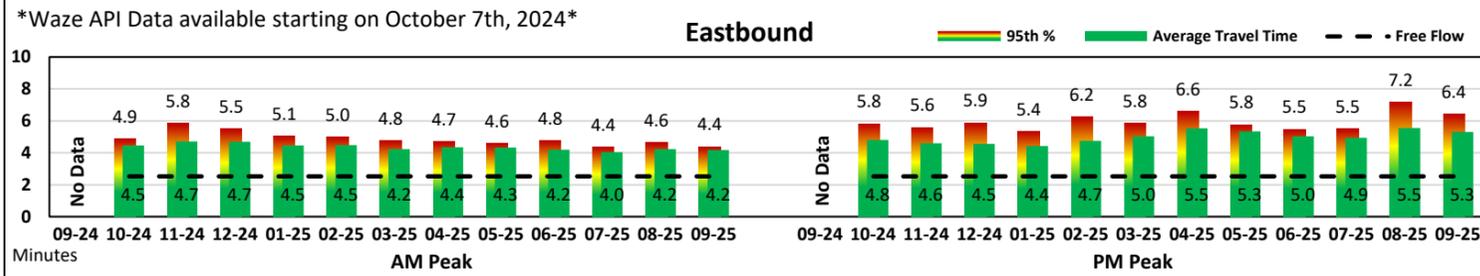


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

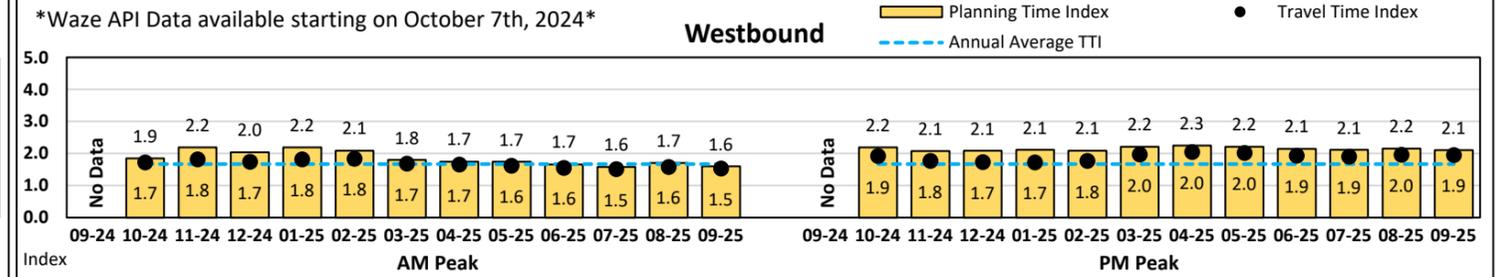
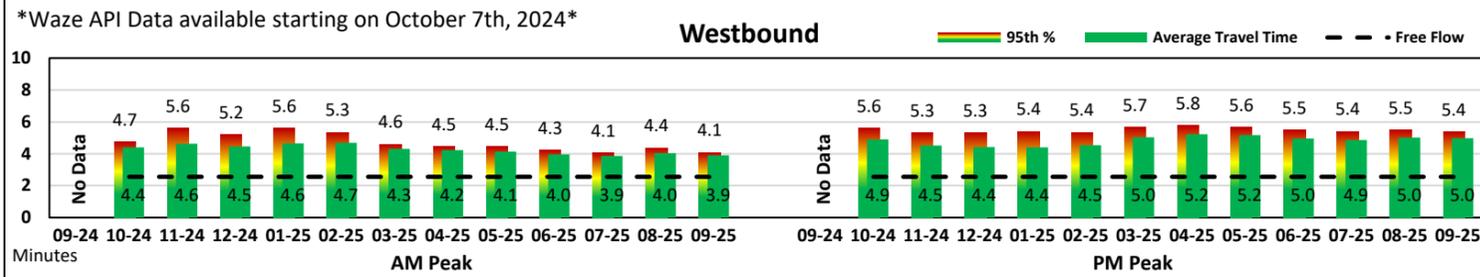
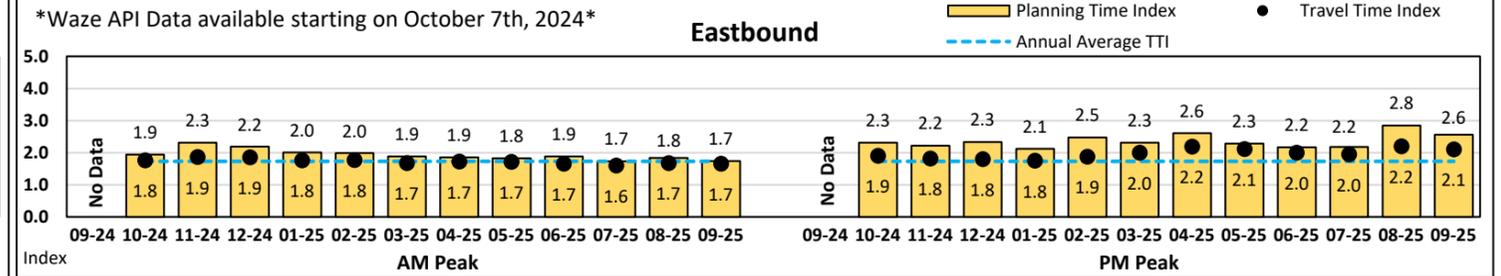




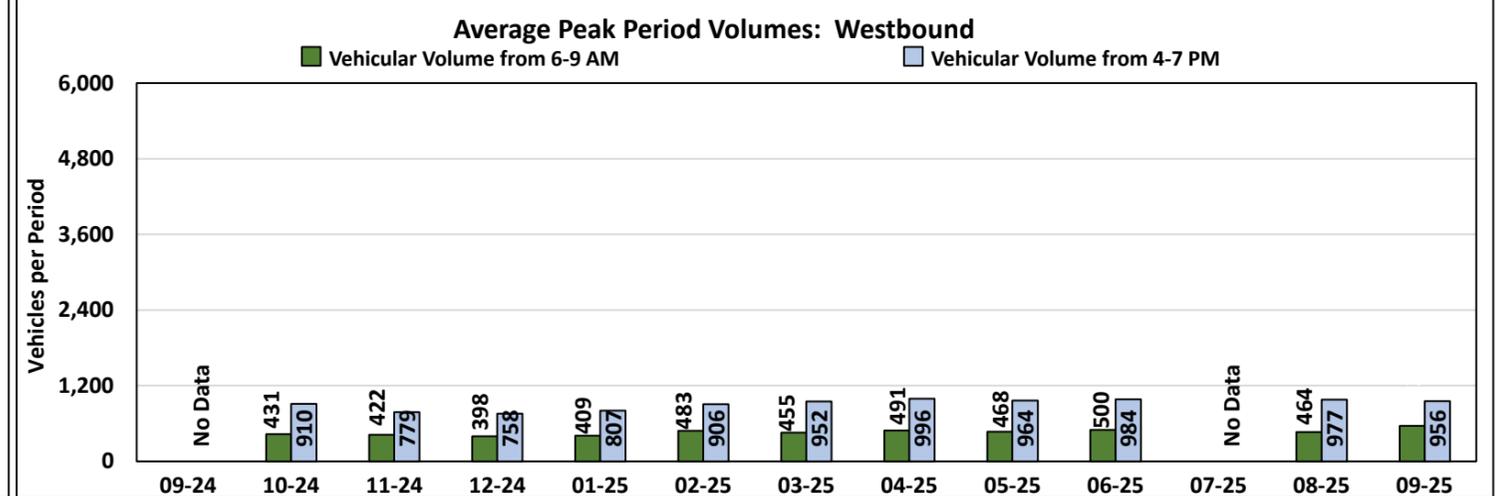
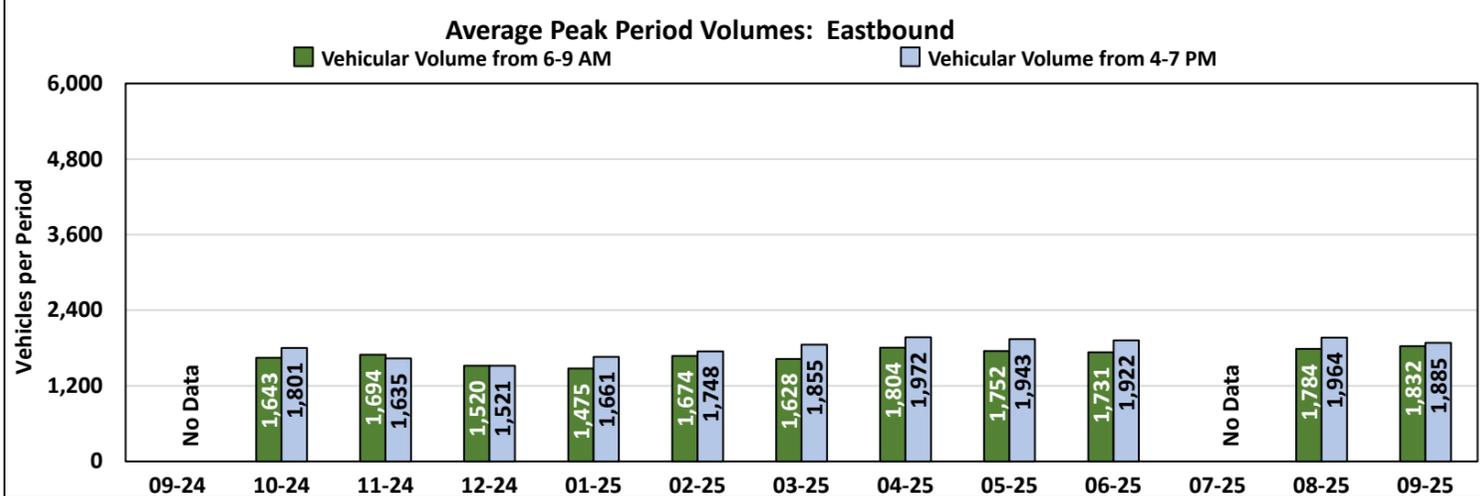
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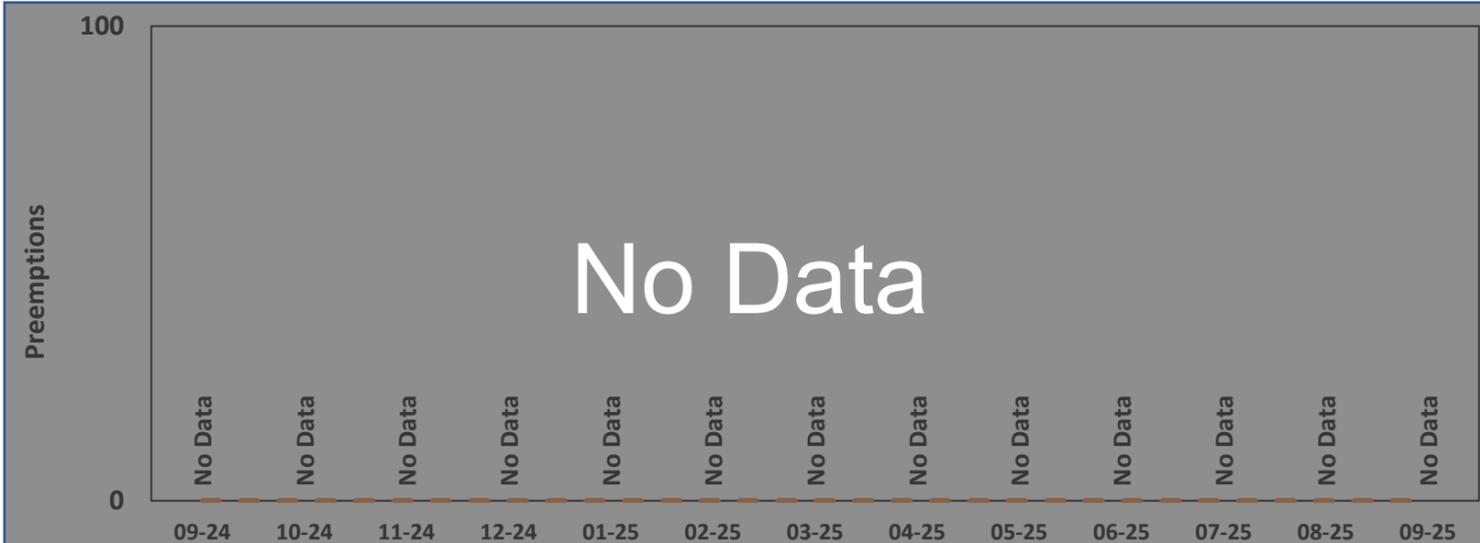
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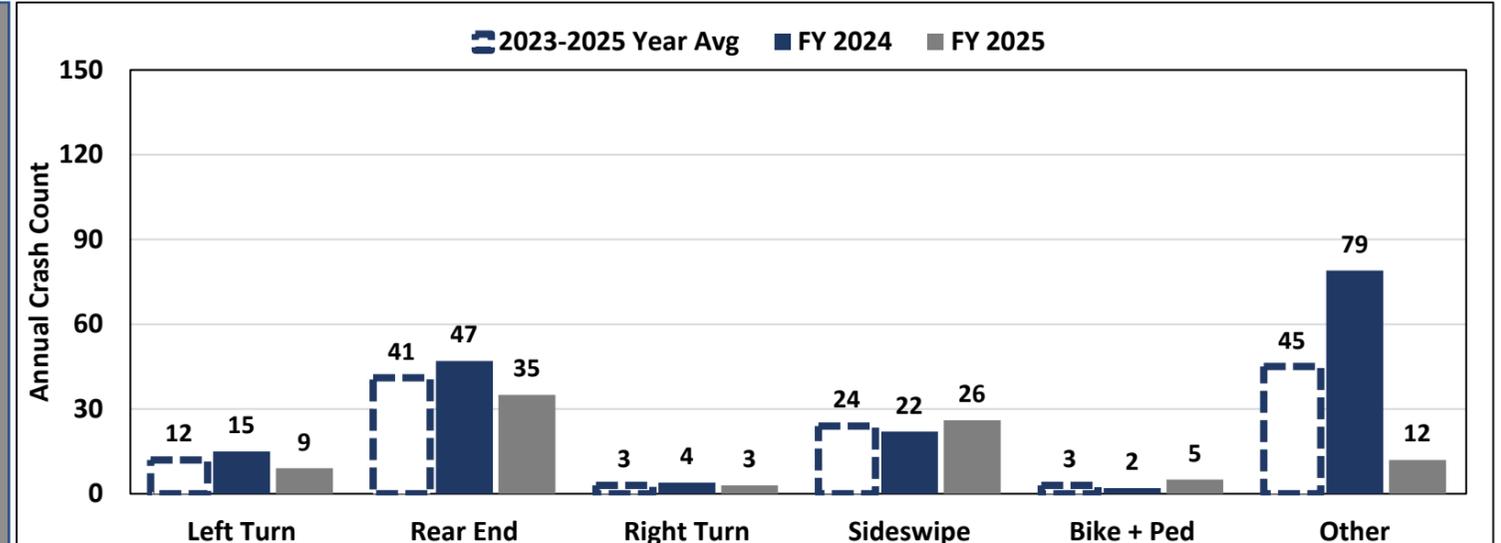
Corridor Volume Information



Emergency Vehicle Preemption



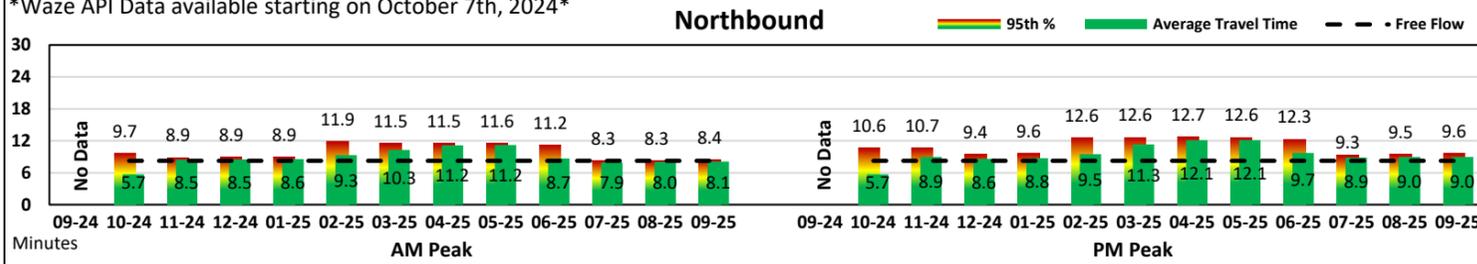
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)





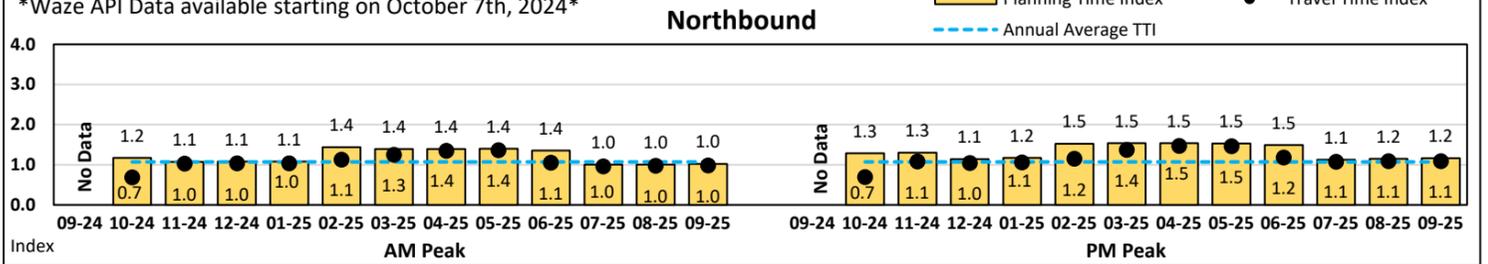
Corridor Travel Time Information

Waze API Data available starting on October 7th, 2024

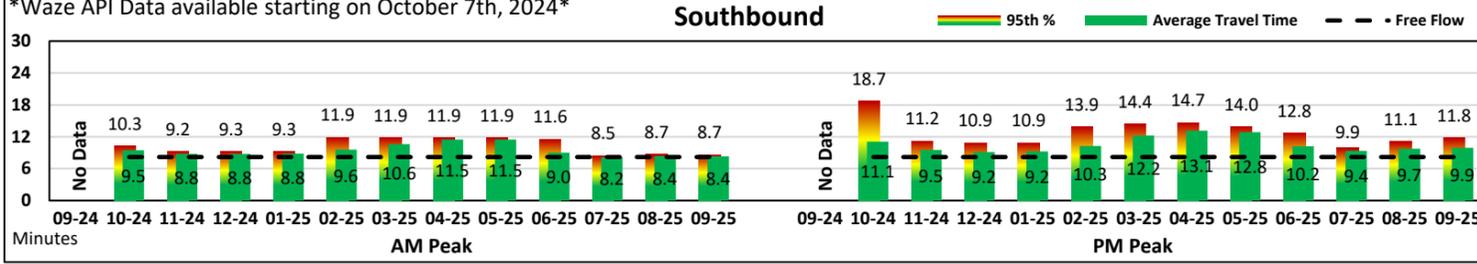


Corridor Travel Time Reliability Information

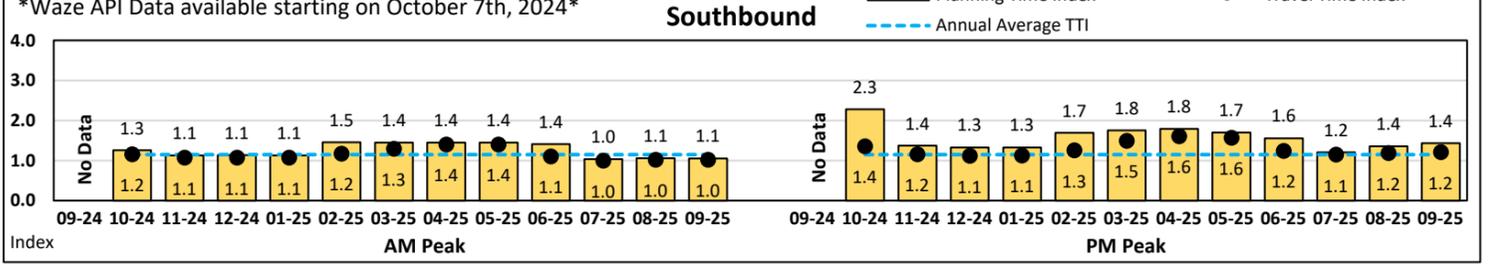
Waze API Data available starting on October 7th, 2024



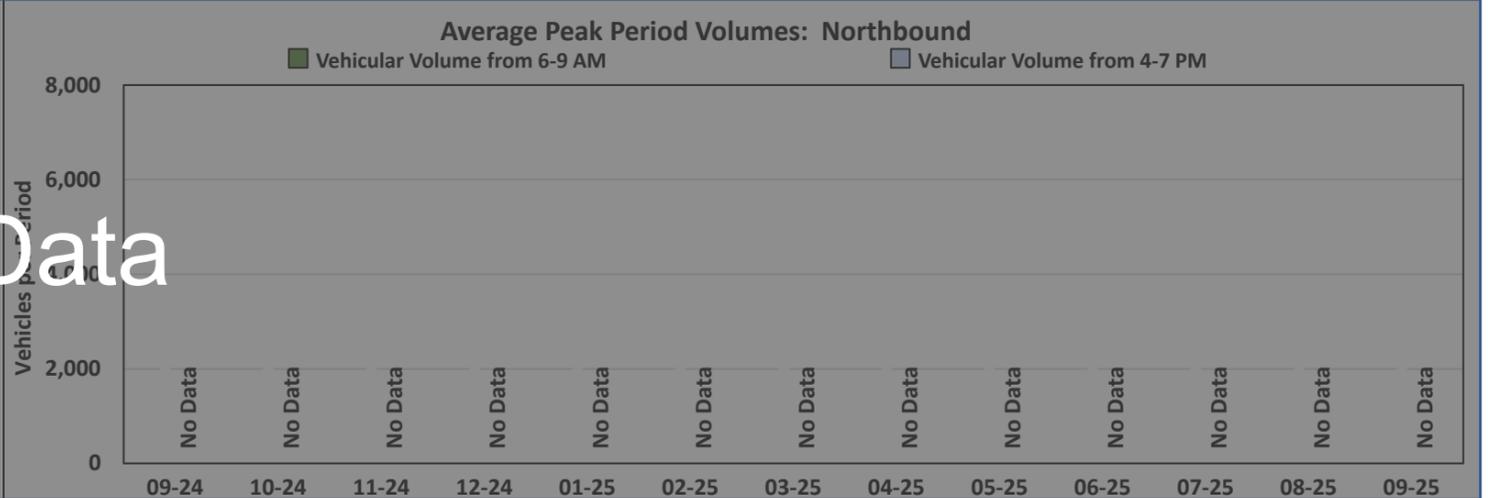
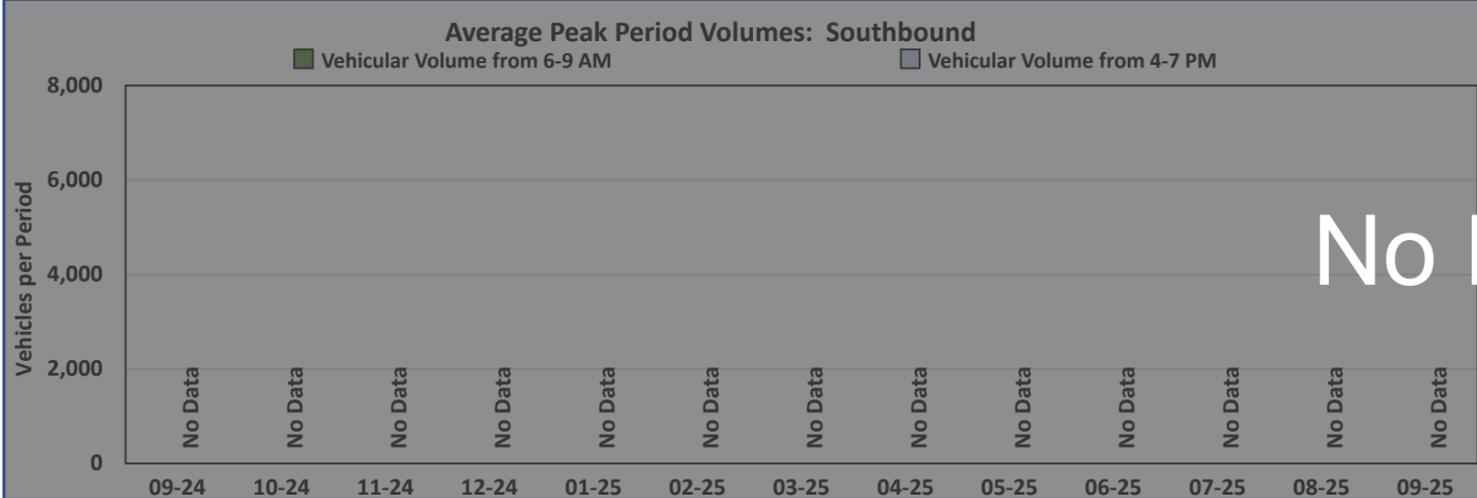
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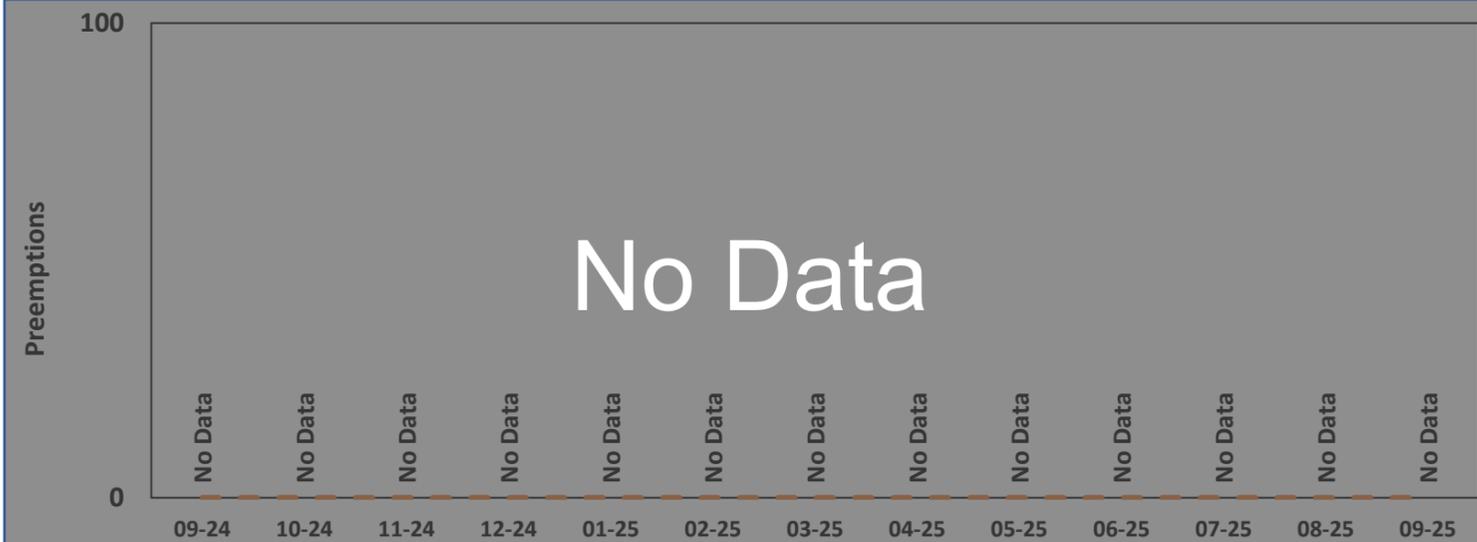
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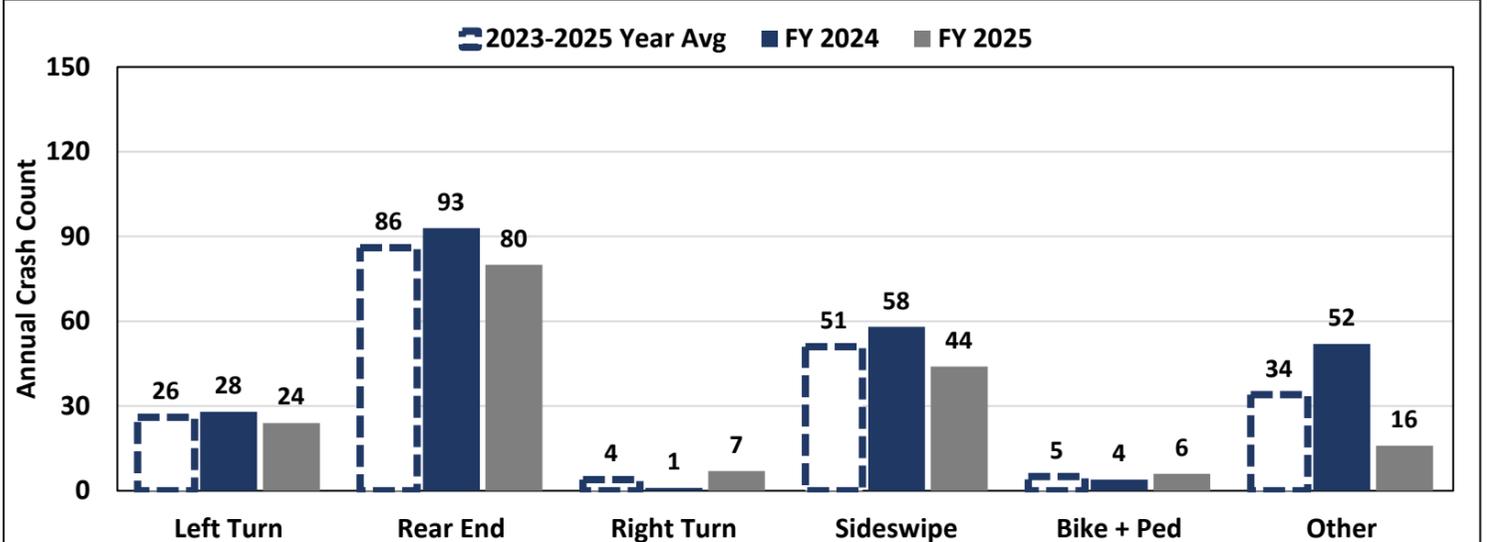
Corridor Volume Information



Emergency Vehicle Preemption

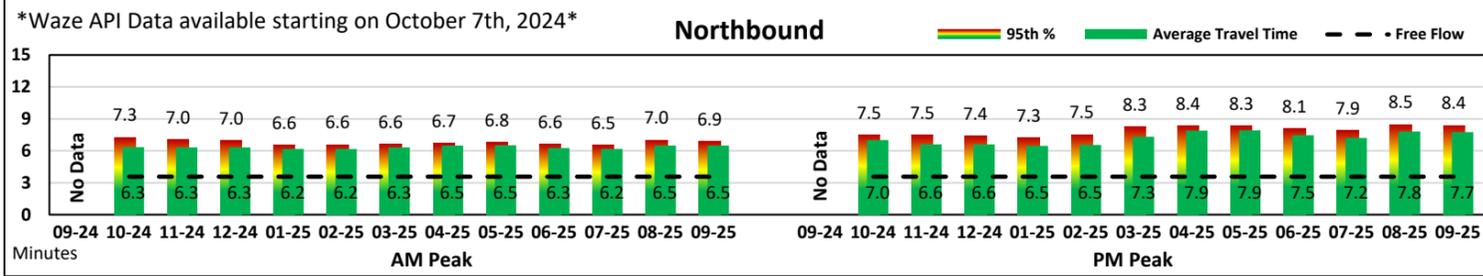


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

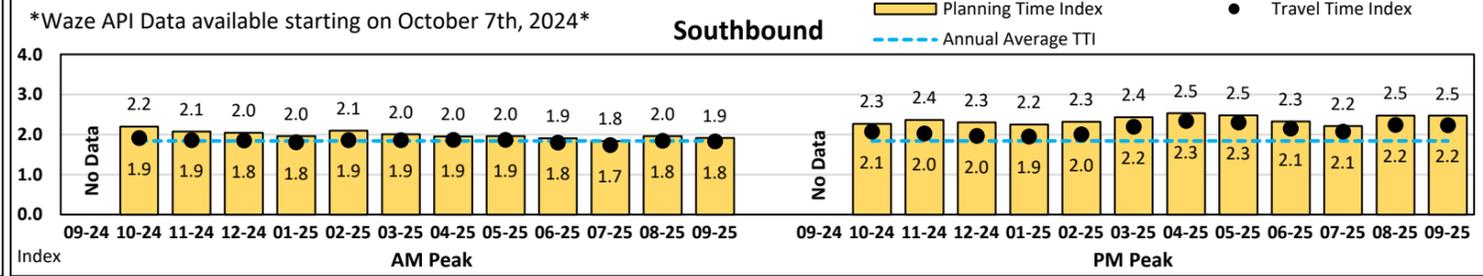
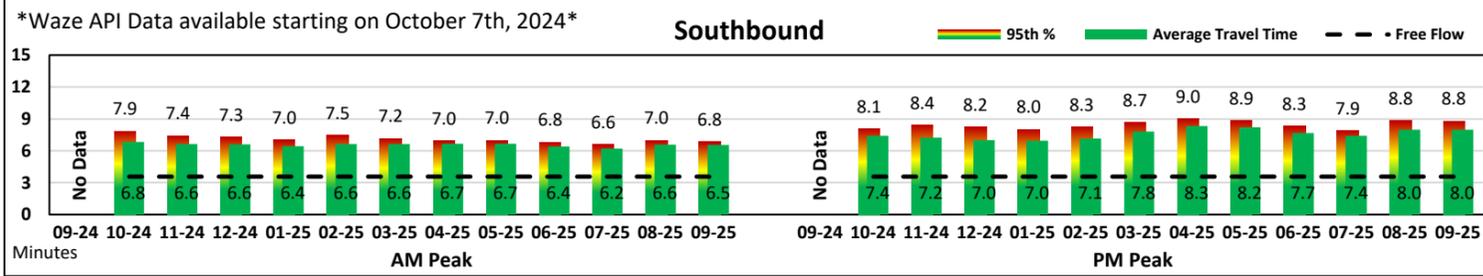
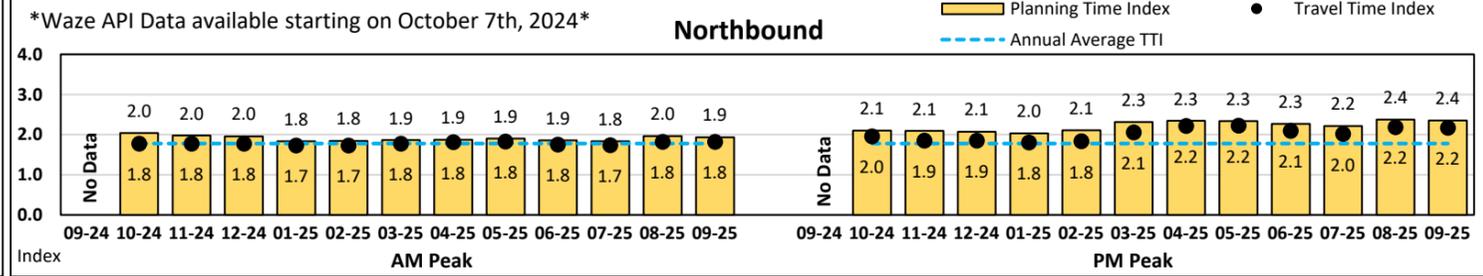




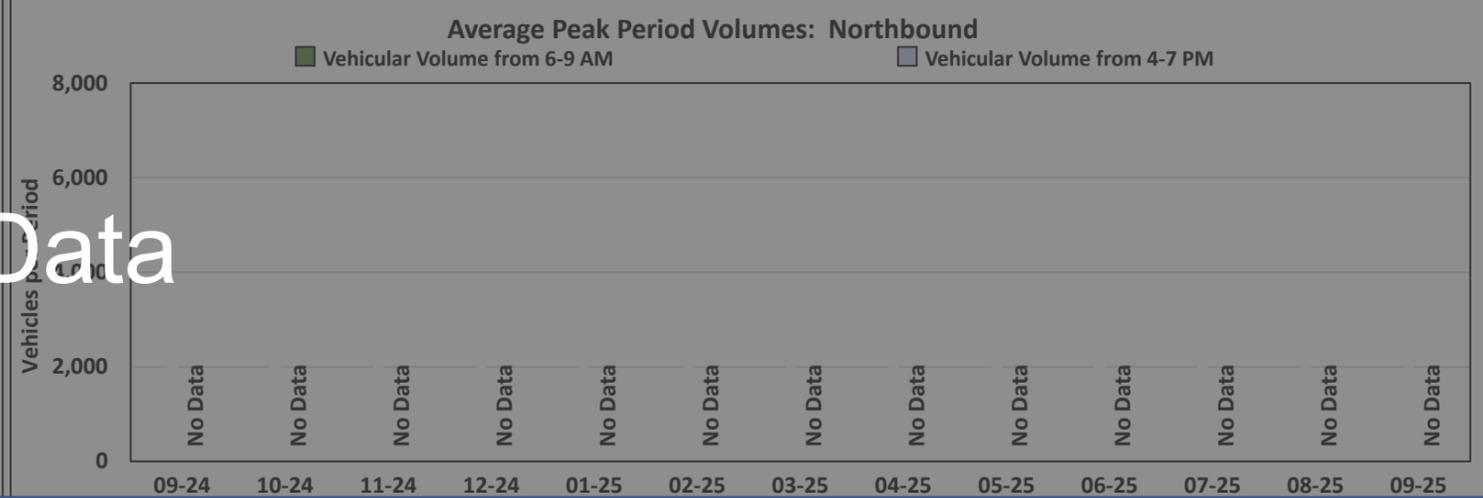
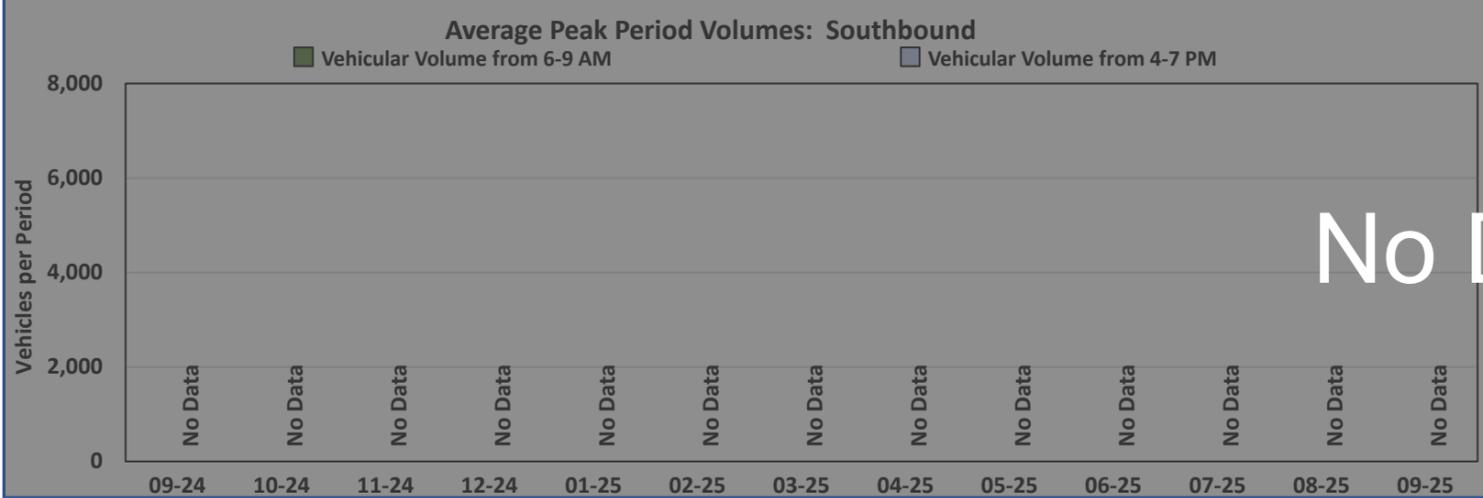
Corridor Travel Time Information



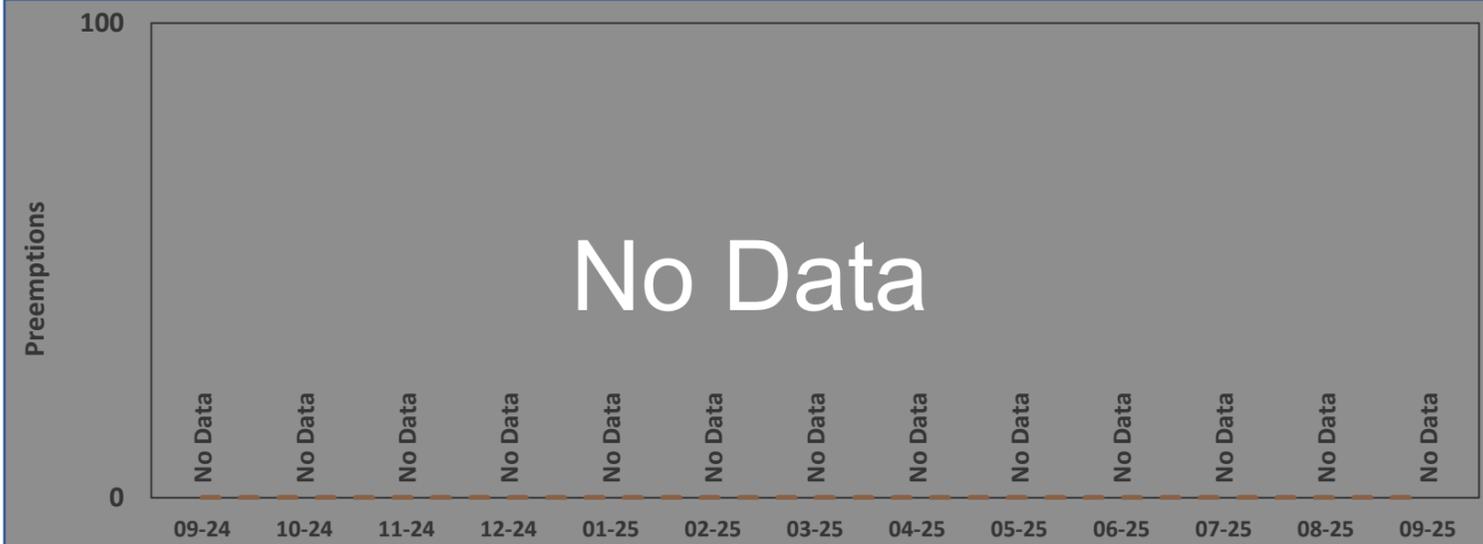
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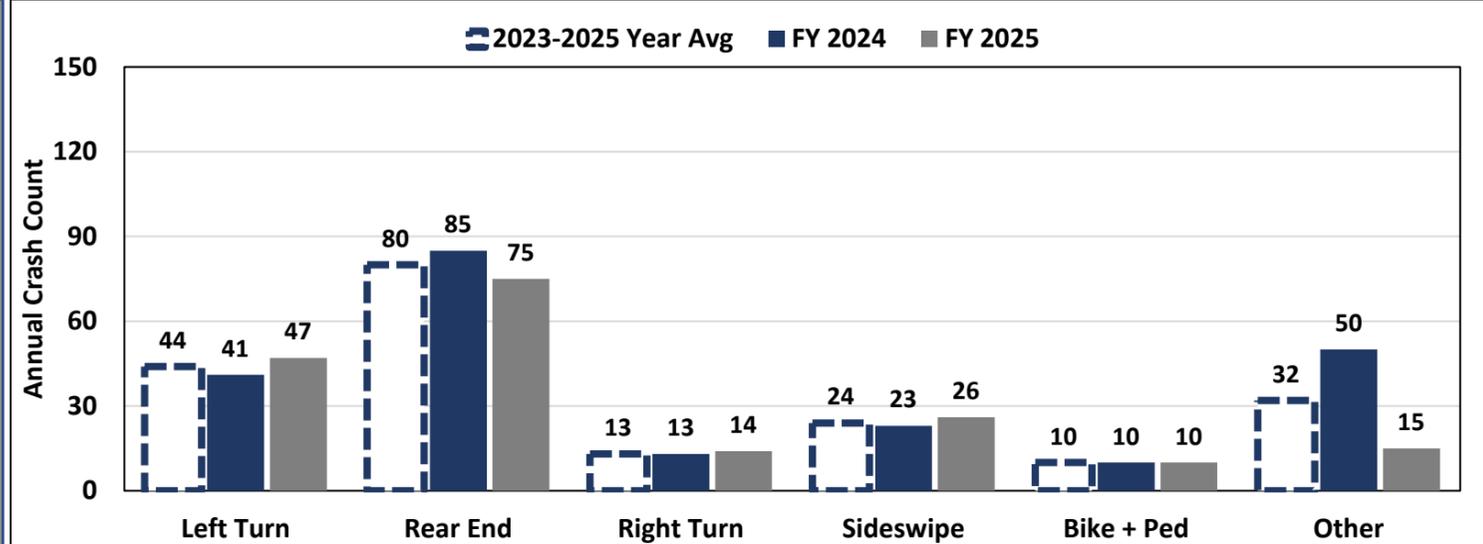
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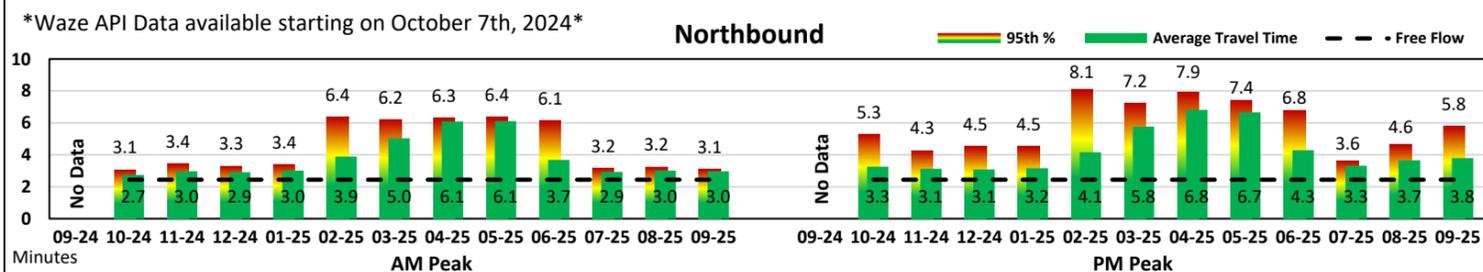


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

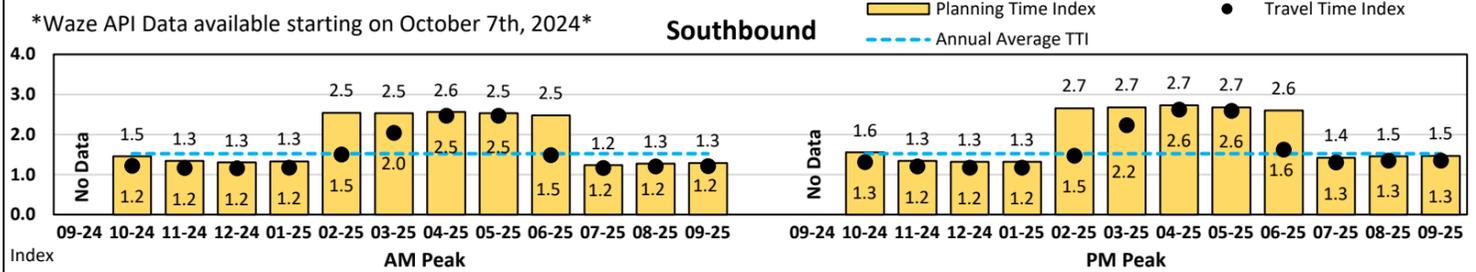
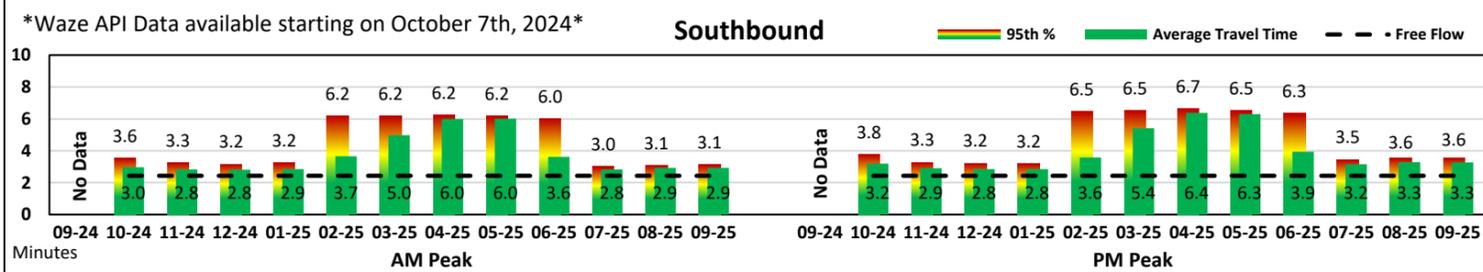
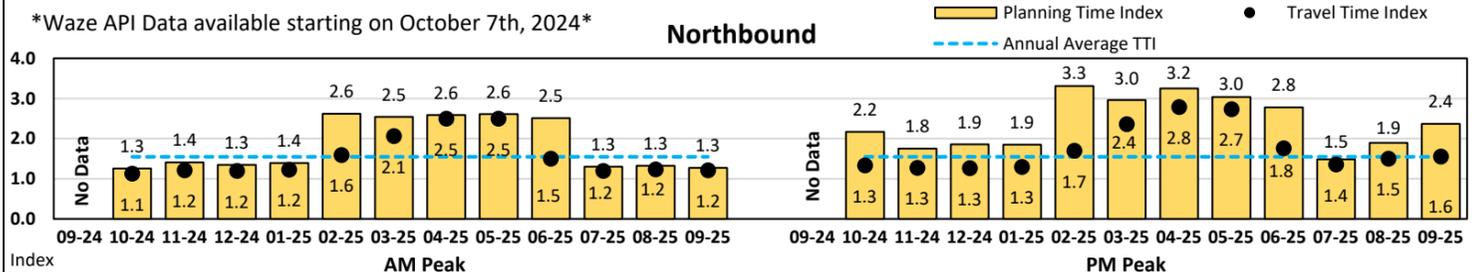




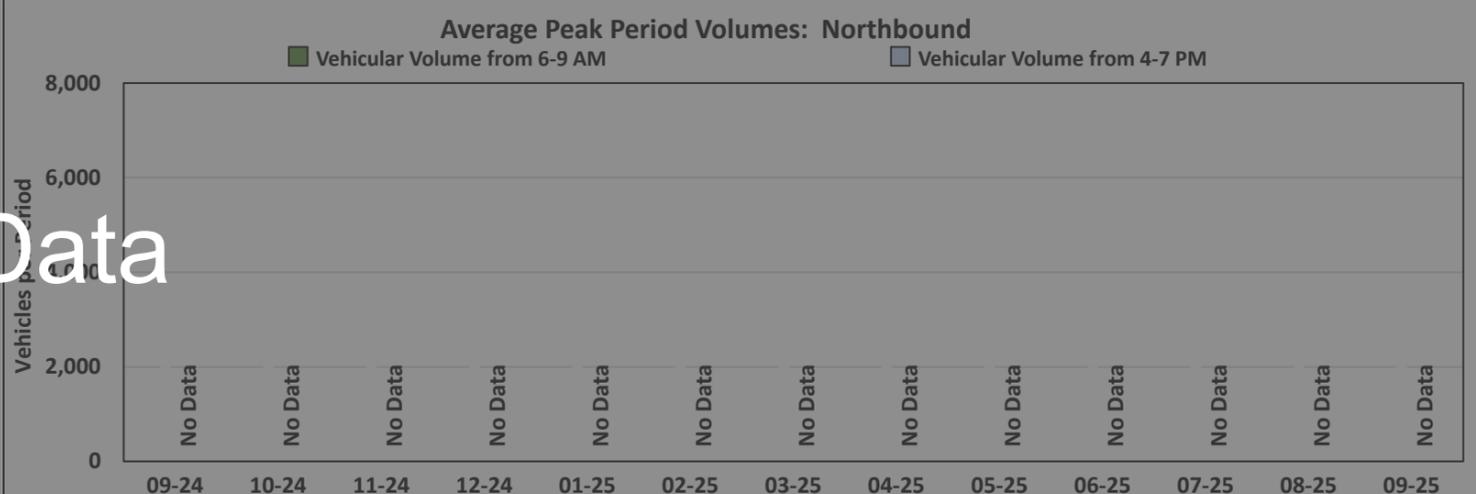
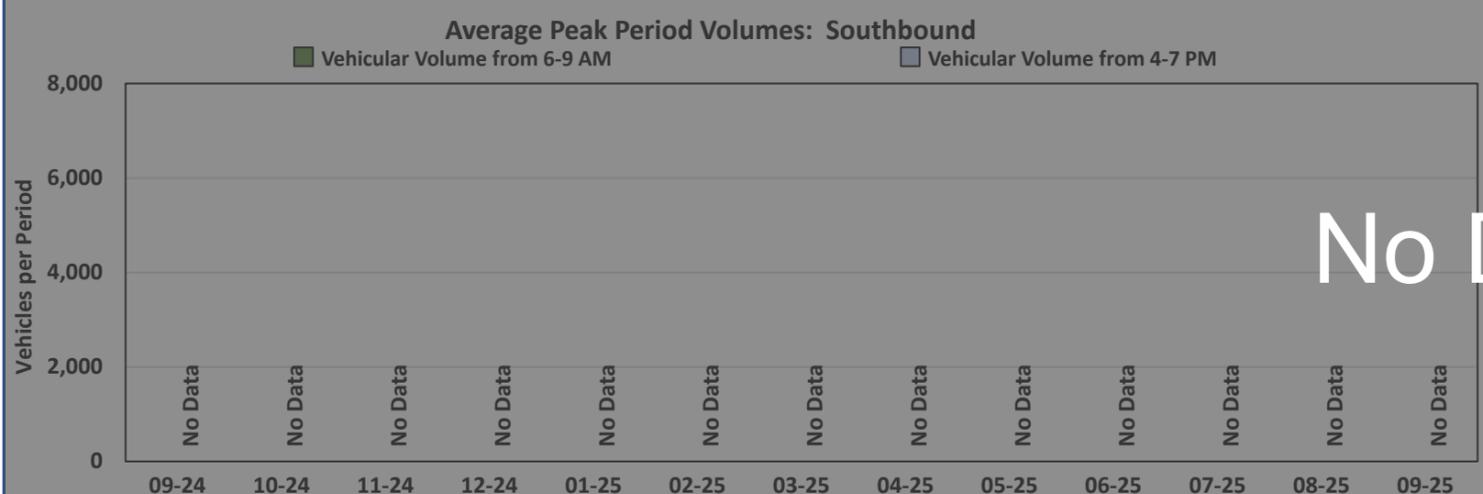
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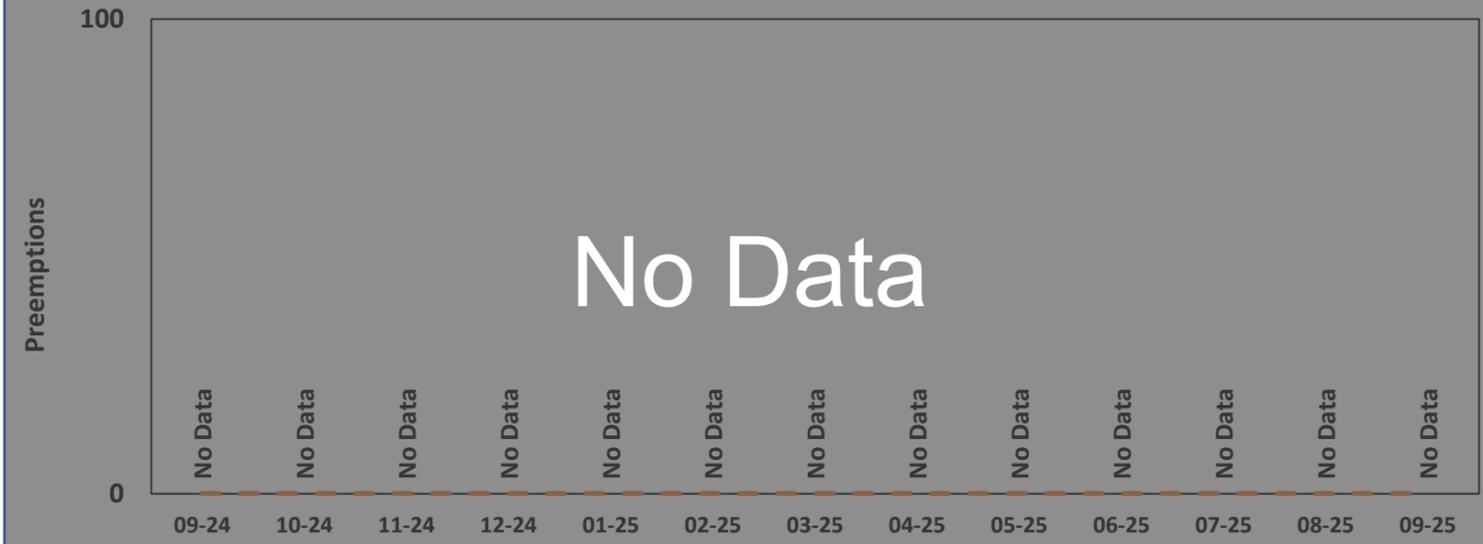
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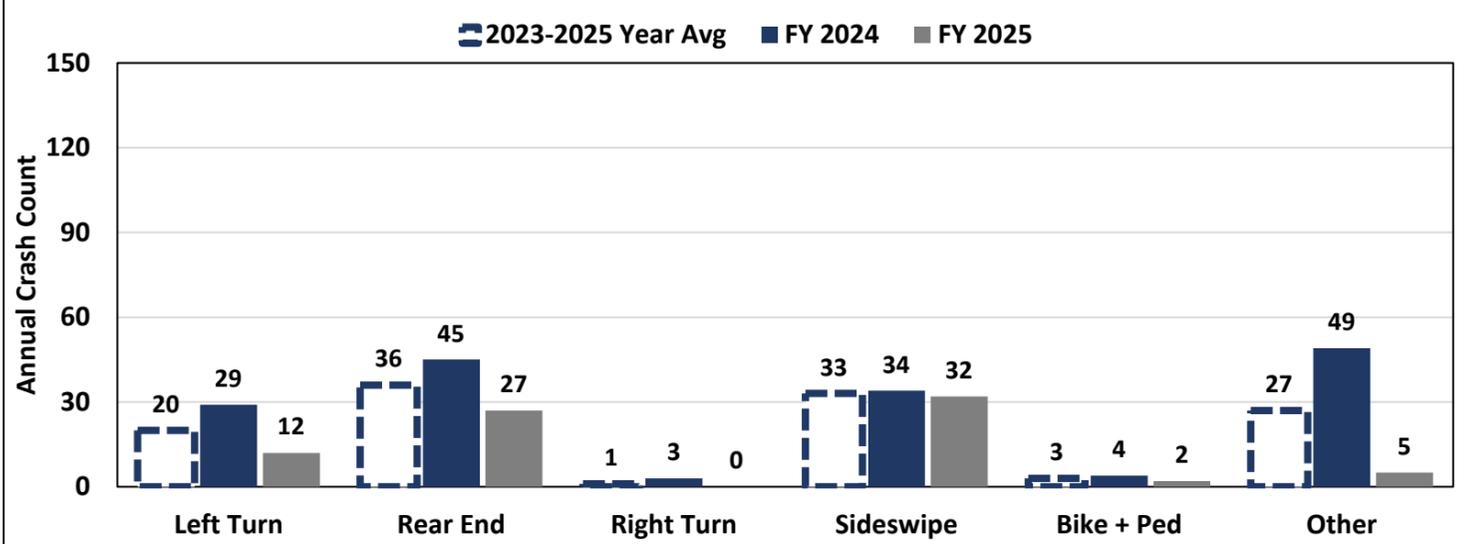
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Emergency Vehicle Preemption

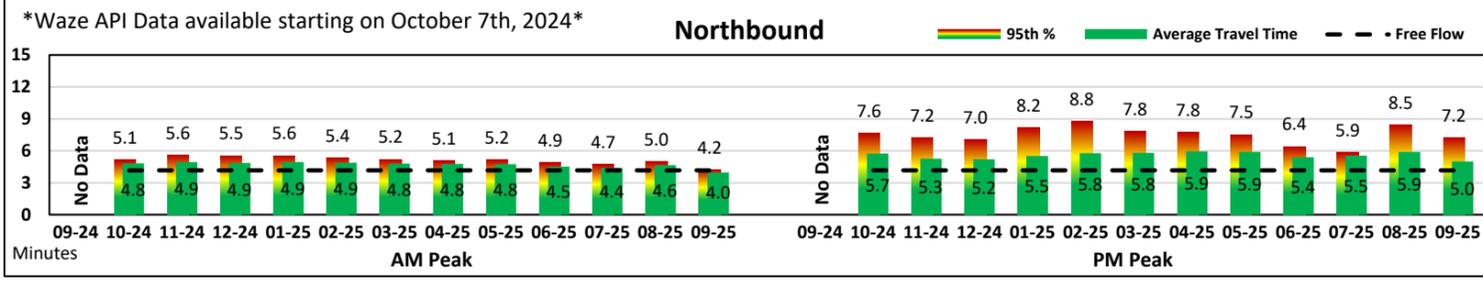


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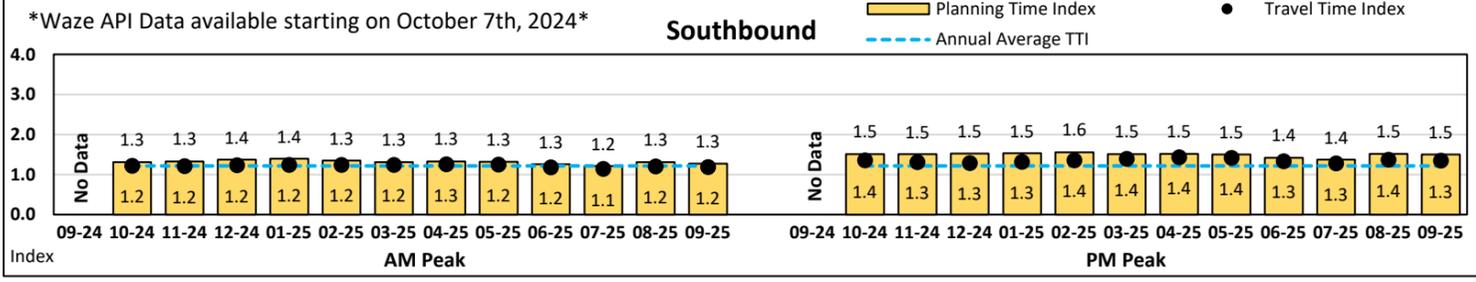
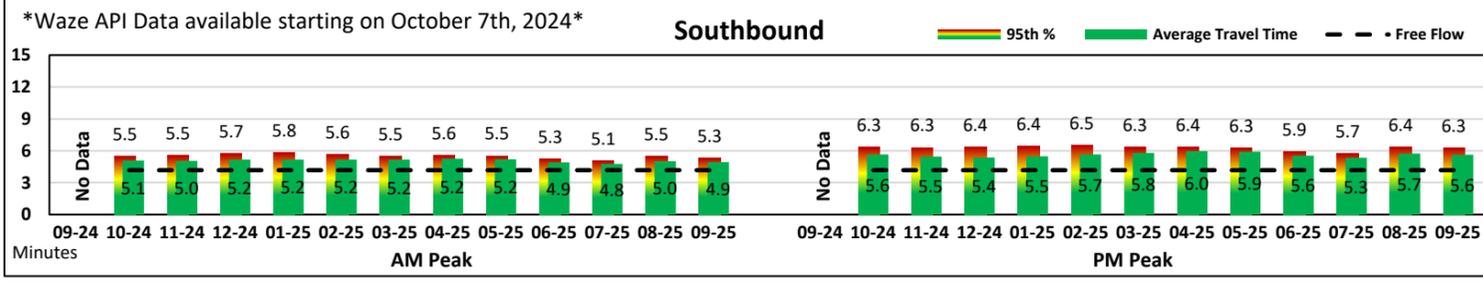
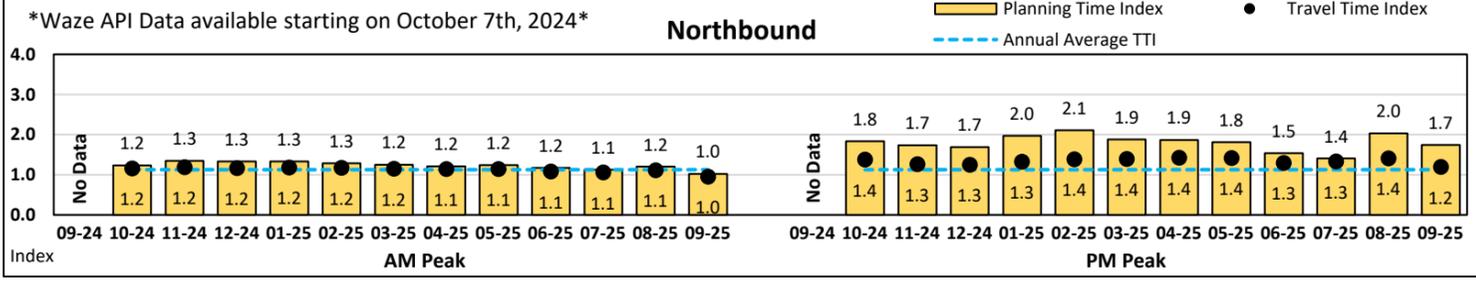




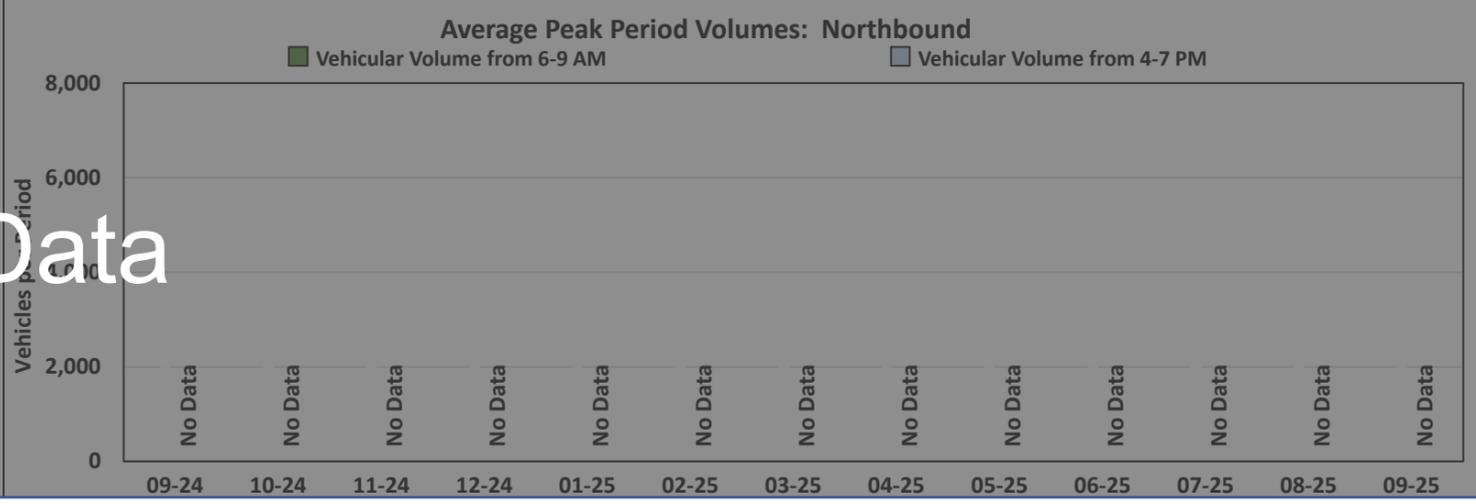
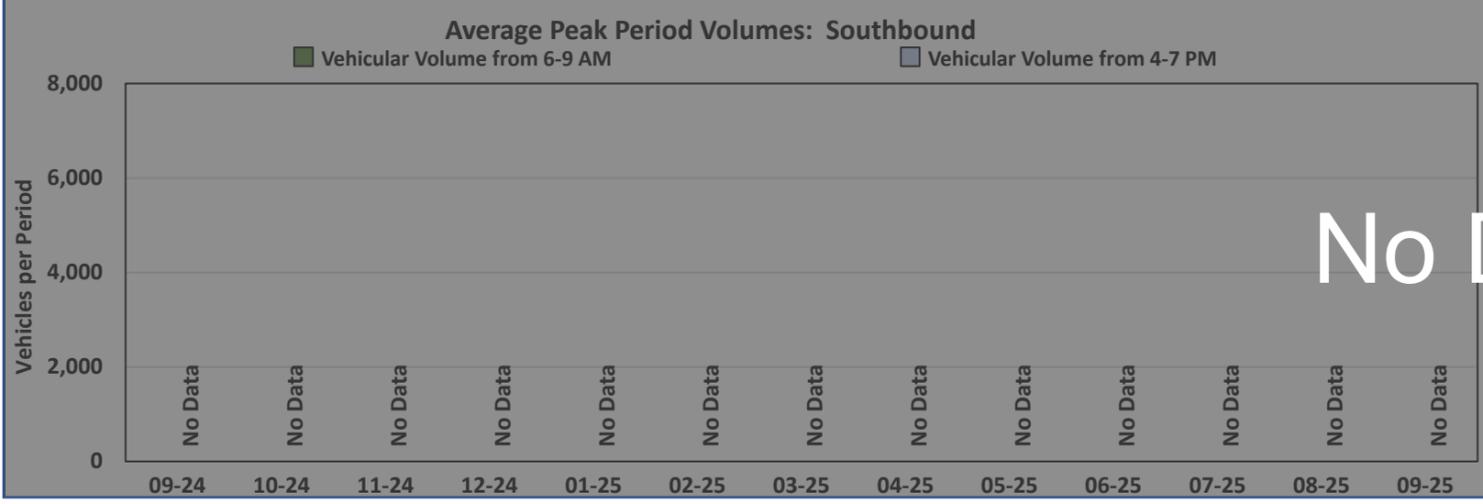
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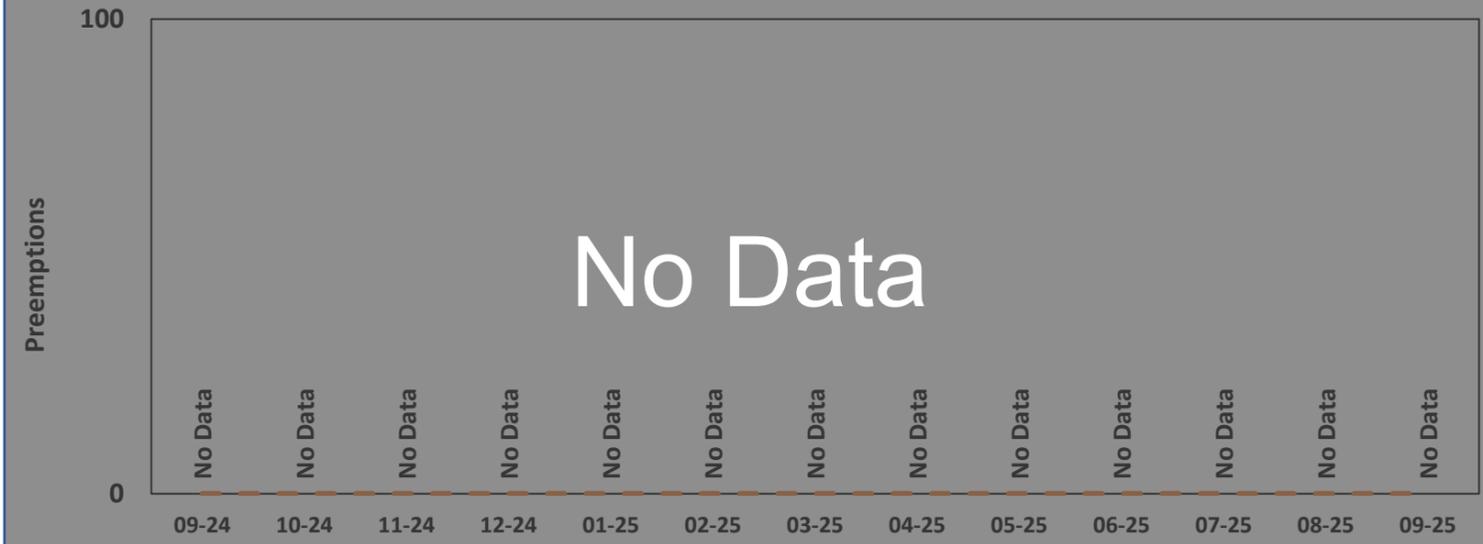
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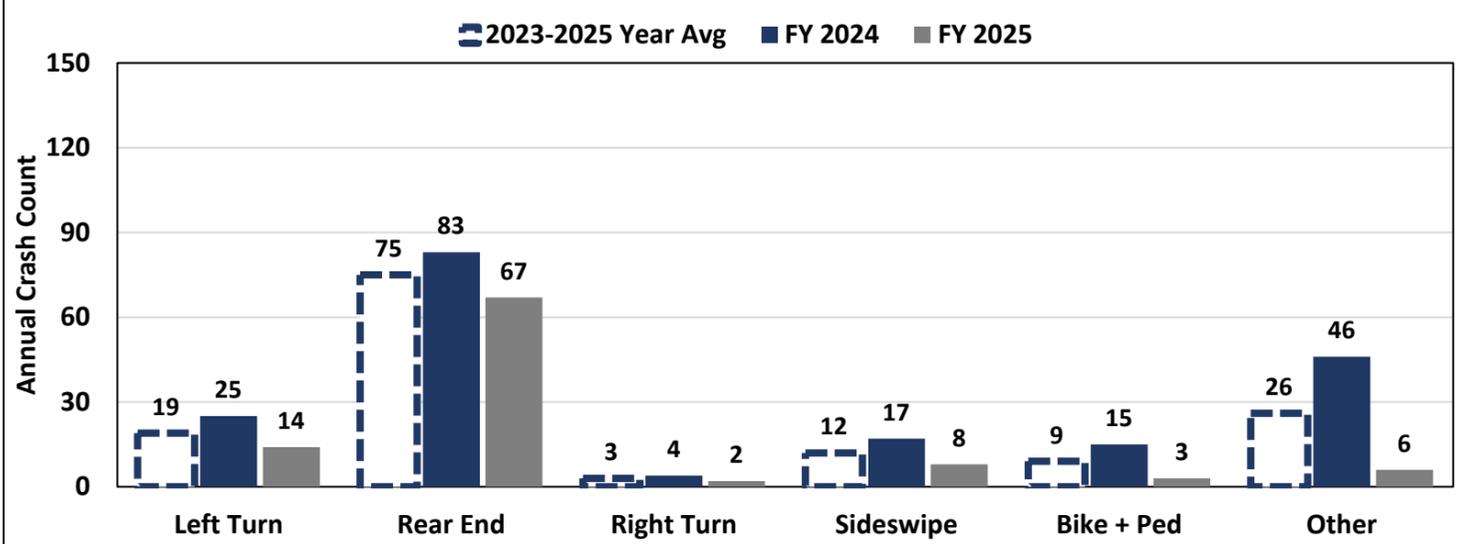
Corridor Volume Information



Emergency Vehicle Preemption

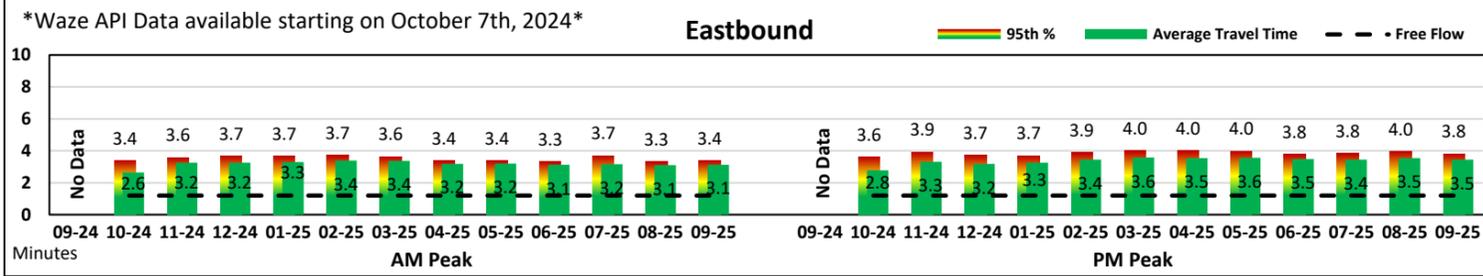


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

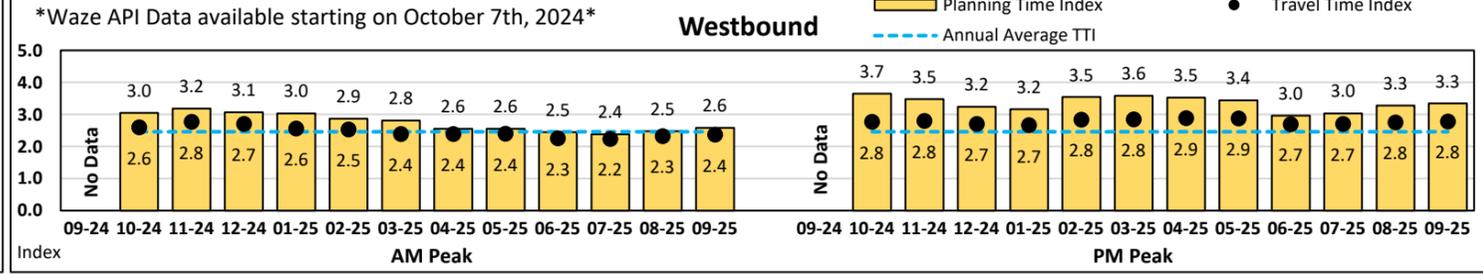
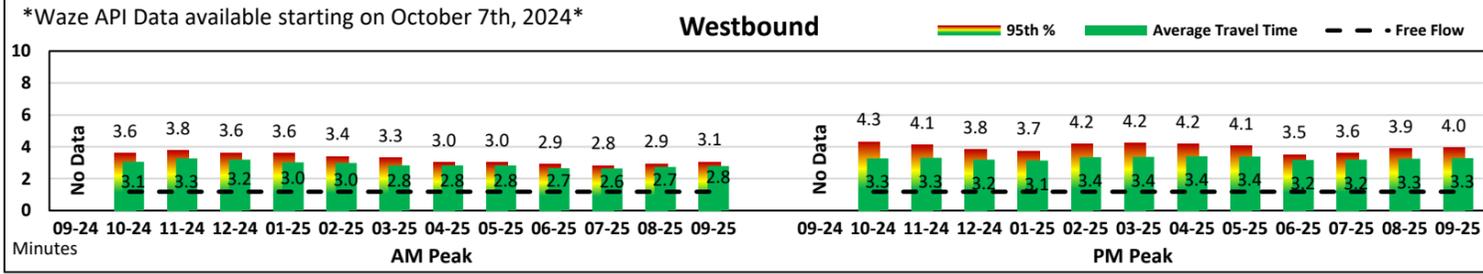
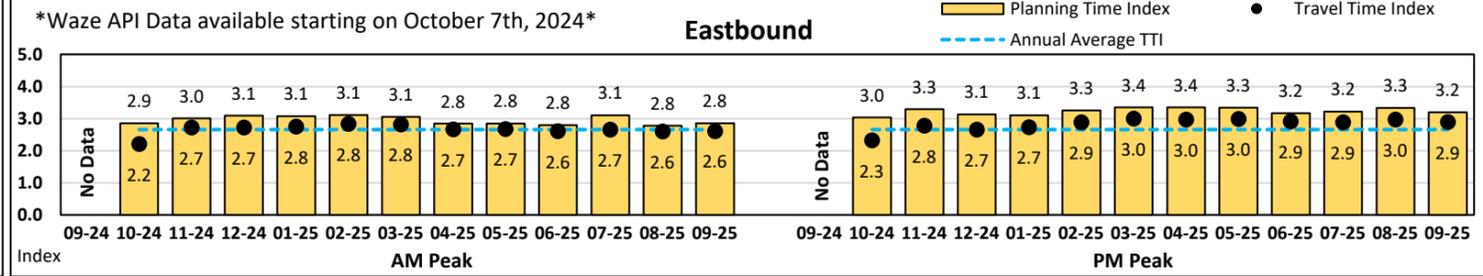




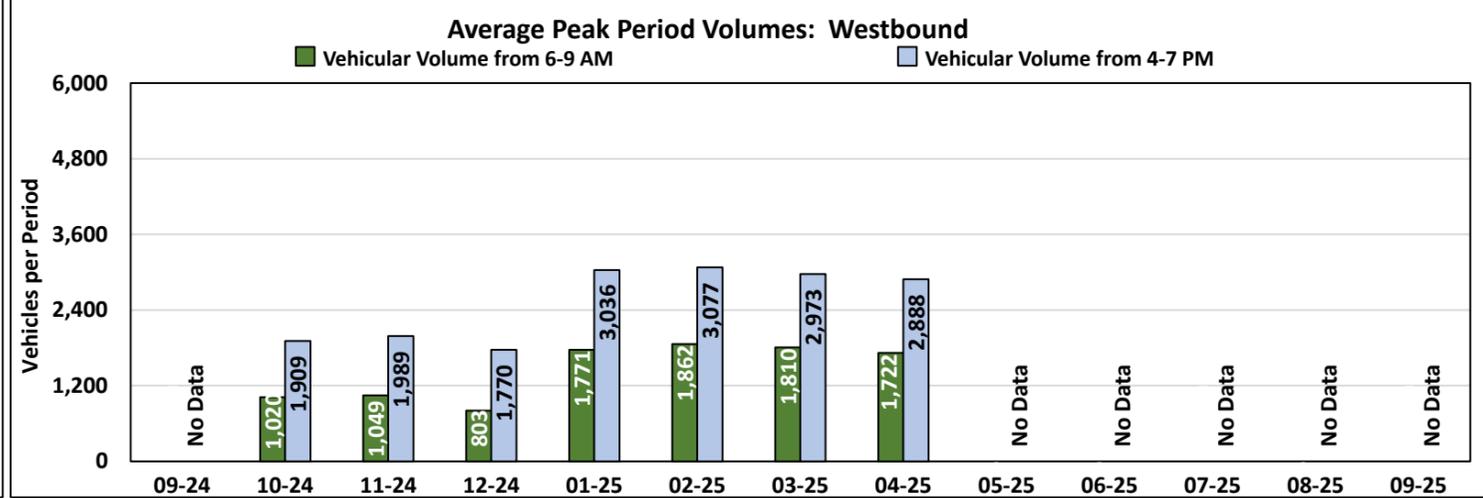
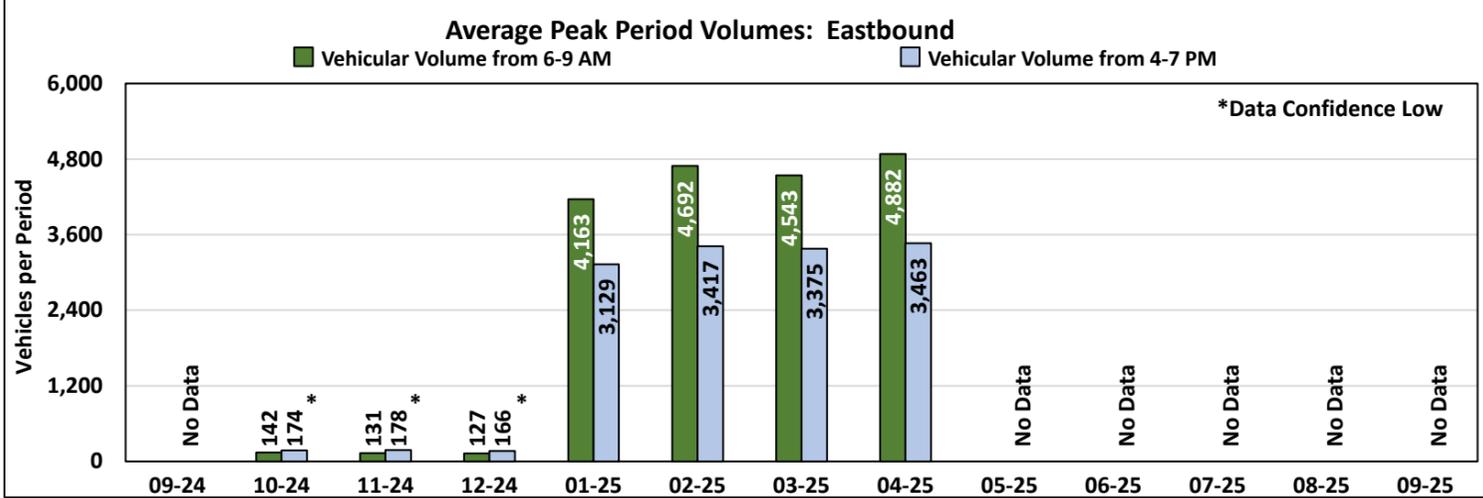
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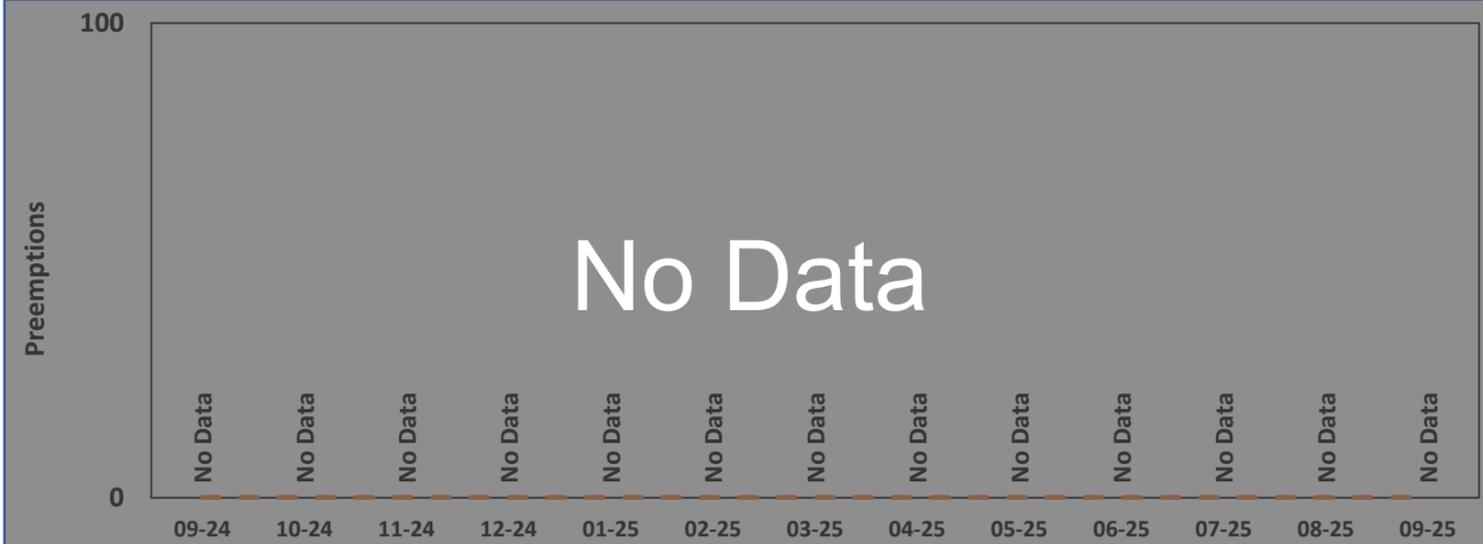
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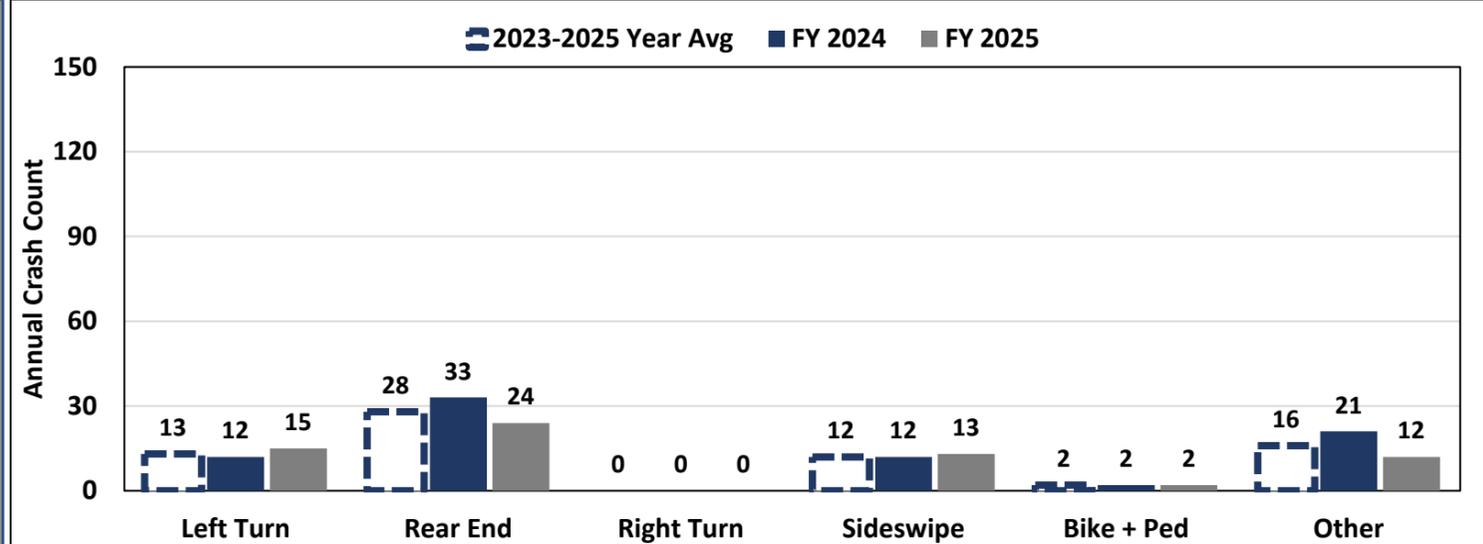
Corridor Volume Information



Emergency Vehicle Preemption



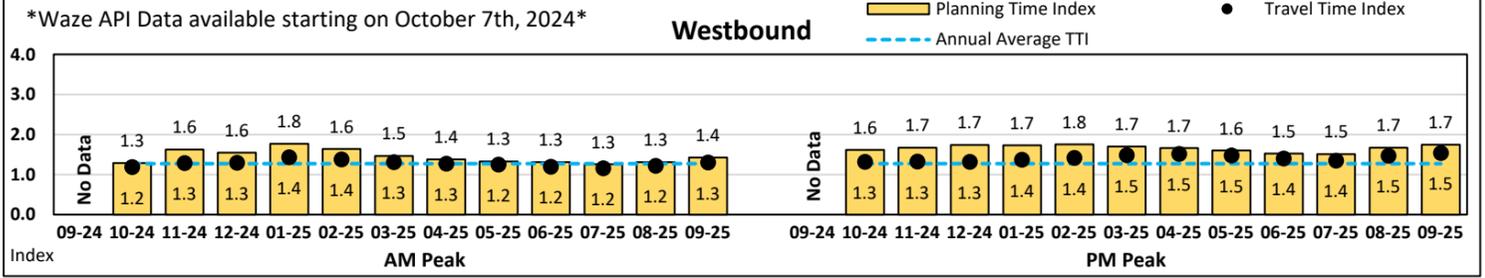
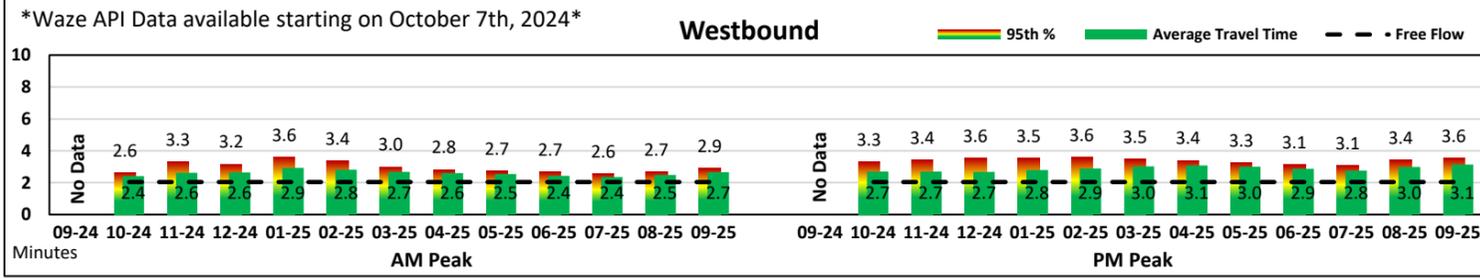
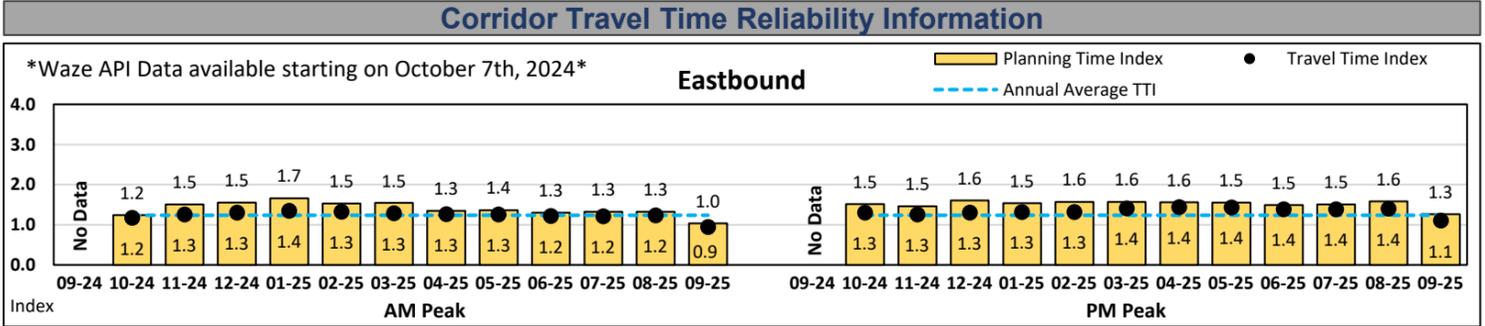
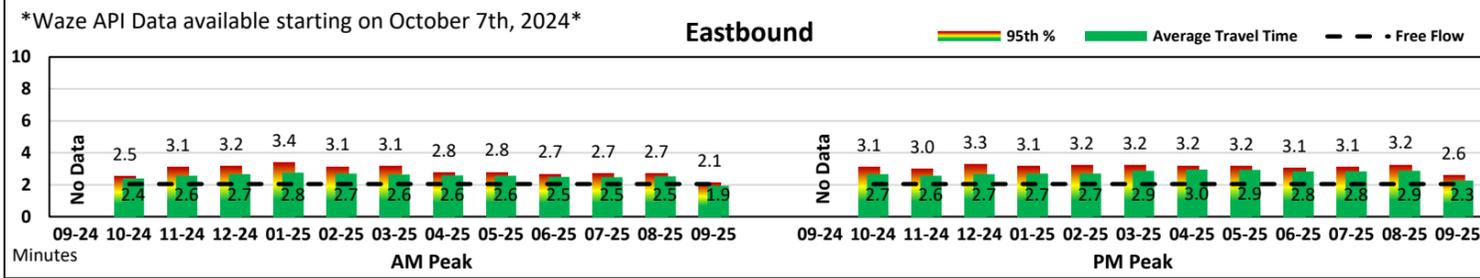
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



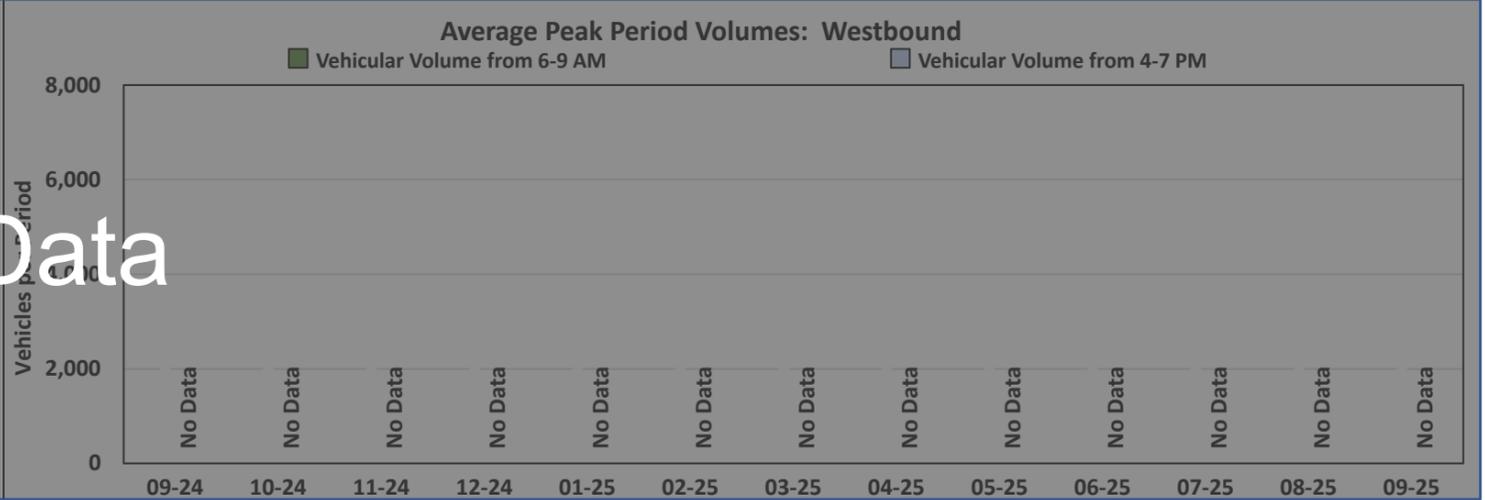
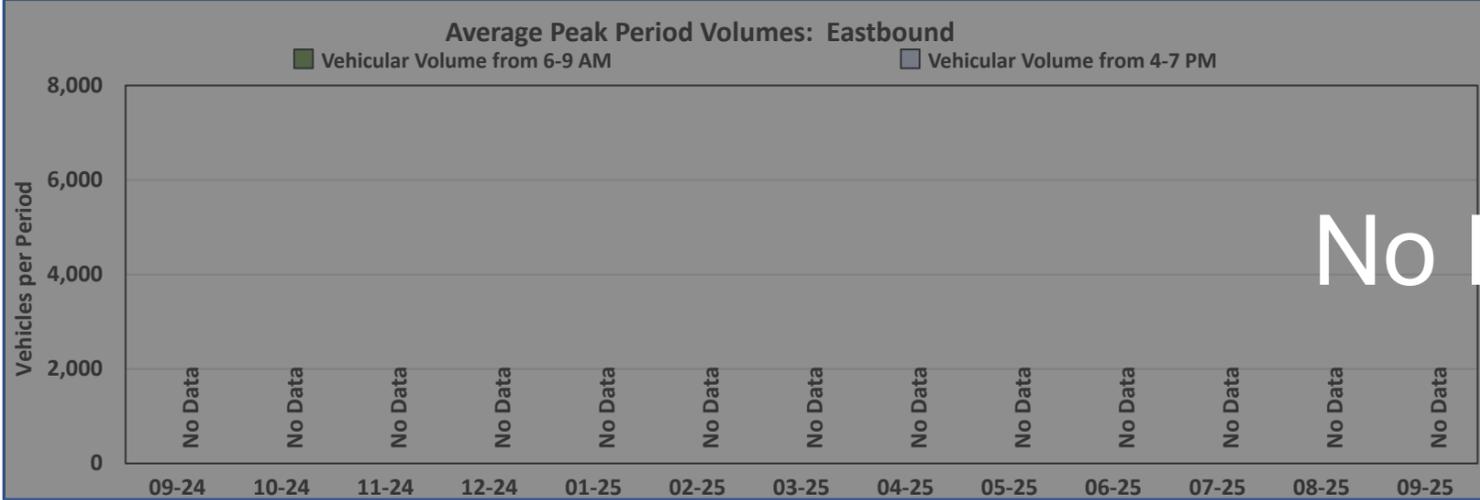


US 192, East-West corridor from Dr. Martin Luther King, Jr. Blvd. to Waverly Pl., 1.2 miles length, 7 traffic signals

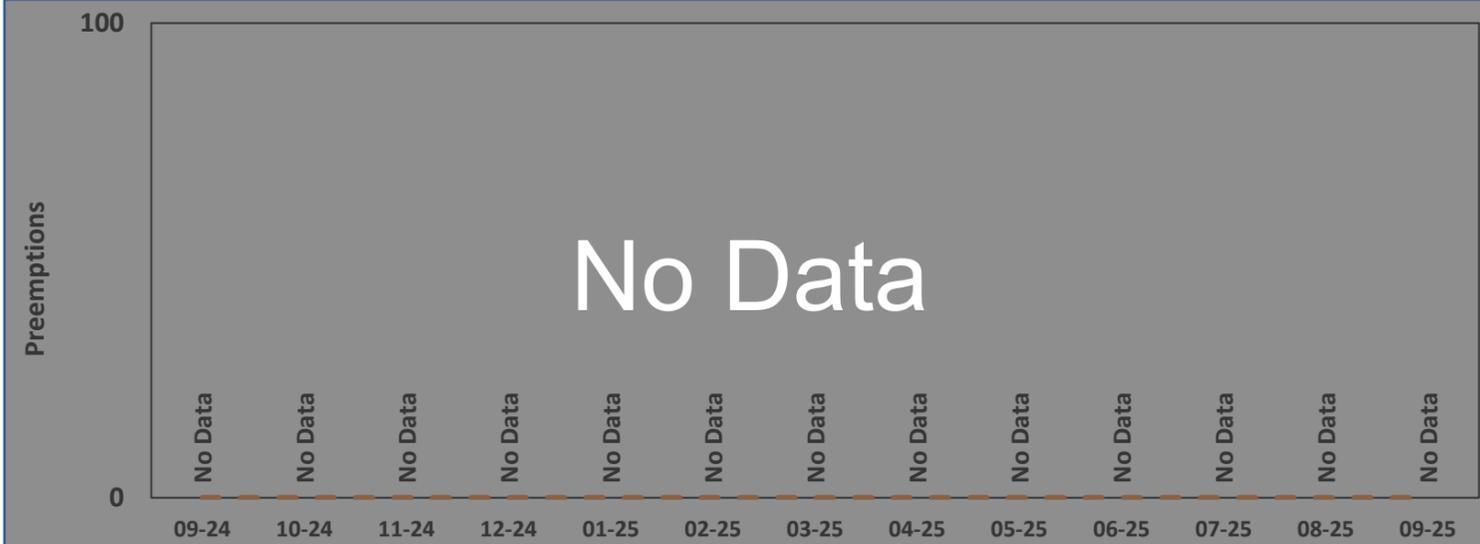
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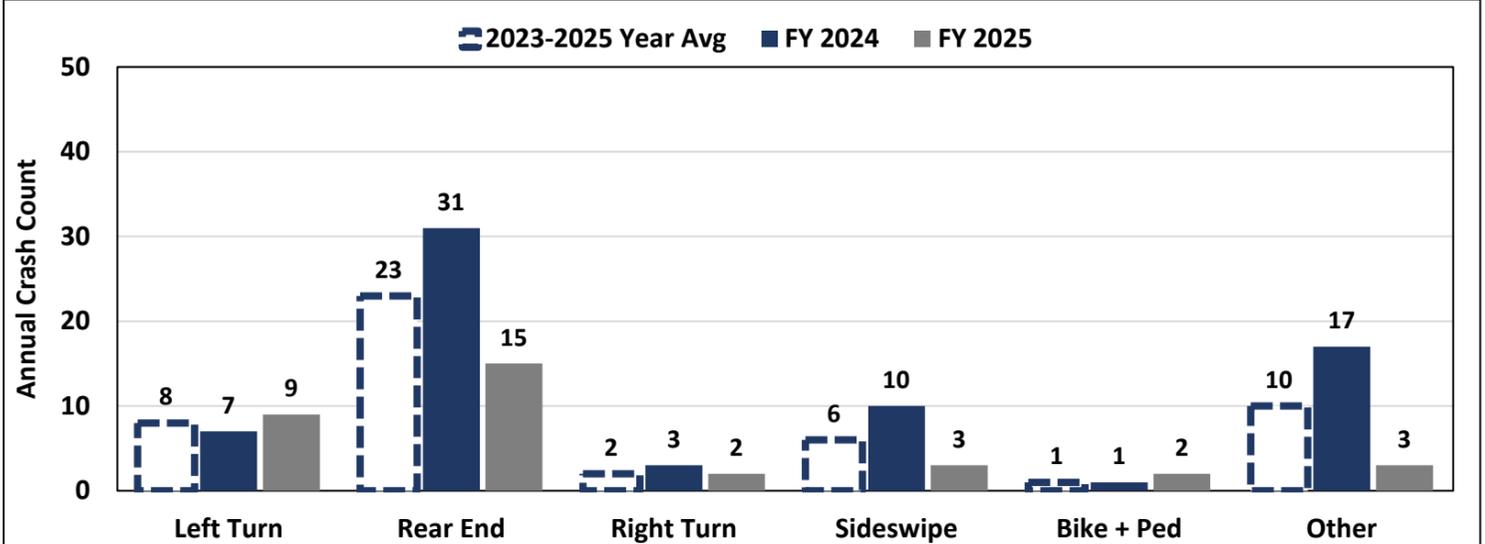
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Emergency Vehicle Preemption

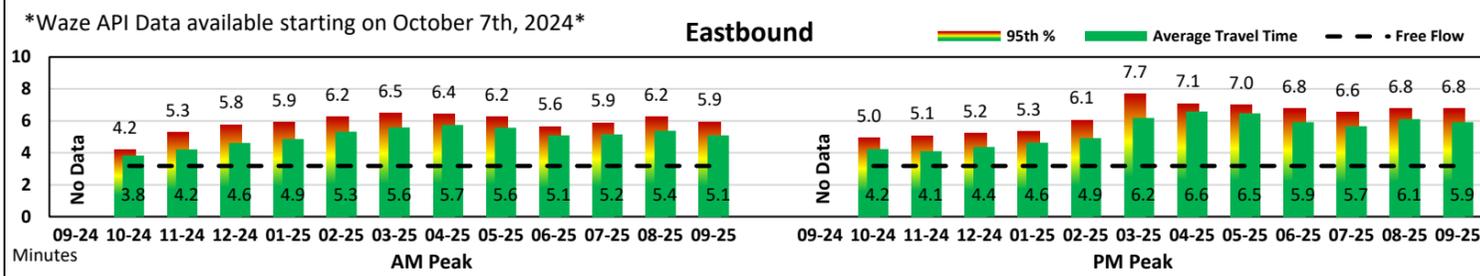


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

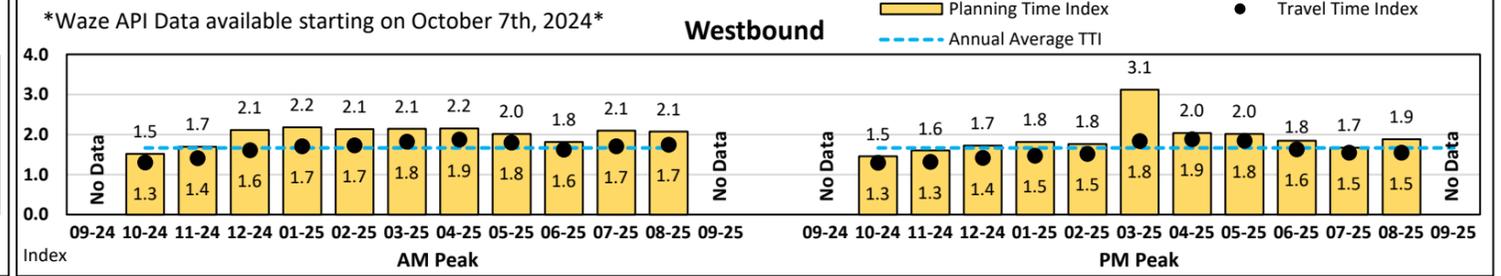
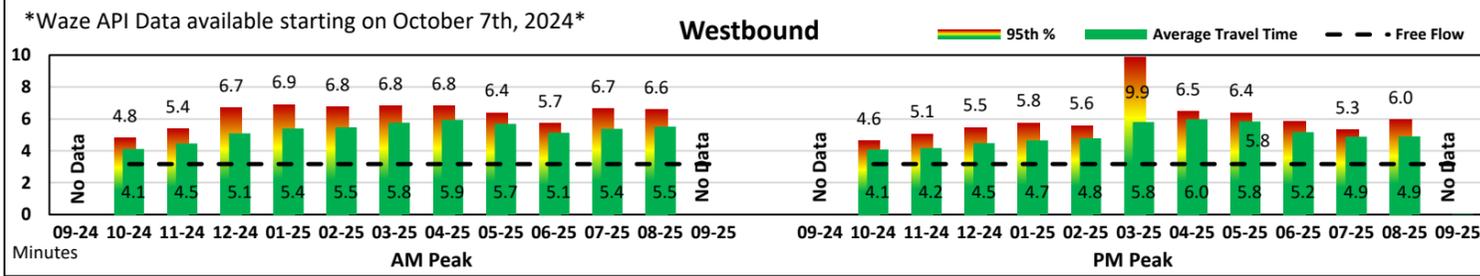
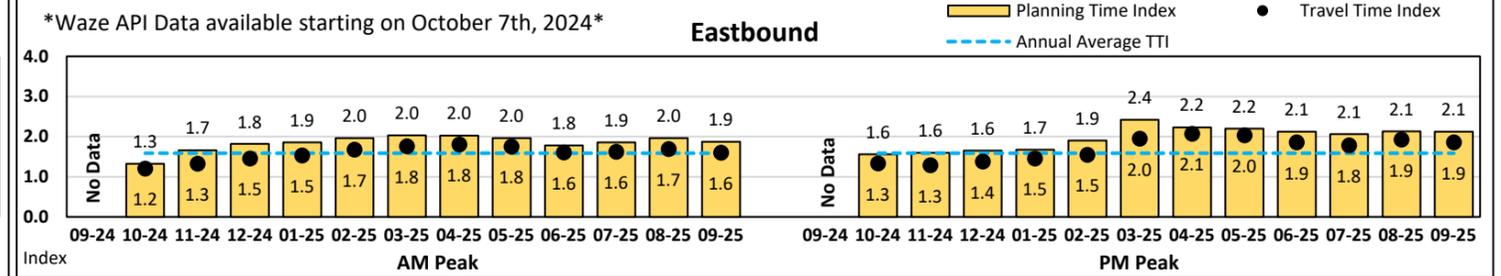




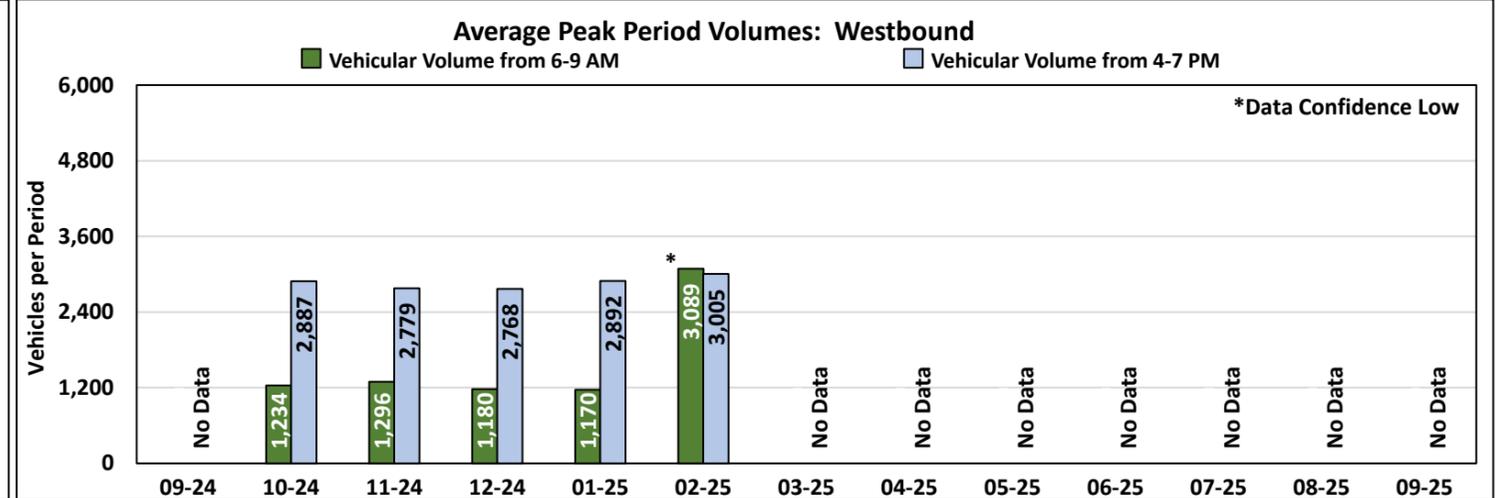
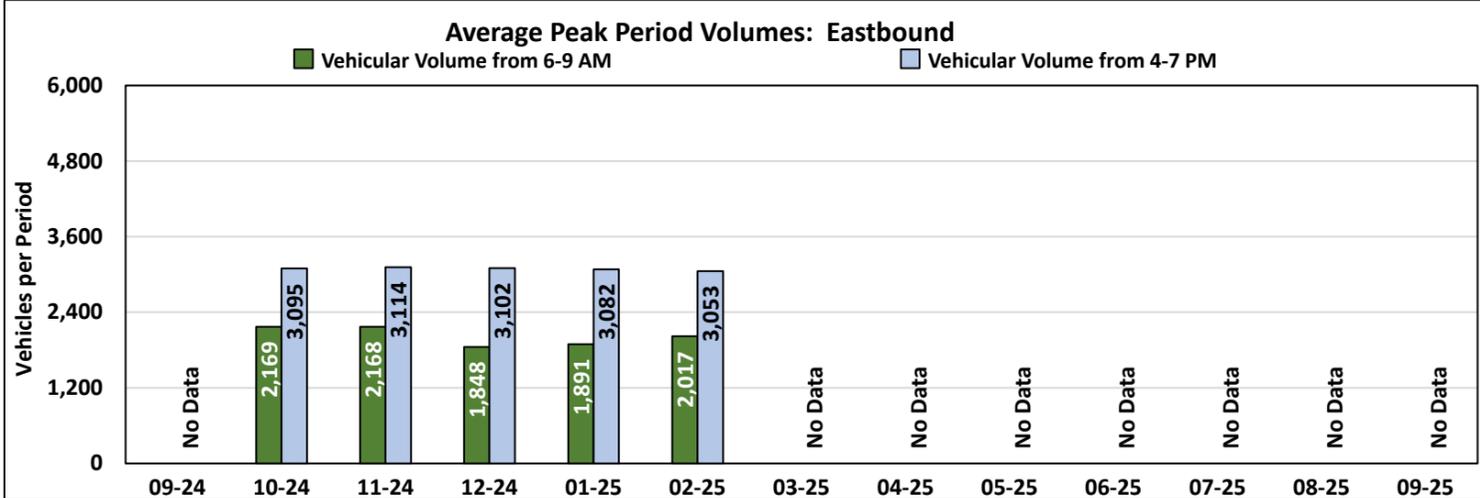
Corridor Travel Time Information



Corridor Travel Time Reliability Information



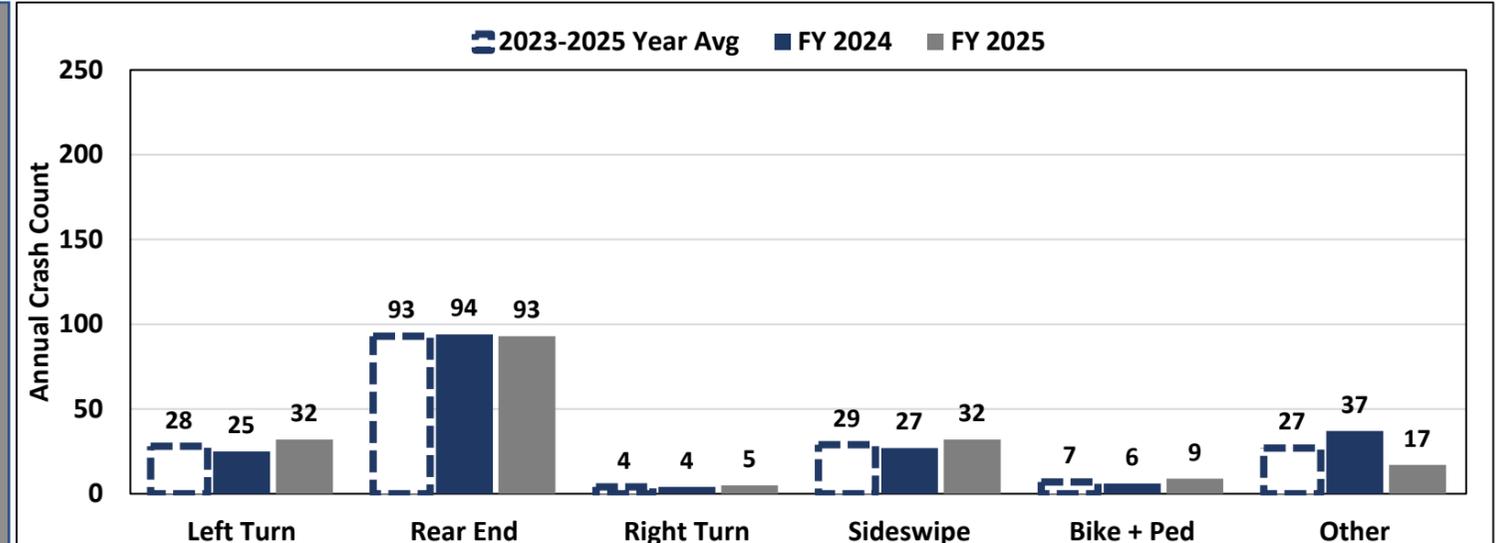
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Emergency Vehicle Preemption

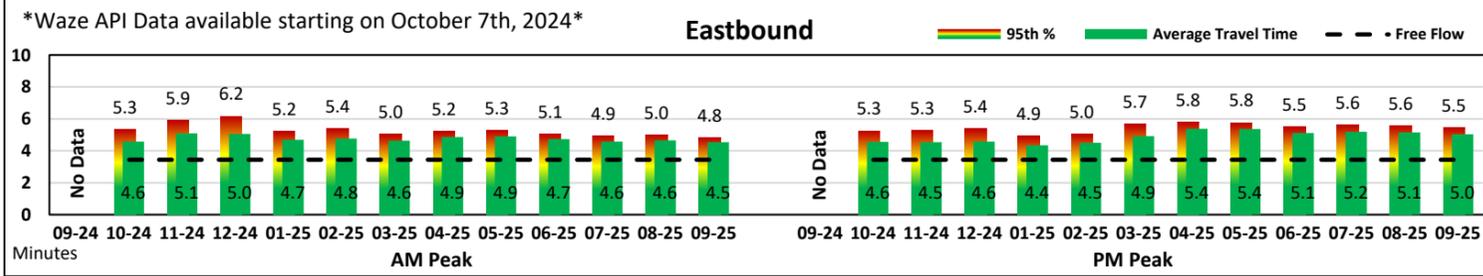


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

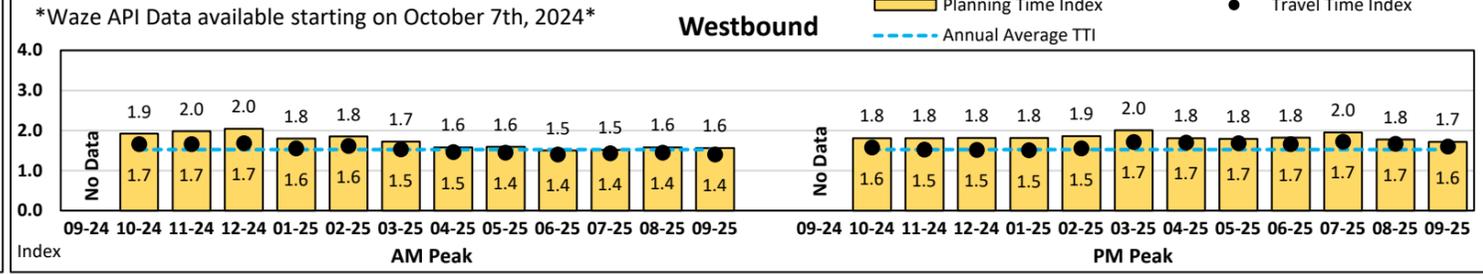
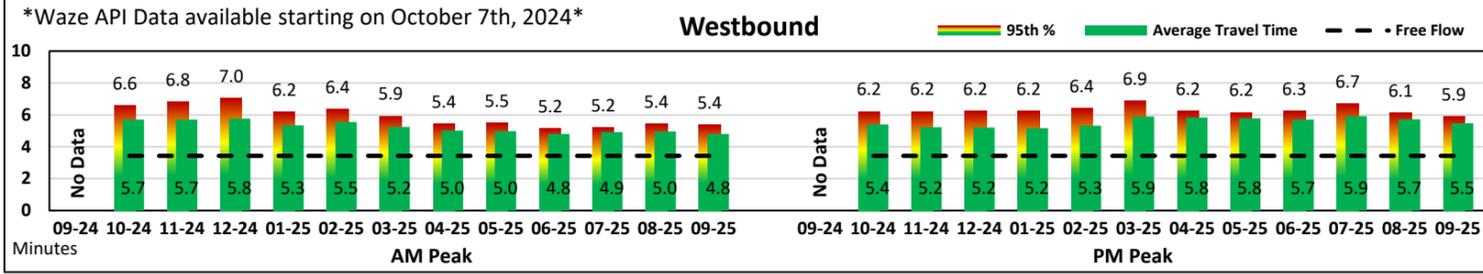
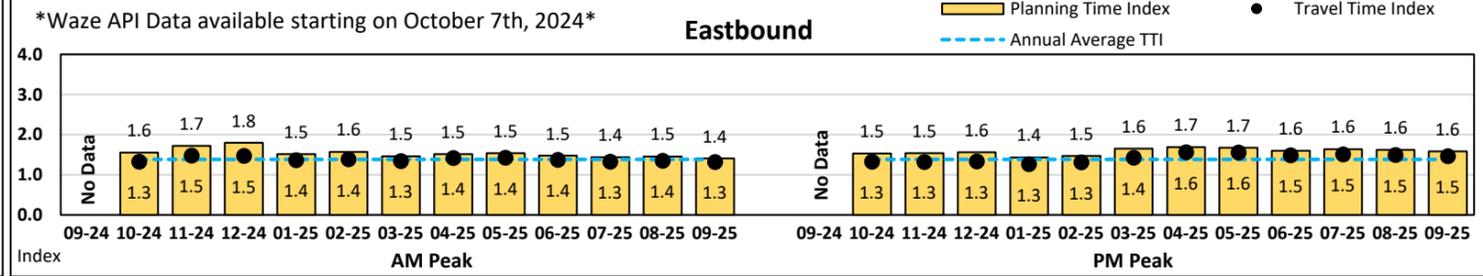




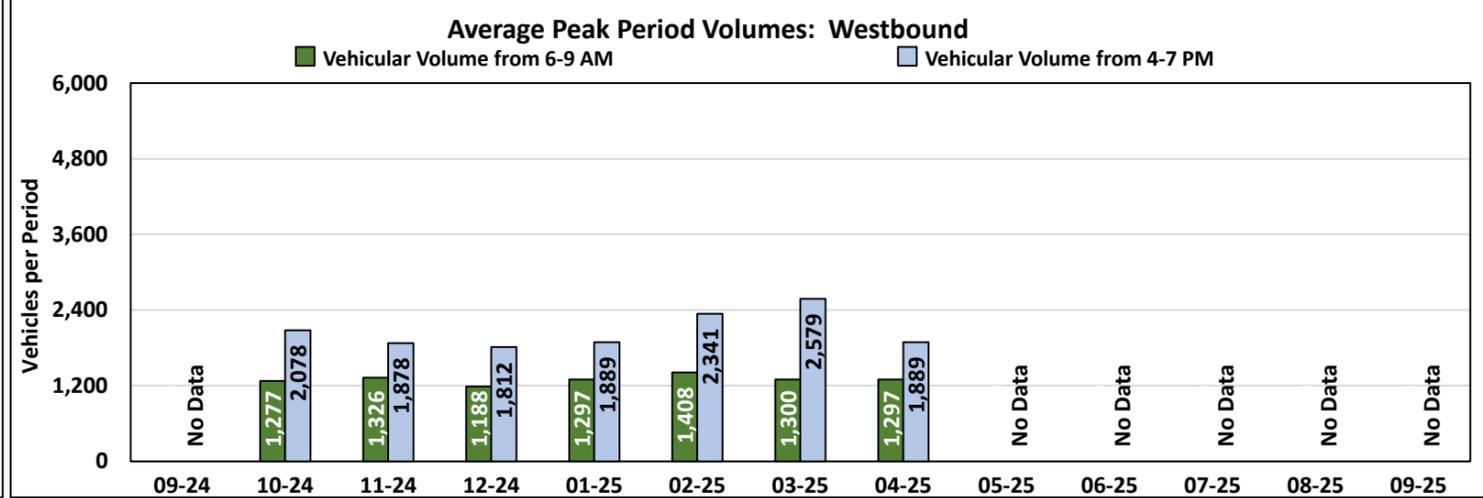
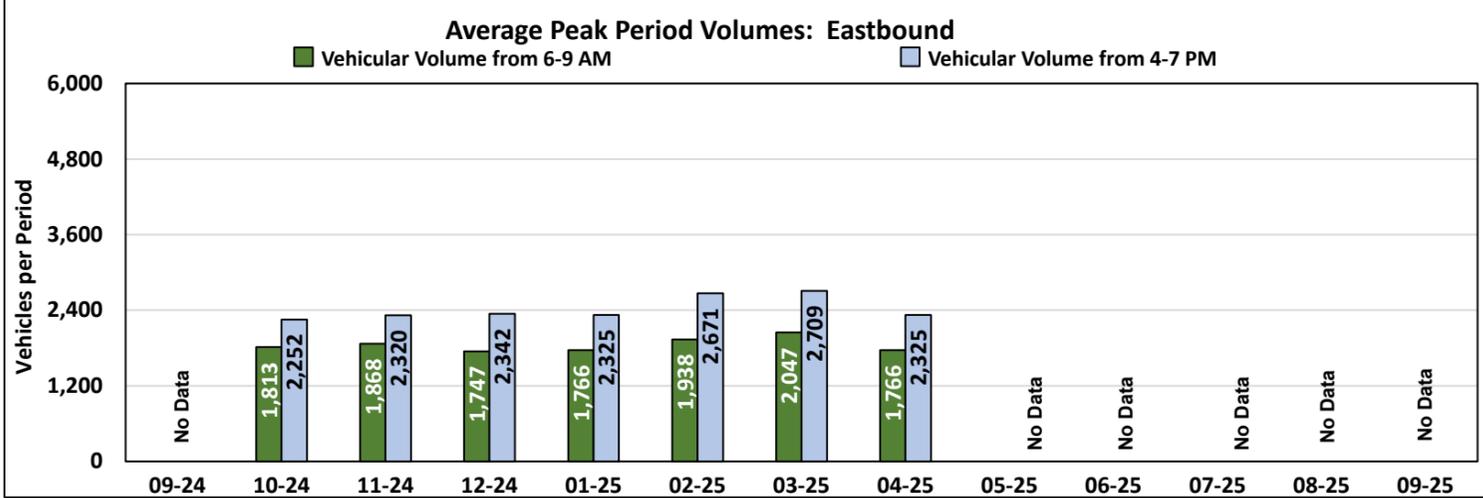
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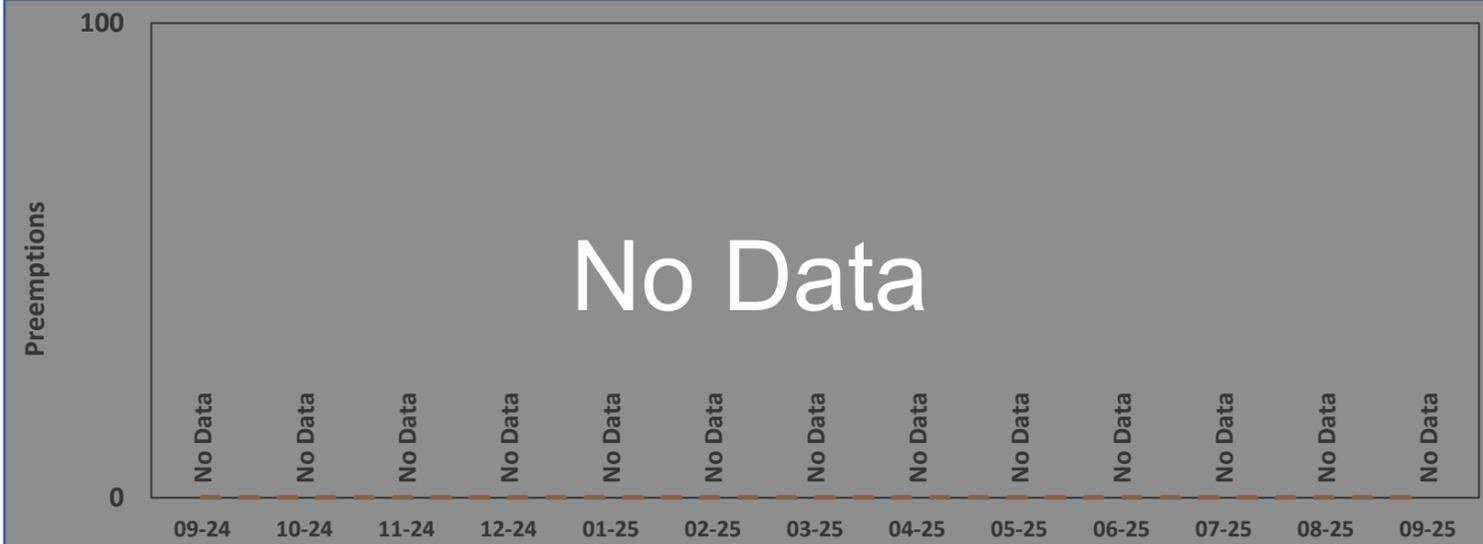
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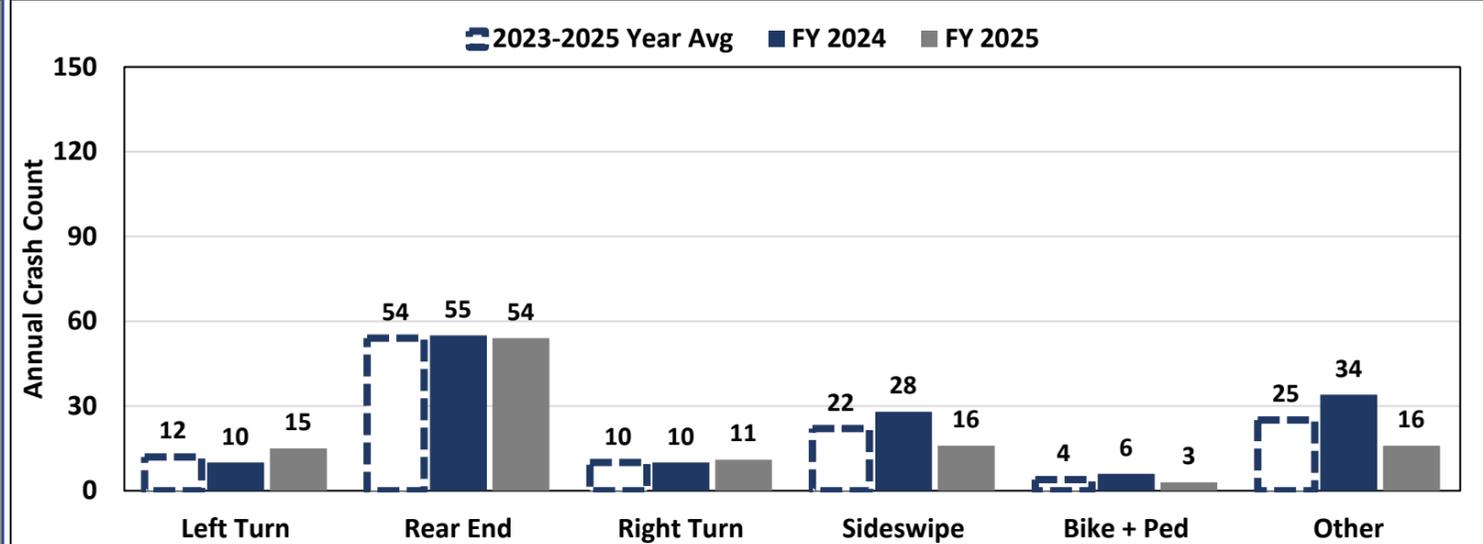
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Emergency Vehicle Preemption



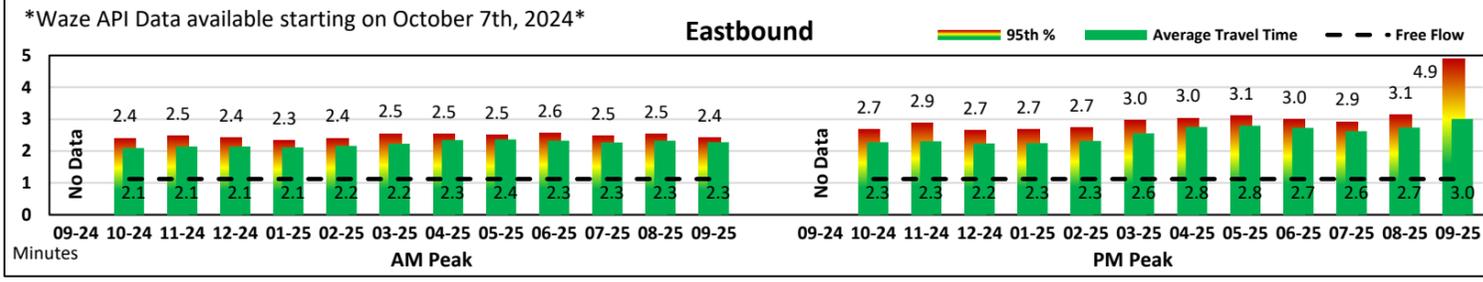
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



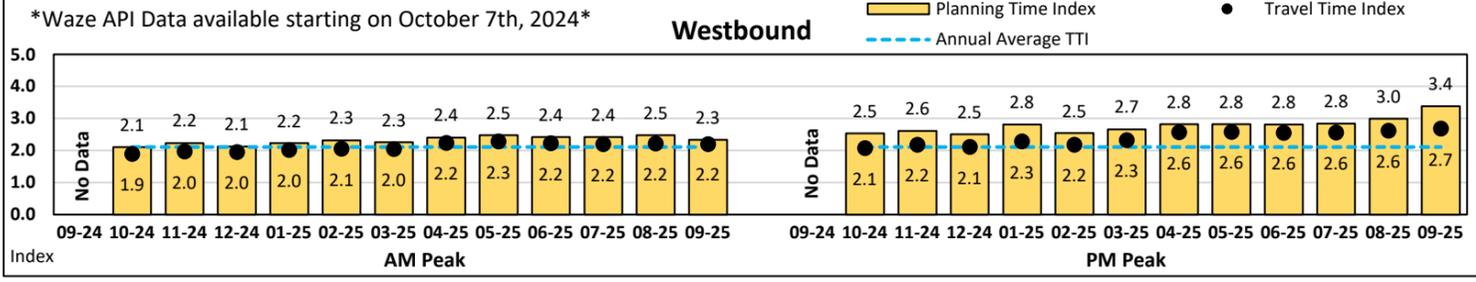
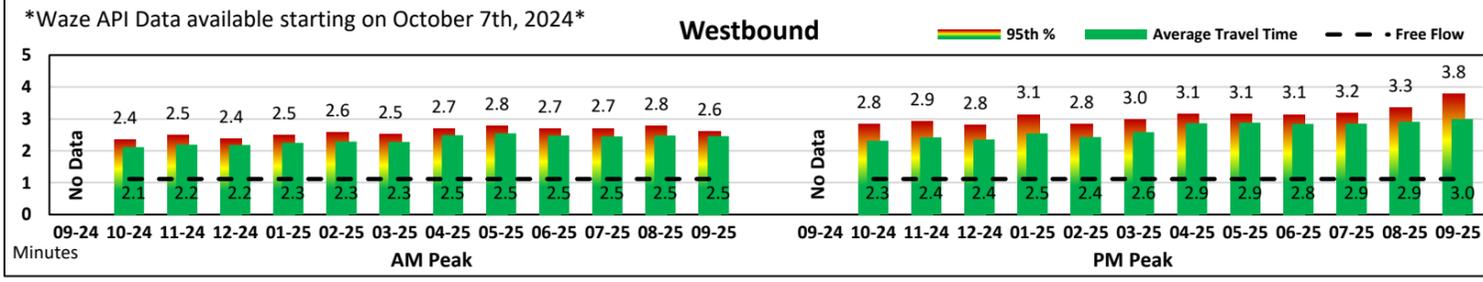
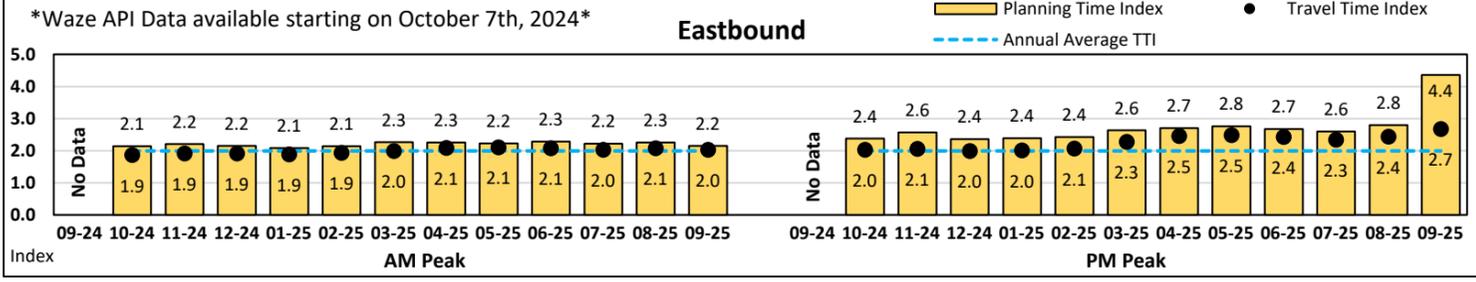


SR 524, East-West corridor from I-95 SB to Cox Rd., 1.3 miles length, 5 traffic signals

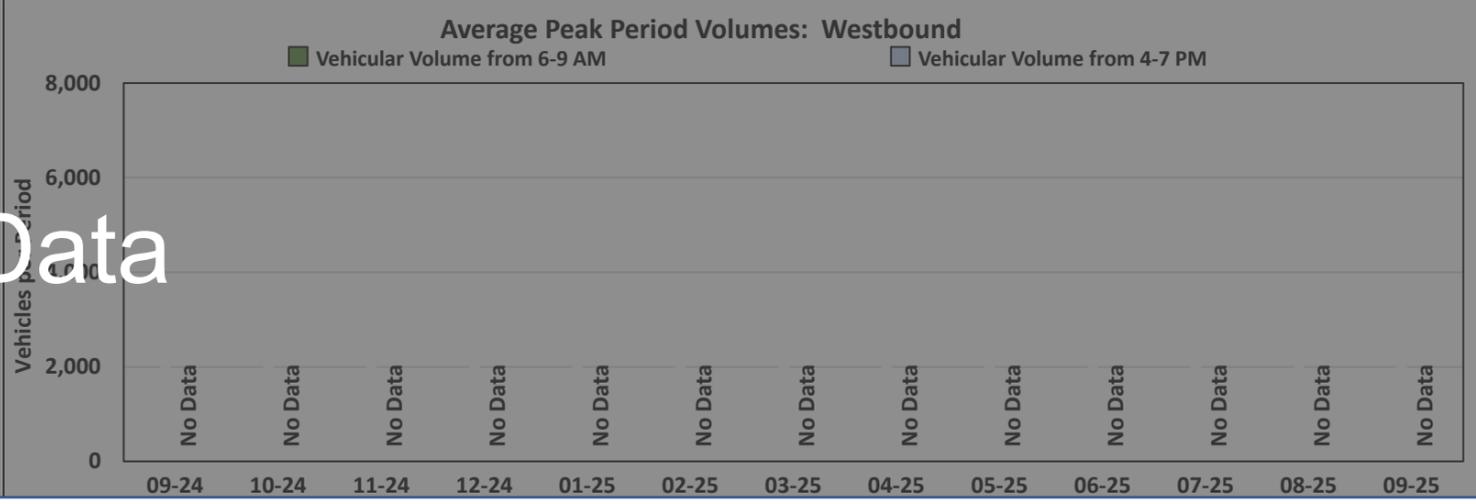
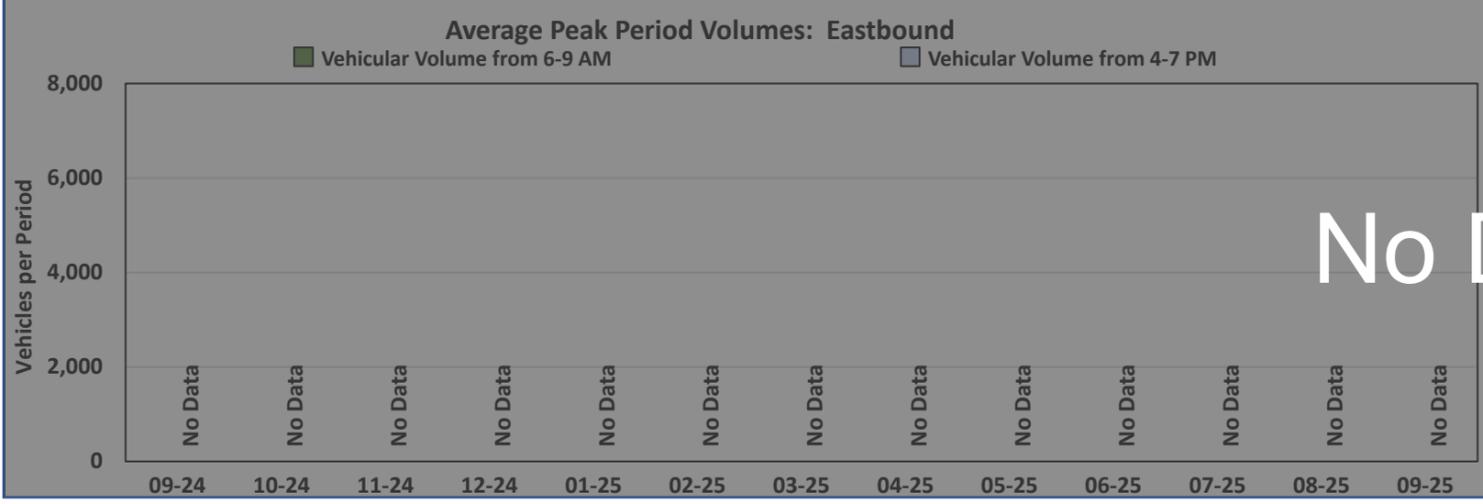
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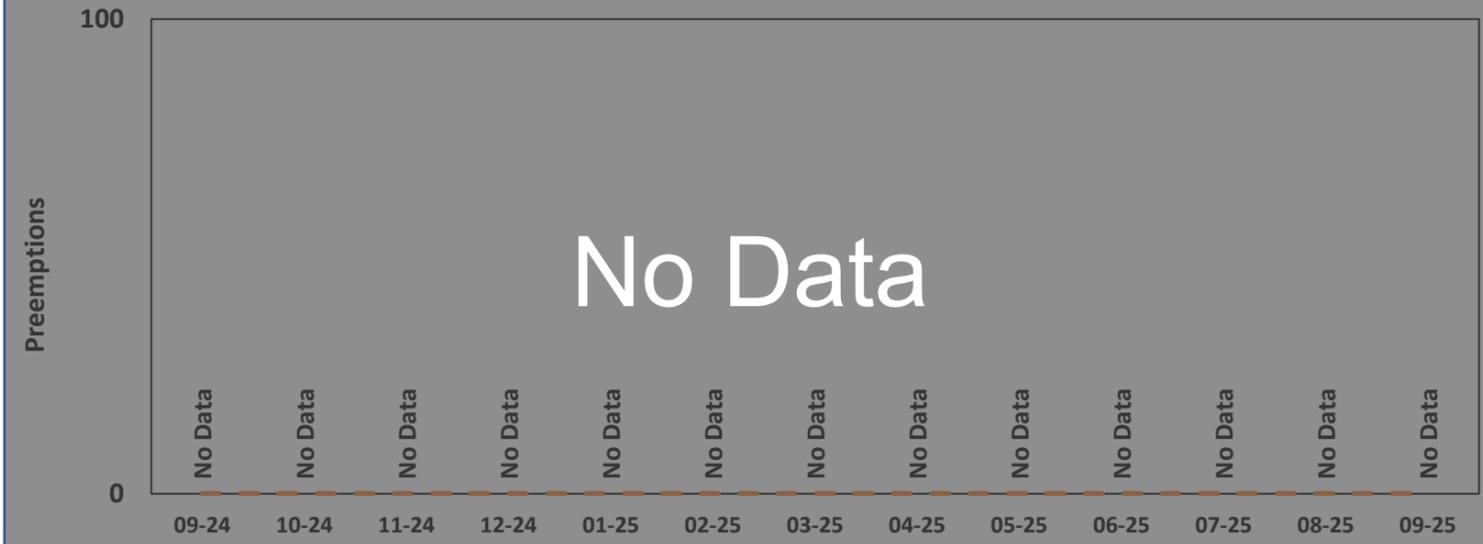
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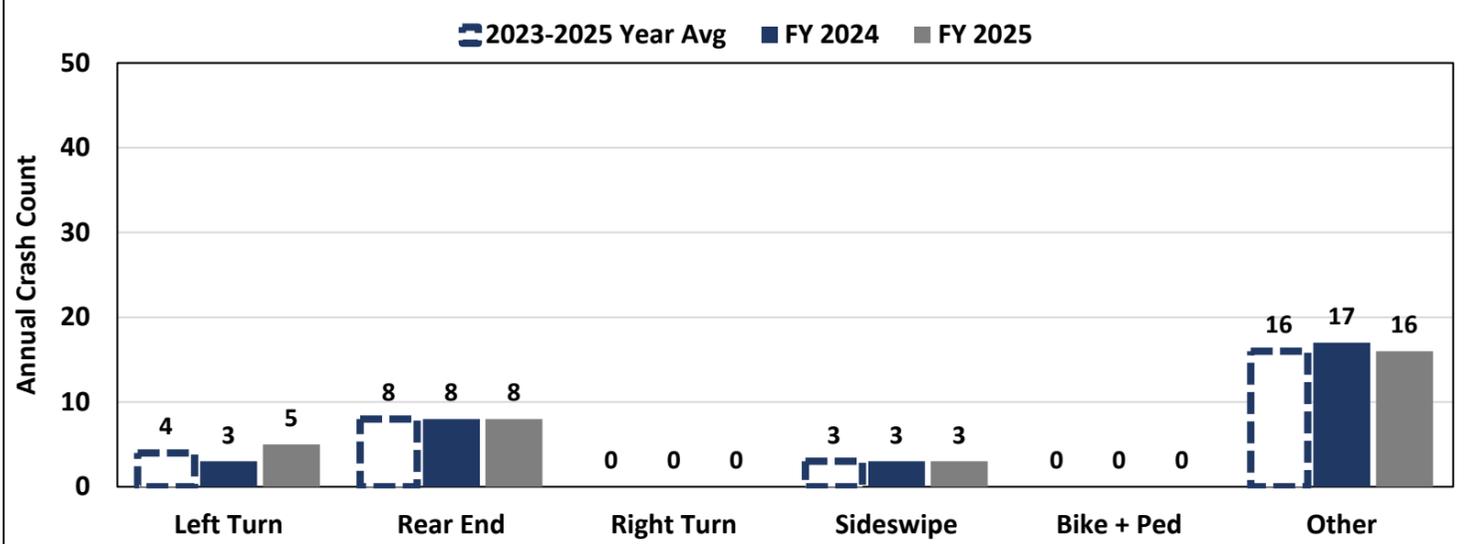
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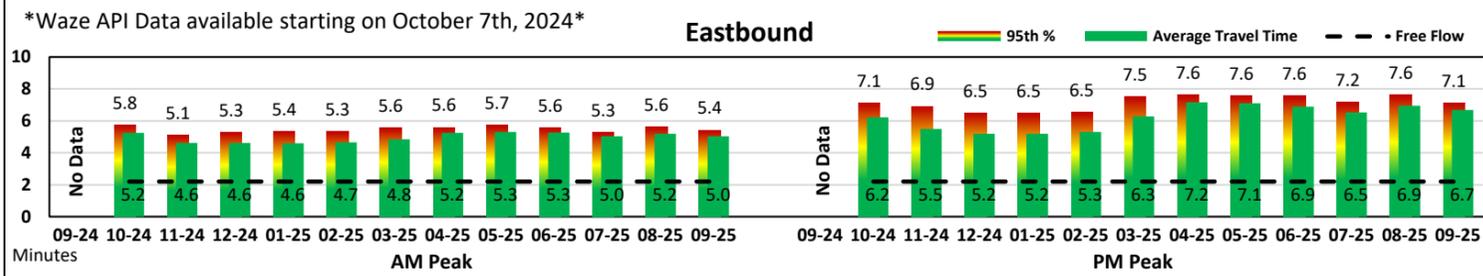
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



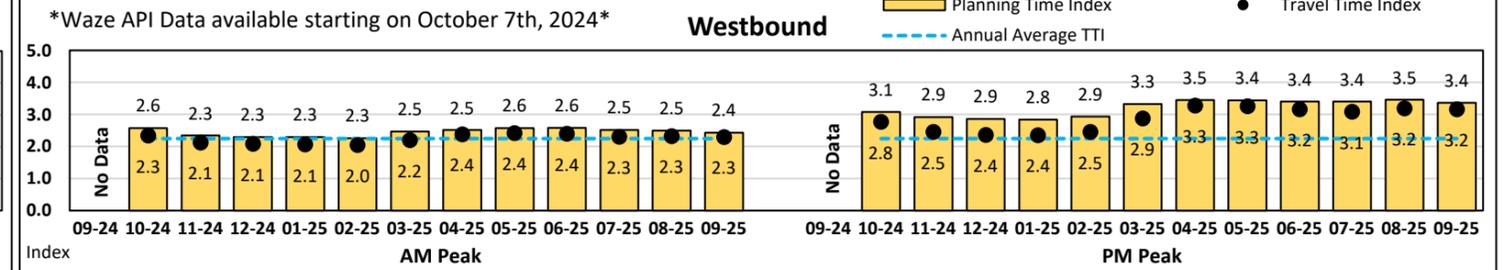
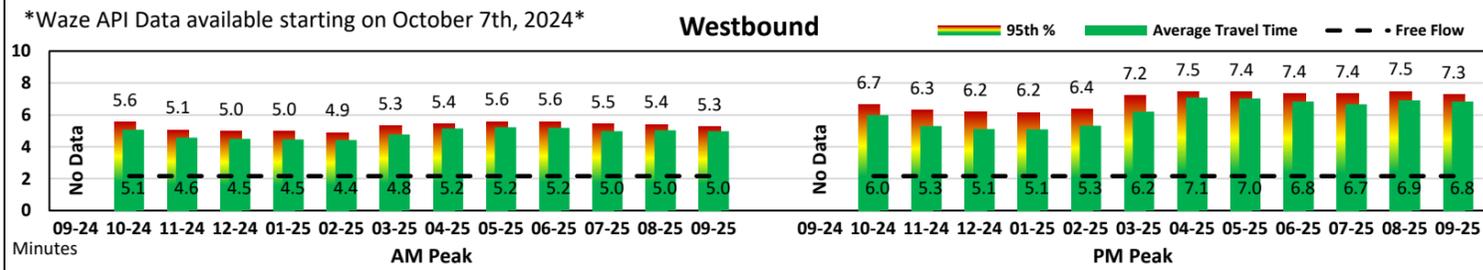
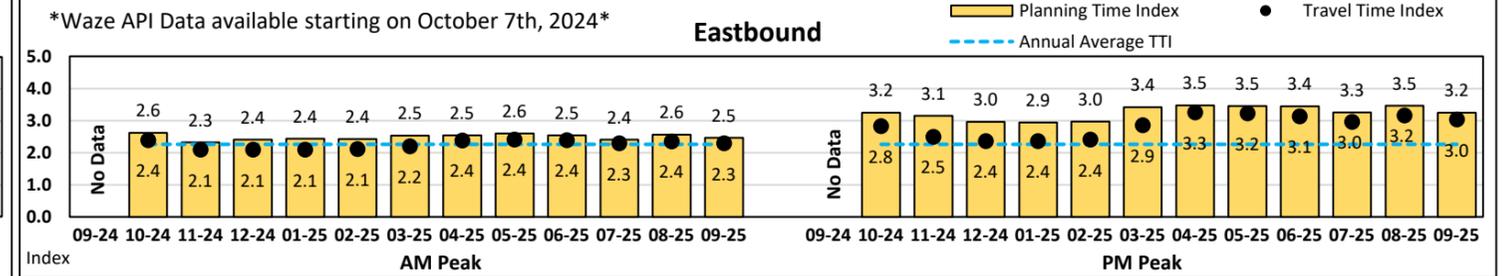


SR 100, East-West corridor from Belle Terre Pkwy. to Old Kings Rd., 2.6 miles length, 7 traffic signals

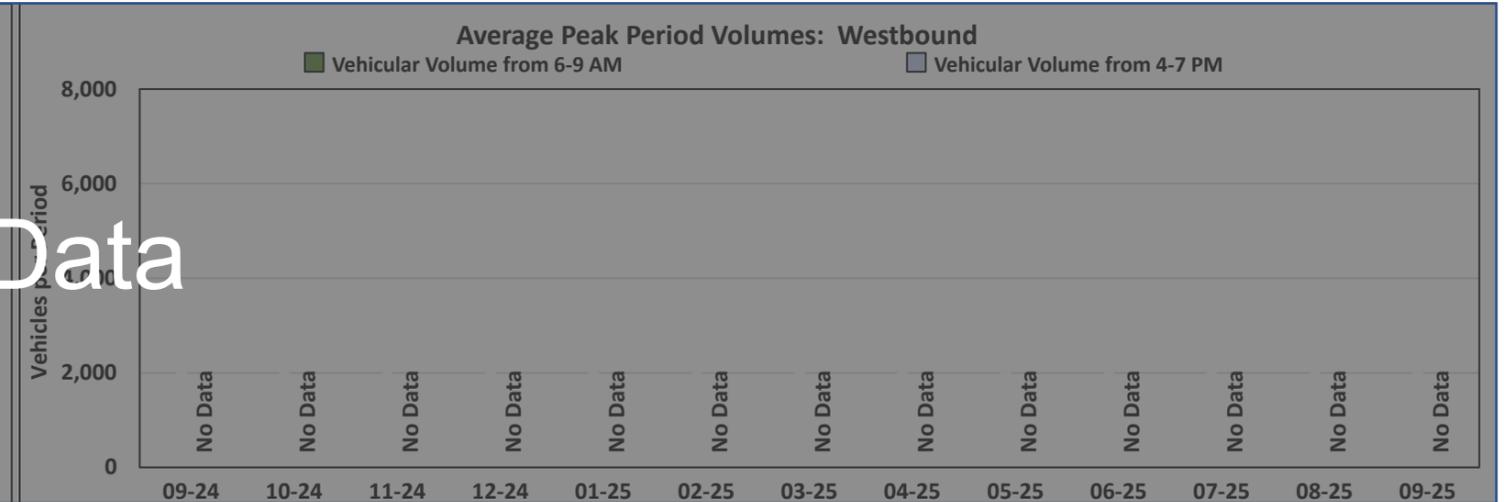
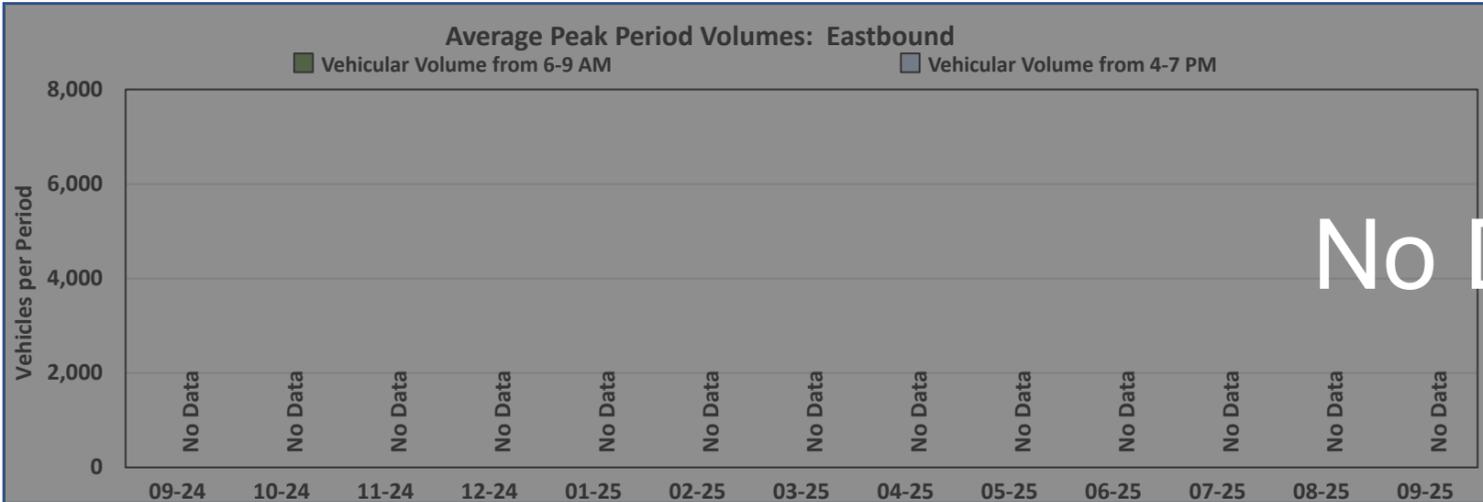
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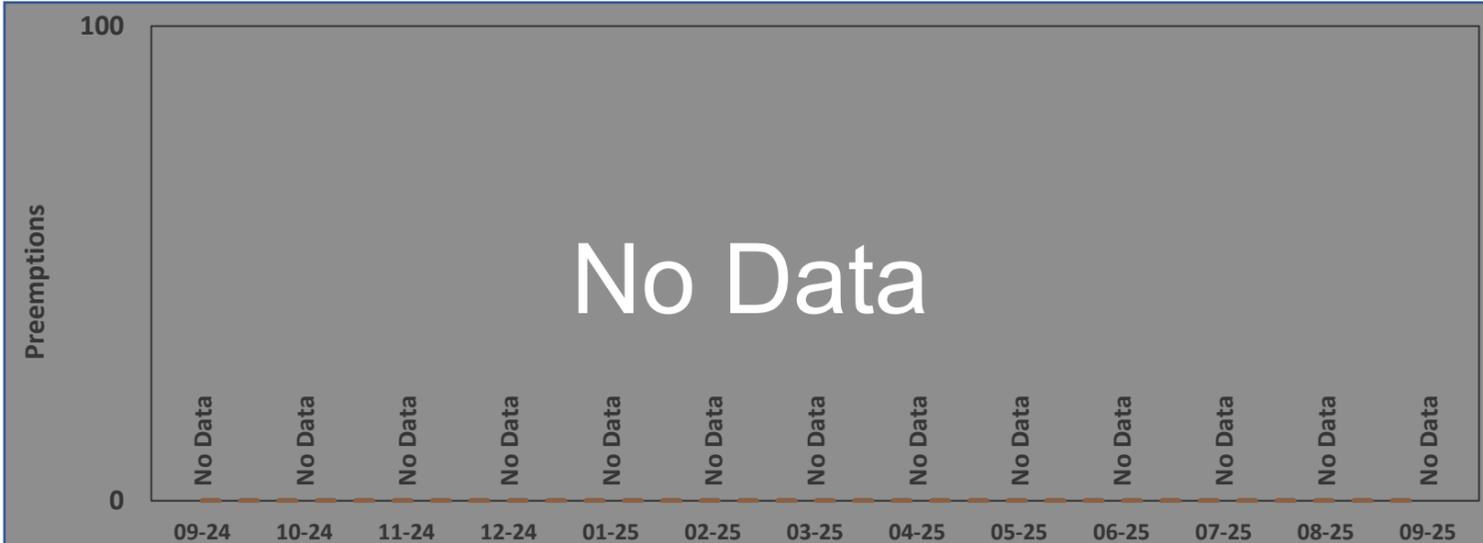
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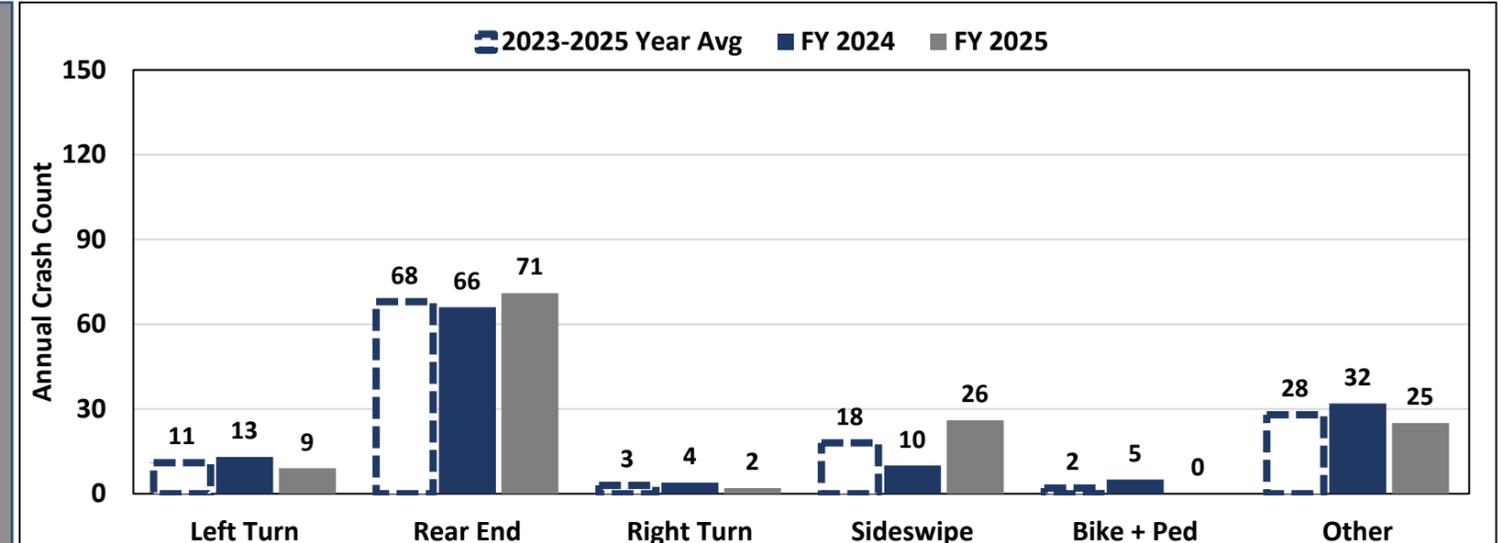
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Emergency Vehicle Preemption

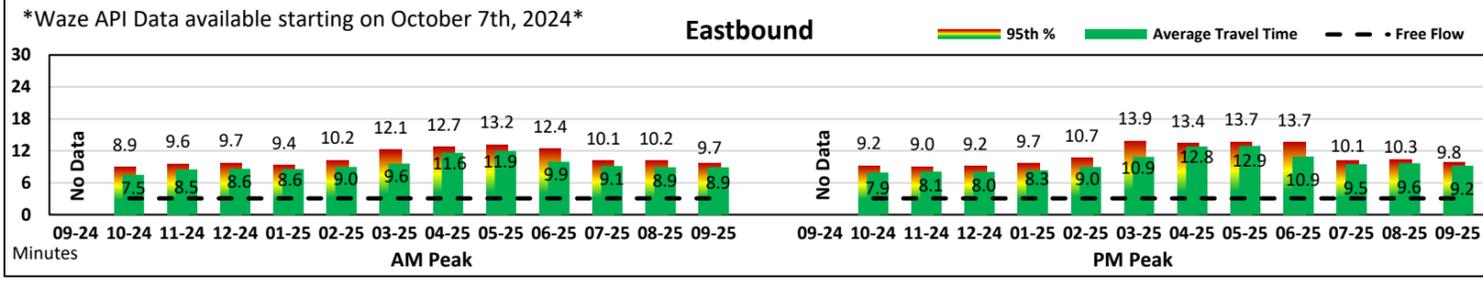


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

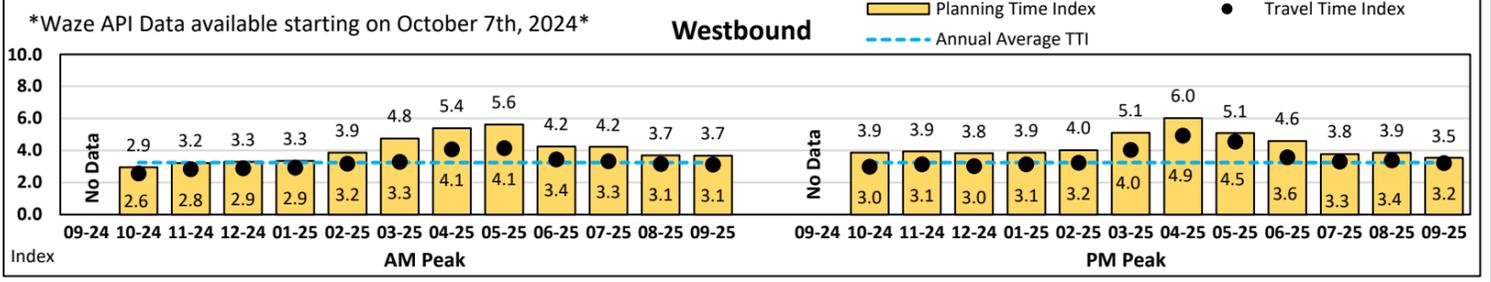
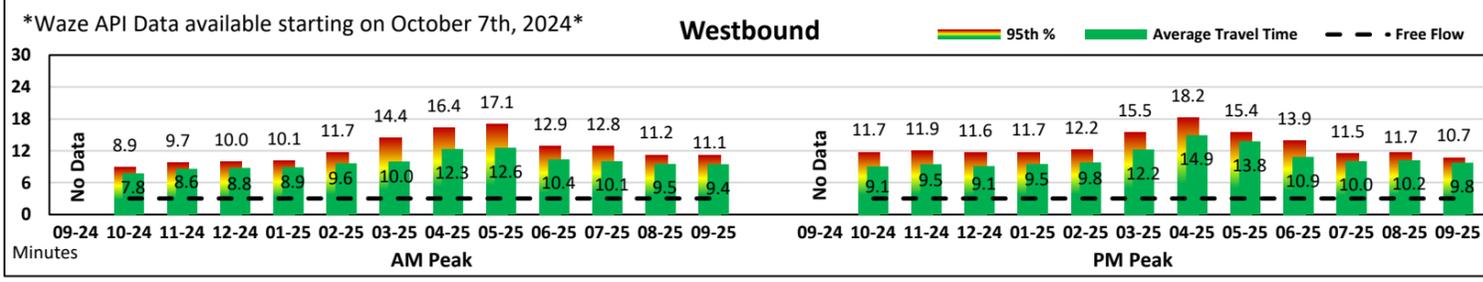
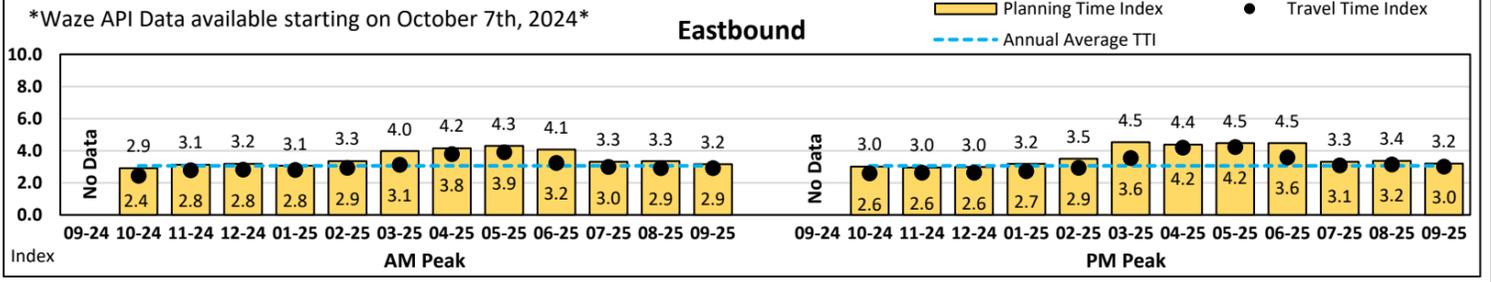




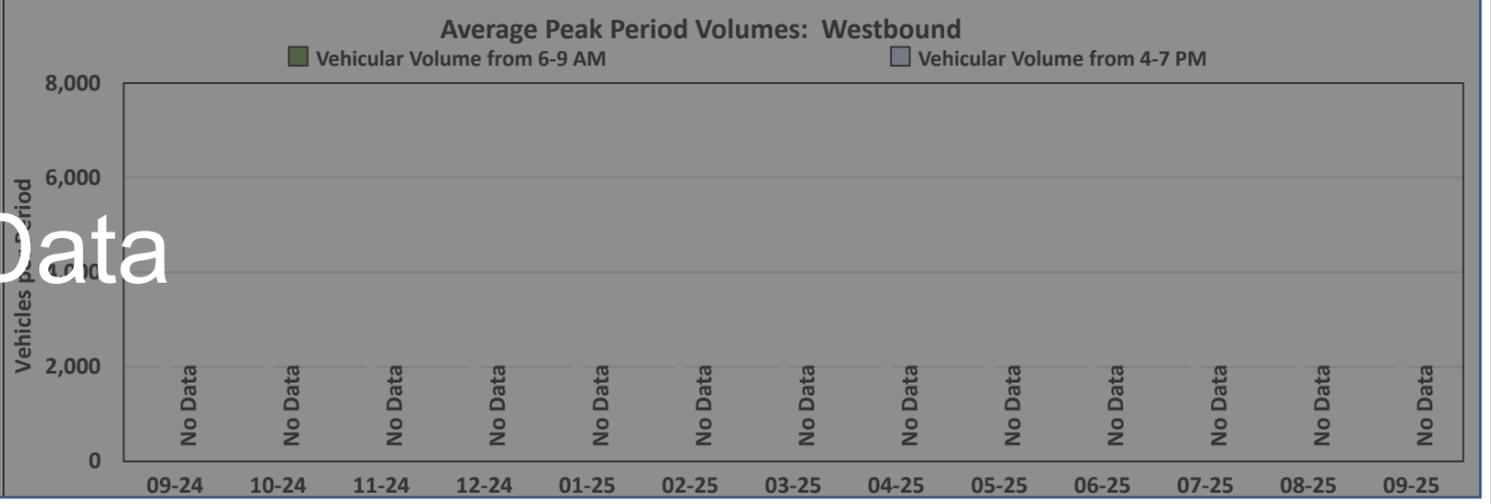
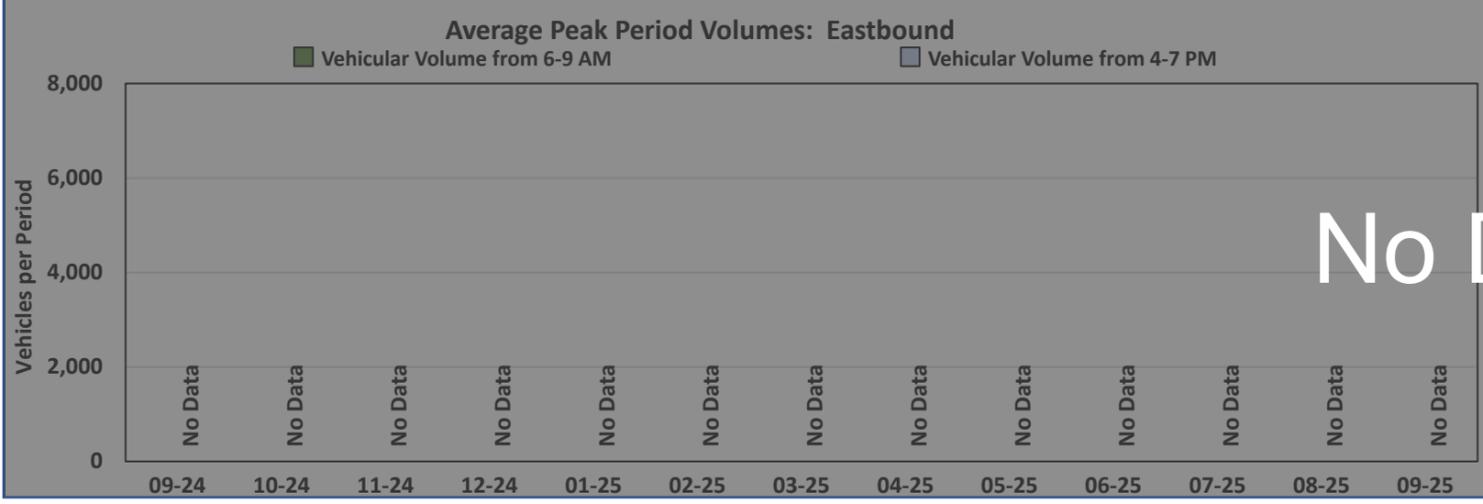
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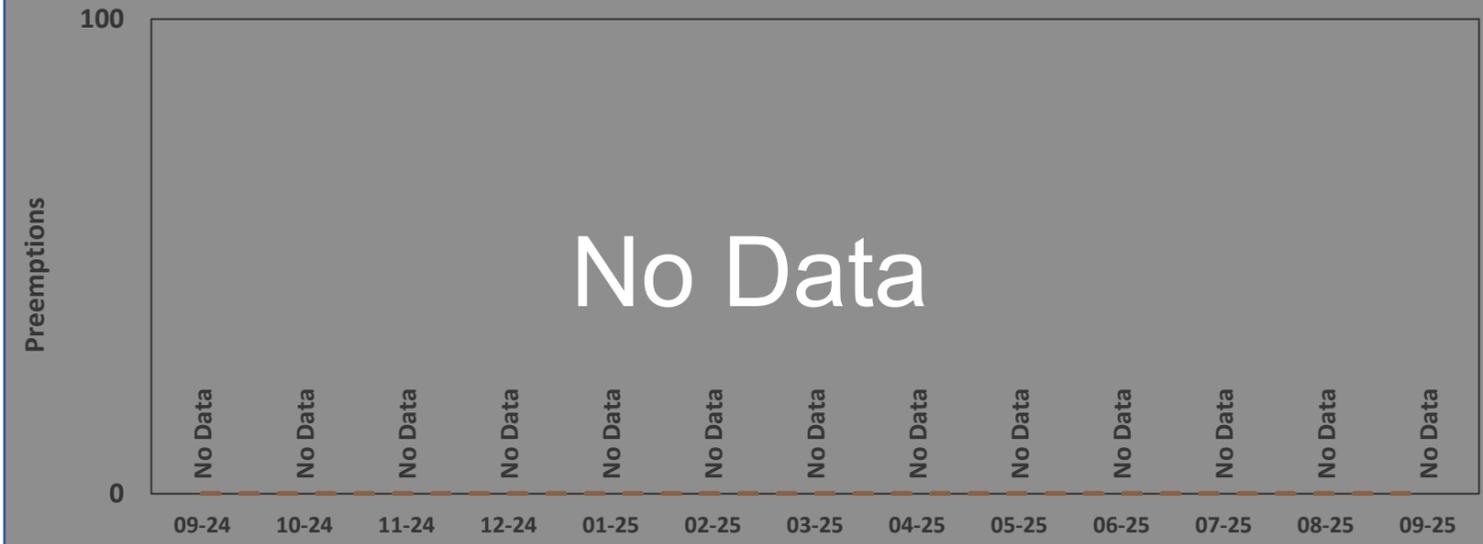
Corridor Travel Time Reliability Information



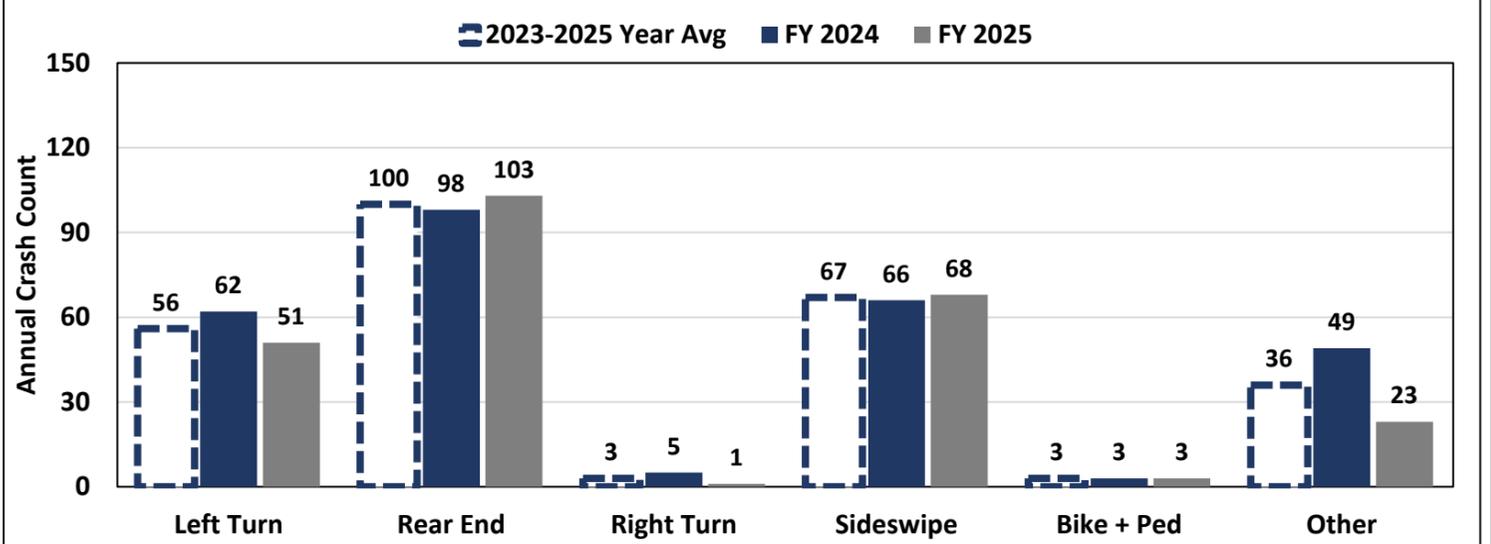
Corridor Volume Information



Emergency Vehicle Preemption



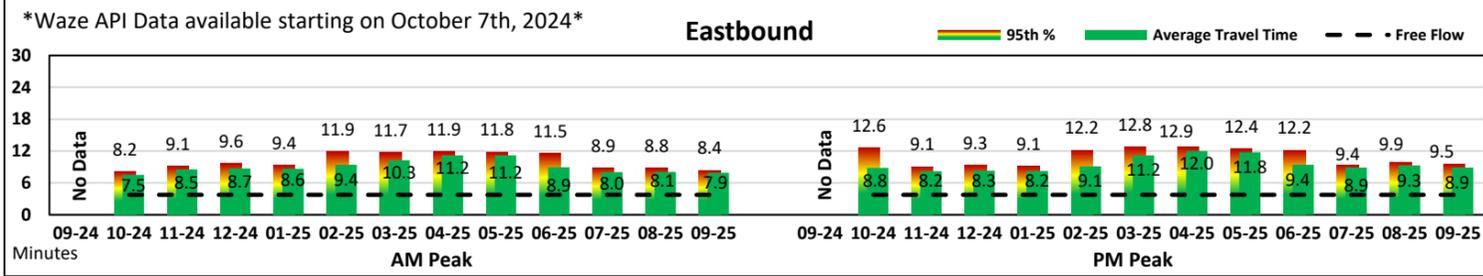
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



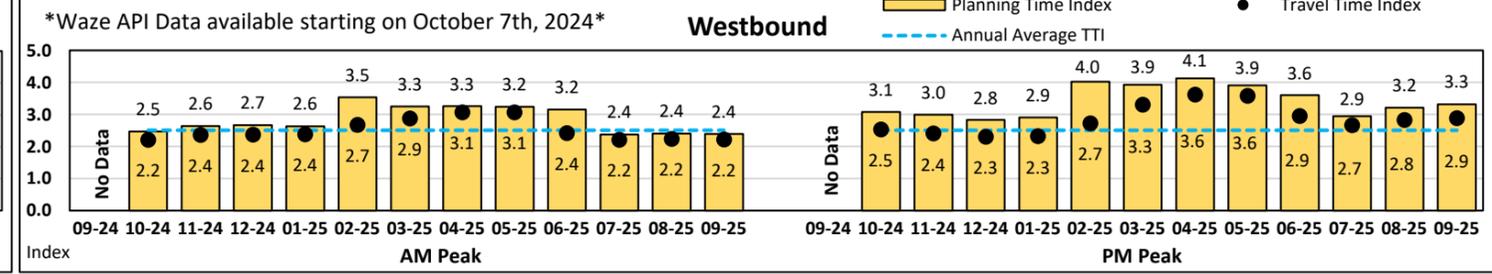
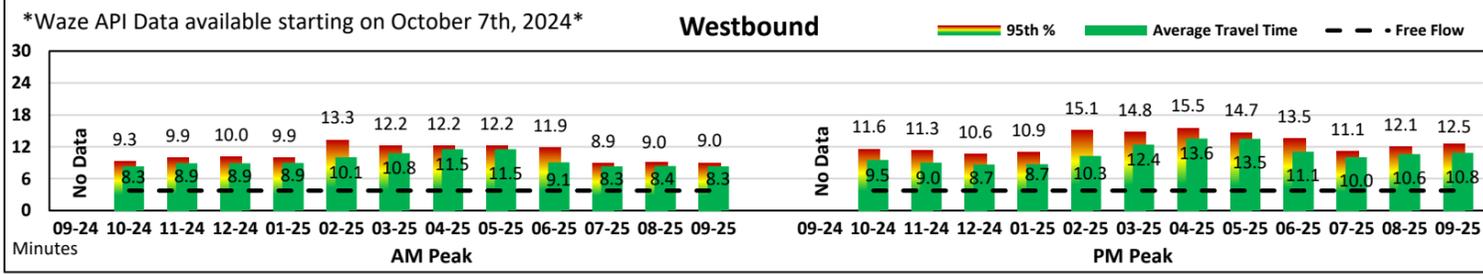
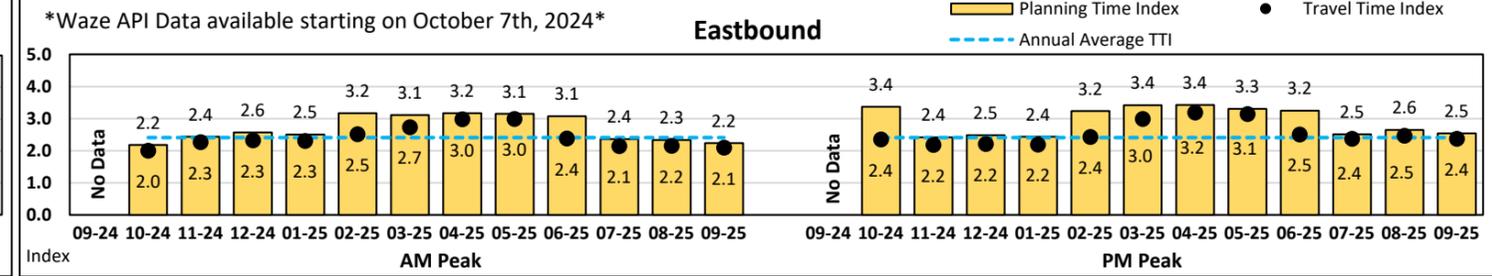


SR 482, East-West corridor from Presidents Dr. to McCoy Rd. / Jetport Dr., 4.1 miles length, 14 traffic signals

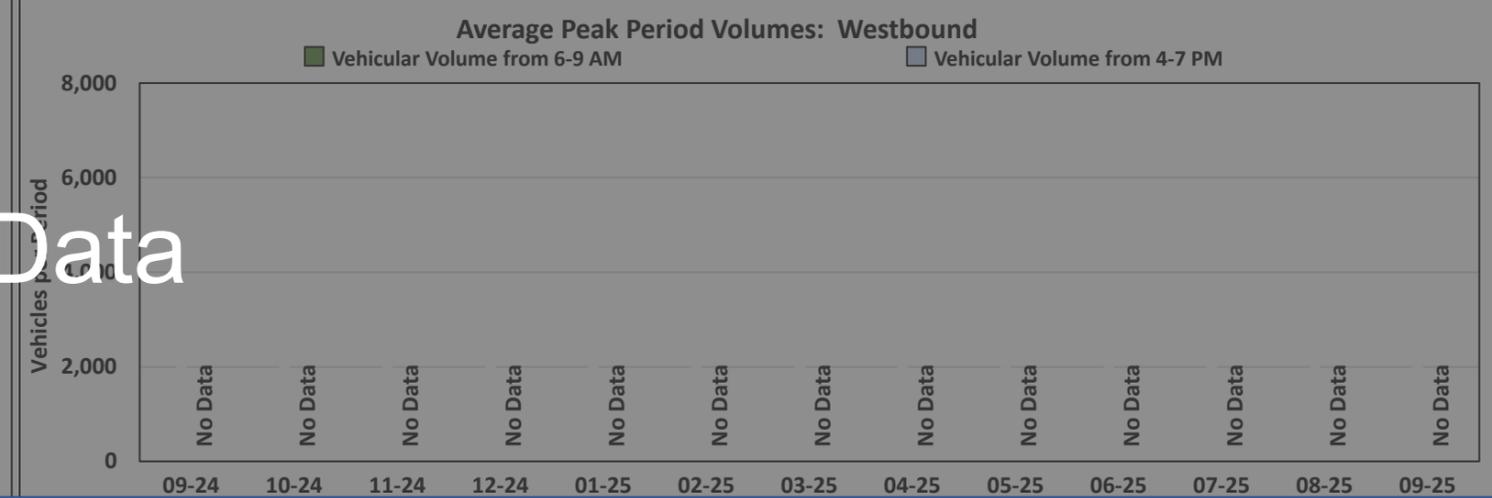
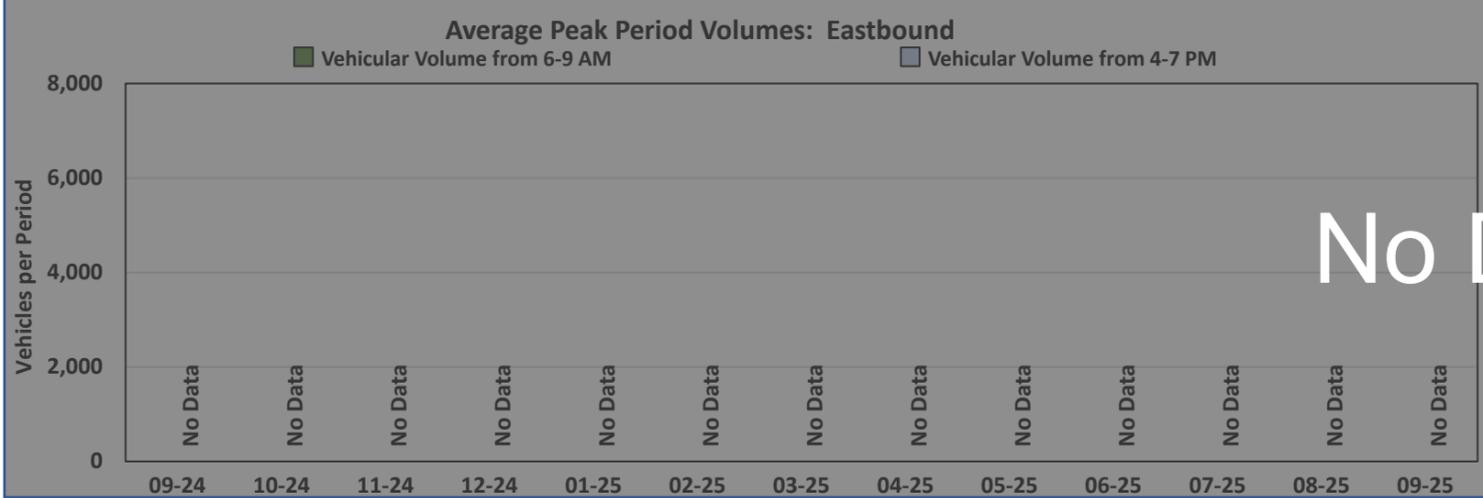
Corridor Travel Time Information



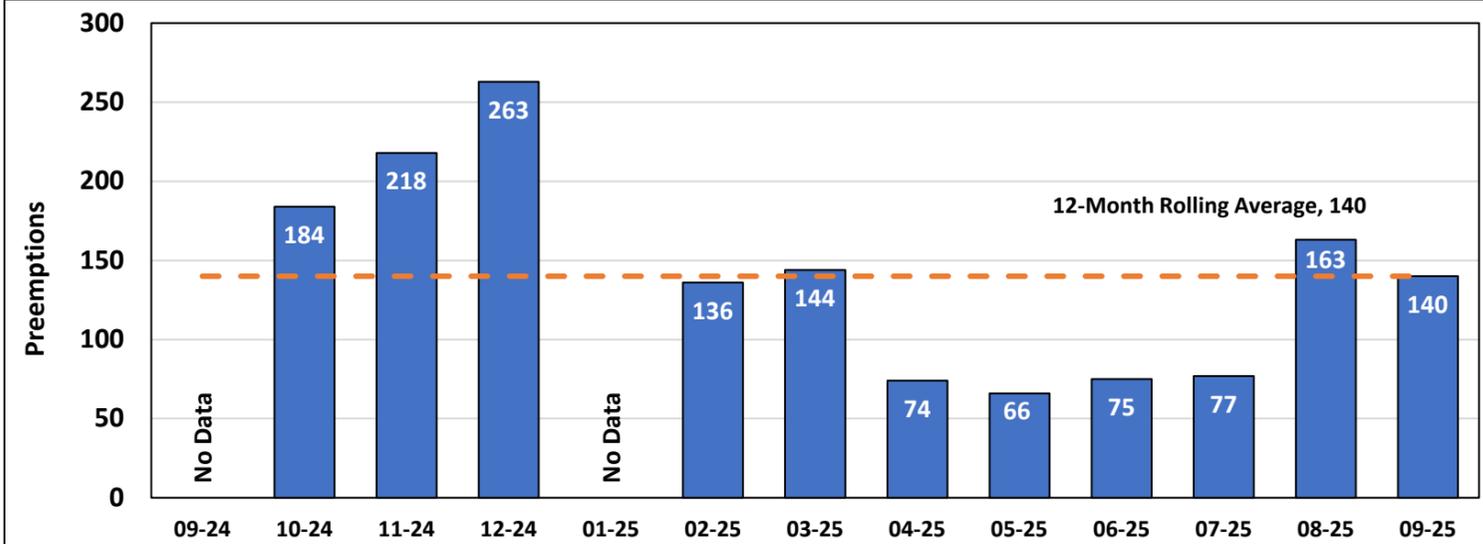
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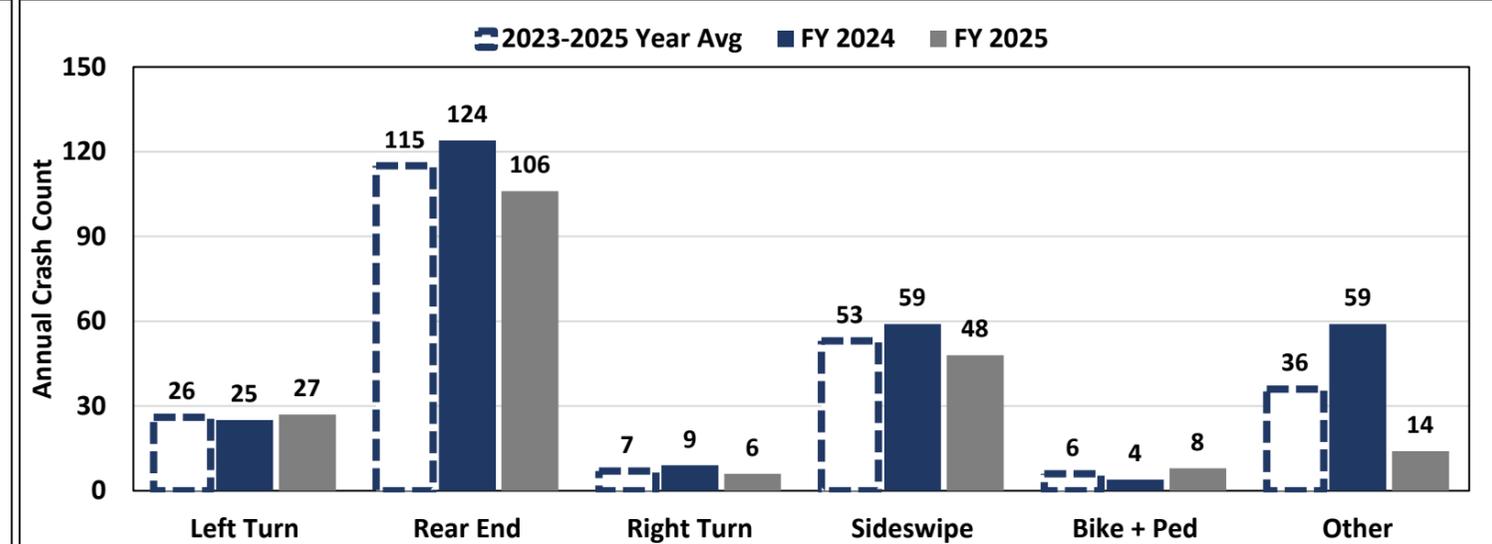
Corridor Volume Information



Emergency Vehicle Preemption



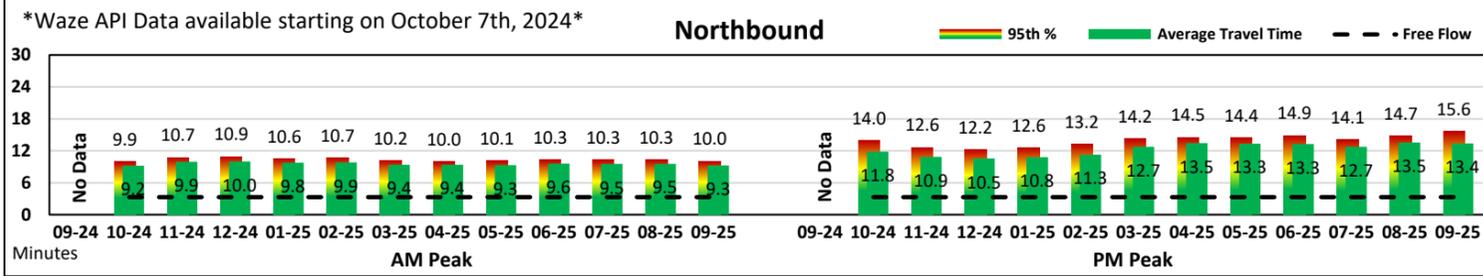
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



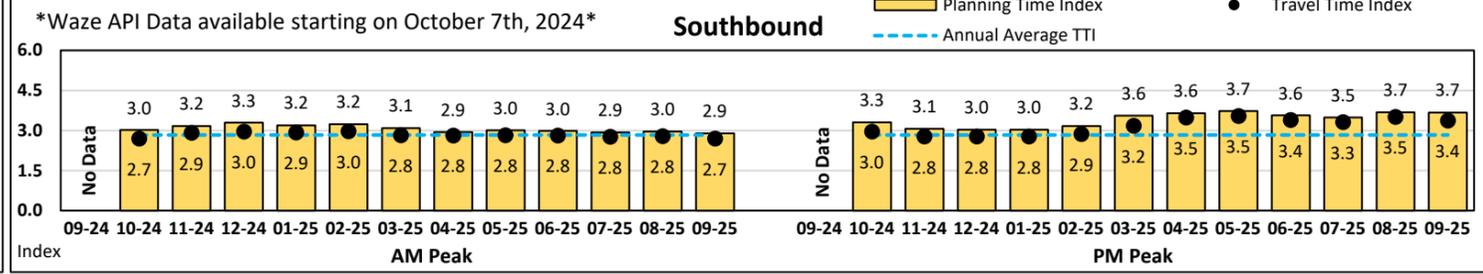
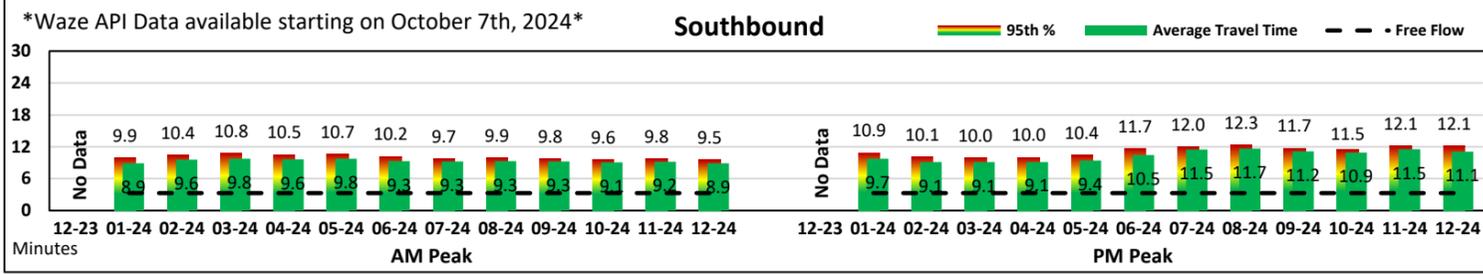
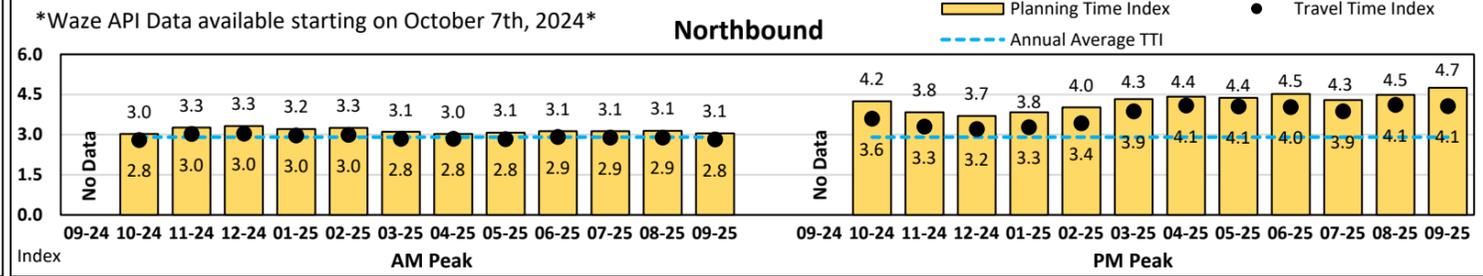


US 441, North-South corridor from Taft Vineland Rd. to Wakula Way, 3.8 miles length, 13 traffic signals

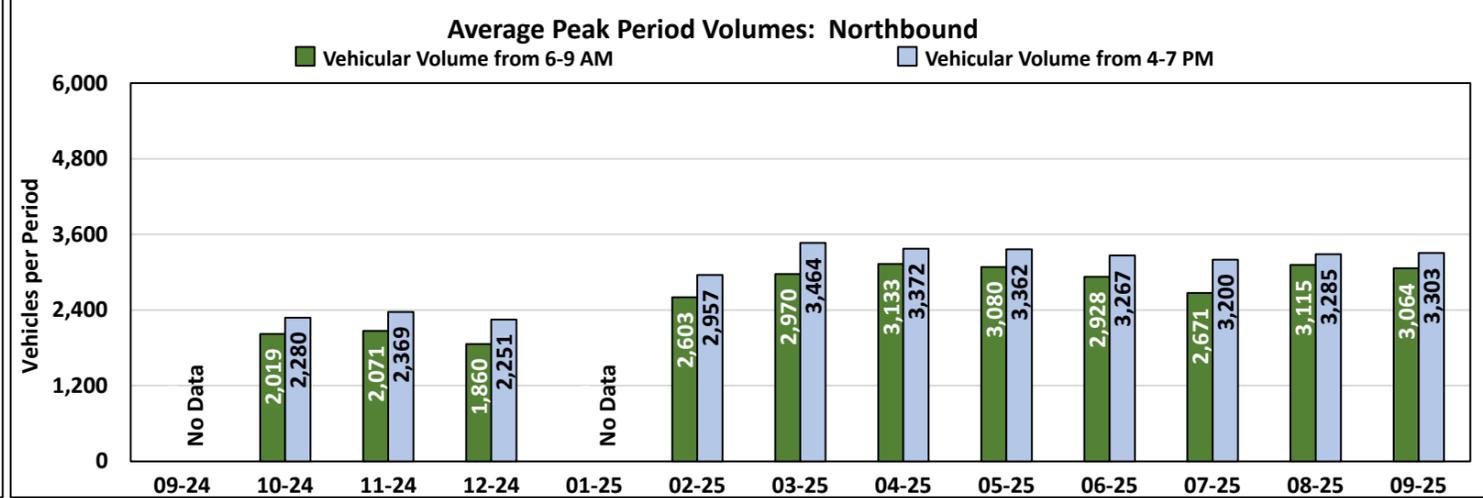
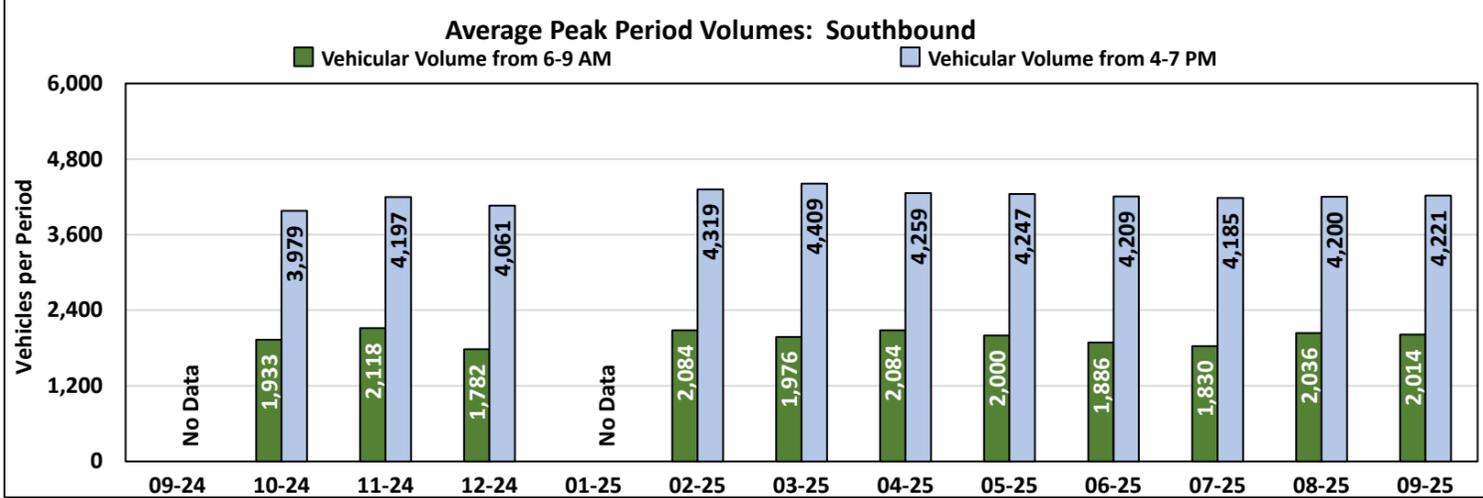
Corridor Travel Time Information



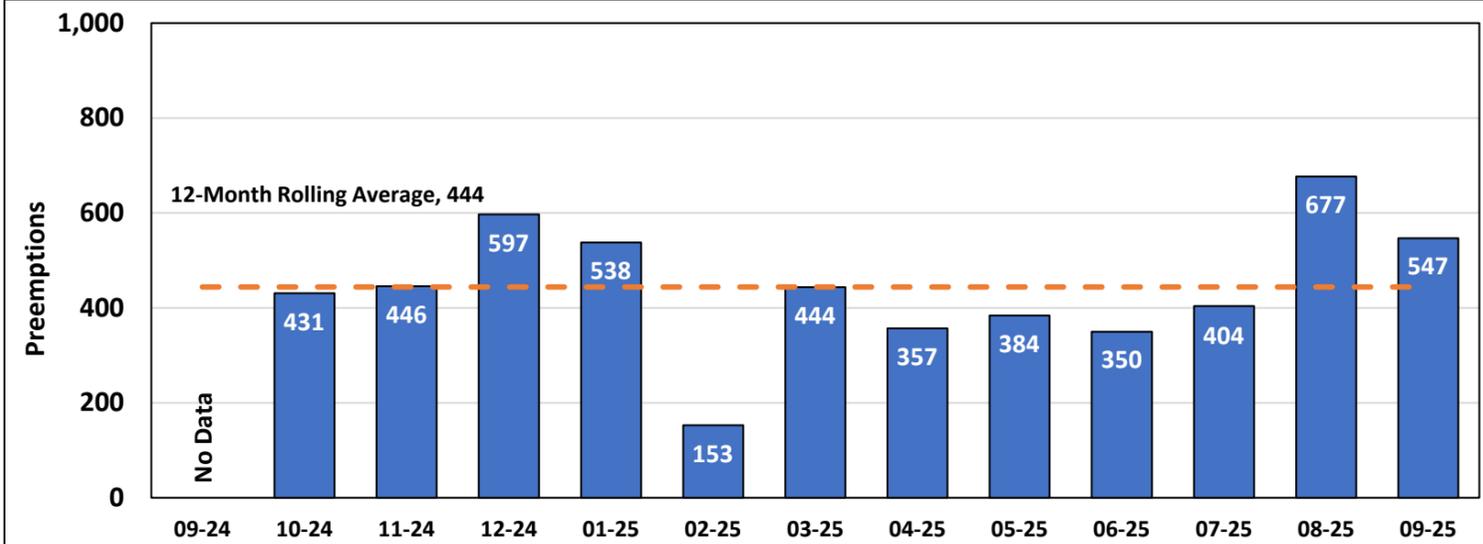
Corridor Travel Time Reliability Information



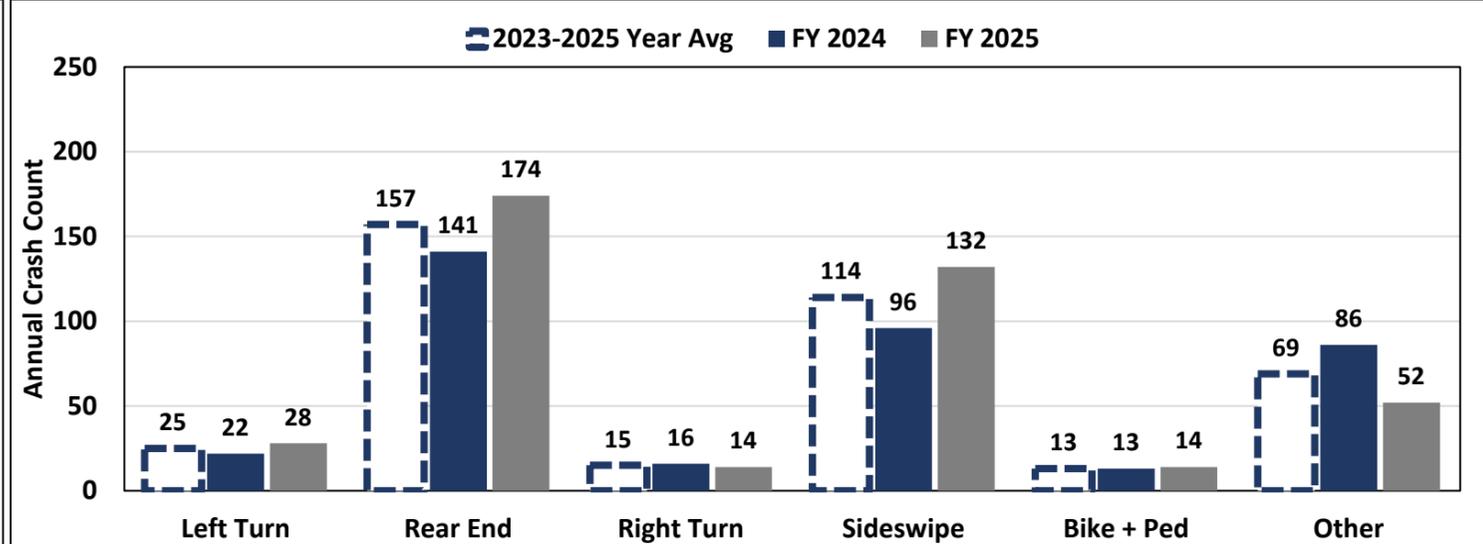
Corridor Volume Information



Emergency Vehicle Preemption



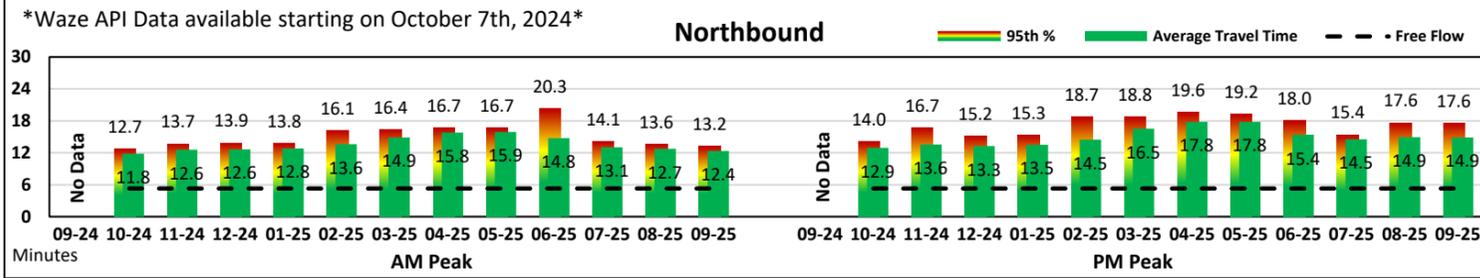
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



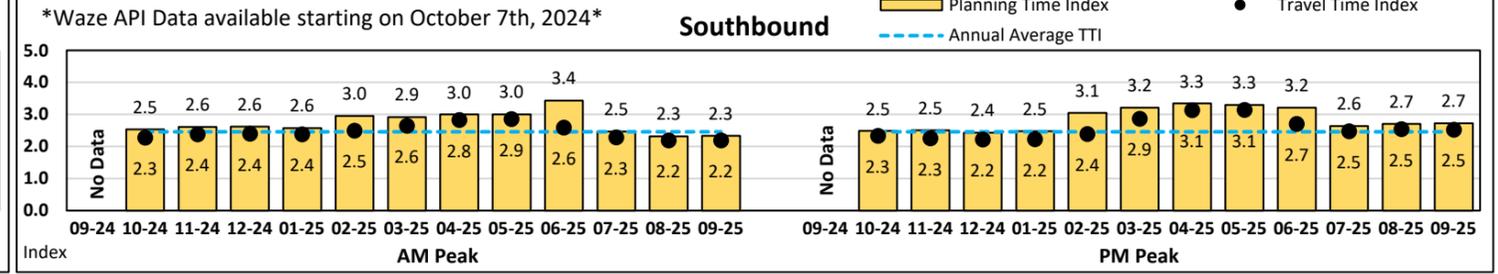
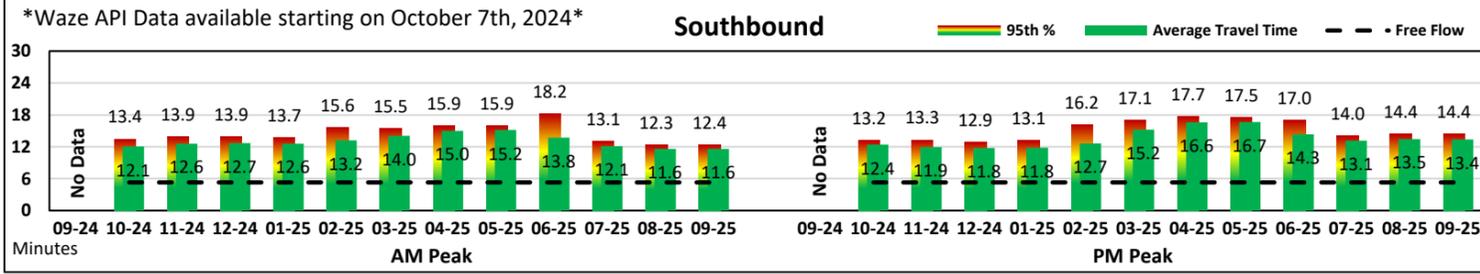
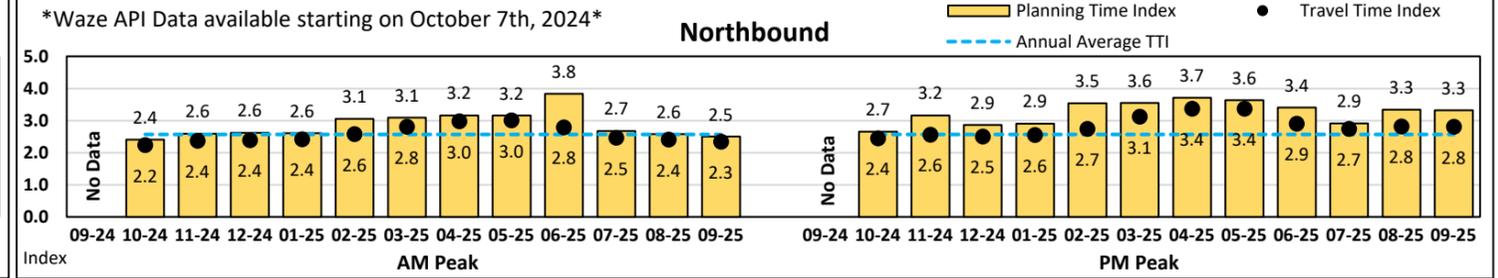


US 441, North-South corridor from American Blvd. to Country Club Dr., 4.8 miles length, 14 traffic signals

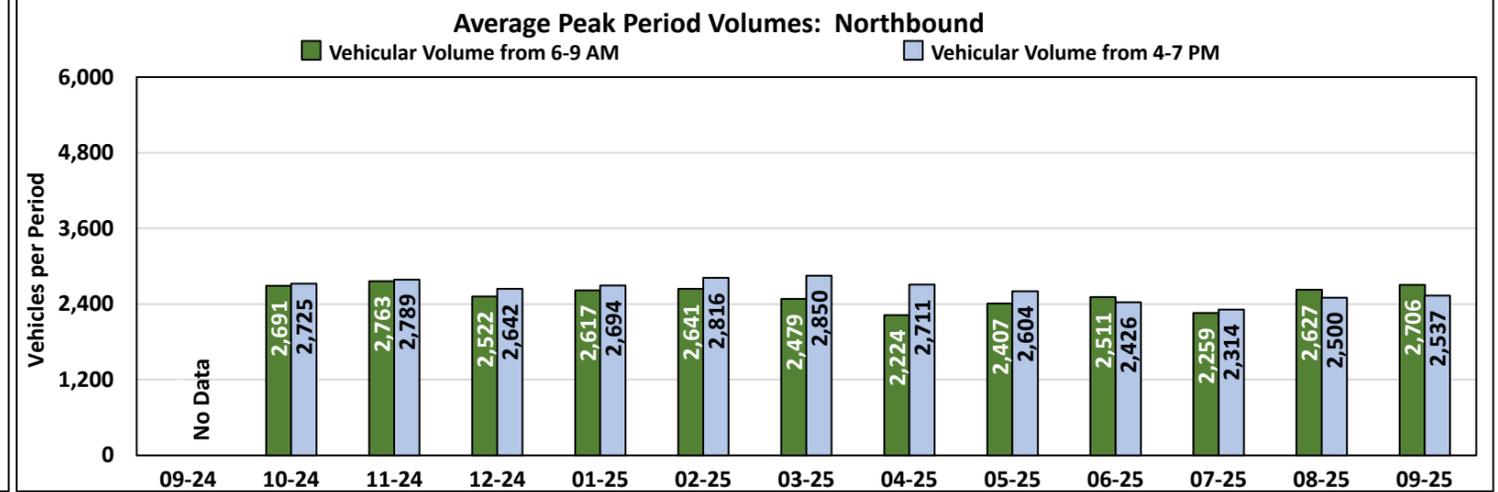
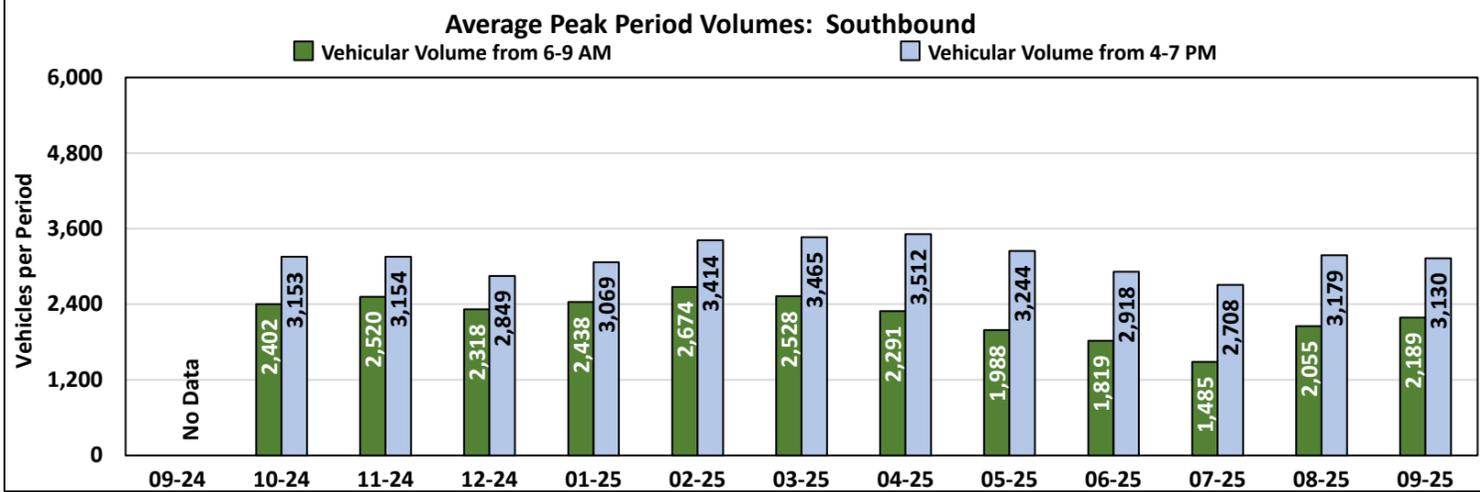
Corridor Travel Time Information



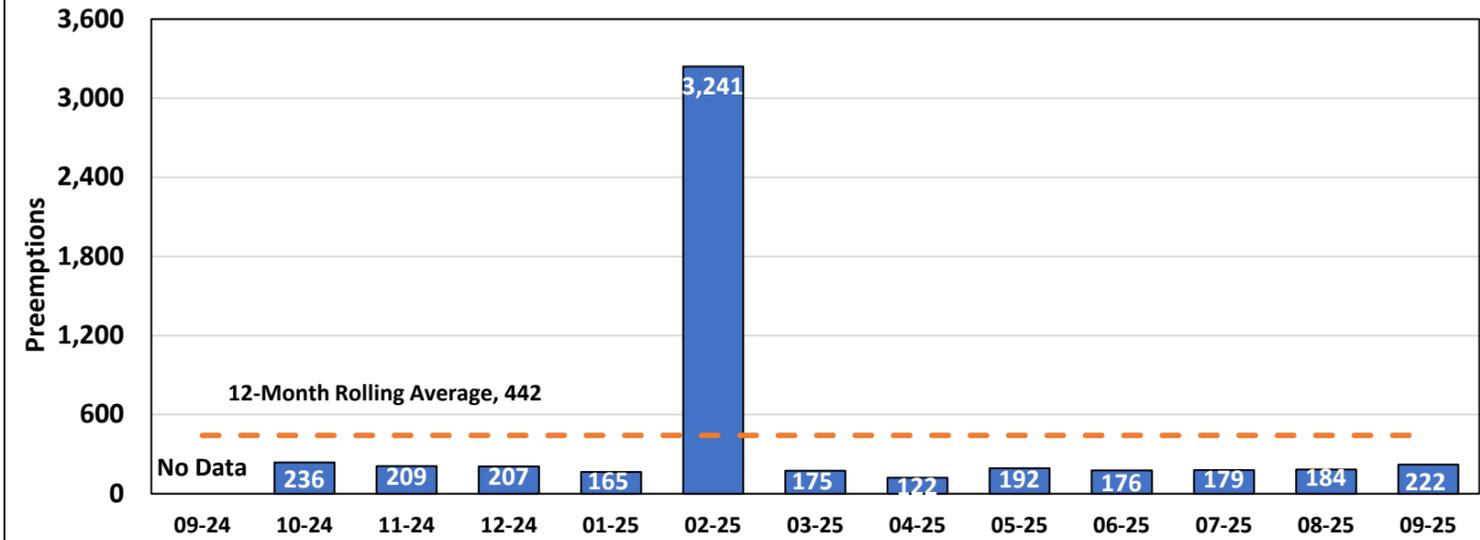
Corridor Travel Time Reliability Information



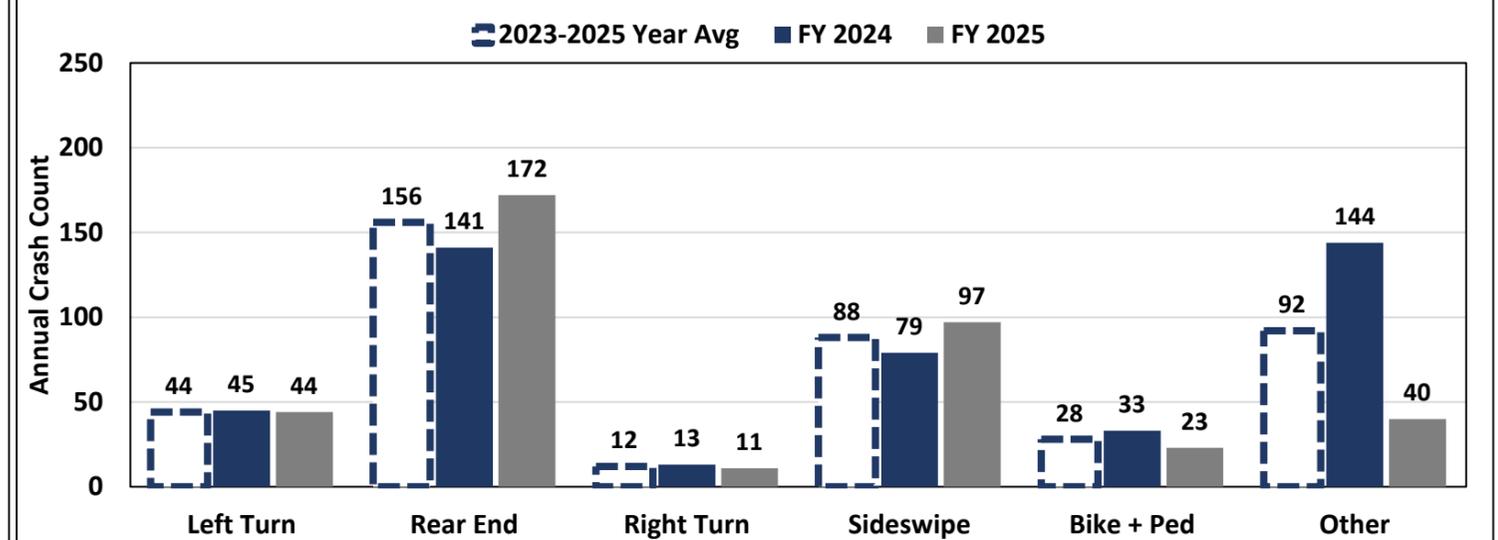
Corridor Volume Information



Emergency Vehicle Preemption



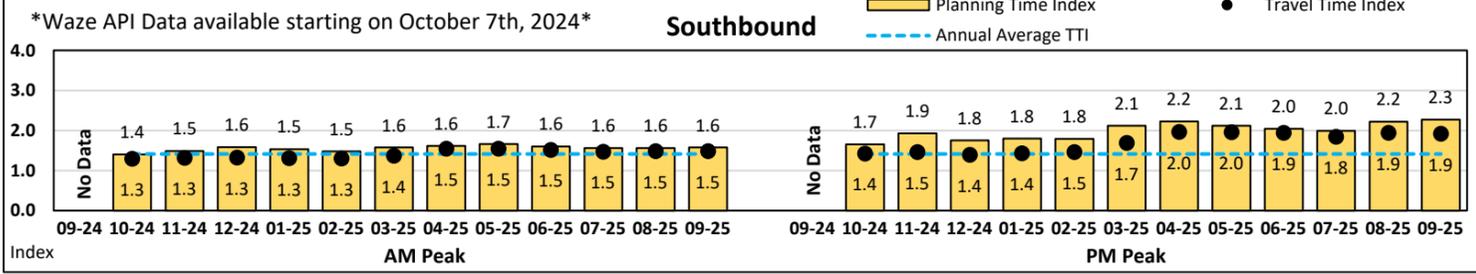
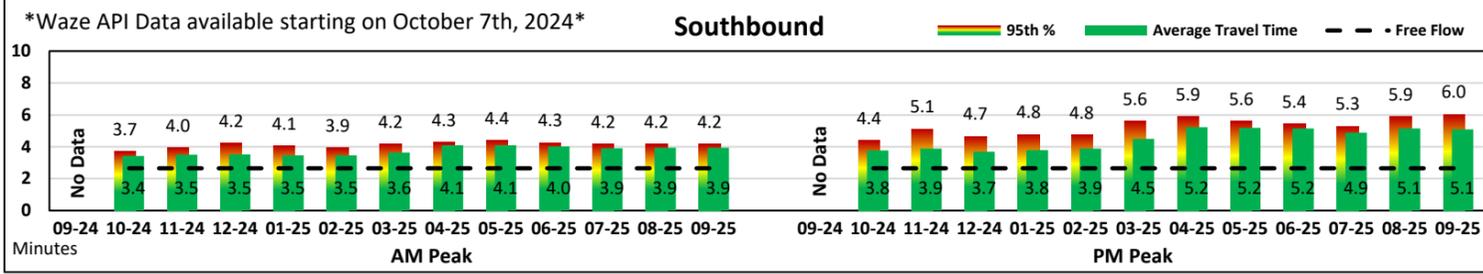
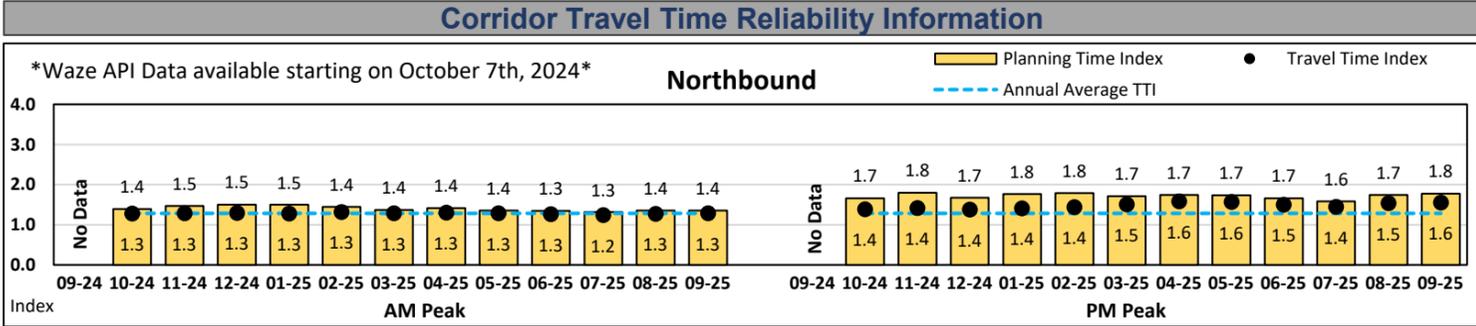
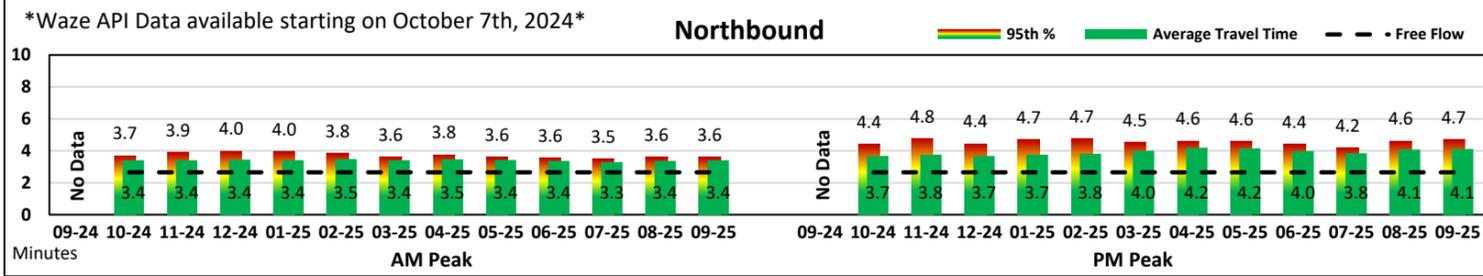
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



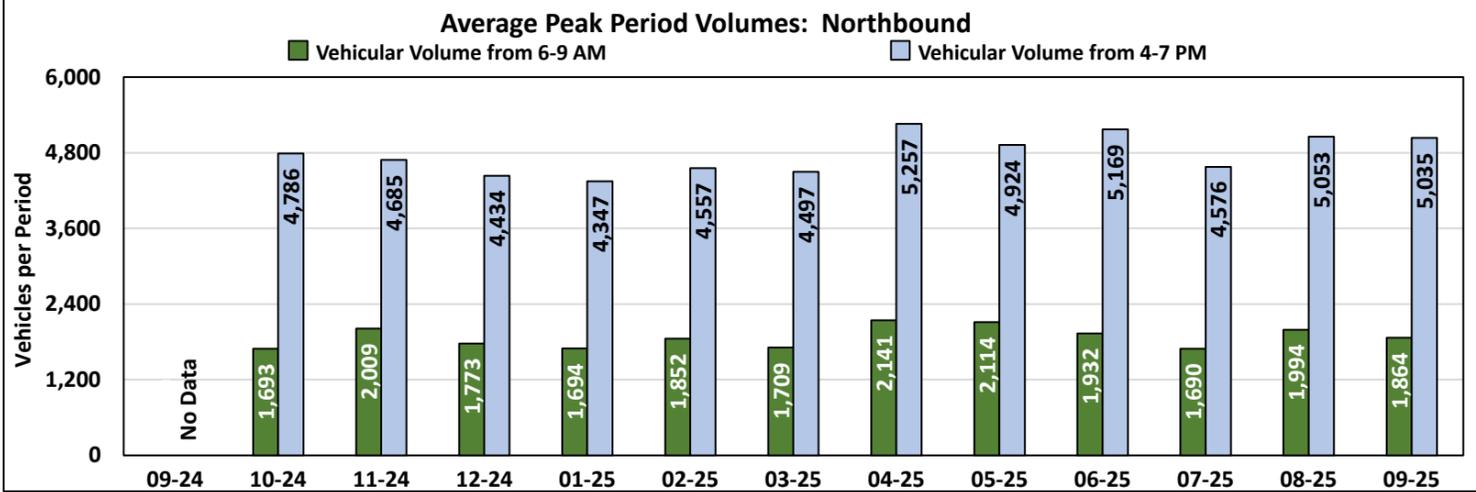
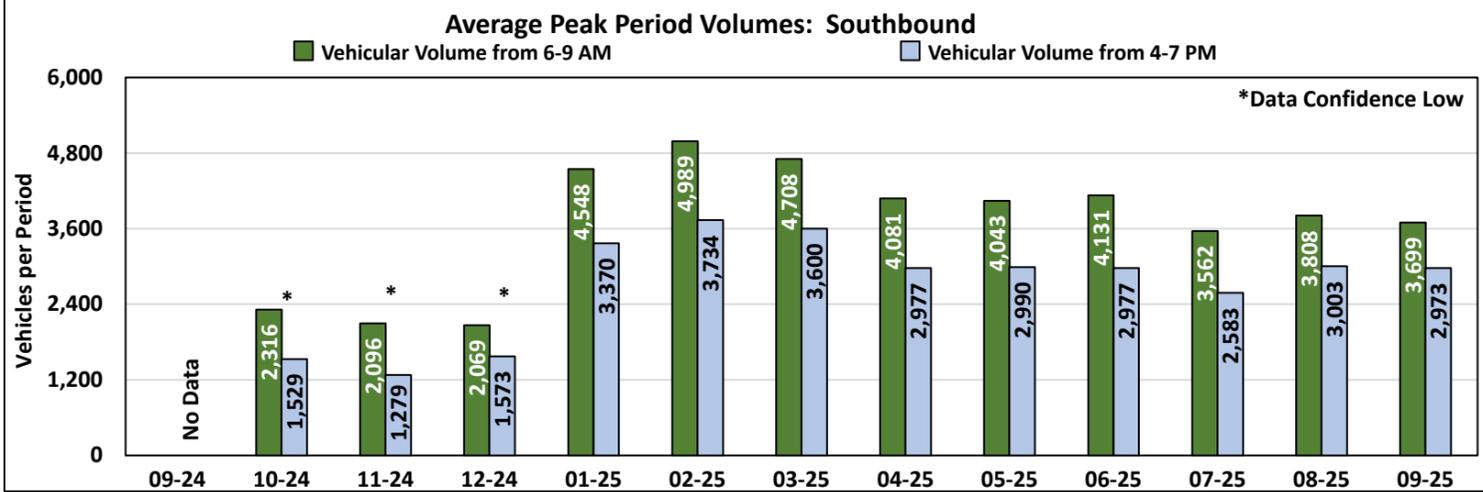


US 17/92, North-South corridor from Park Ave. to Greenwood Rd / Mayo Blvd, 1.7 miles length, 8 traffic signals

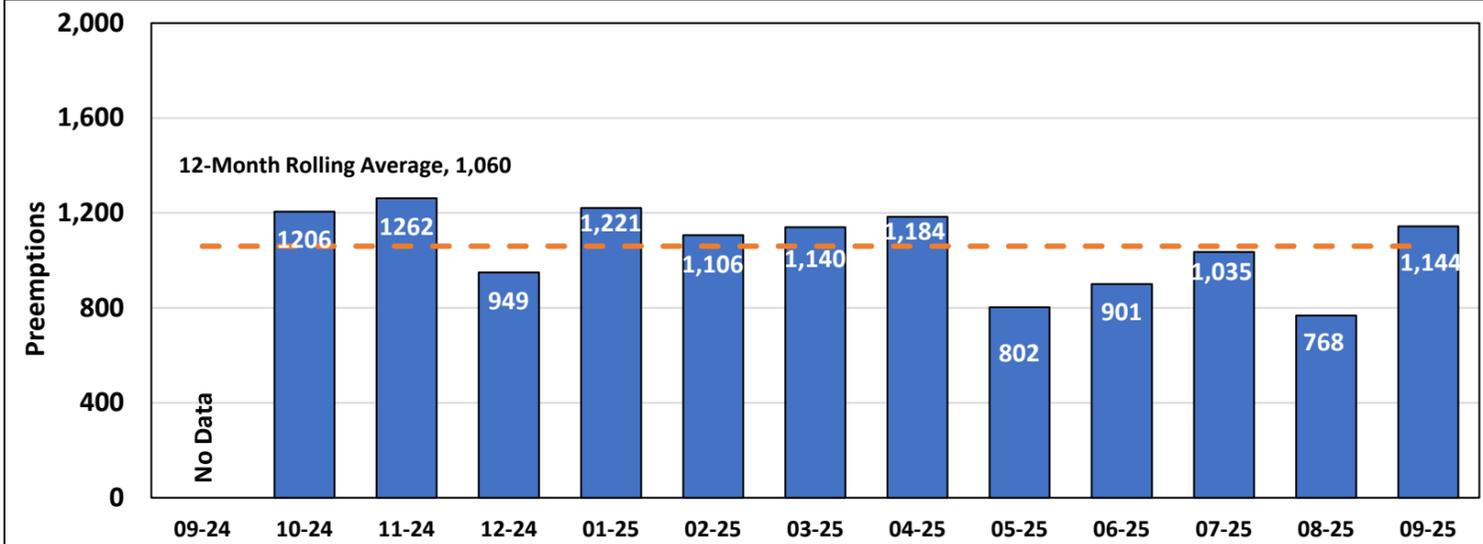
Corridor Travel Time Information



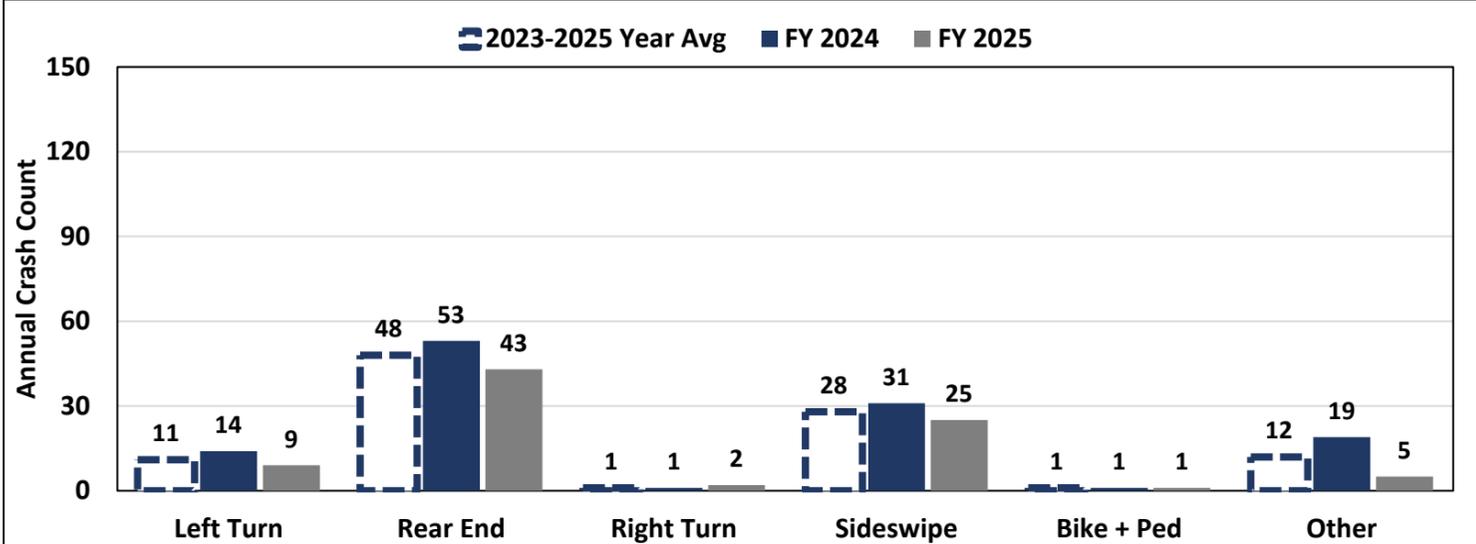
Corridor Volume Information



Emergency Vehicle Preemption



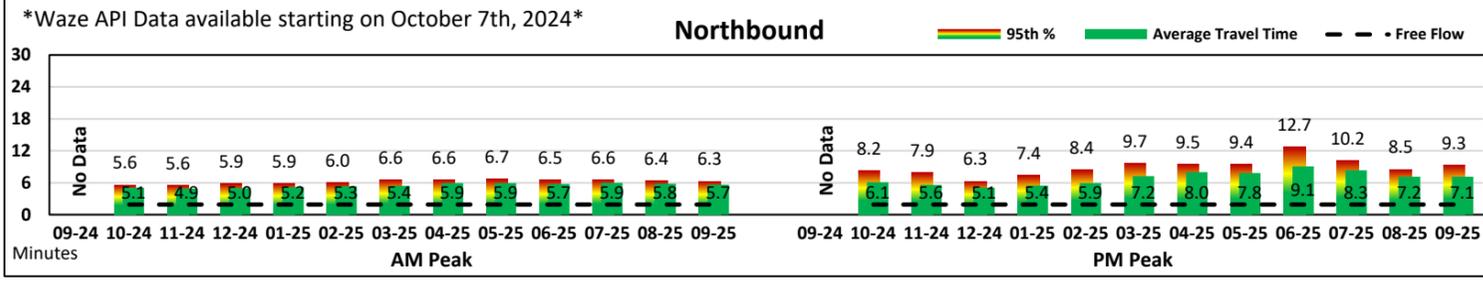
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



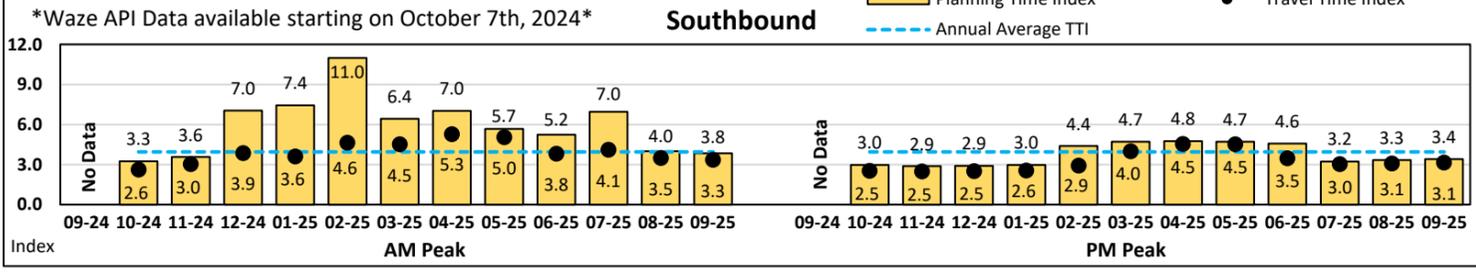
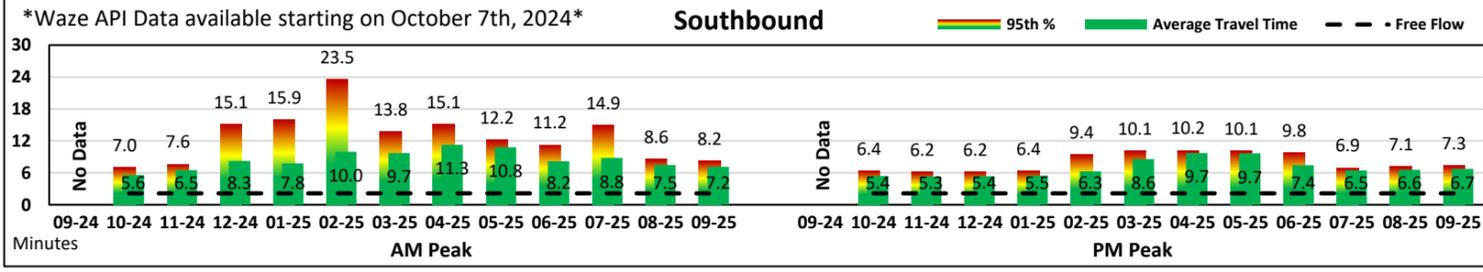
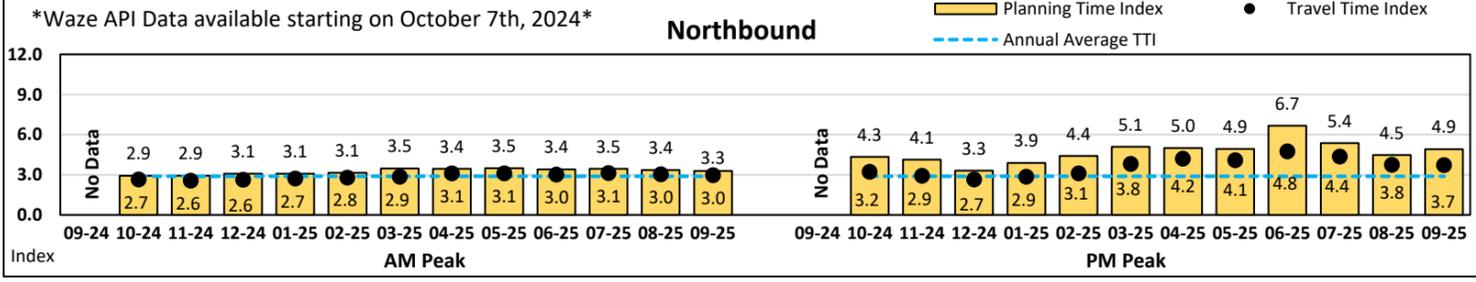


SR 535, North-South corridor from LBV Factory Stores to I-4 WB, 2.2 miles length, 10 traffic signals

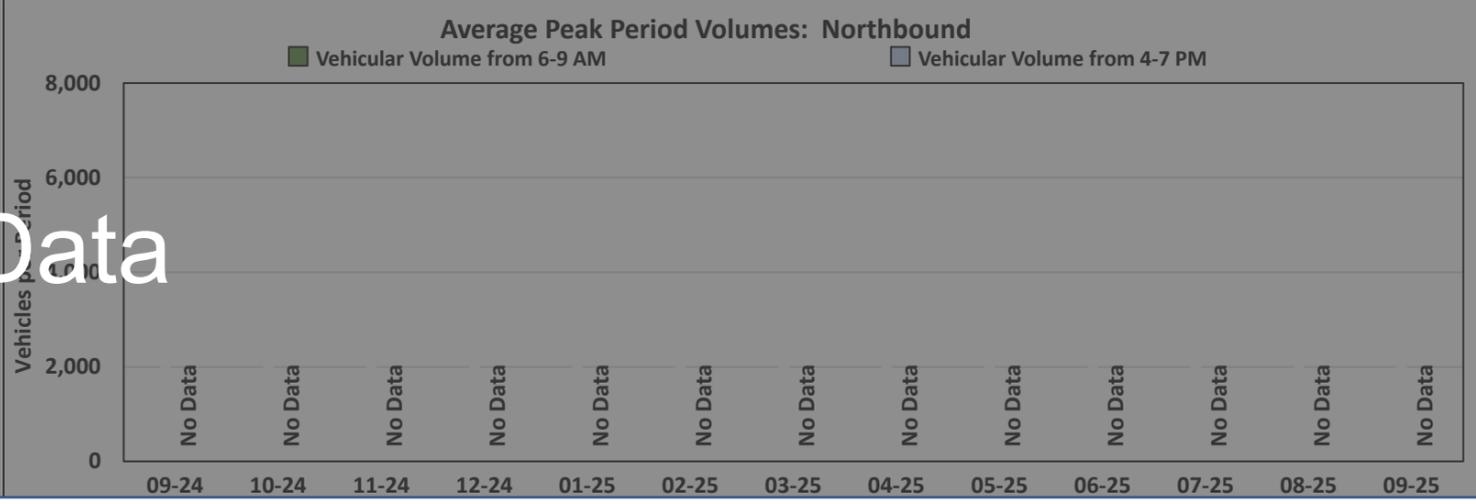
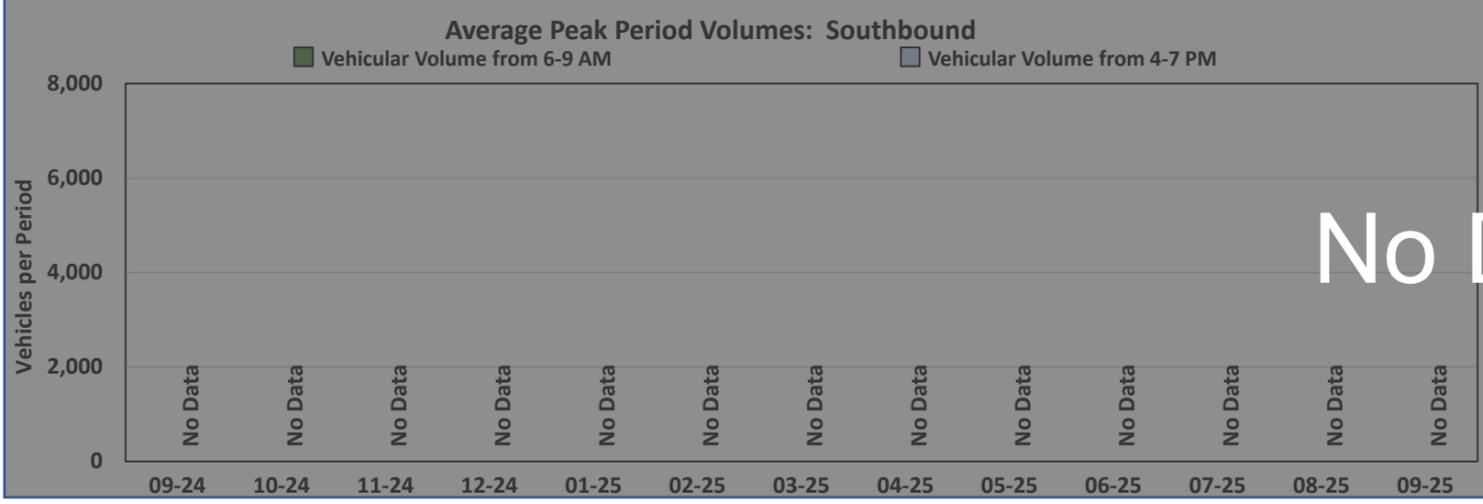
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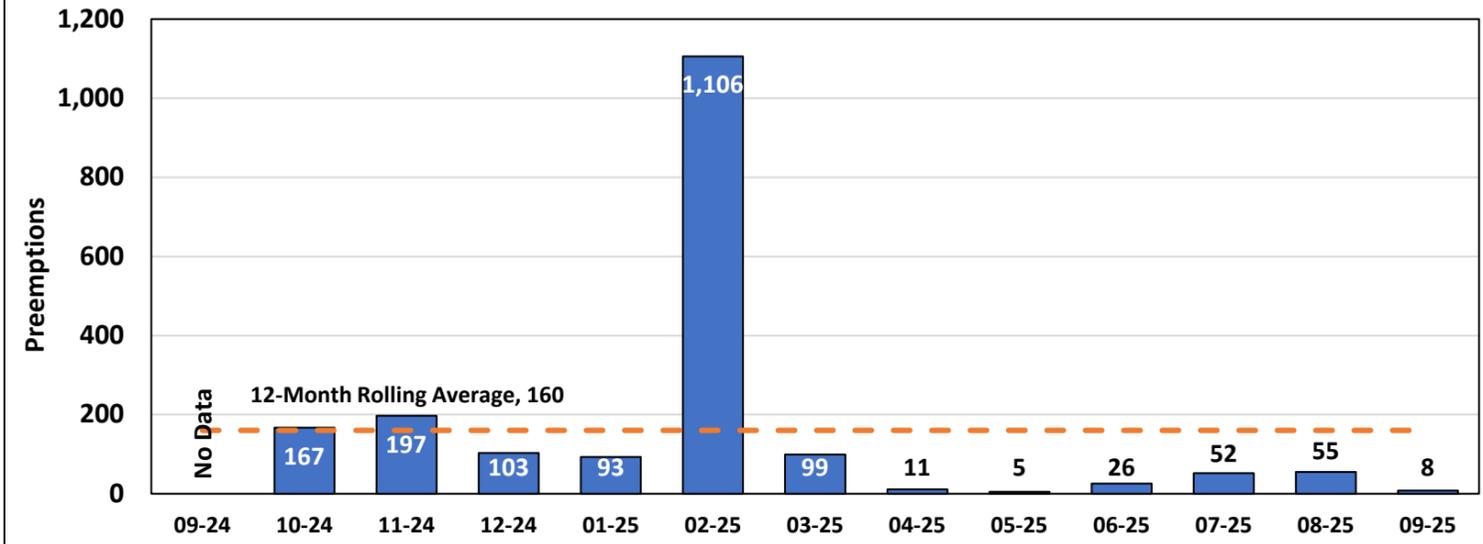
Corridor Travel Time Reliability Information



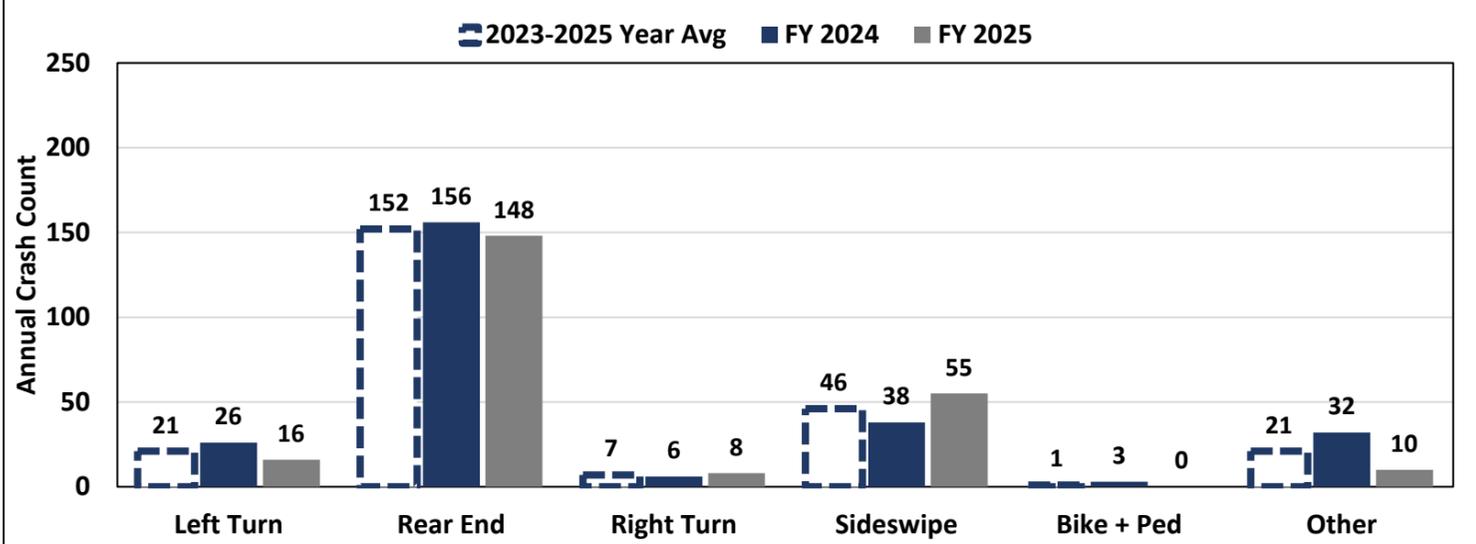
Corridor Volume Information



Emergency Vehicle Preemption

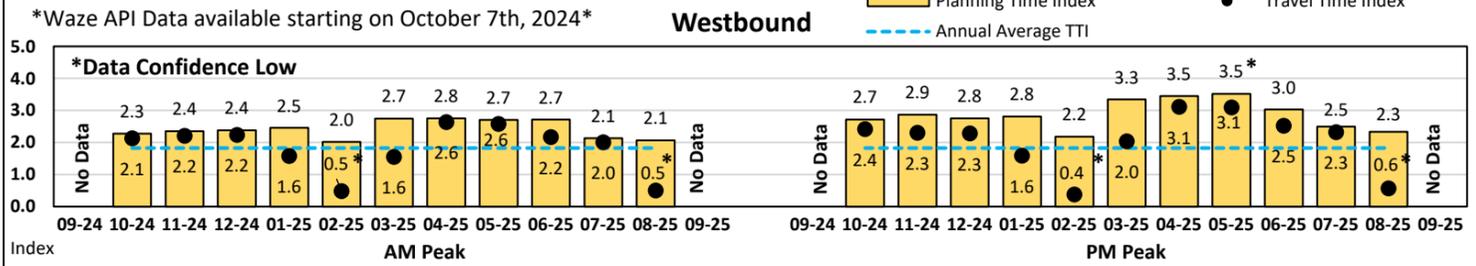
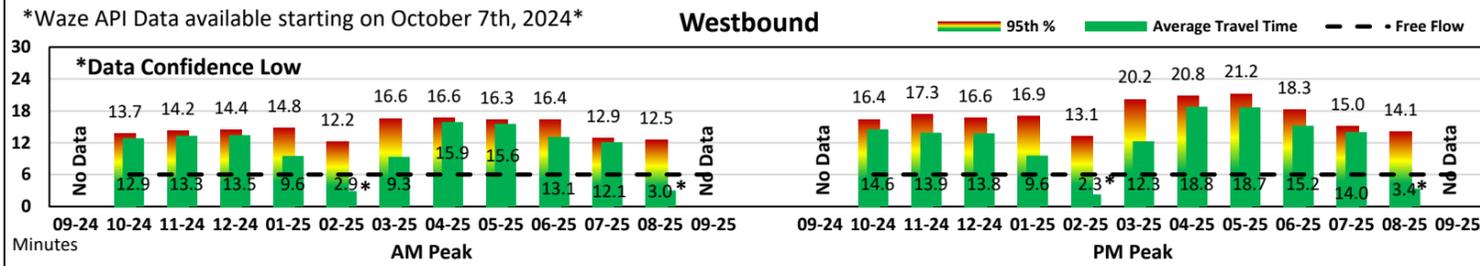
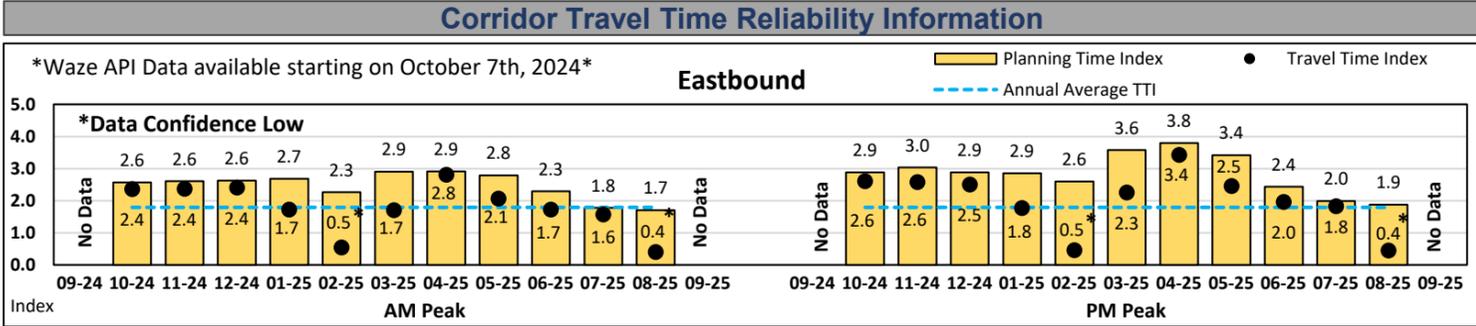
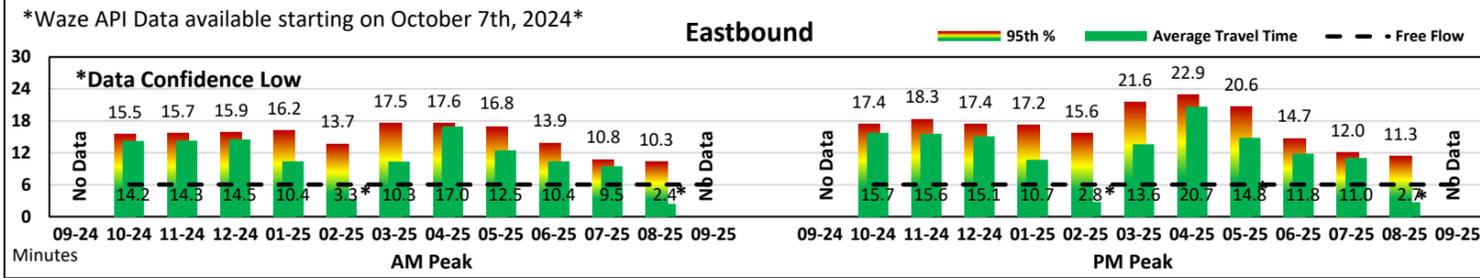


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

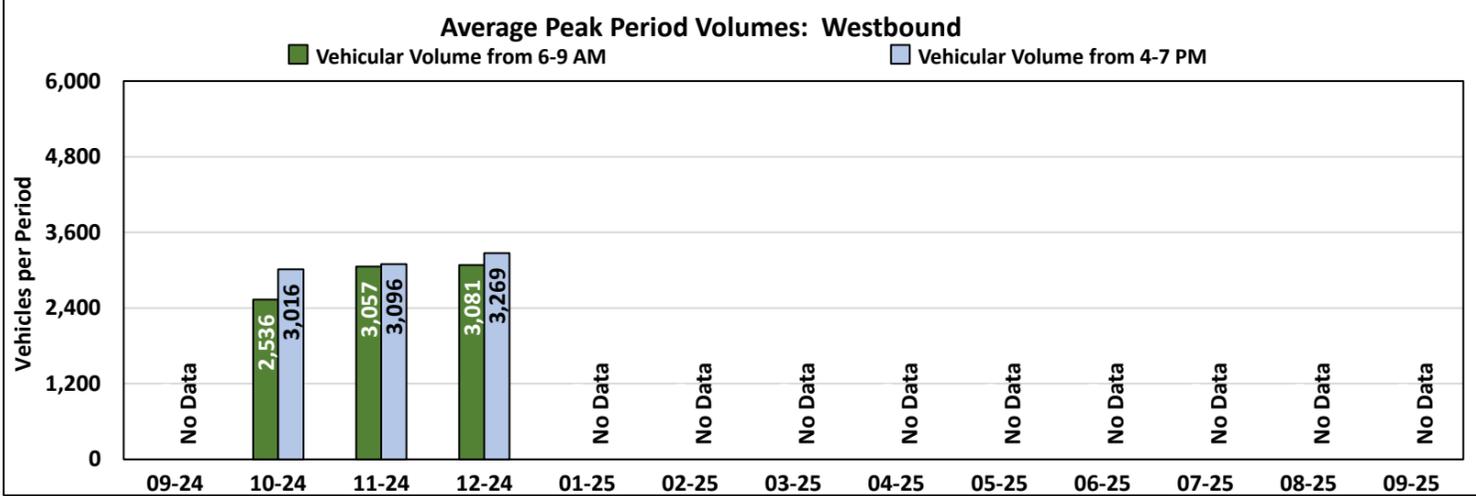
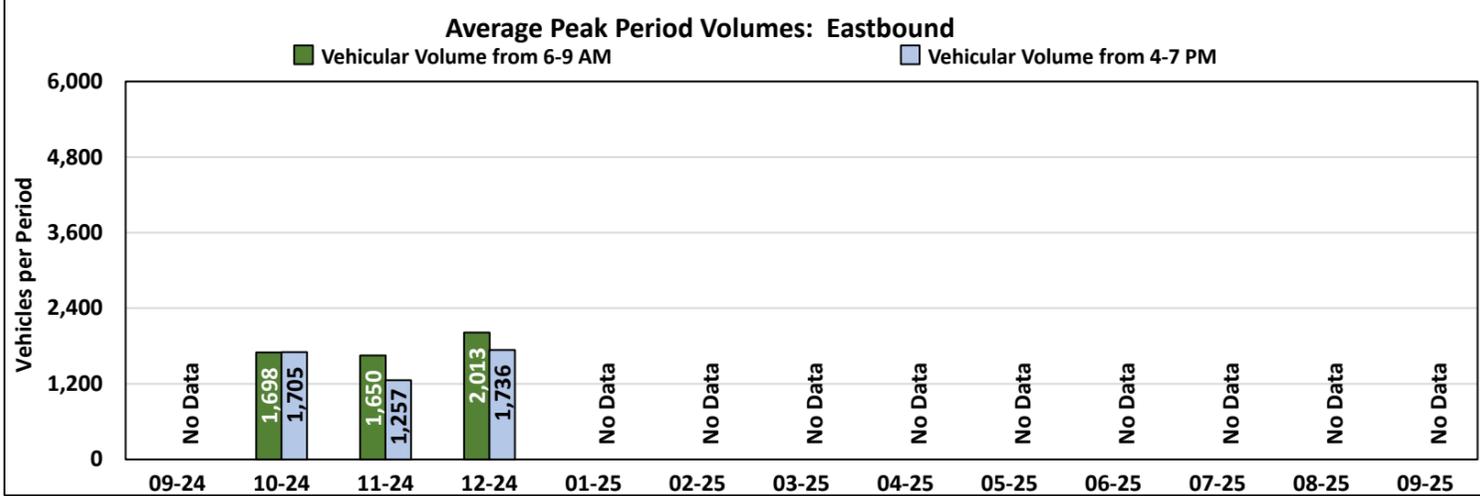




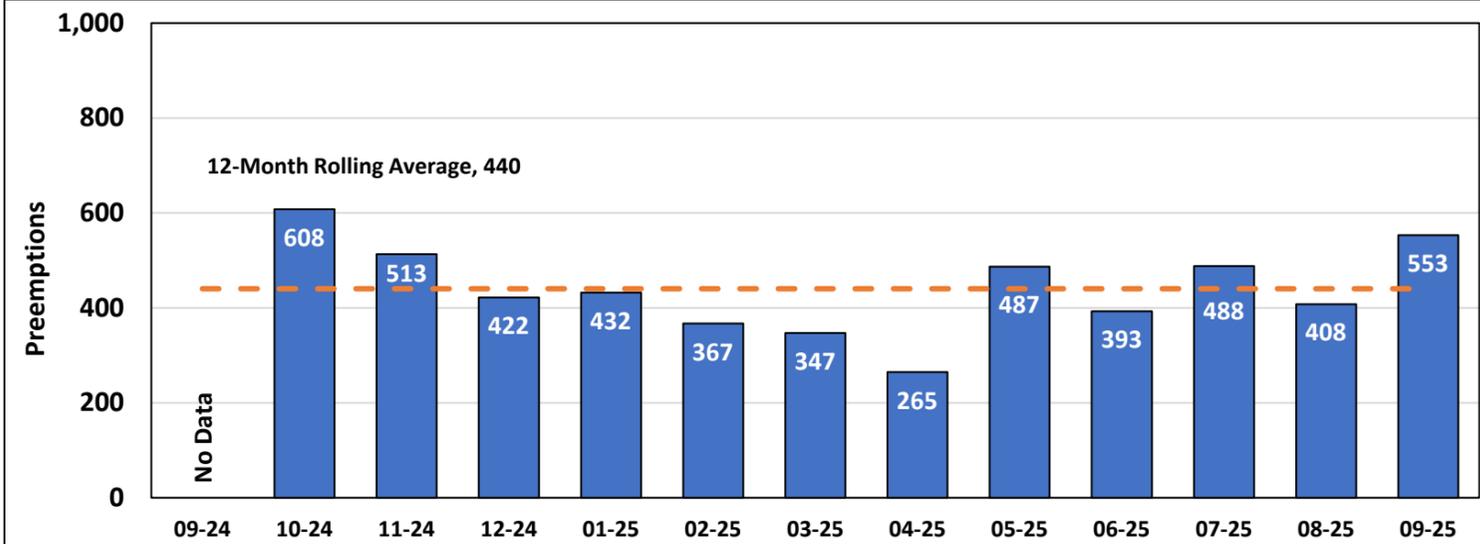
Corridor Travel Time Information



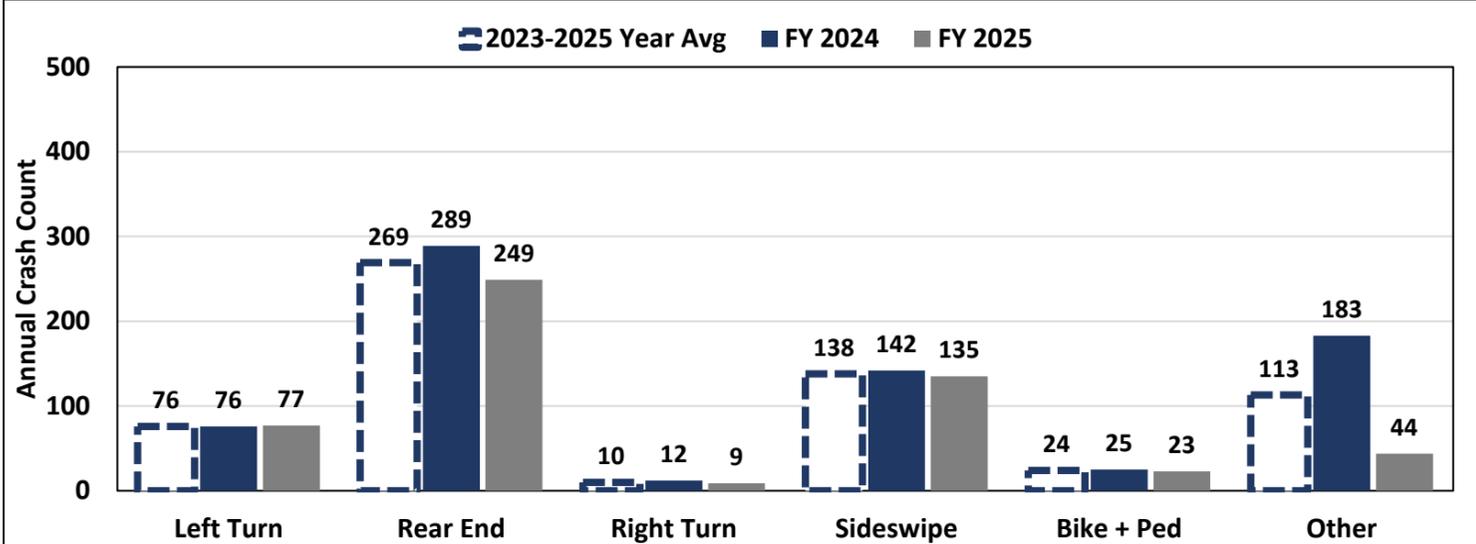
Corridor Volume Information



Emergency Vehicle Preemption



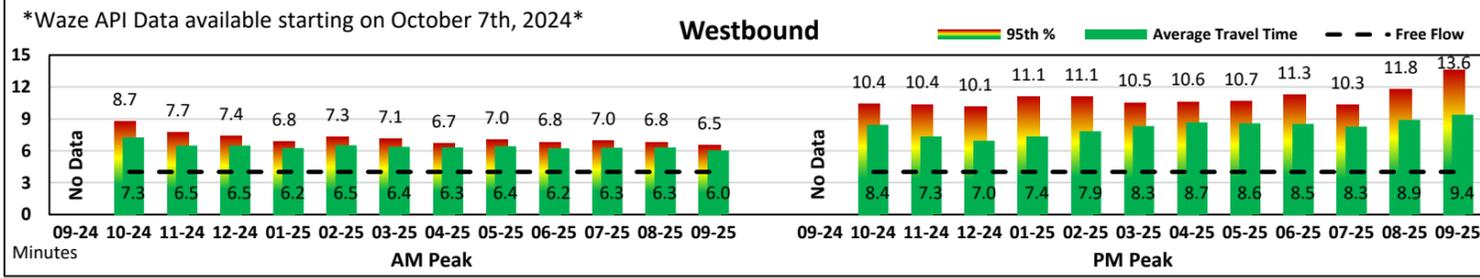
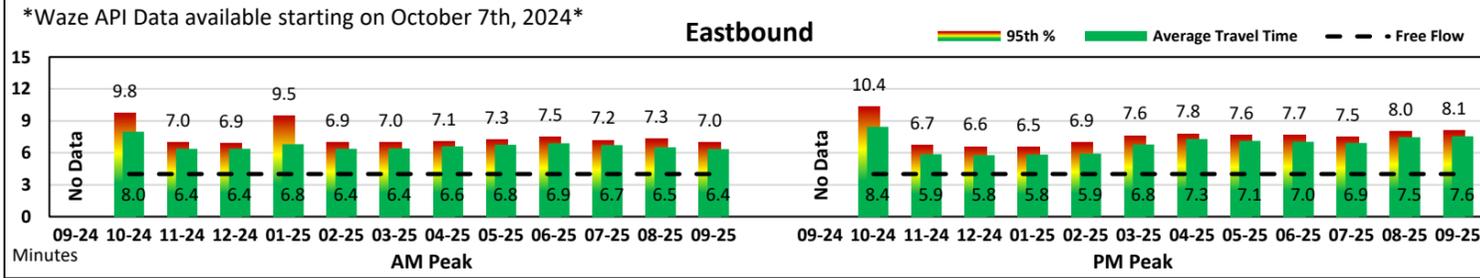
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



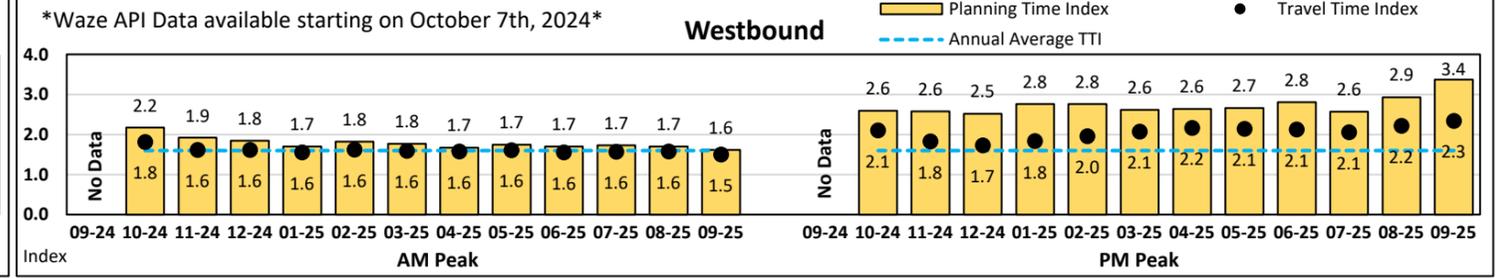
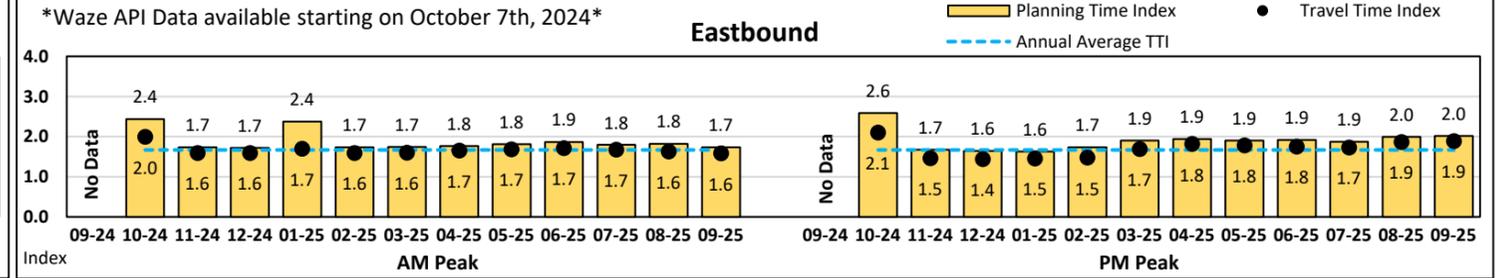


SR 50, East-West corridor from US 17/92 to Old Cheney Highway, 2.6 miles length, 13 traffic signals

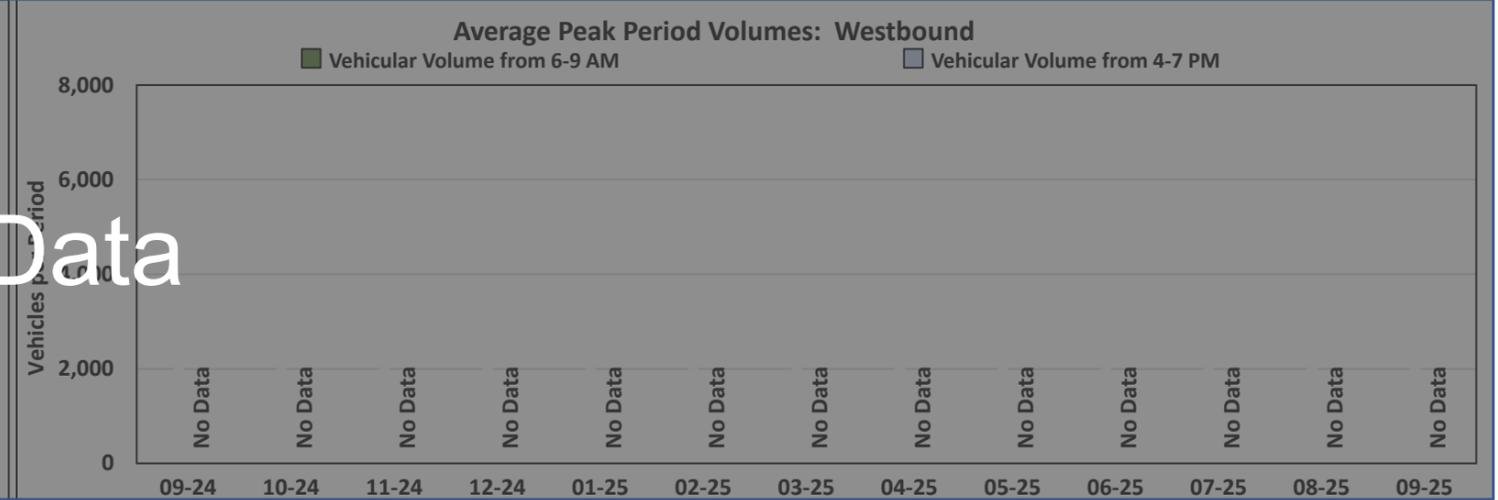
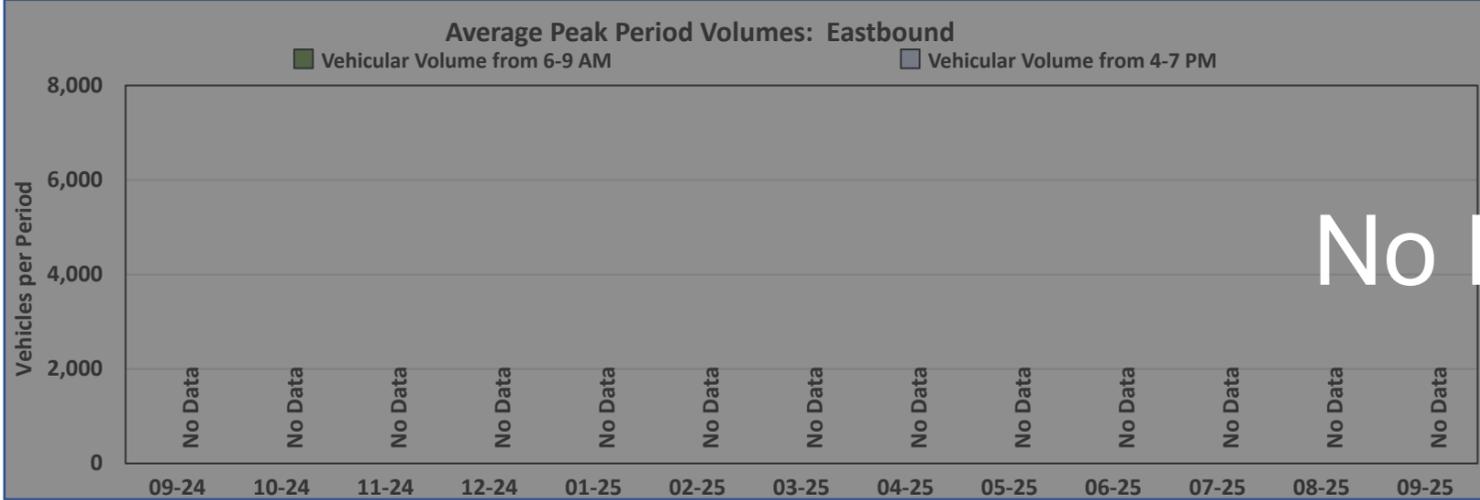
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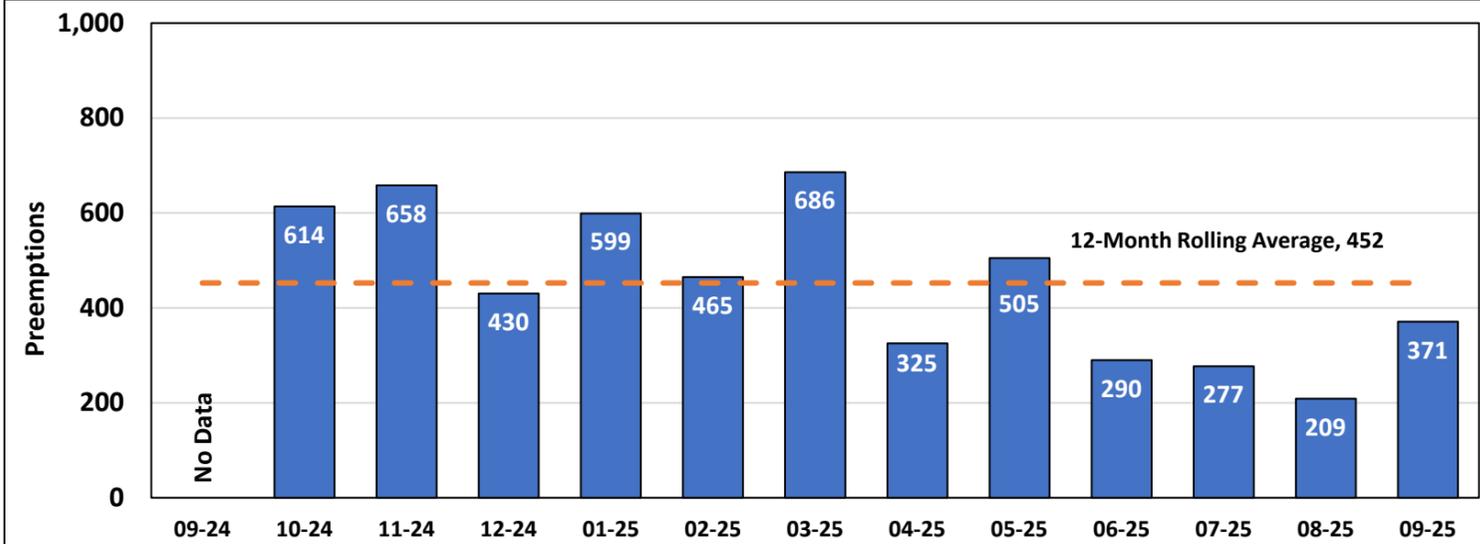
Corridor Travel Time Reliability Information



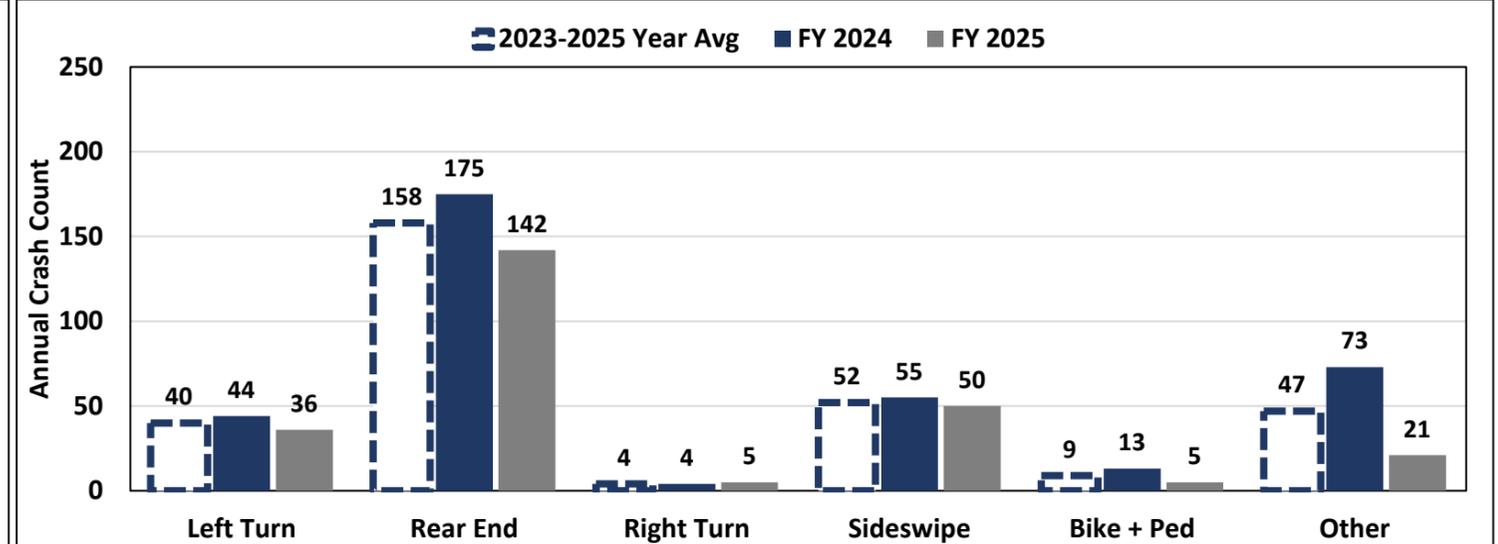
Corridor Volume Information



Emergency Vehicle Preemption



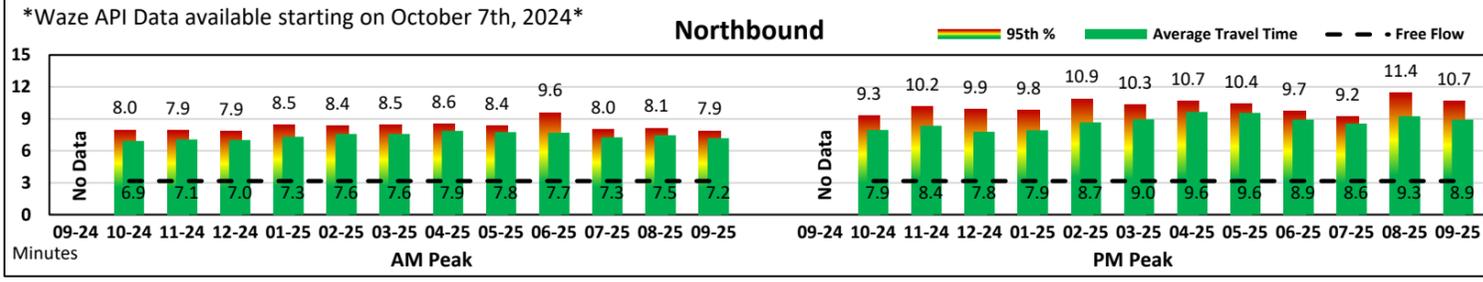
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



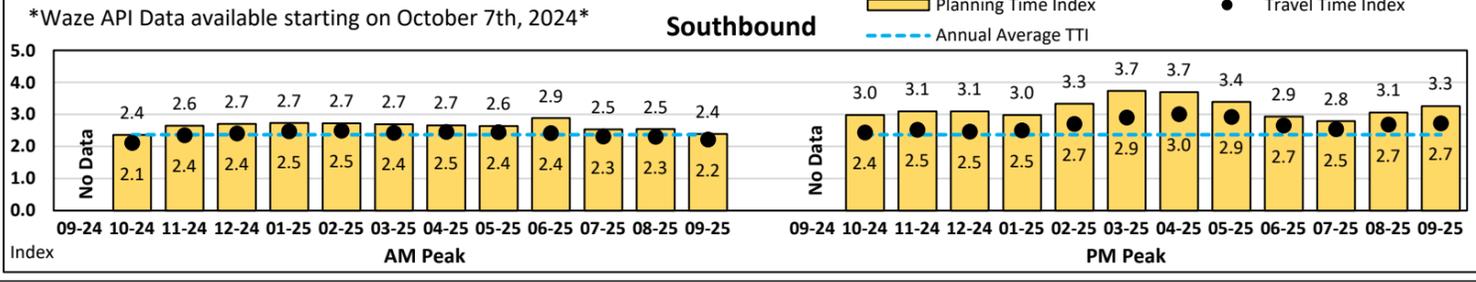
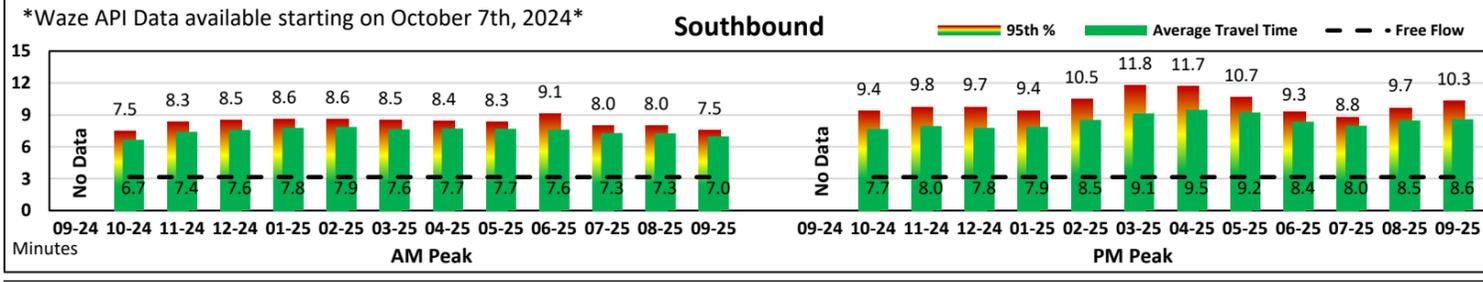
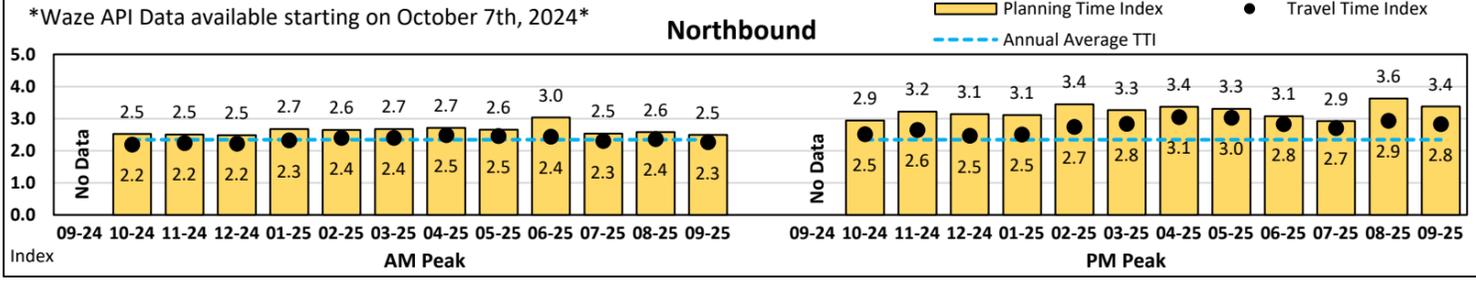


SR 423, North-South corridor from Church St. to Shader Rd., 3.2 miles length, 10 traffic signals

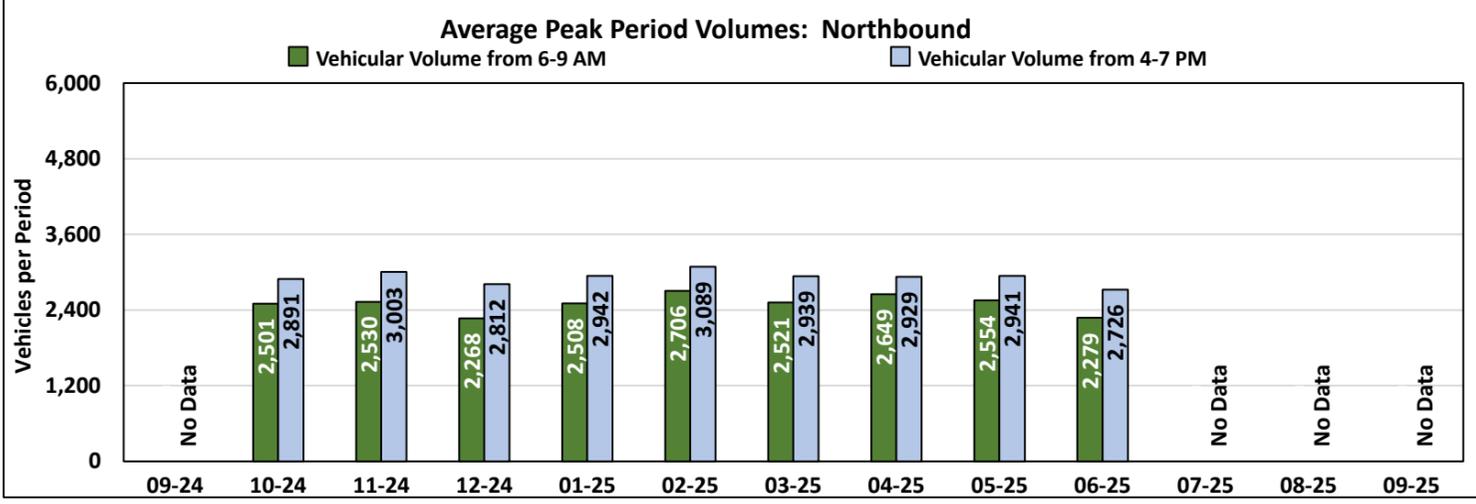
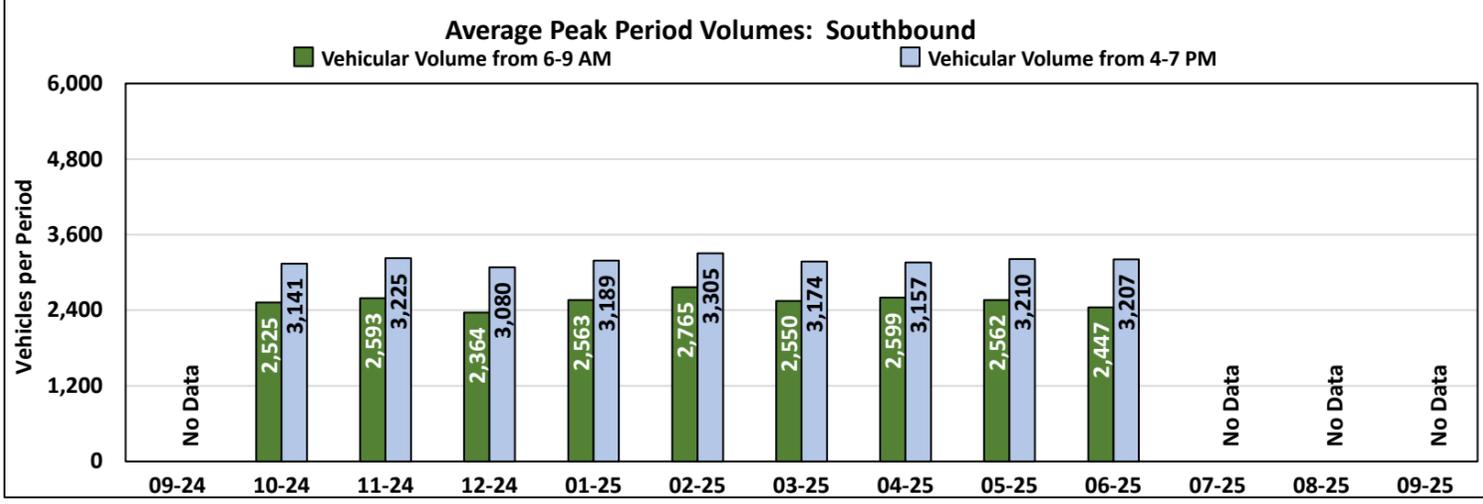
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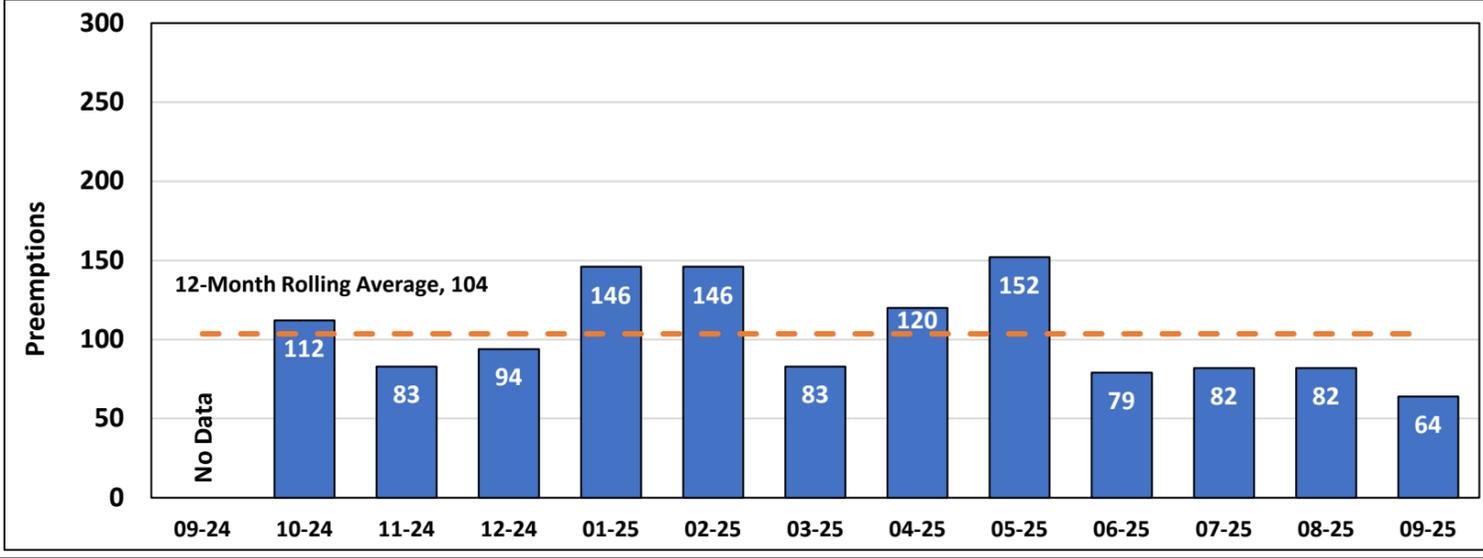
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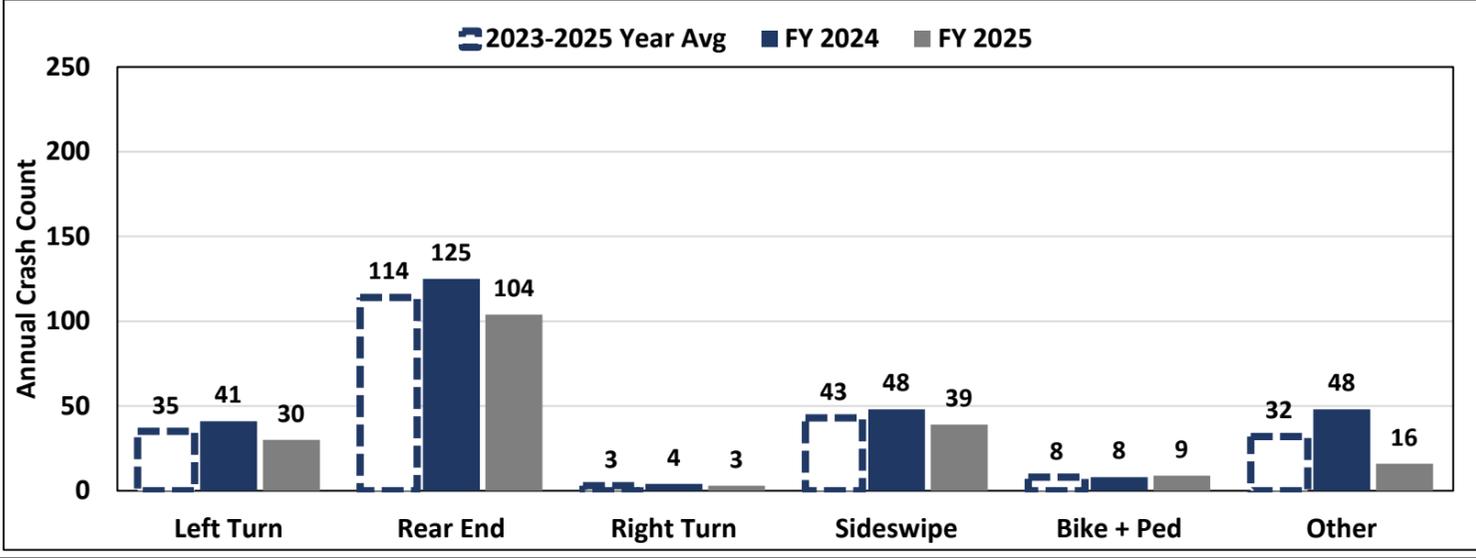
Corridor Volume Information



Emergency Vehicle Preemption



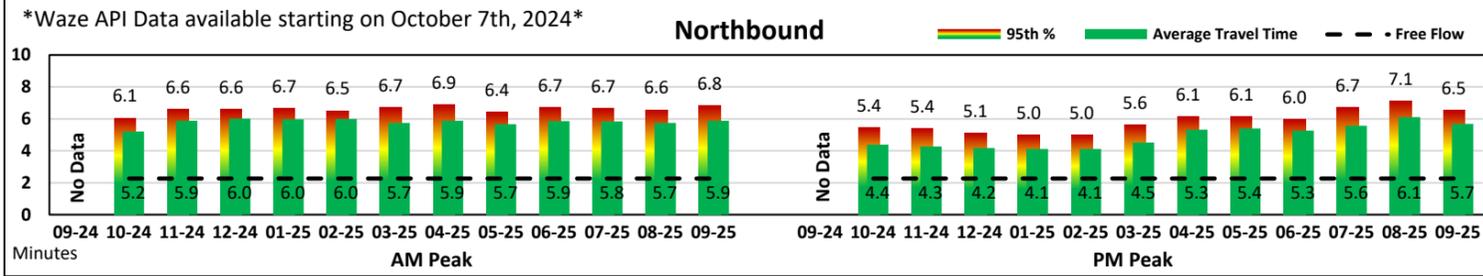
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



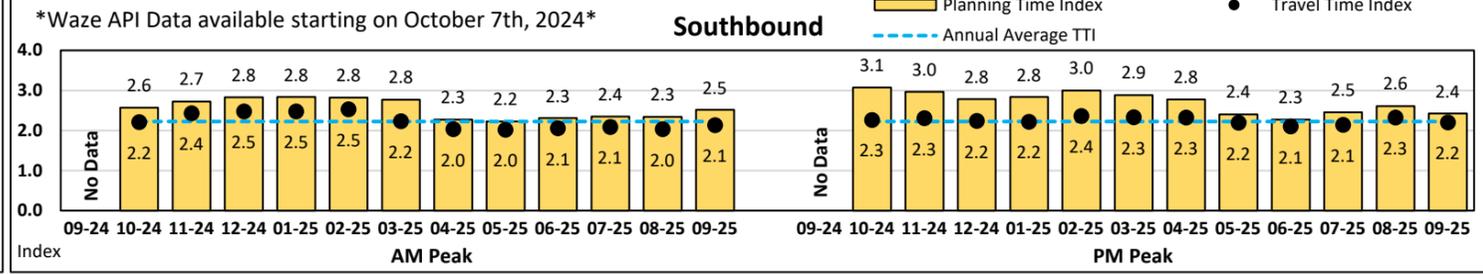
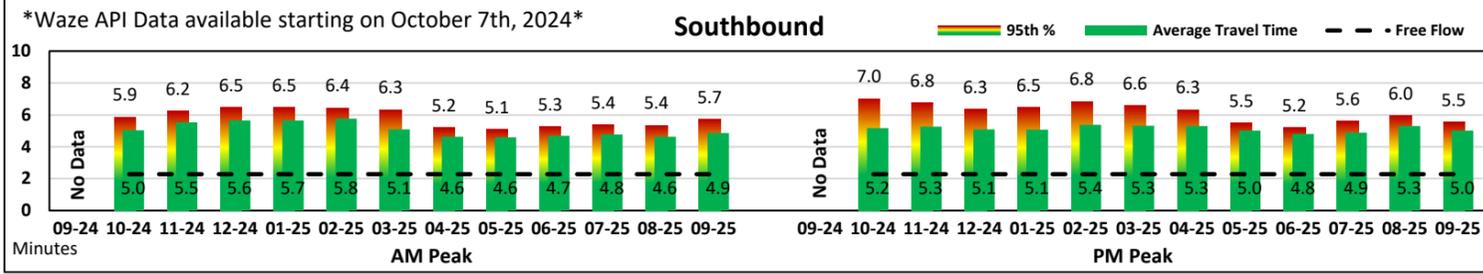
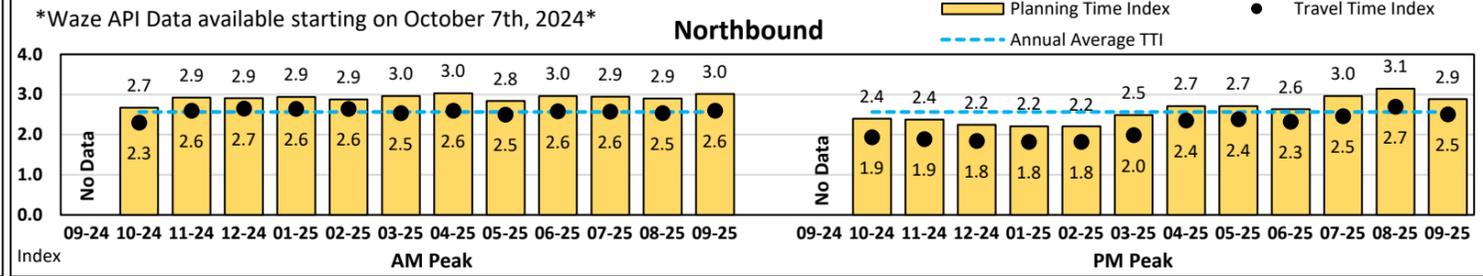


SR 435, North-South corridor from LB McLeod Rd. to Westgate Dr., 1.9 miles length, 8 traffic signals

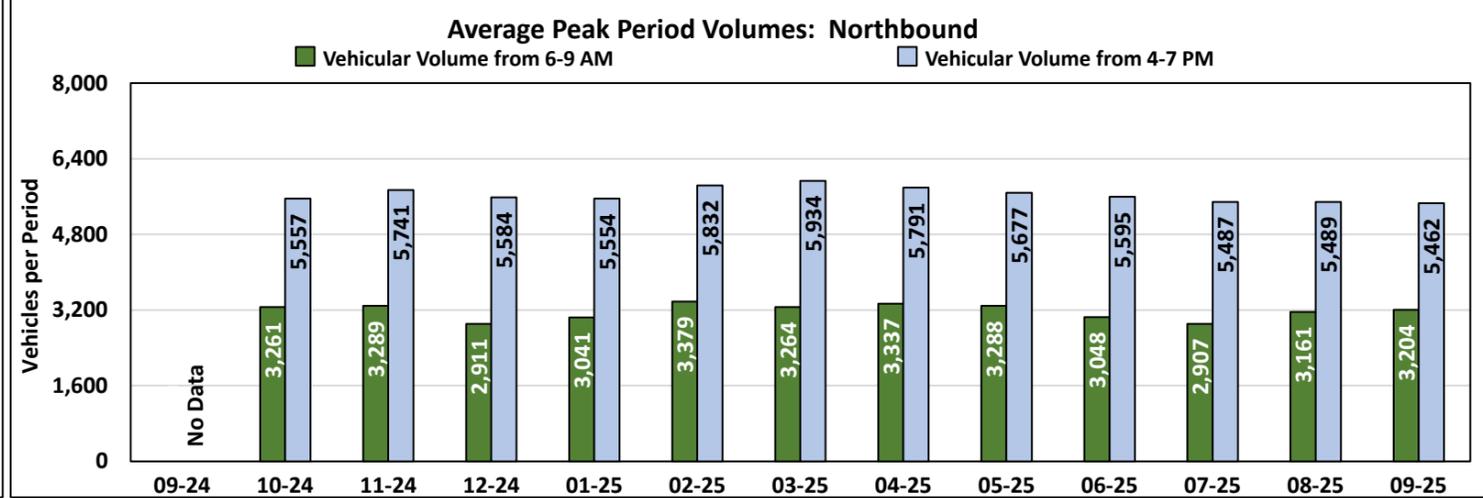
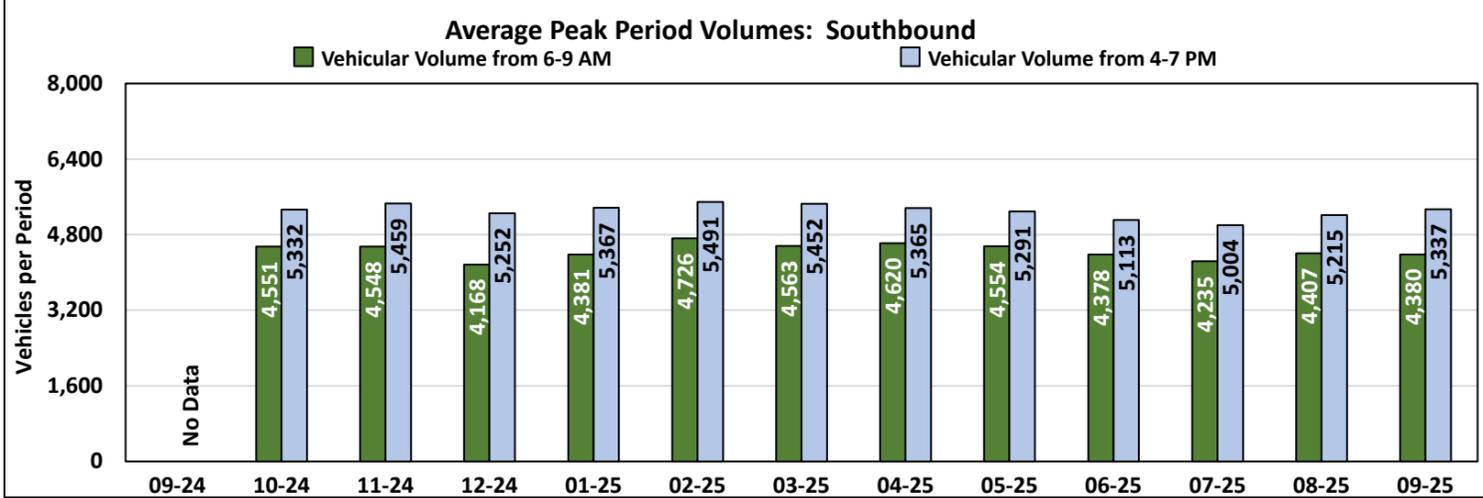
Corridor Travel Time Information



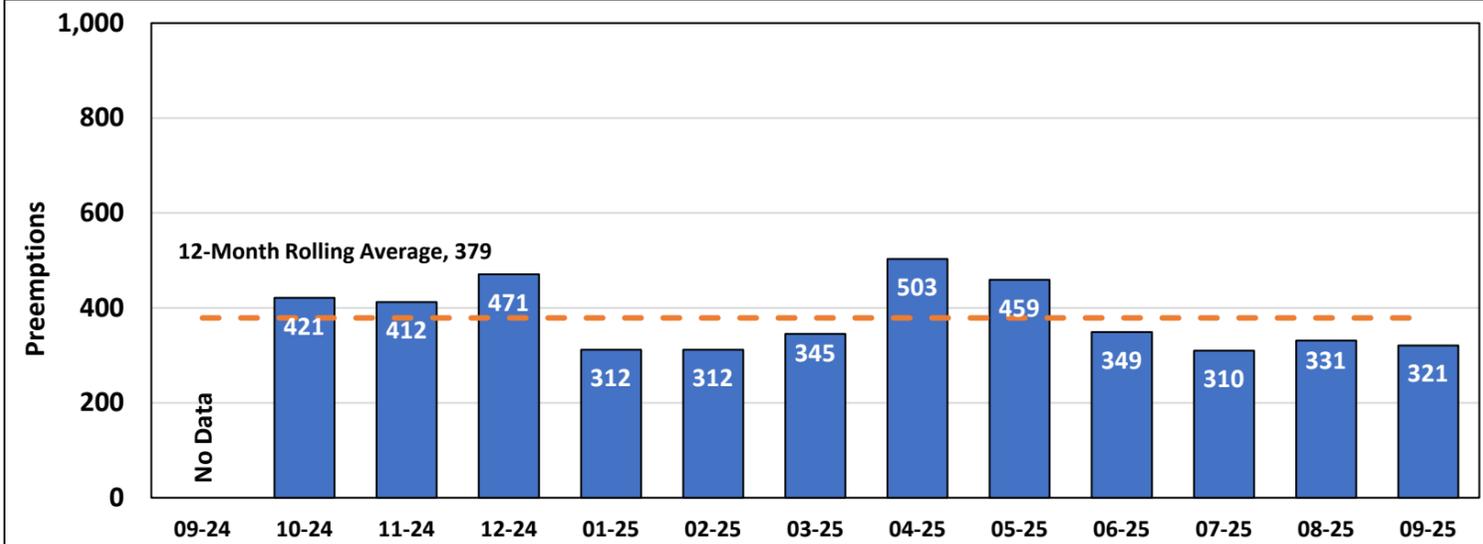
Corridor Travel Time Reliability Information



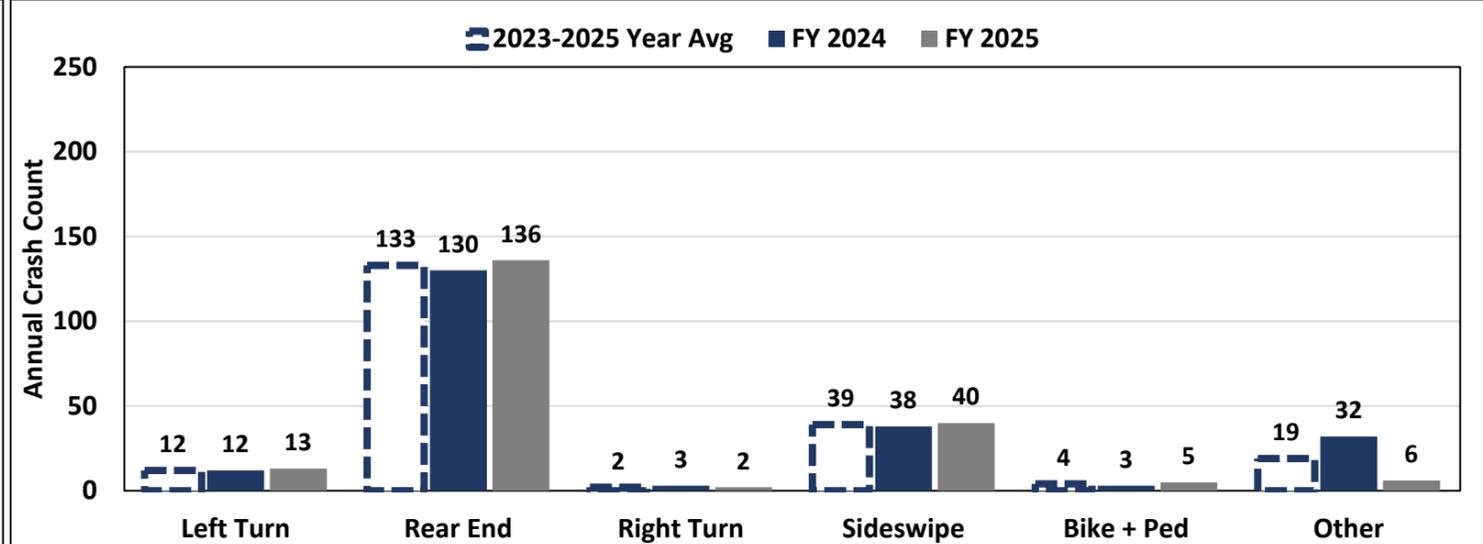
Corridor Volume Information



Emergency Vehicle Preemption



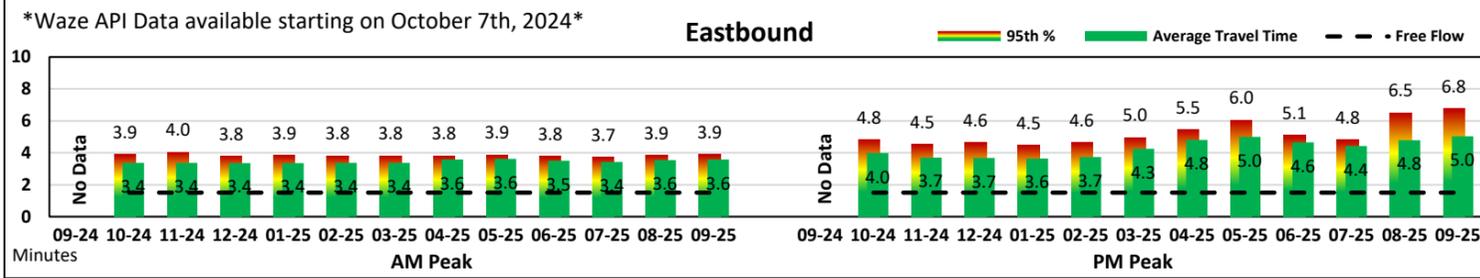
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



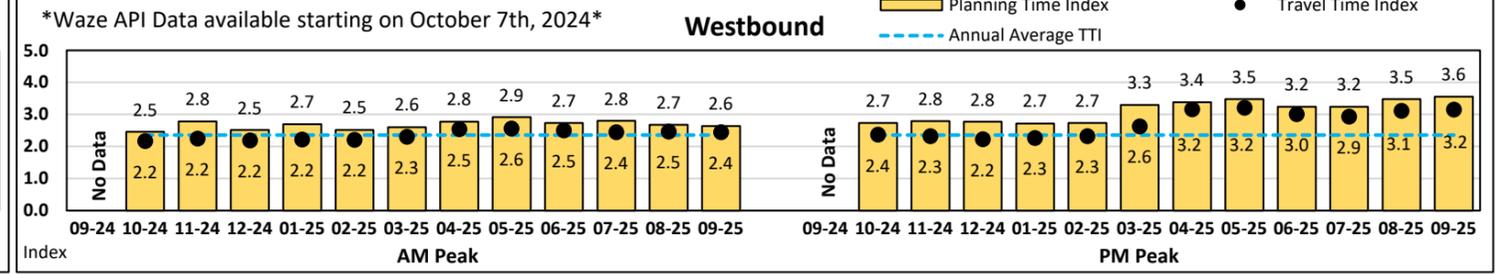
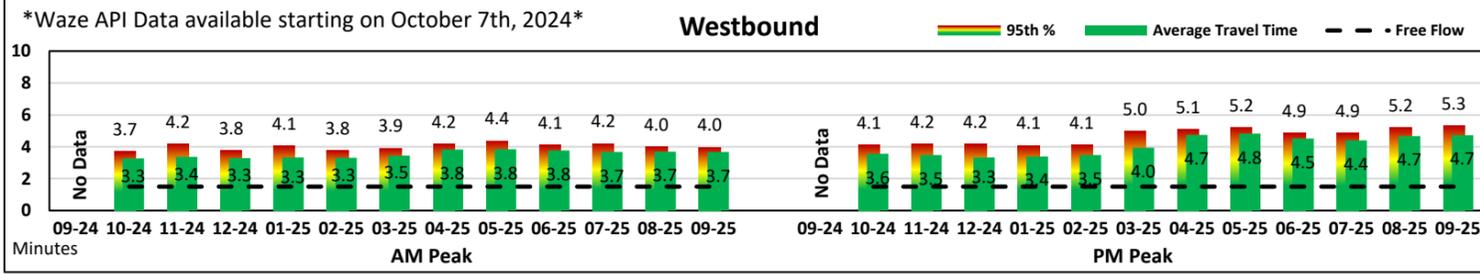
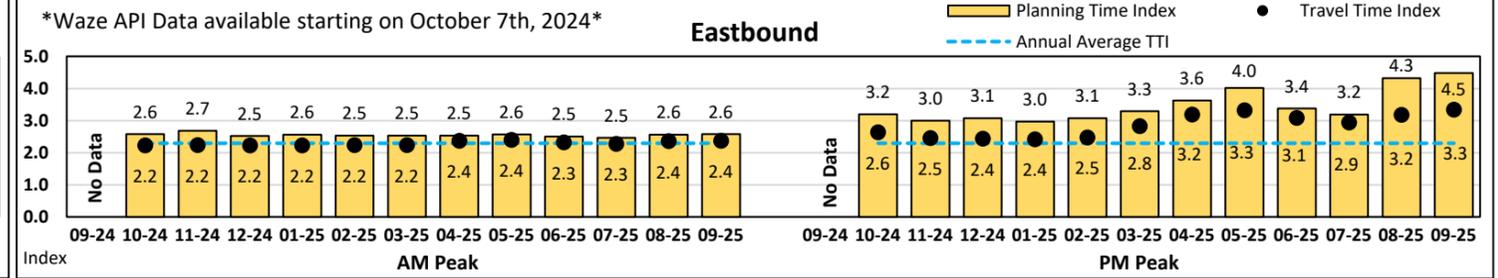


SR 423, East-West corridor from SR 424 / Edgewater Dr. to Wymore Rd., 2.2 miles length, 7 traffic signals

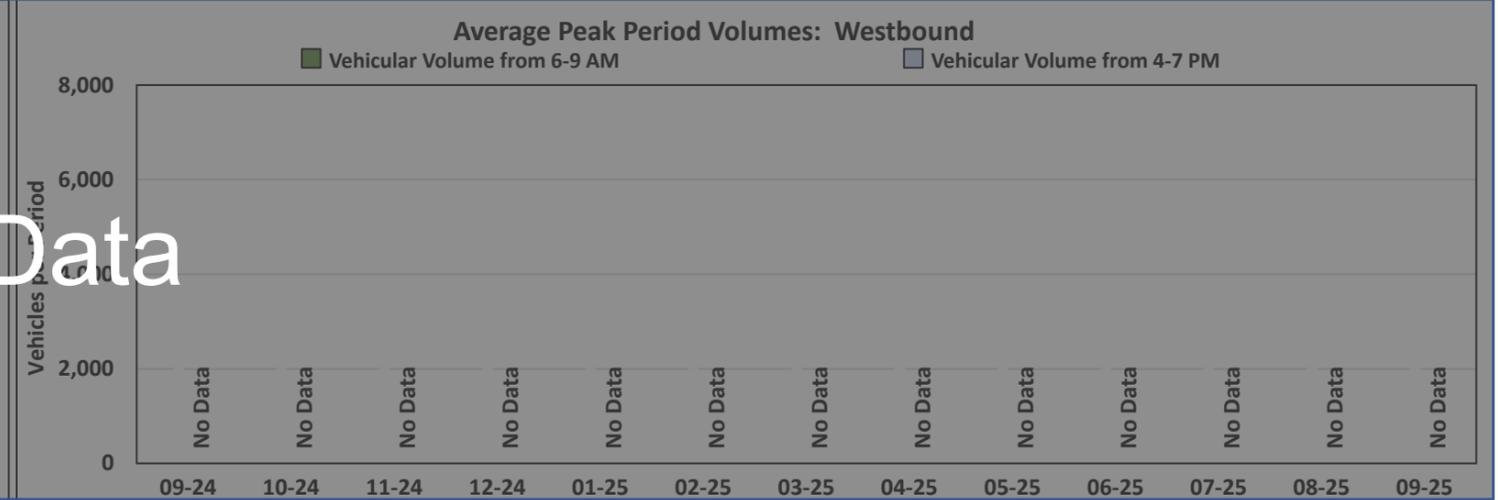
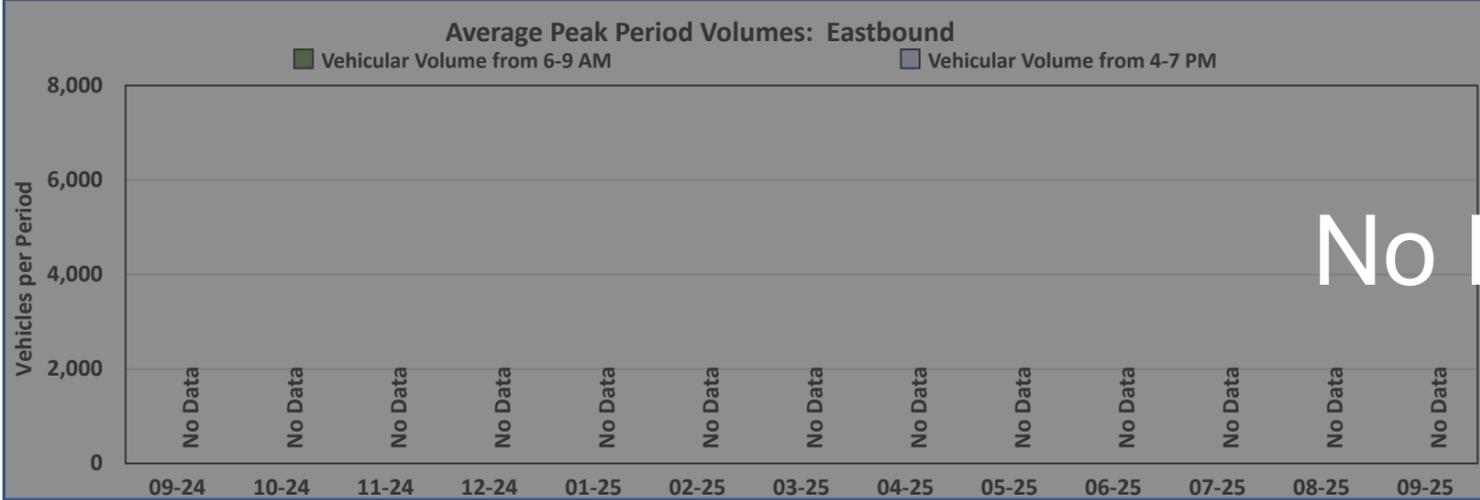
Corridor Travel Time Information



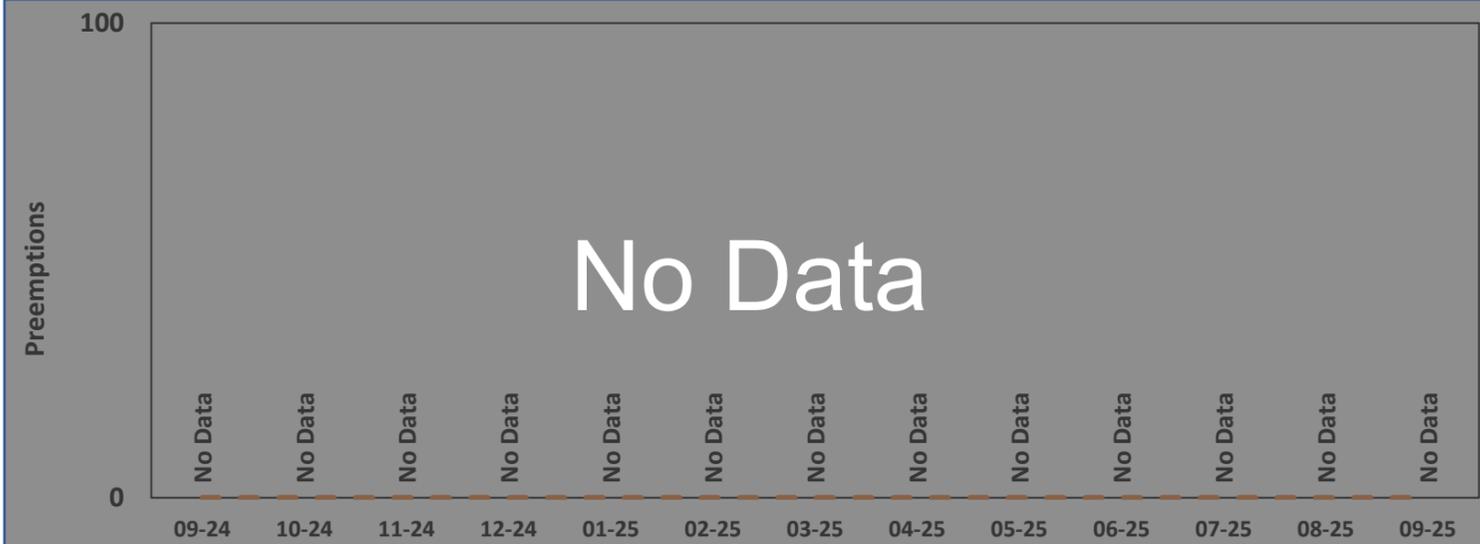
Corridor Travel Time Reliability Information



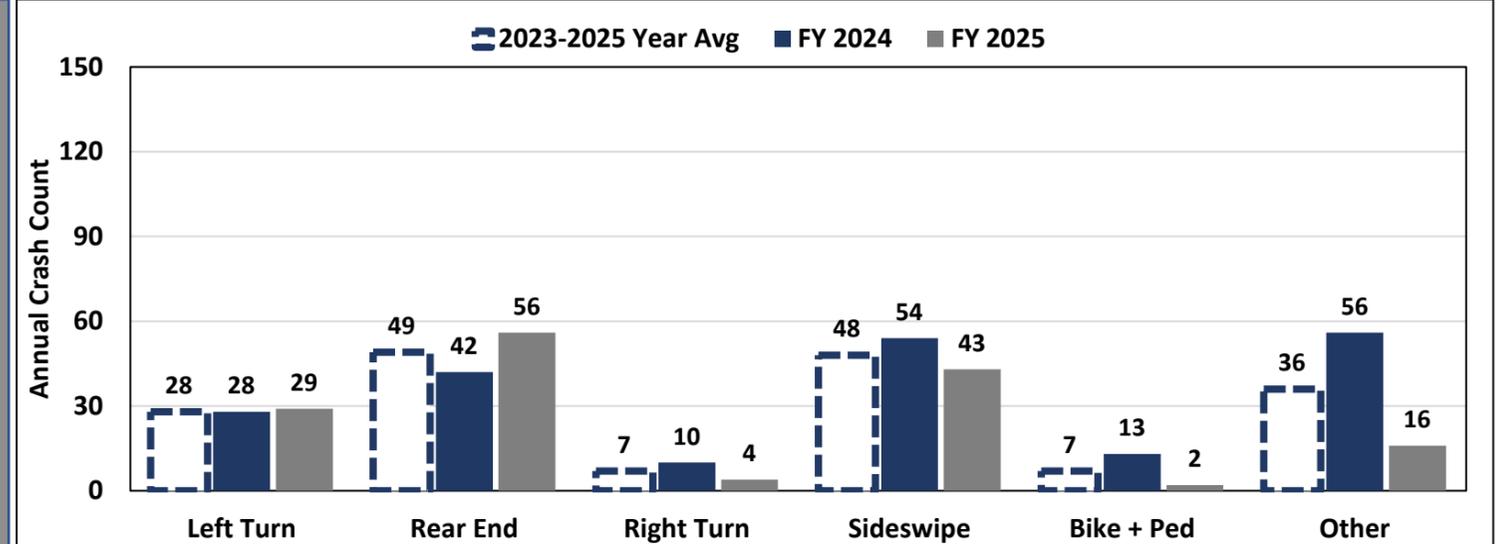
Corridor Volume Information



Emergency Vehicle Preemption



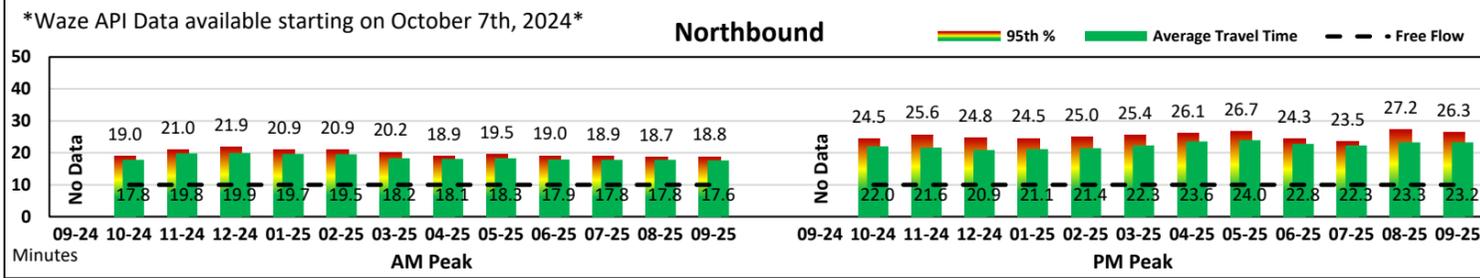
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



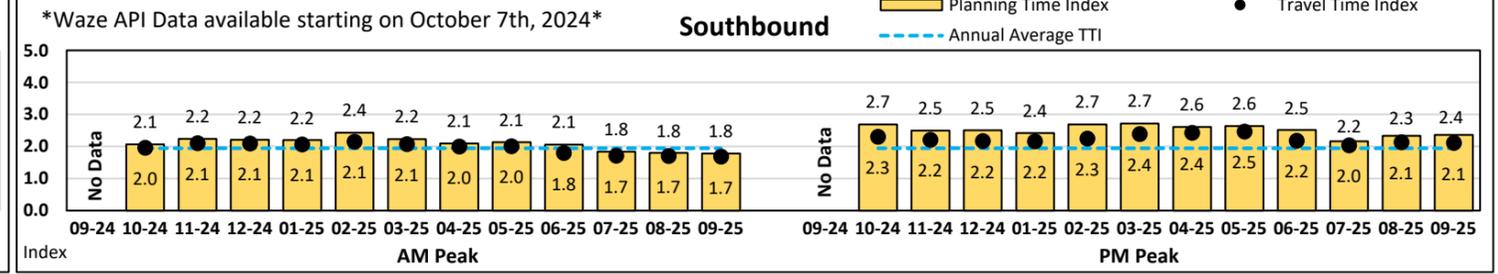
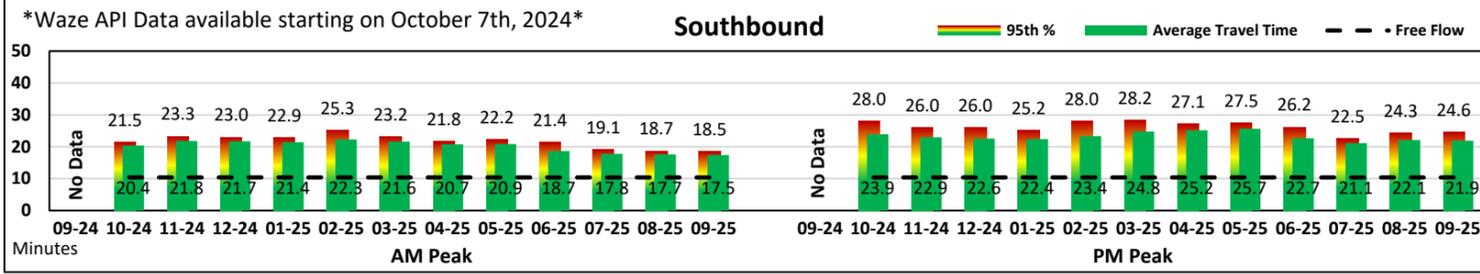
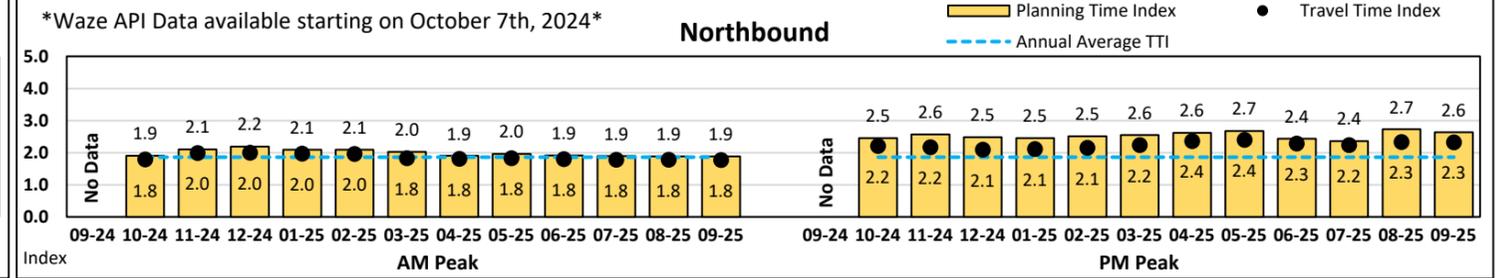


SR 436, North-South corridor from SR 426 / Aloma Ave. to TG Lee Blvd., 10.0 miles length, 27 traffic signals

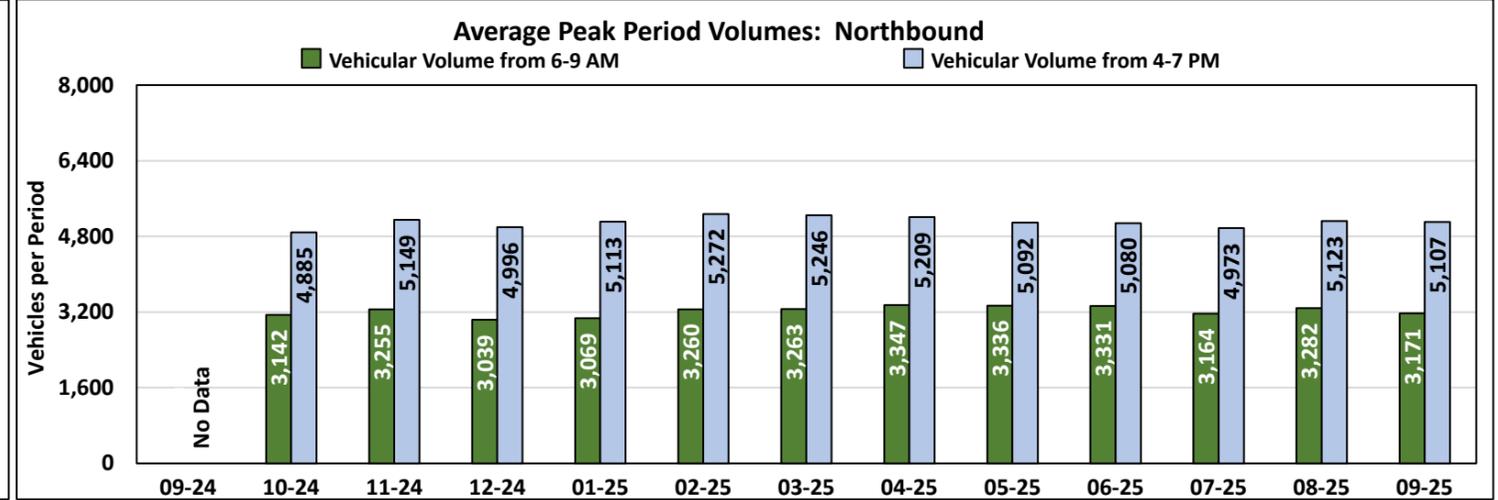
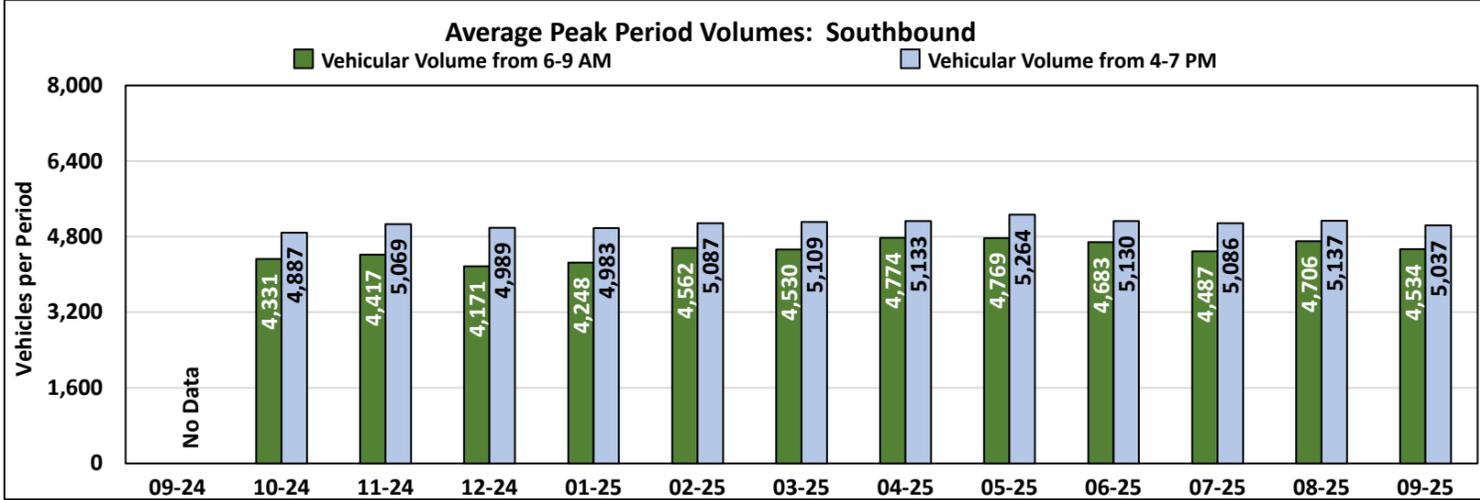
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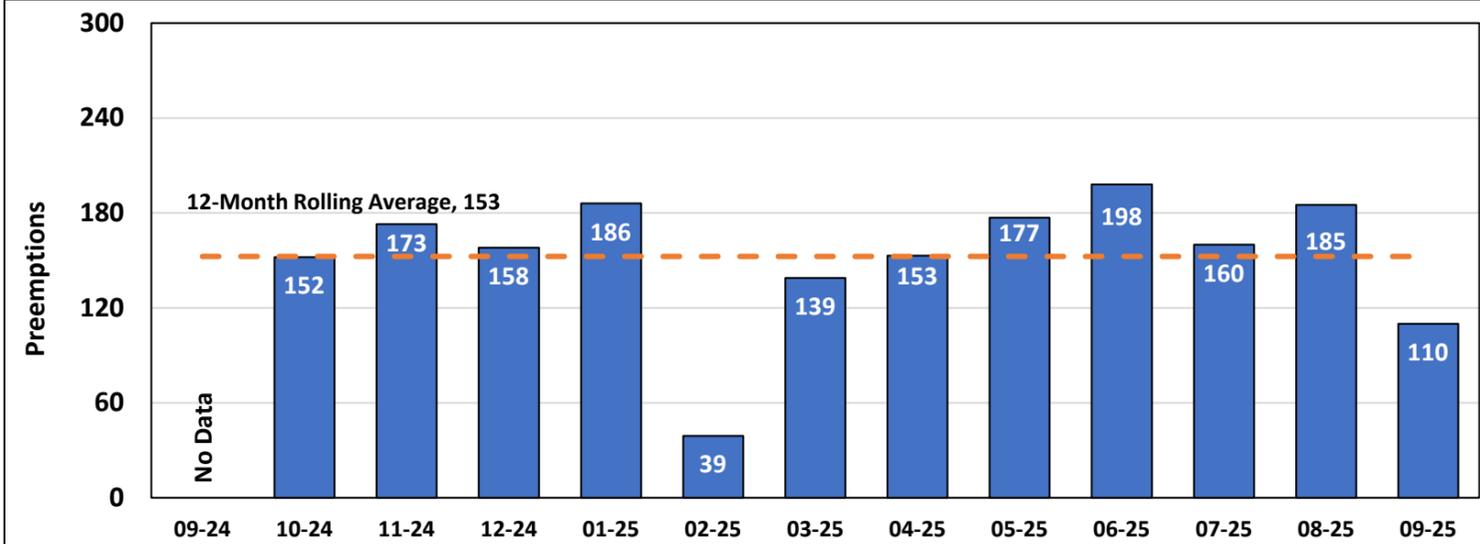
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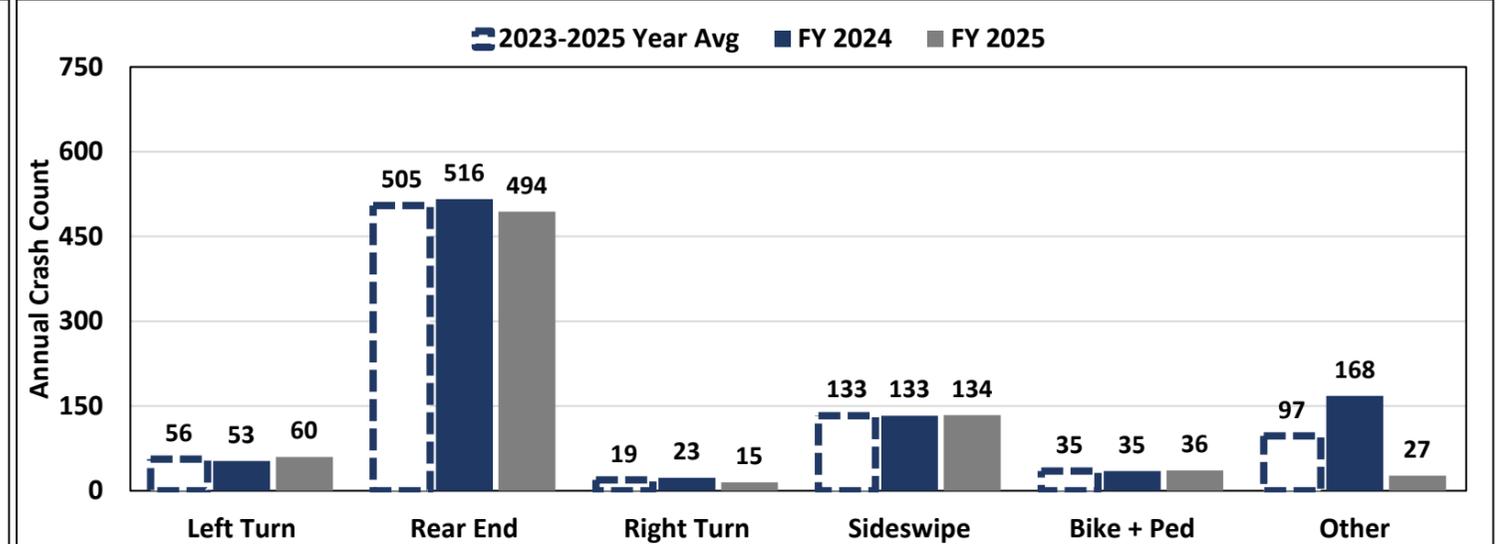
Corridor Volume Information



Emergency Vehicle Preemption



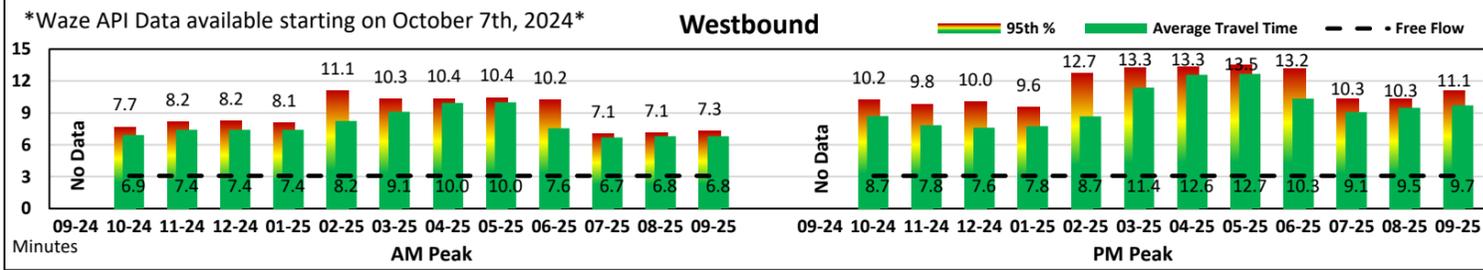
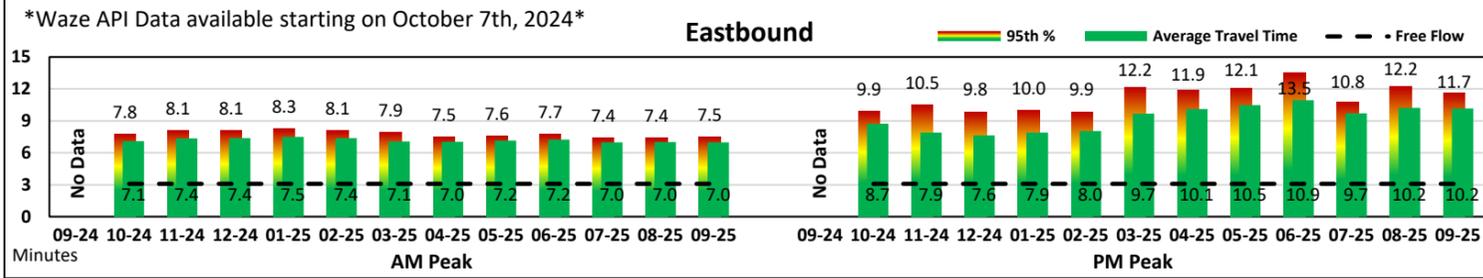
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



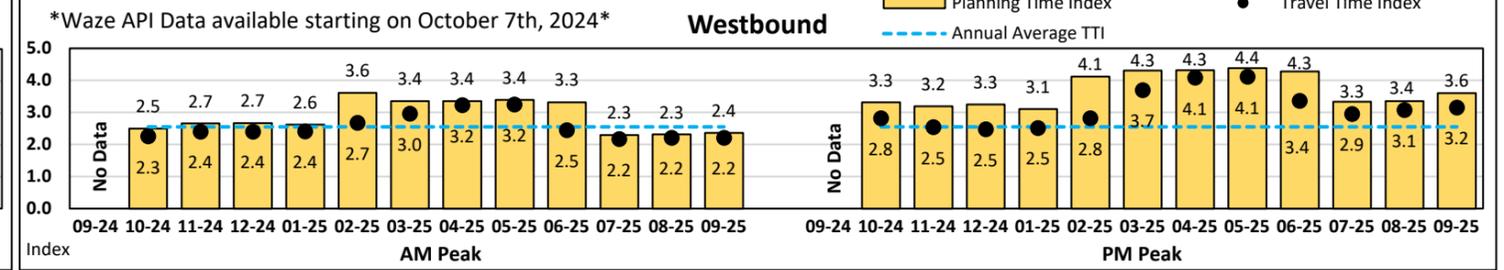
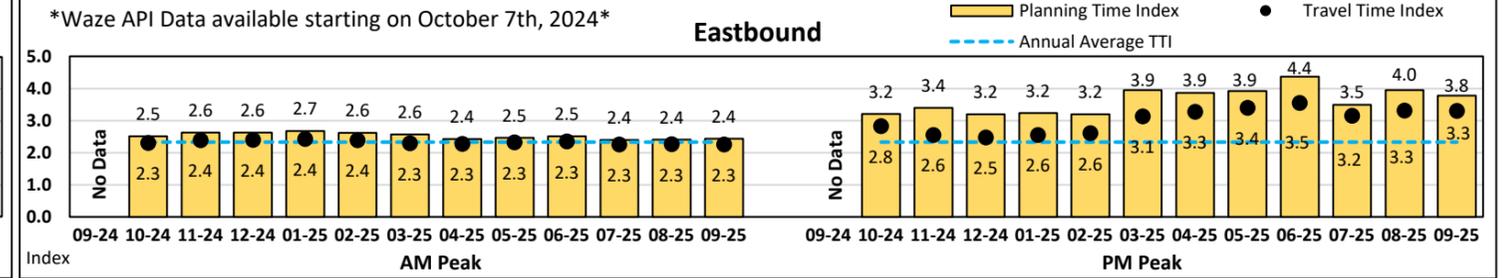


SR 426, East-West corridor from Adanson St. to Ollie Ave., 3.7 miles length, 12 traffic signals

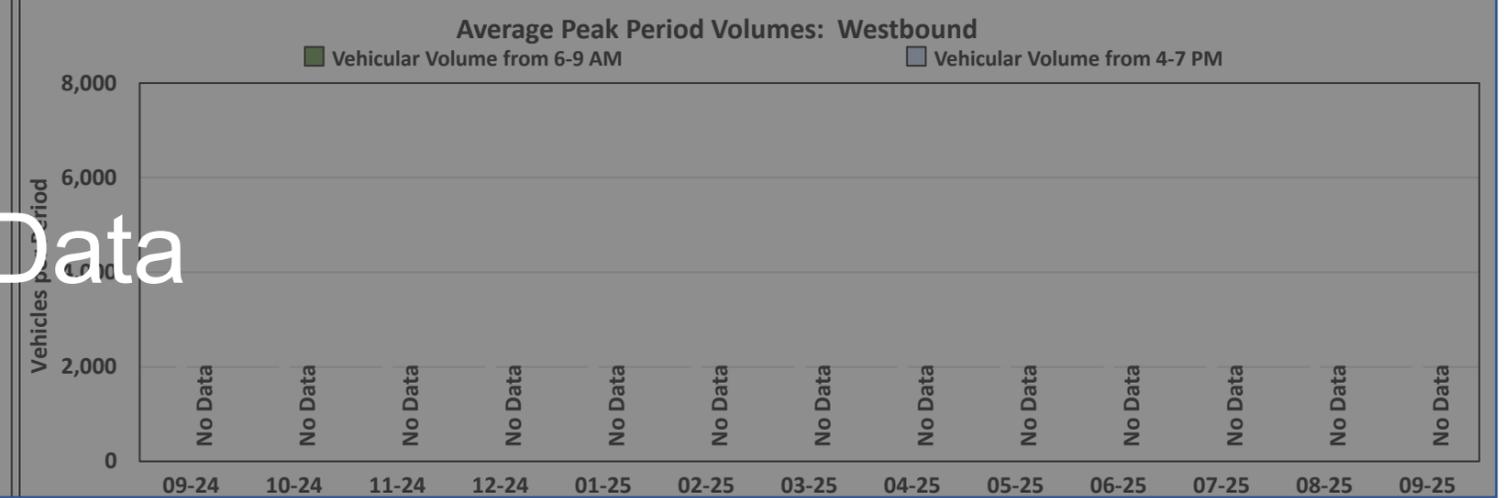
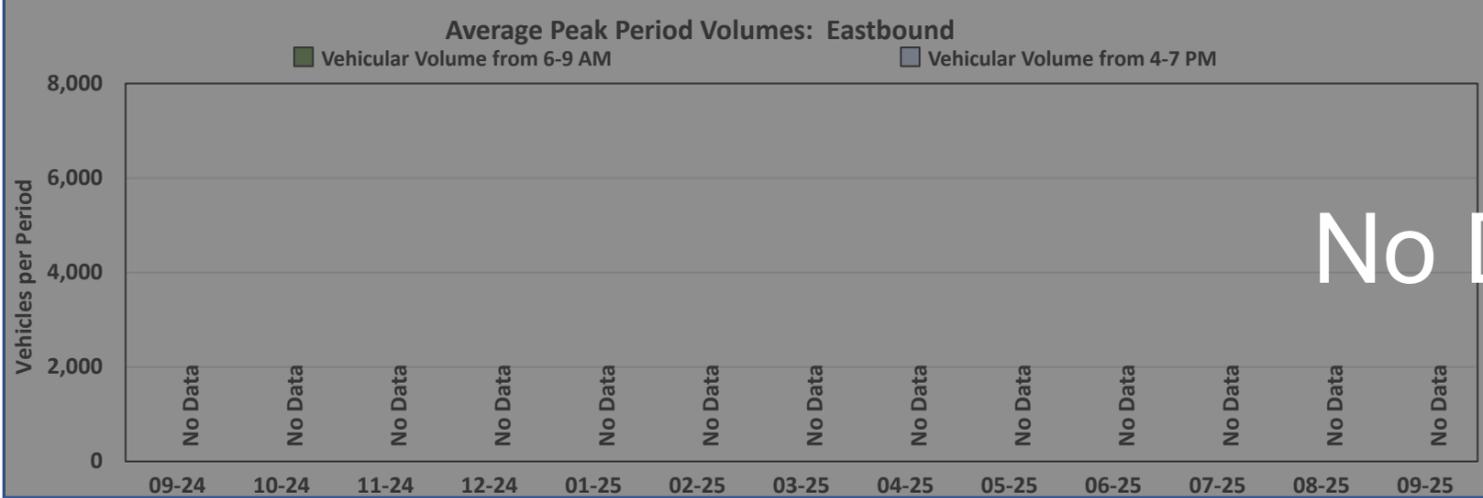
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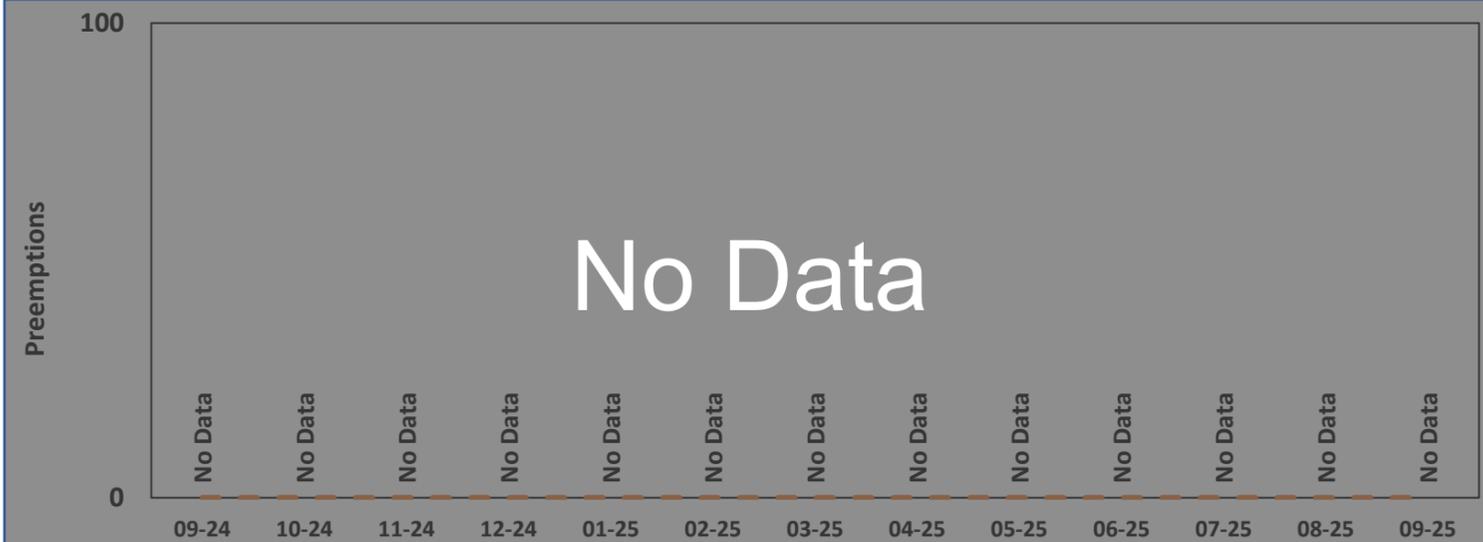
Corridor Travel Time Reliability Information



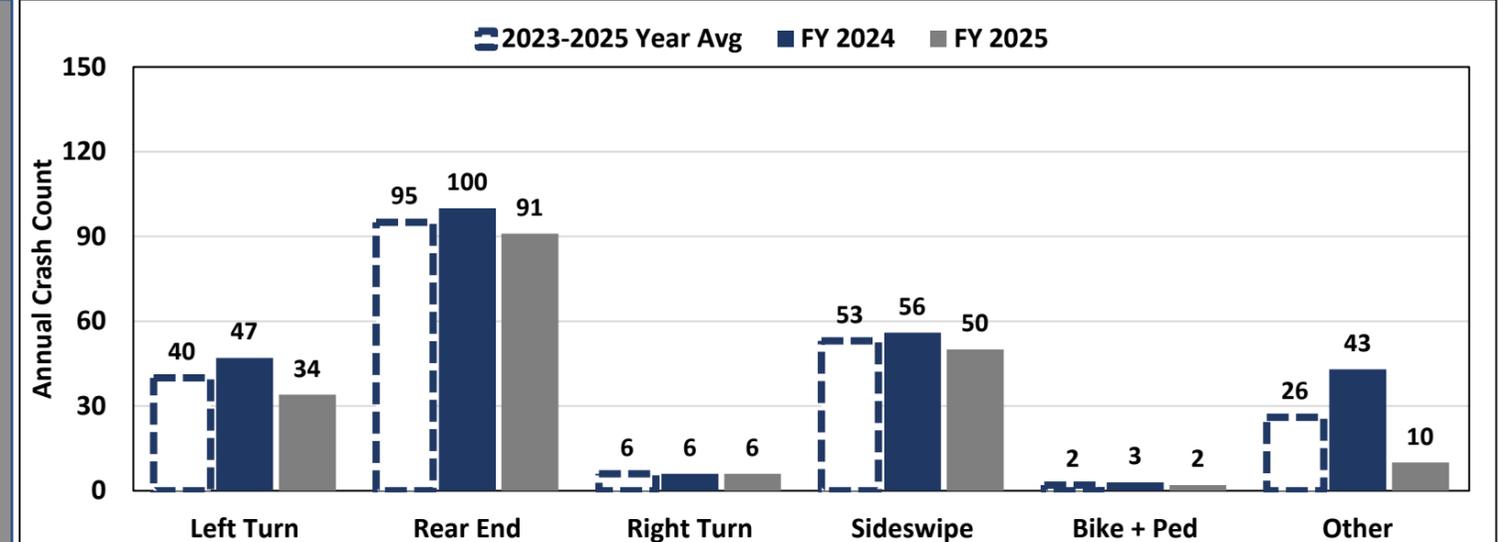
Corridor Volume Information



Emergency Vehicle Preemption



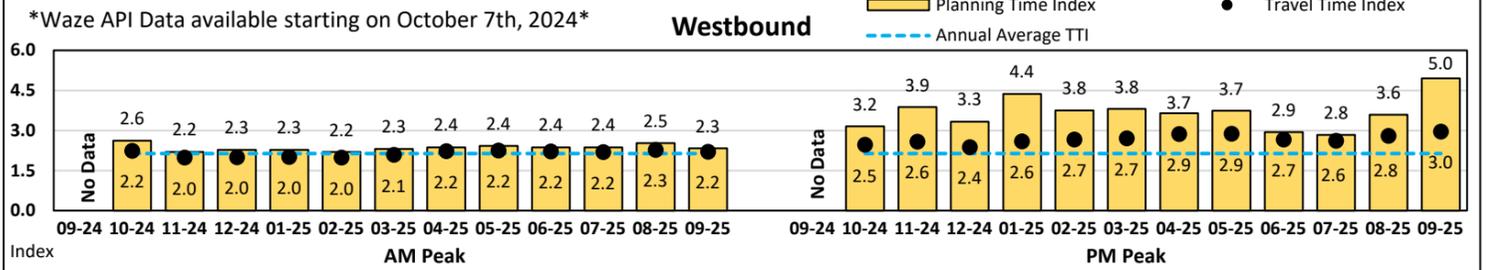
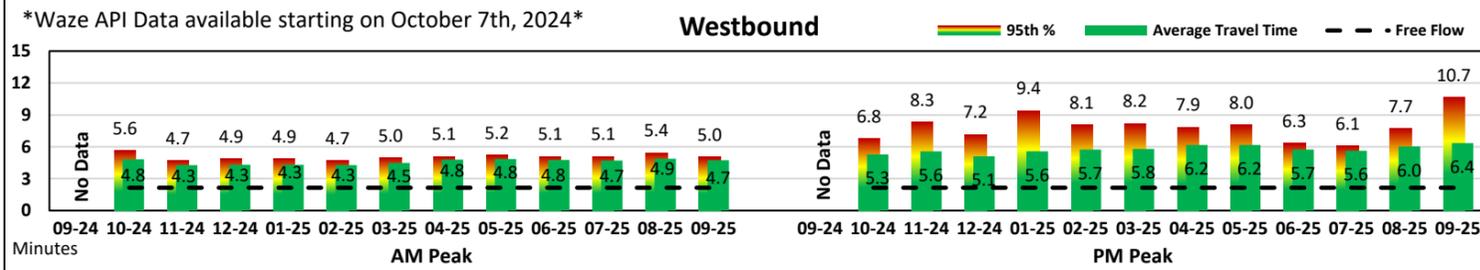
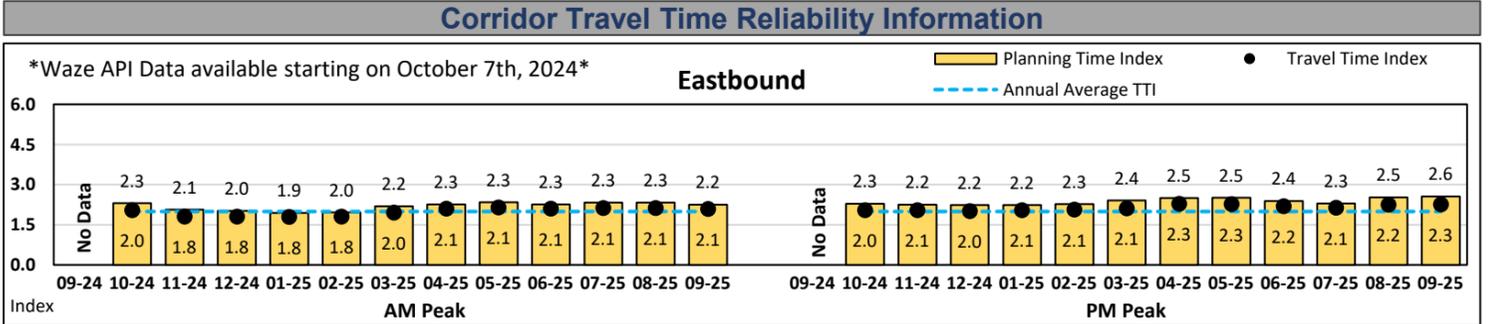
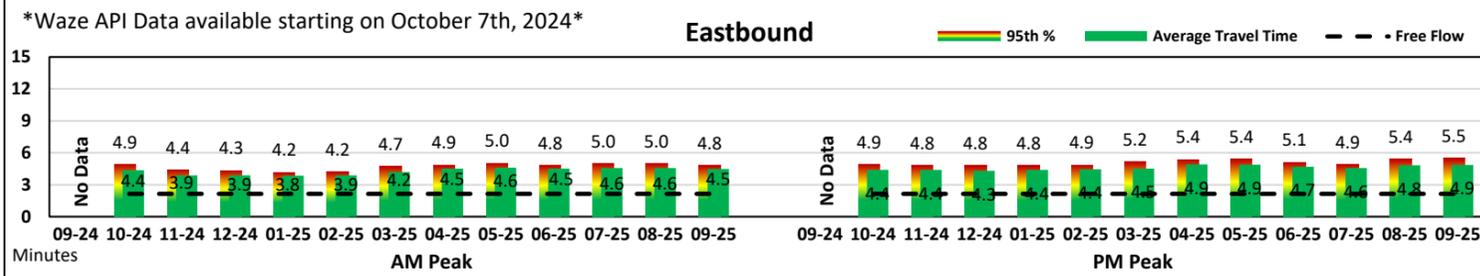
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



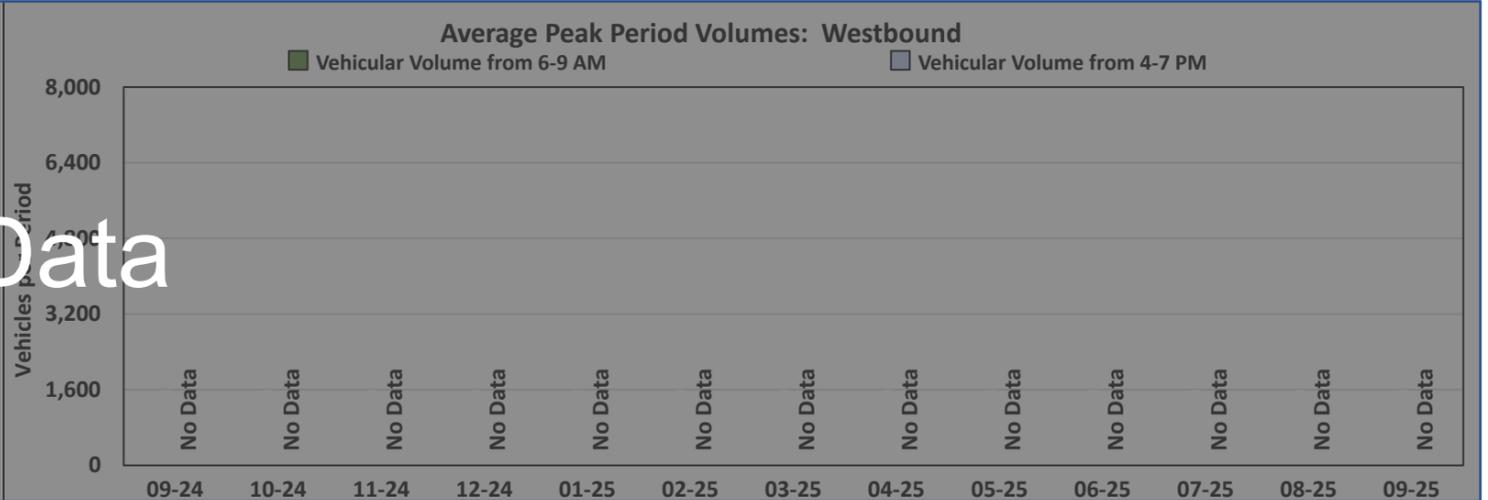
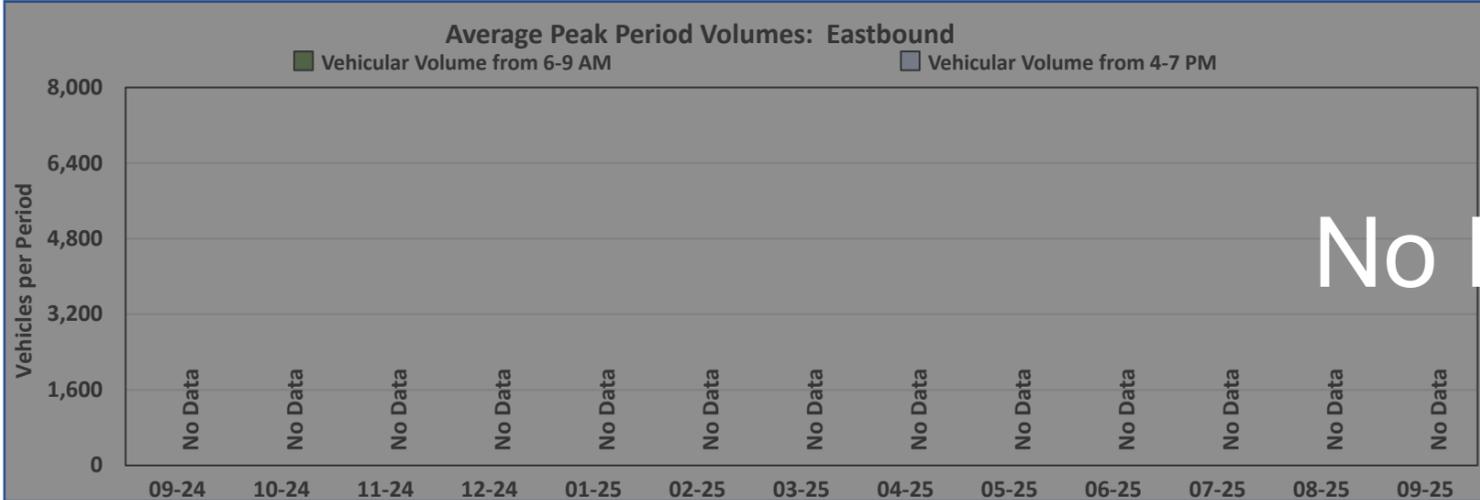


SR 50, East-West corridor from Forsyth Rd. to Econlockhatchee Trl., 2.5 miles length, 7 traffic signals

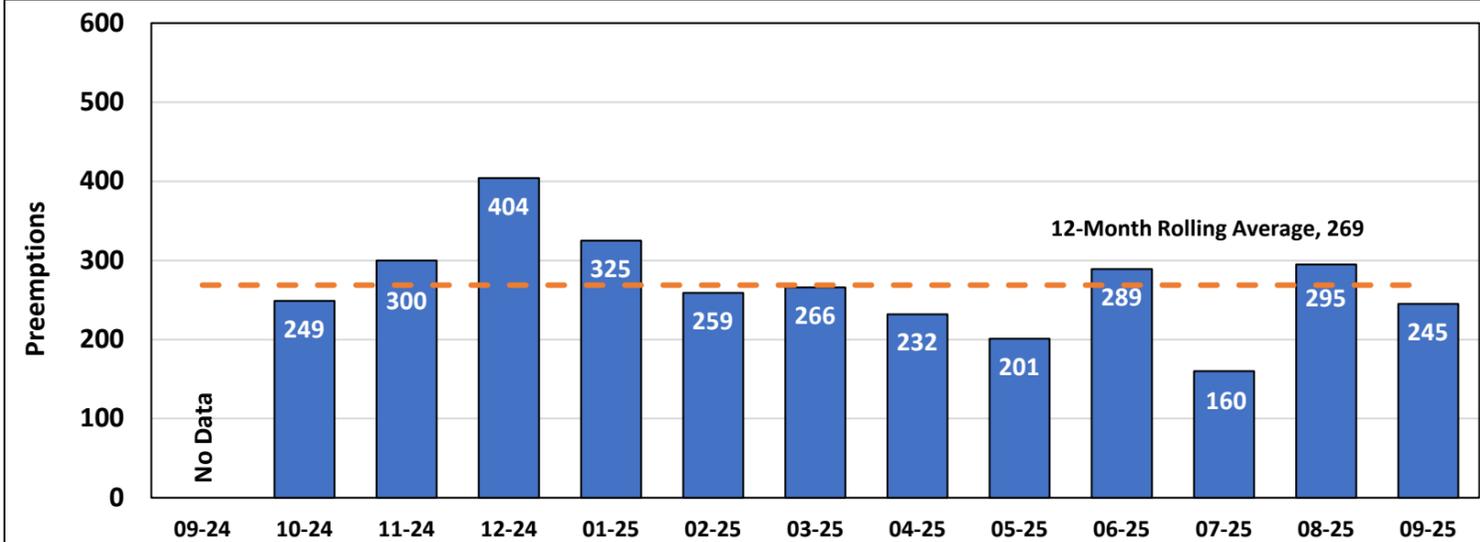
Corridor Travel Time Information



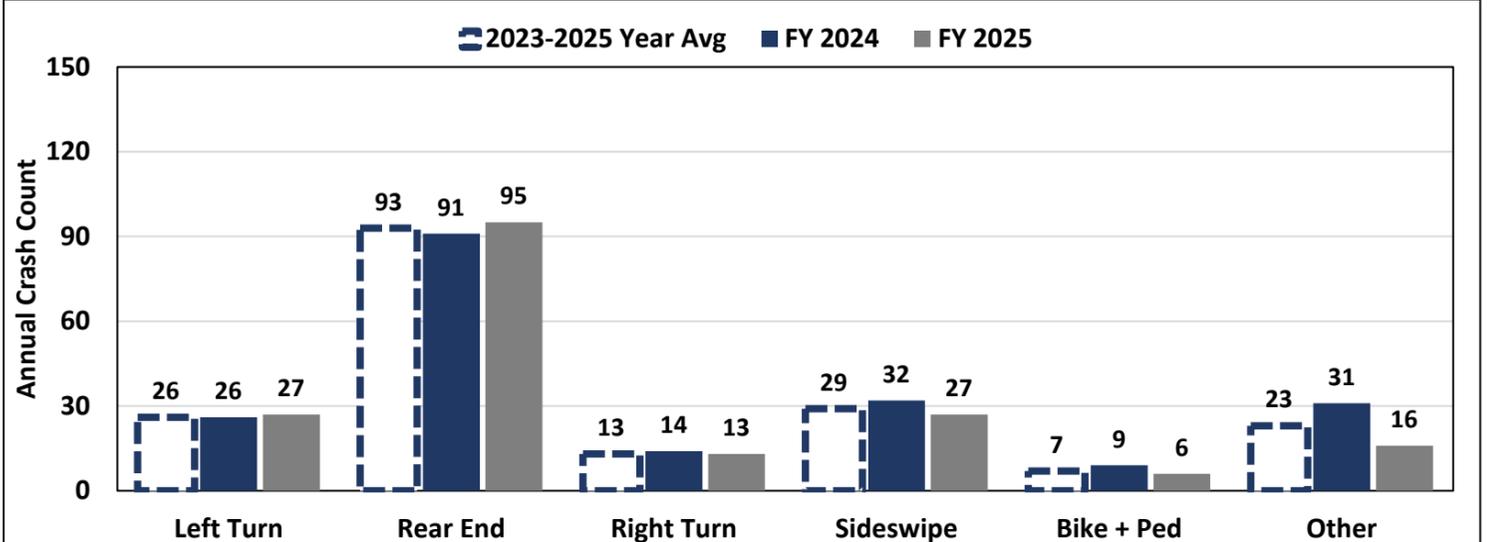
Corridor Volume Information



Emergency Vehicle Preemption



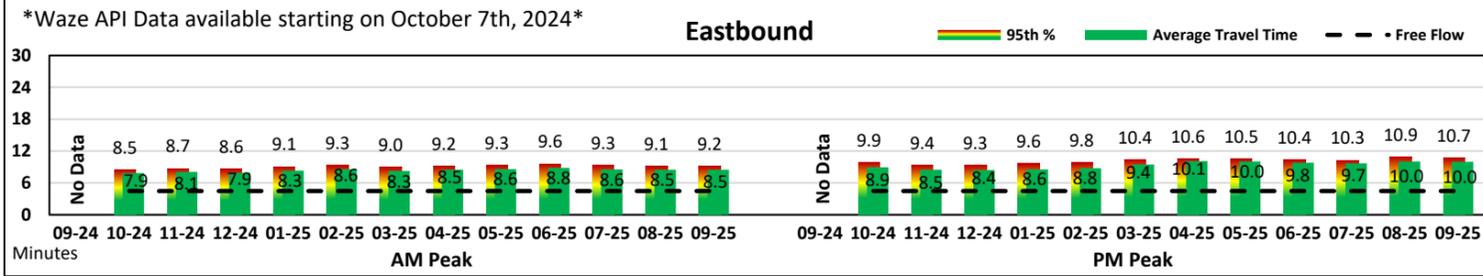
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



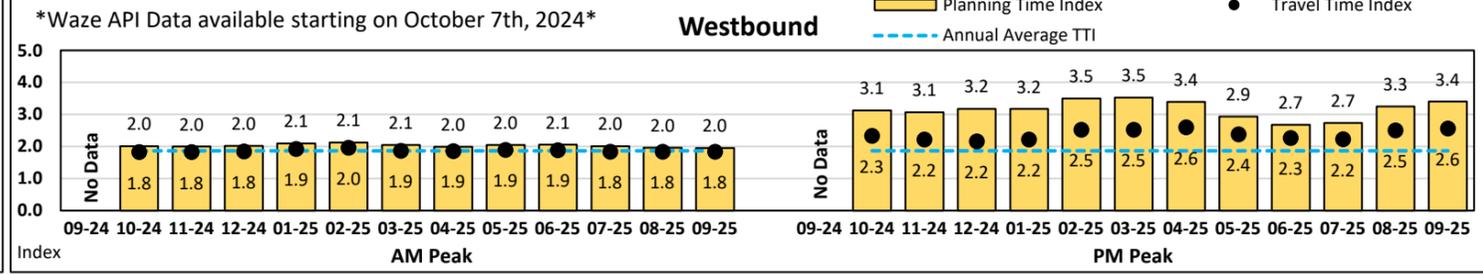
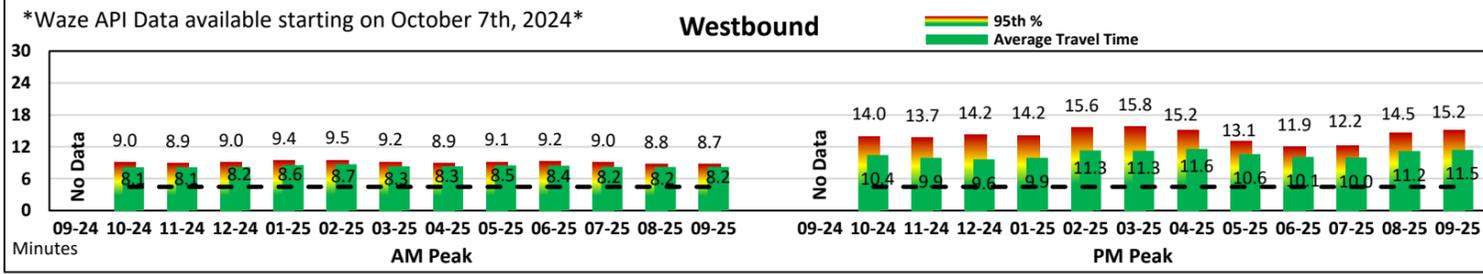
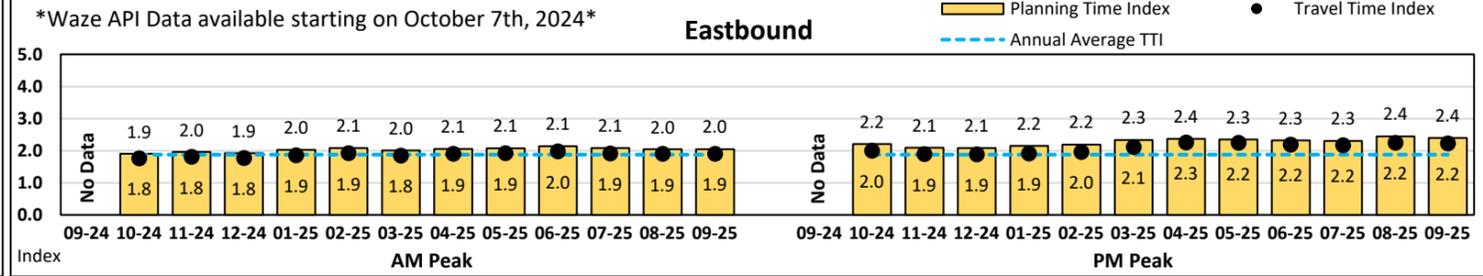


SR 50, East-West corridor from Dean Rd. to Avalon Park Blvd., 4.8 miles length, 14 traffic signals

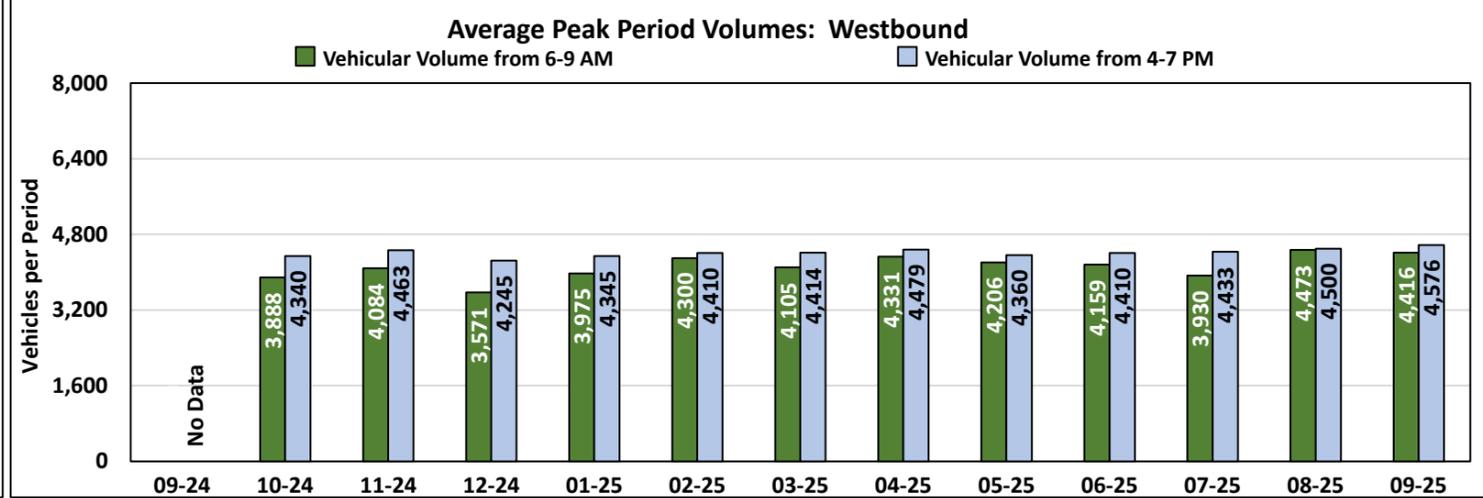
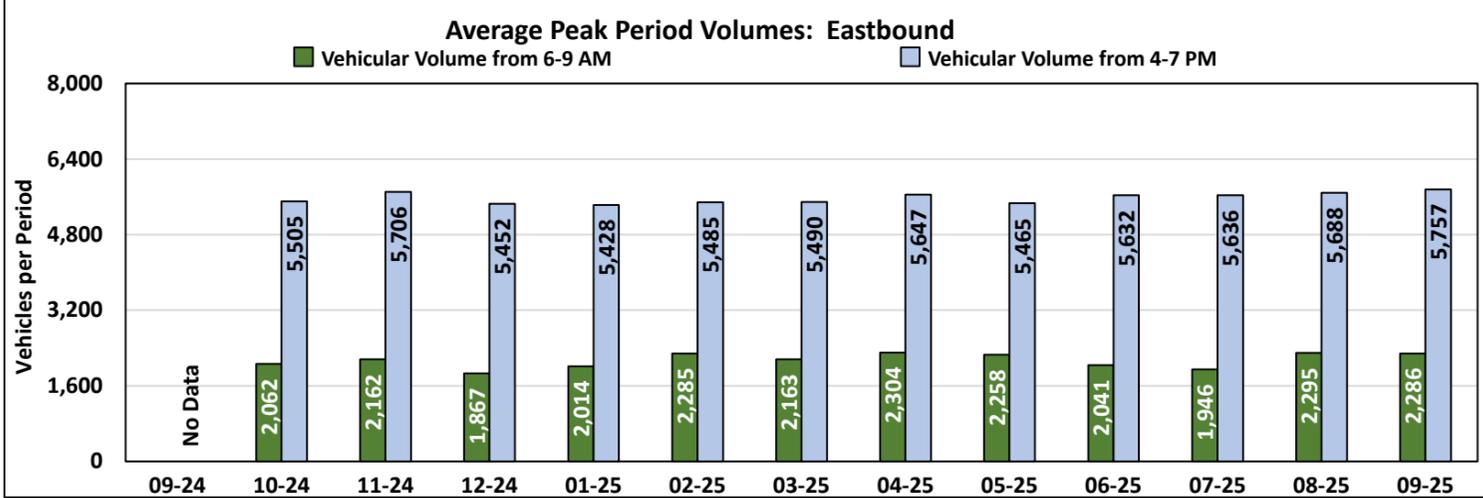
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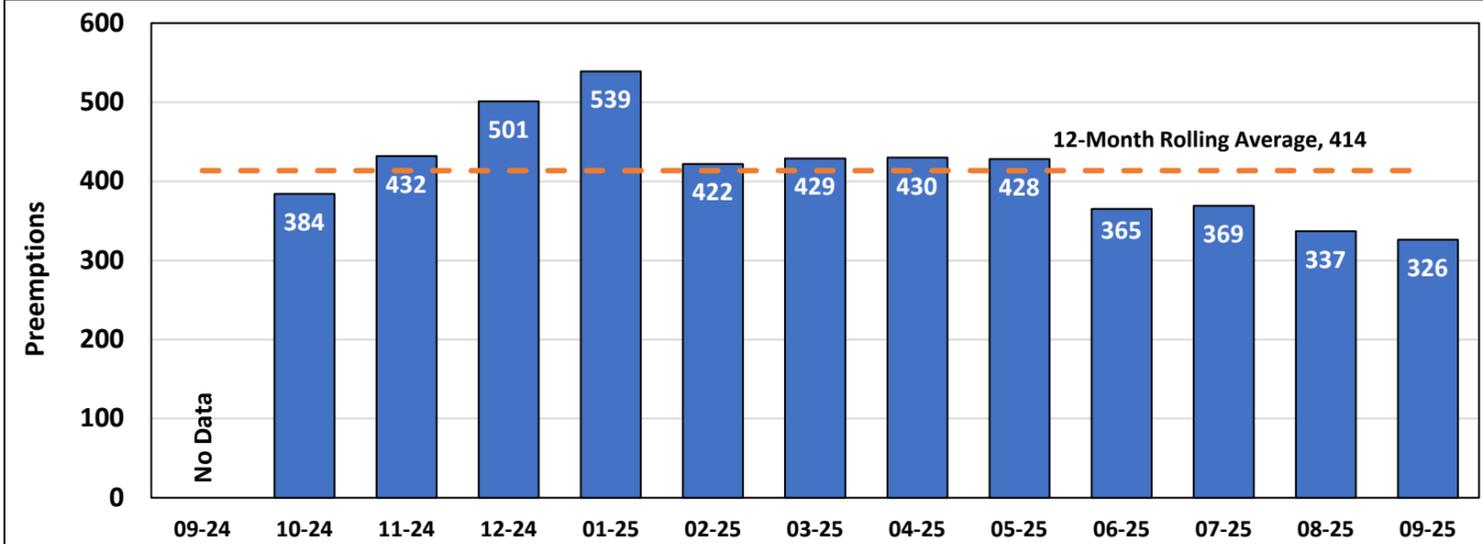
Corridor Travel Time Reliability Information



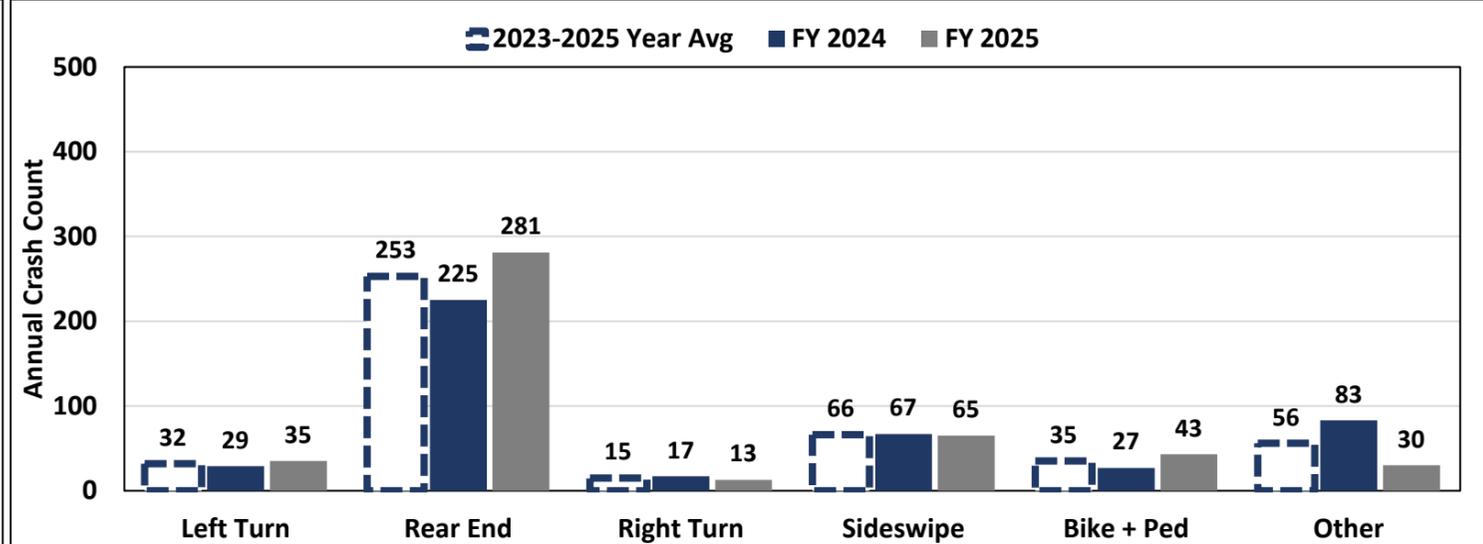
Corridor Volume Information



Emergency Vehicle Preemption



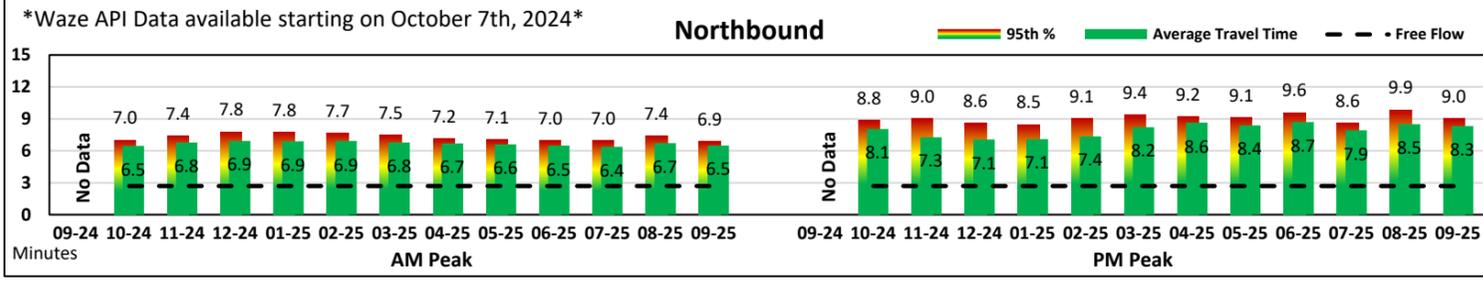
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



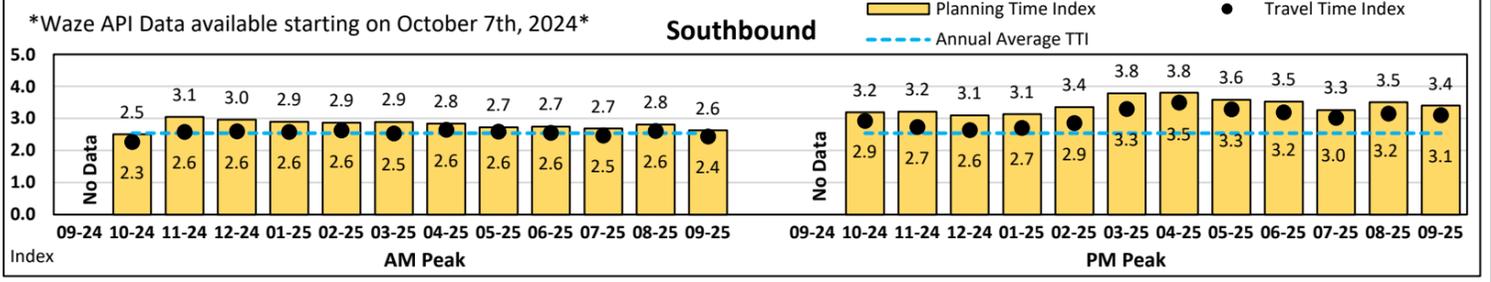
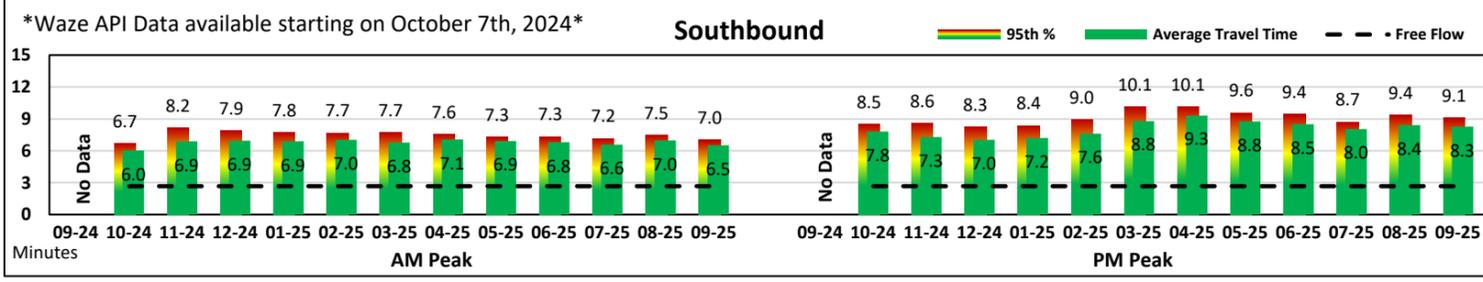
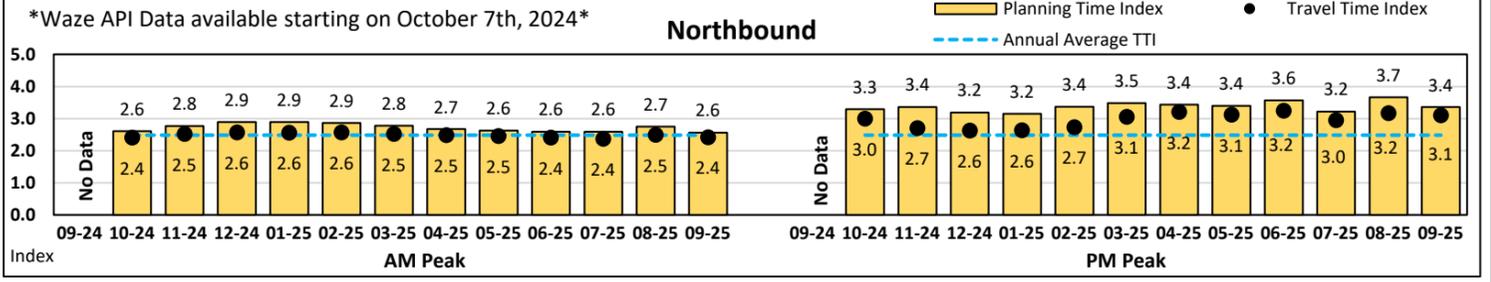


US 441, North-South corridor from Hunters Creek Blvd. to Central Florida Pkwy., 3.1 miles length, 11 traffic signals

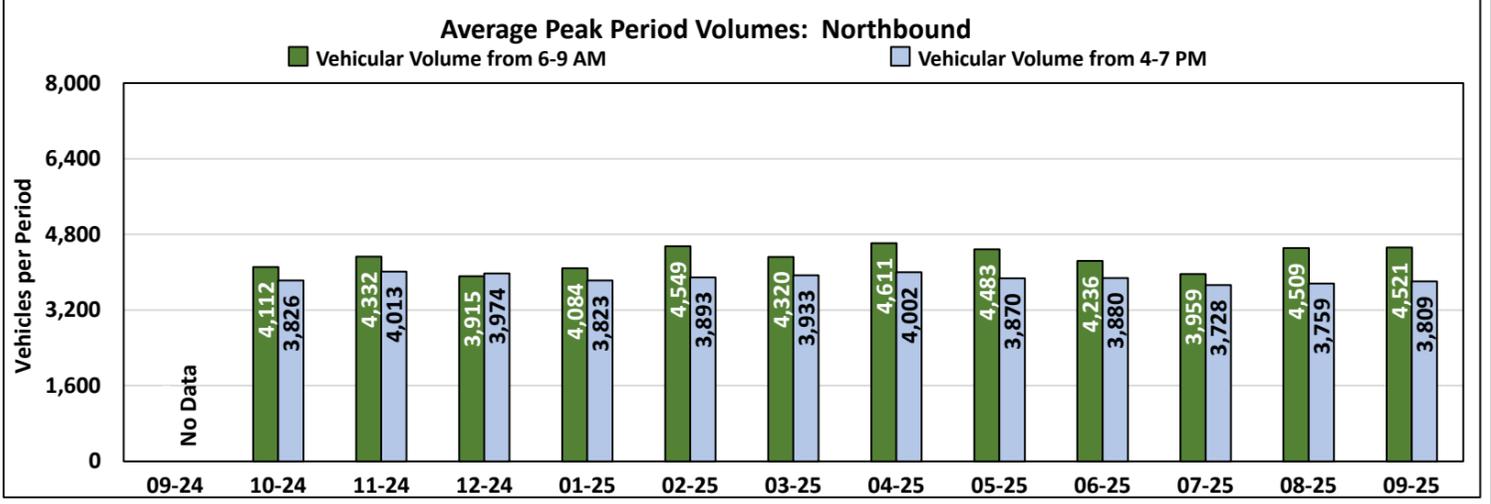
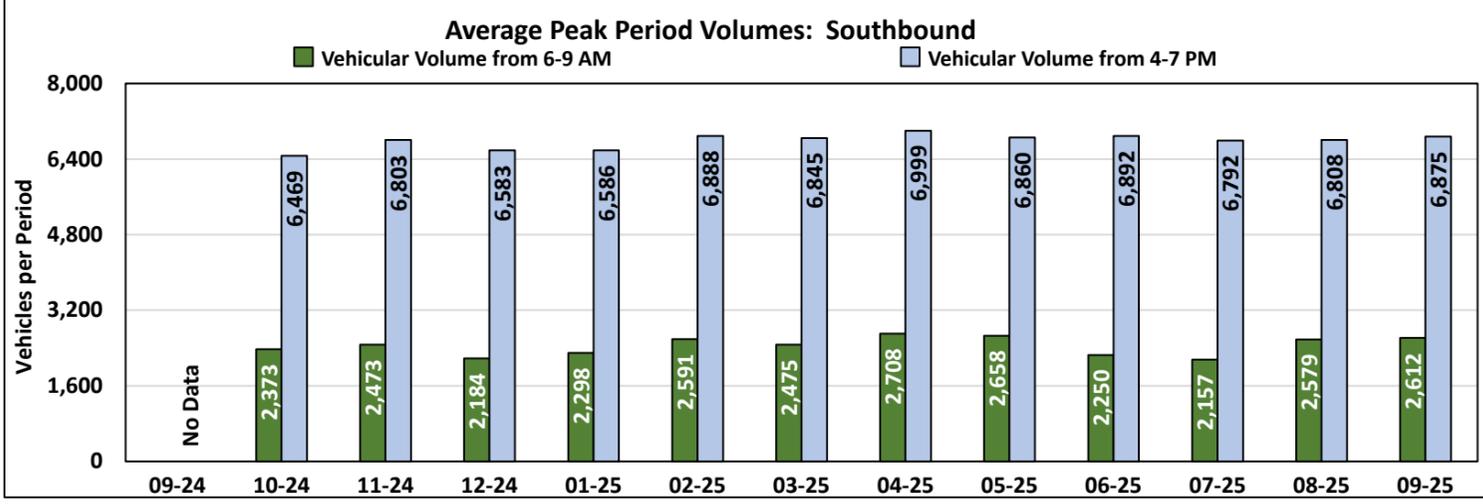
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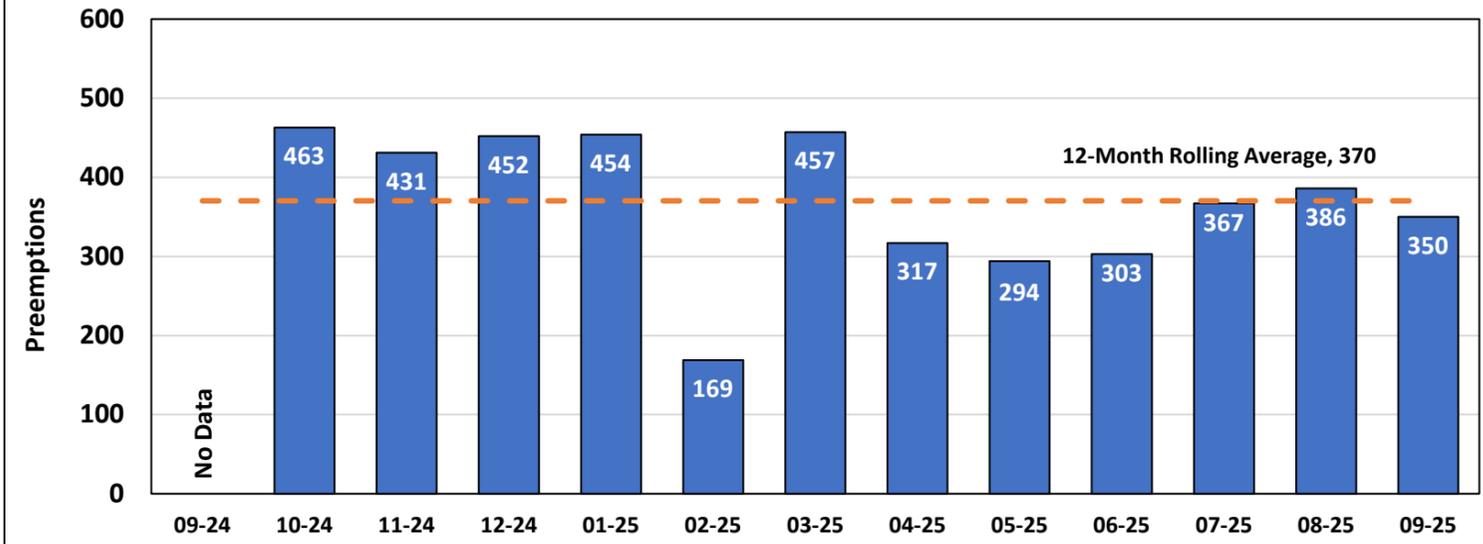
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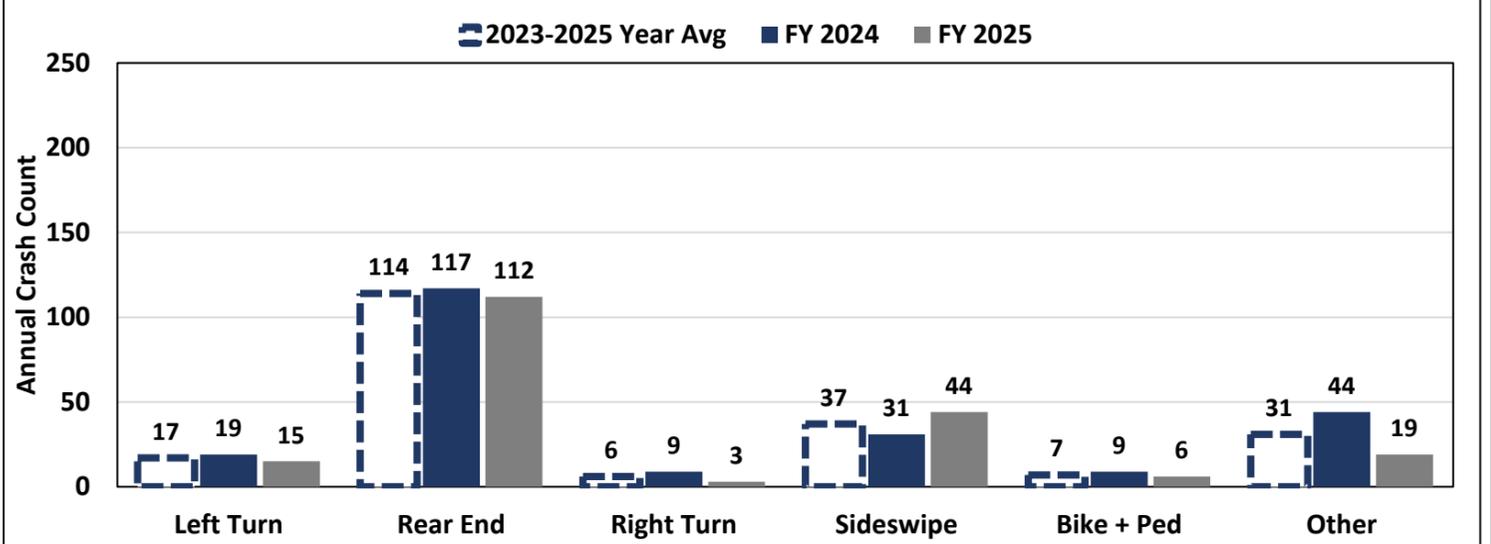
Corridor Volume Information



Emergency Vehicle Preemption

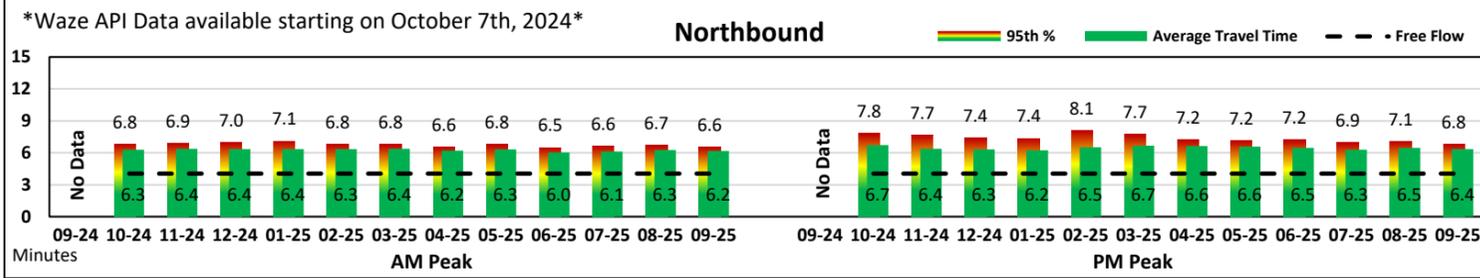


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

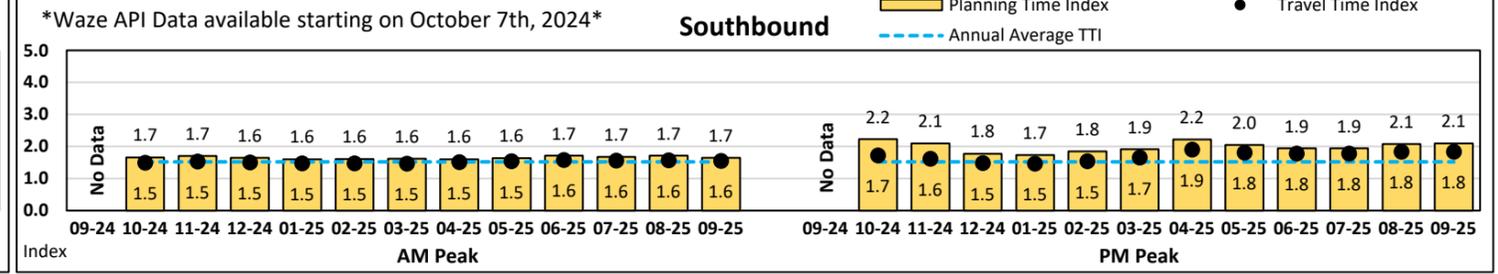
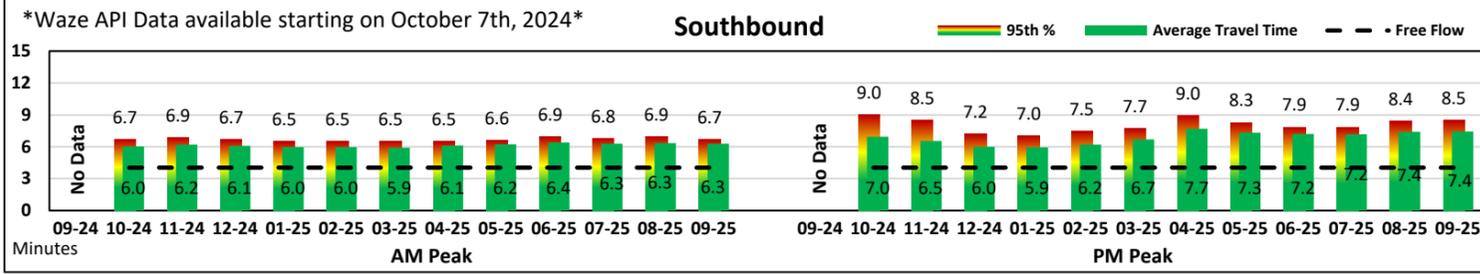
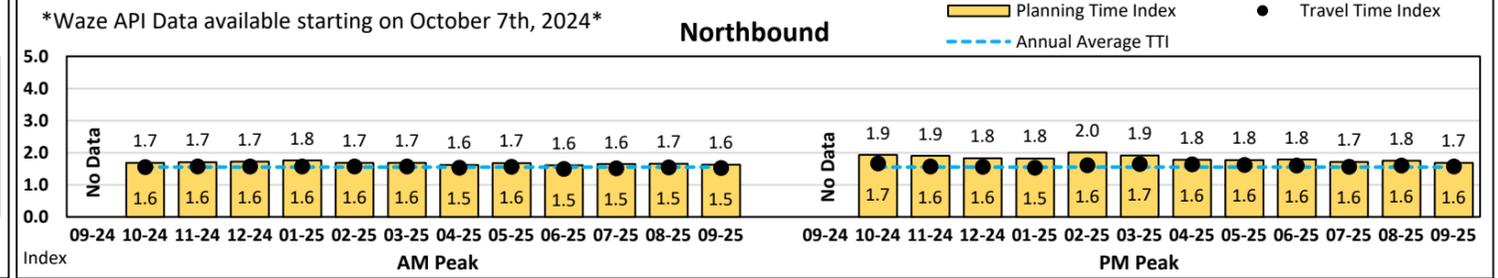




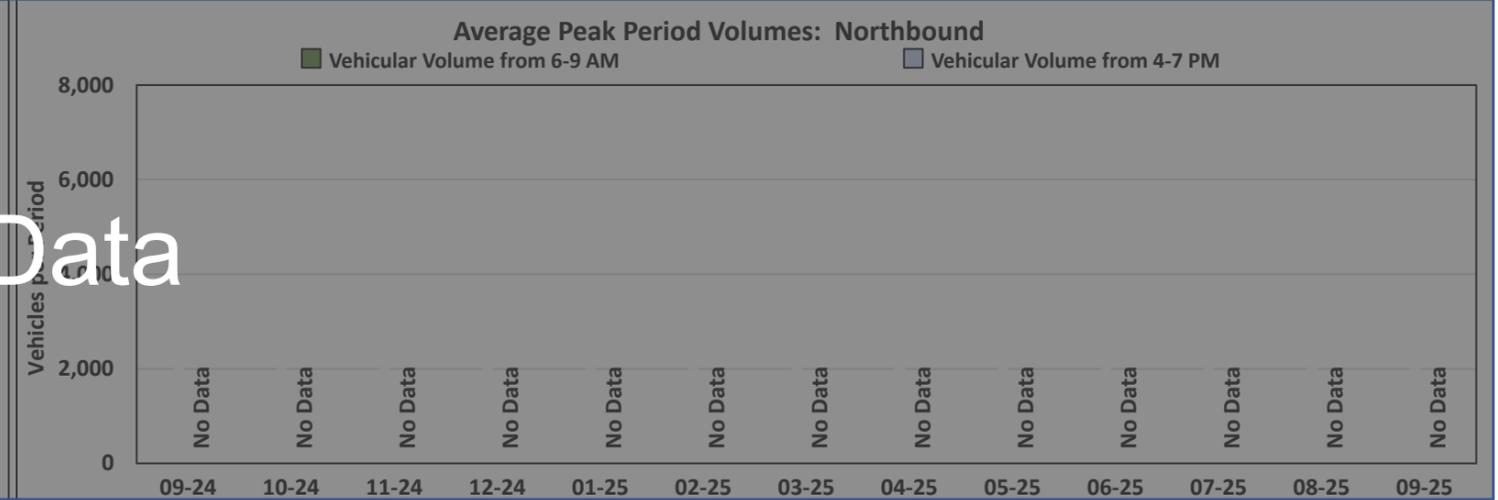
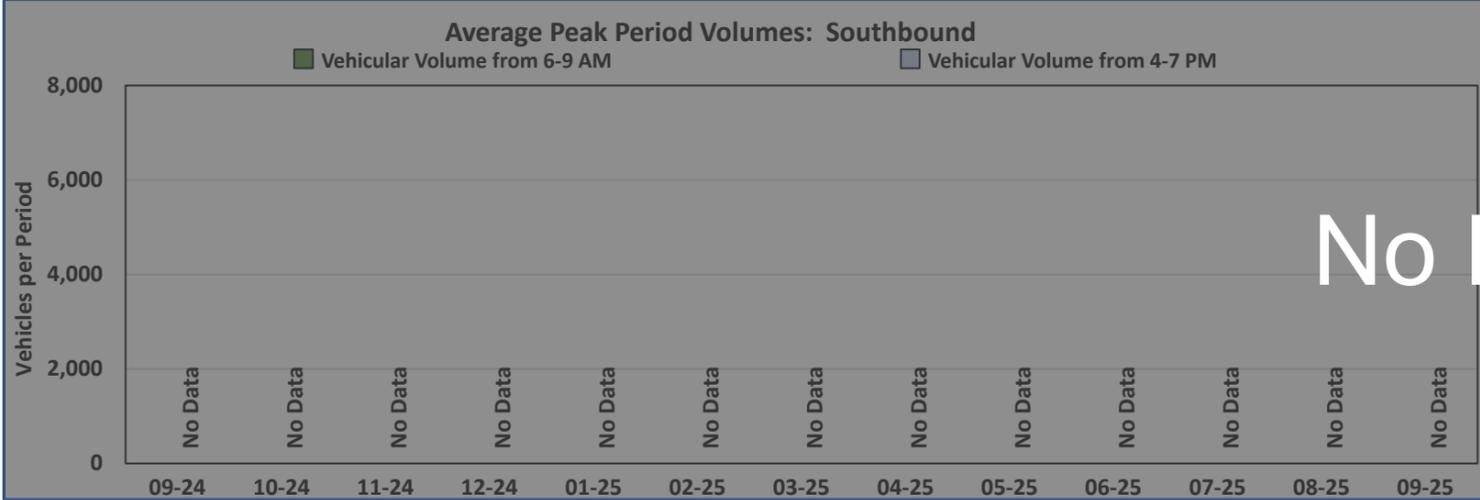
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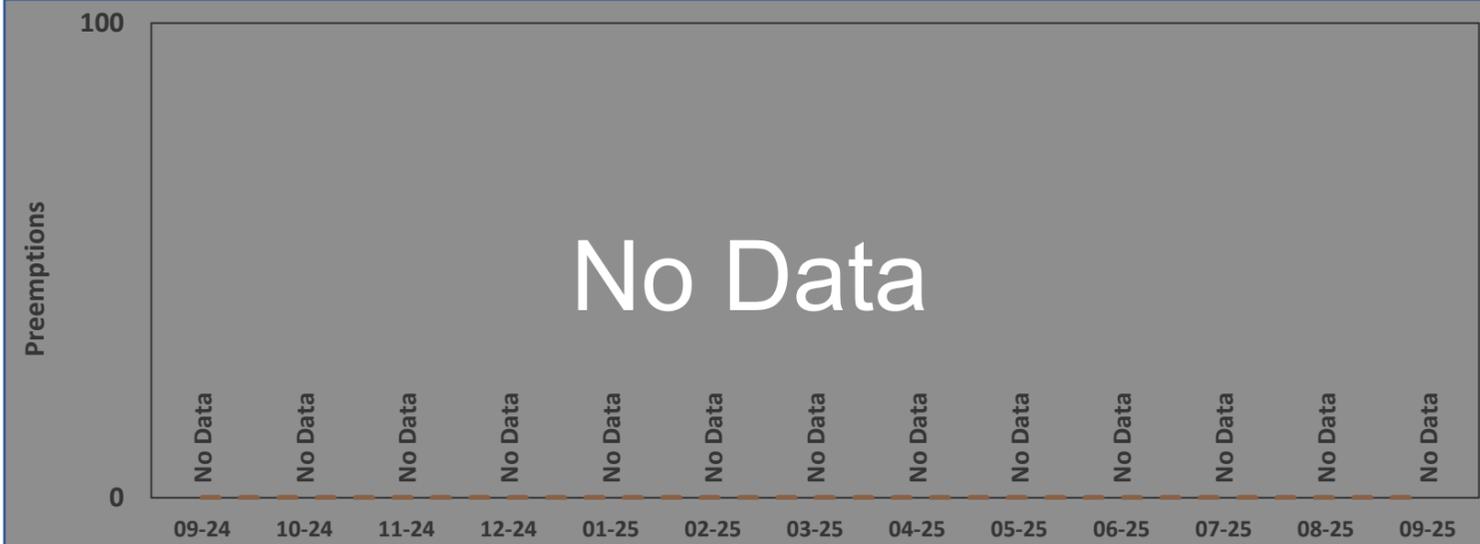
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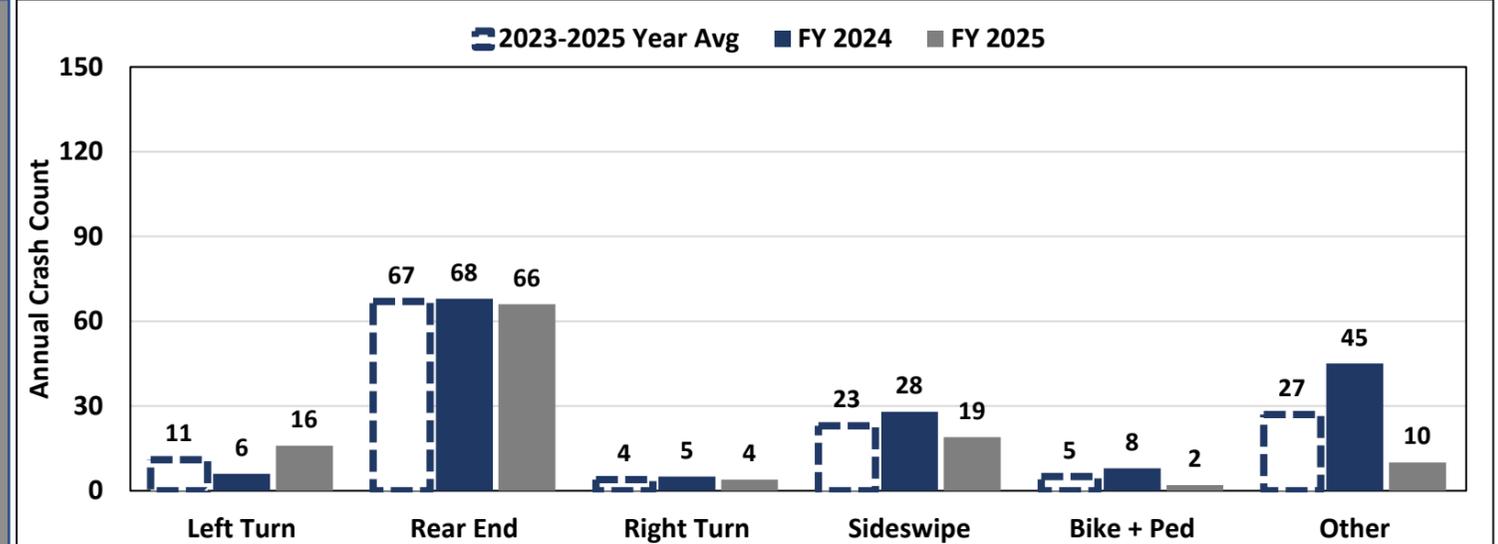
Corridor Volume Information



Emergency Vehicle Preemption

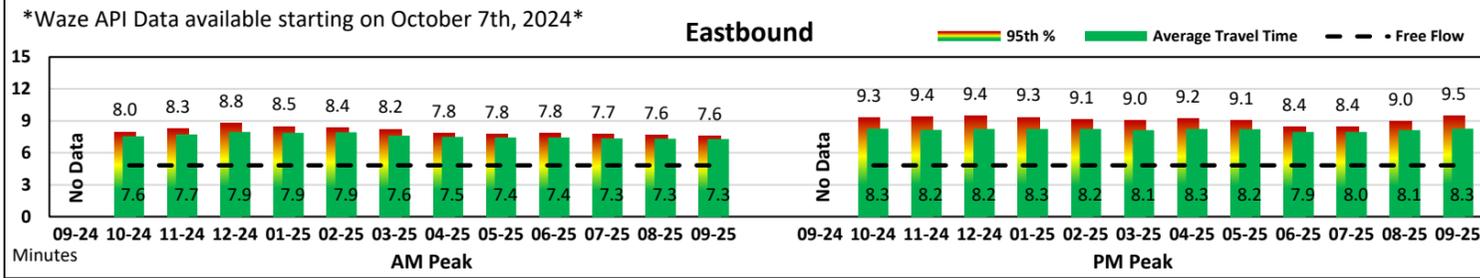


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

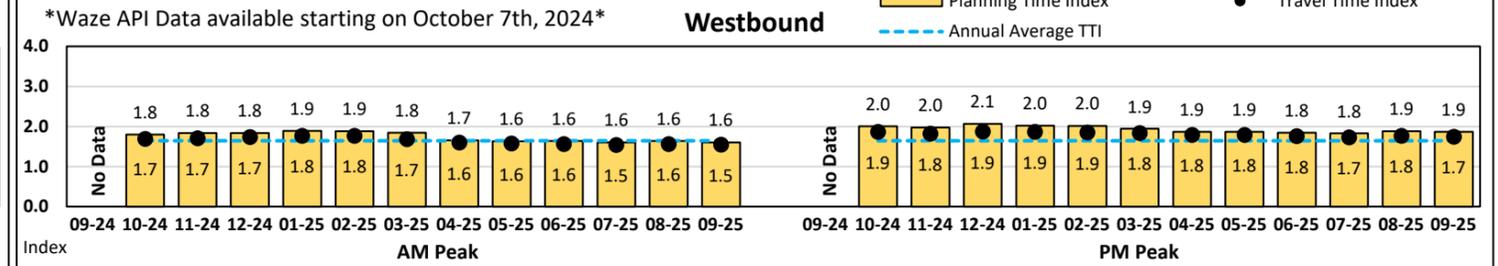
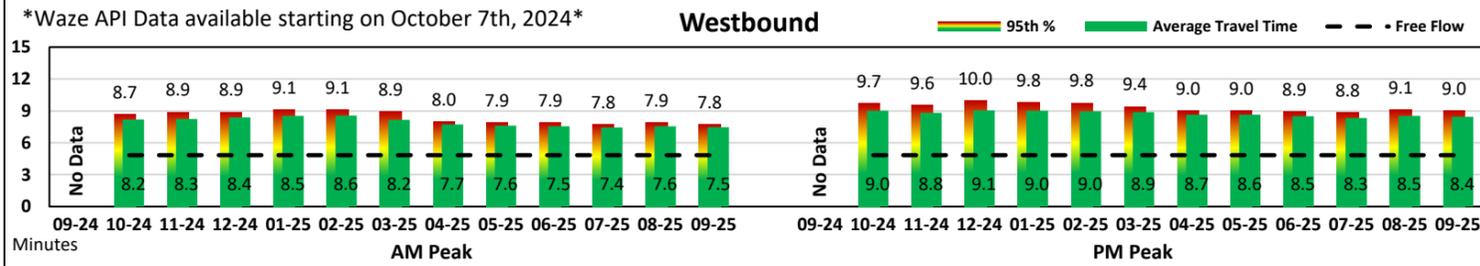
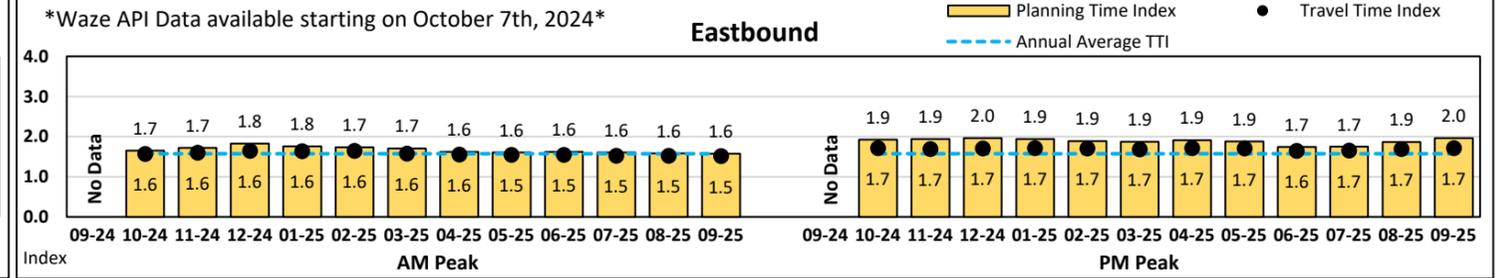




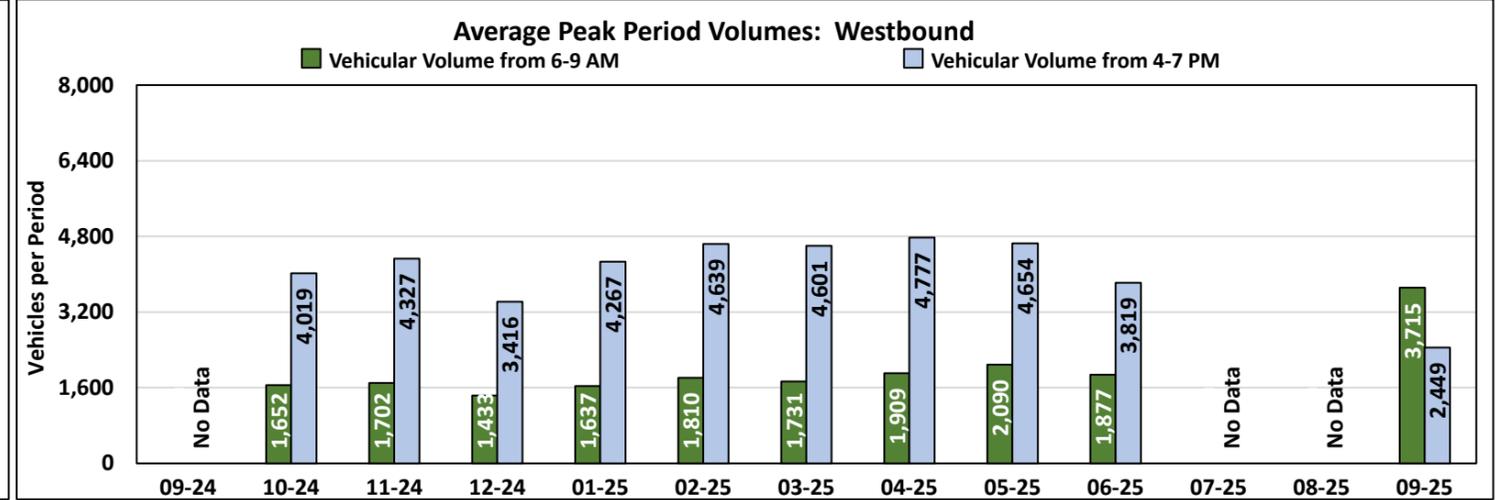
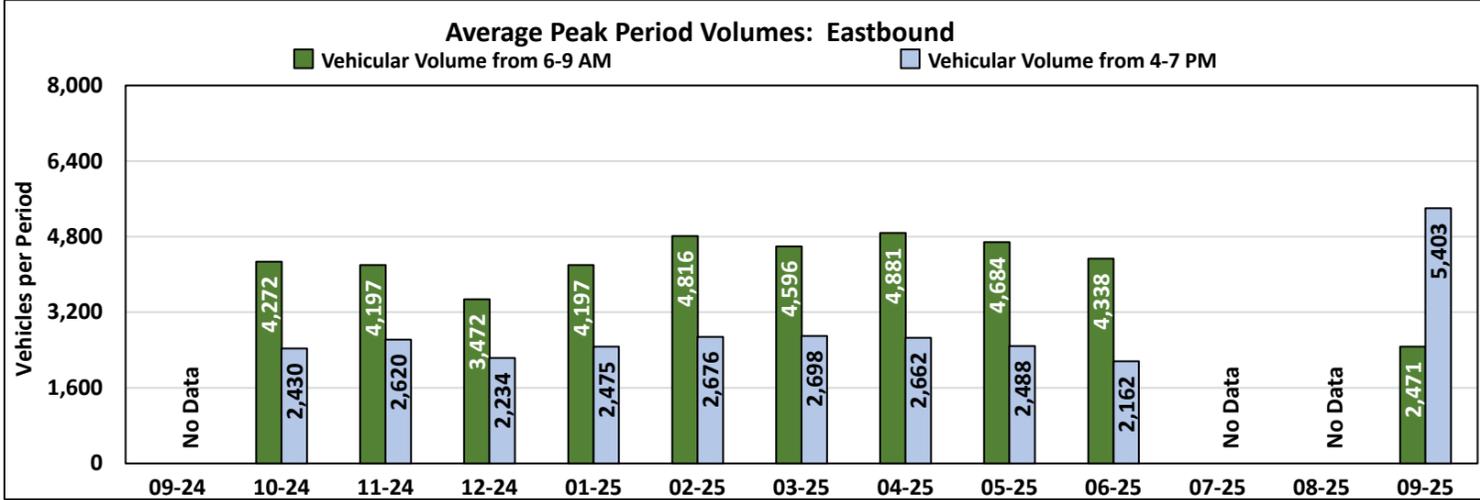
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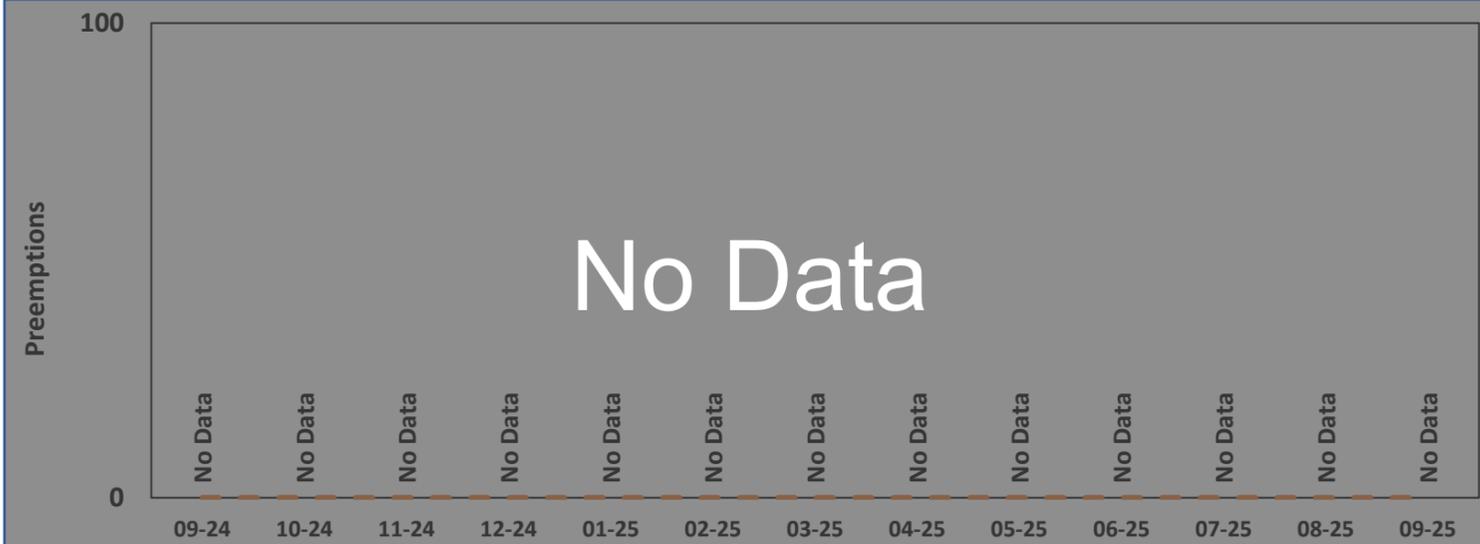
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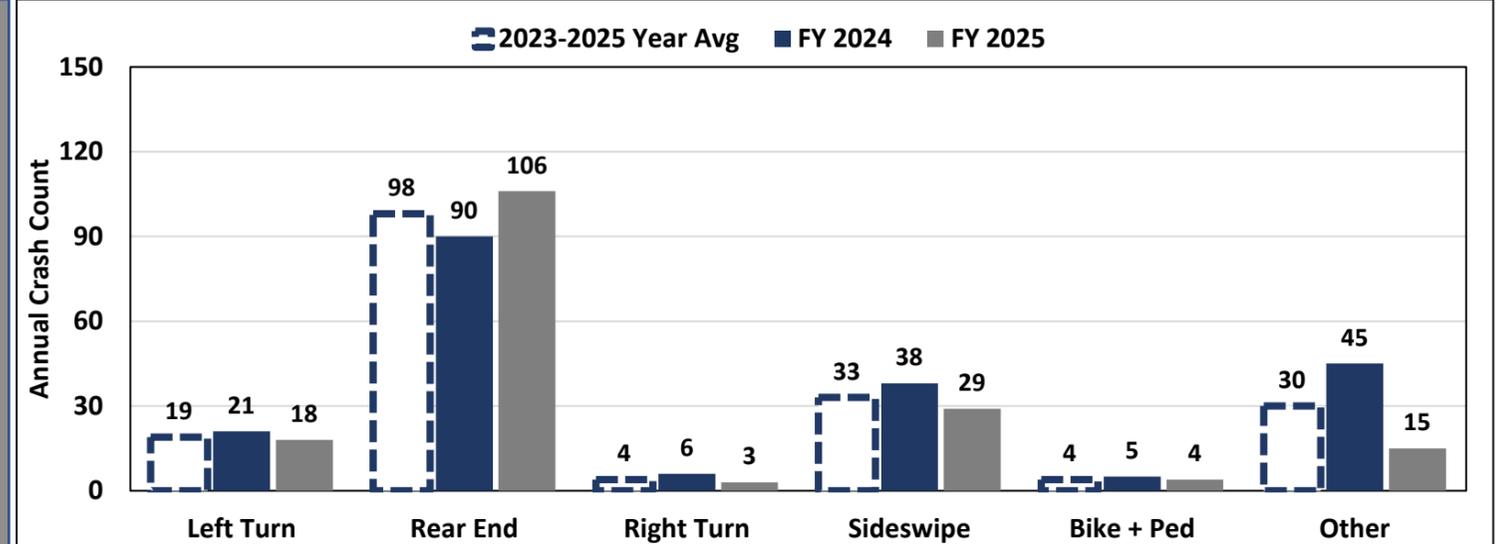
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Emergency Vehicle Preemption



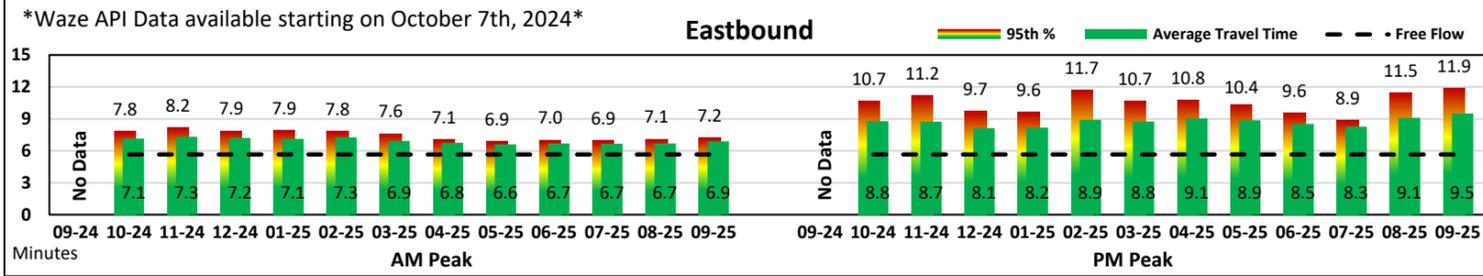
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



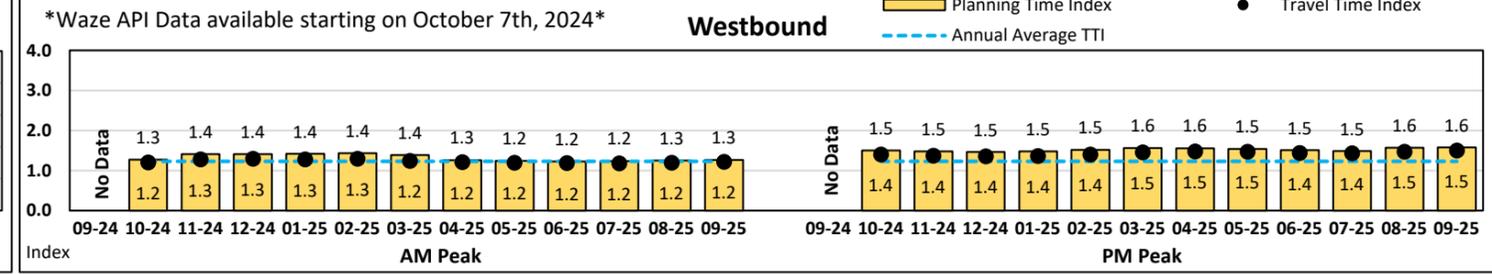
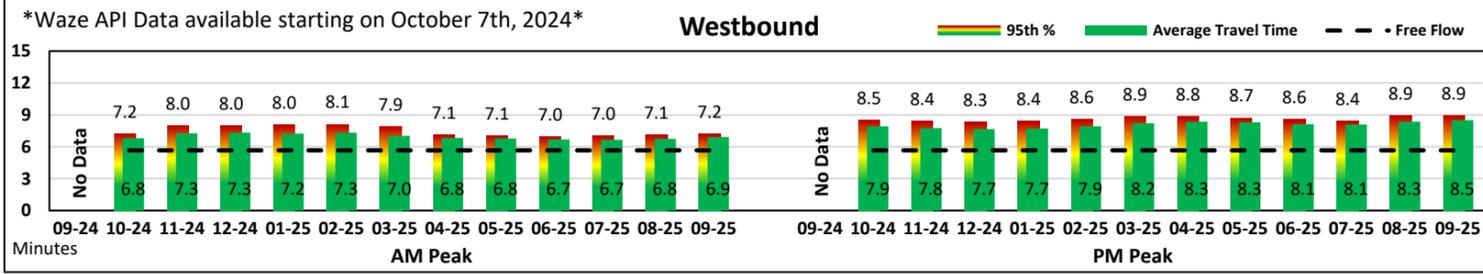
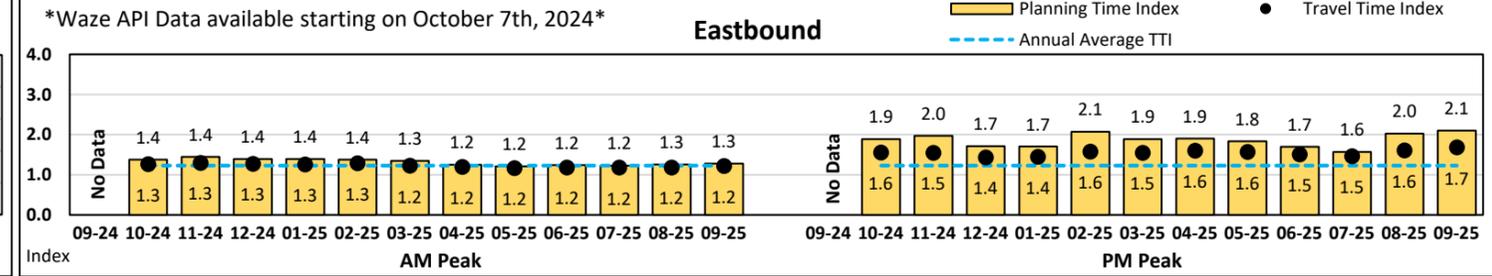


US 441, East-West corridor from Midland Ave. / Edgewood Dr. to Hermit Smith Rd., 4.2 miles length, 12 traffic signals

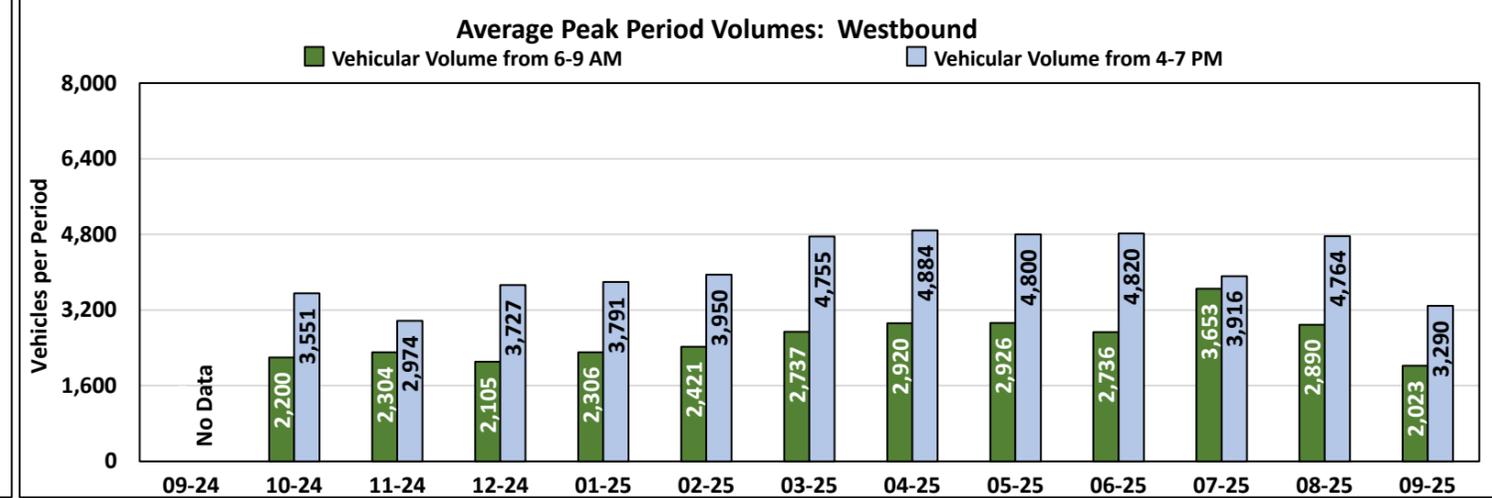
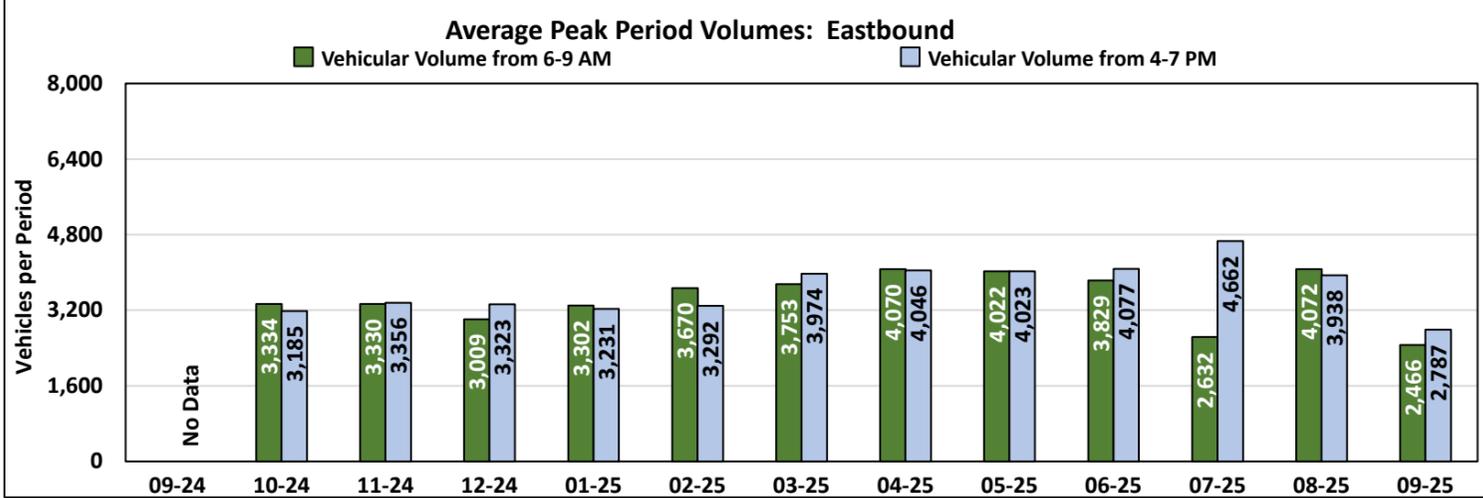
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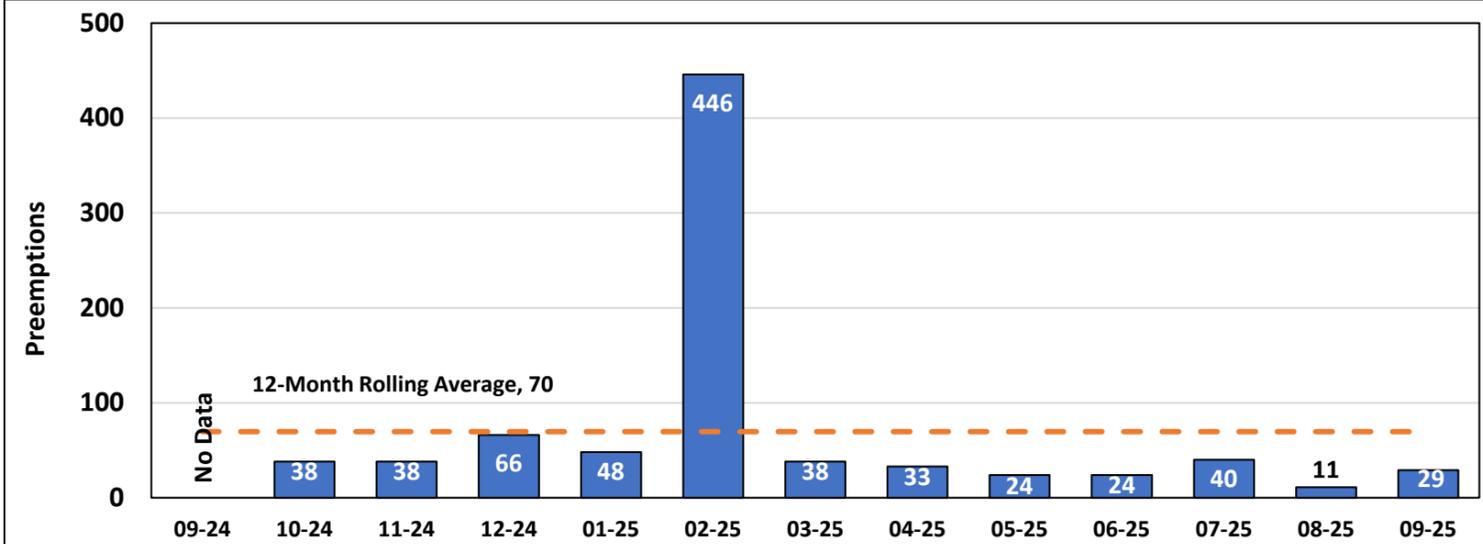
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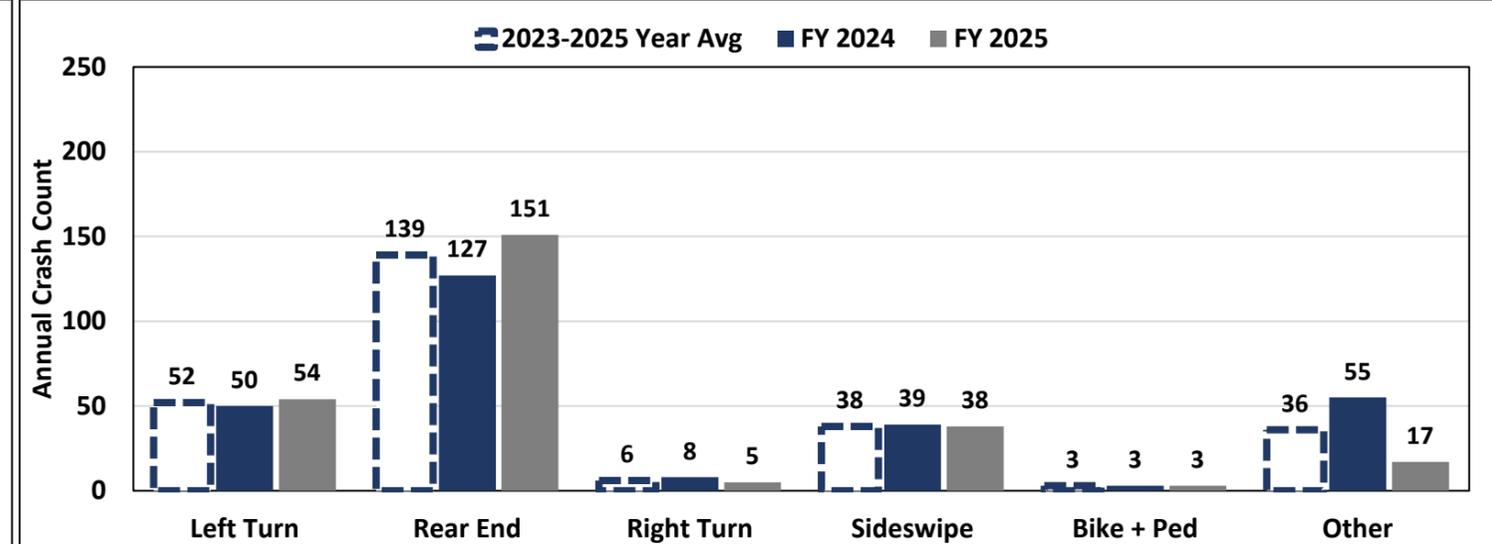
Corridor Volume Information



Emergency Vehicle Preemption

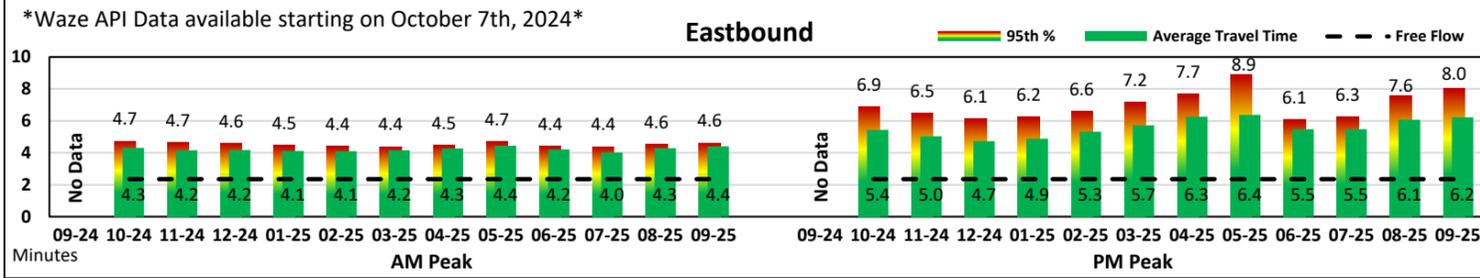


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

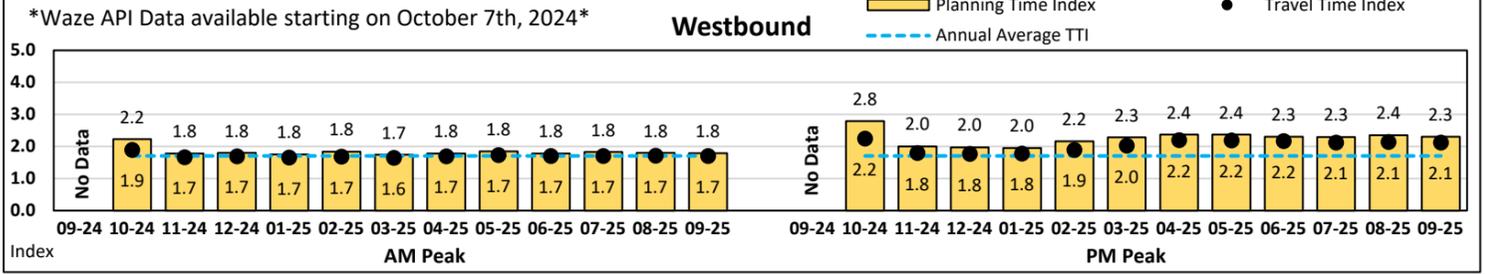
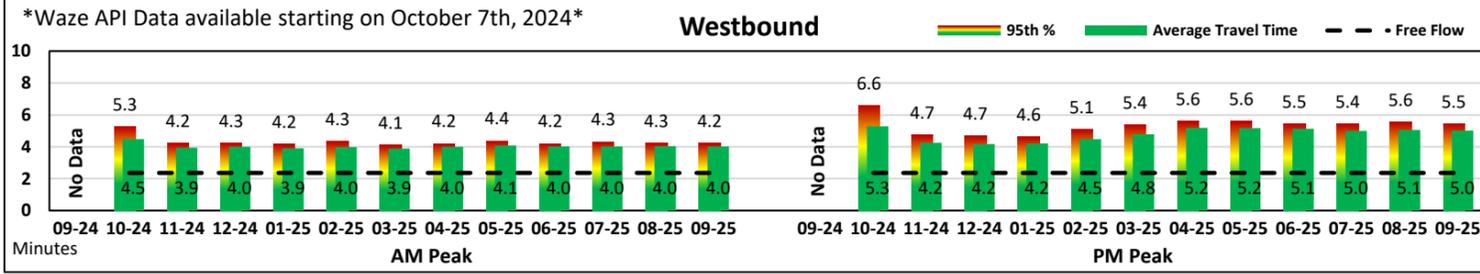
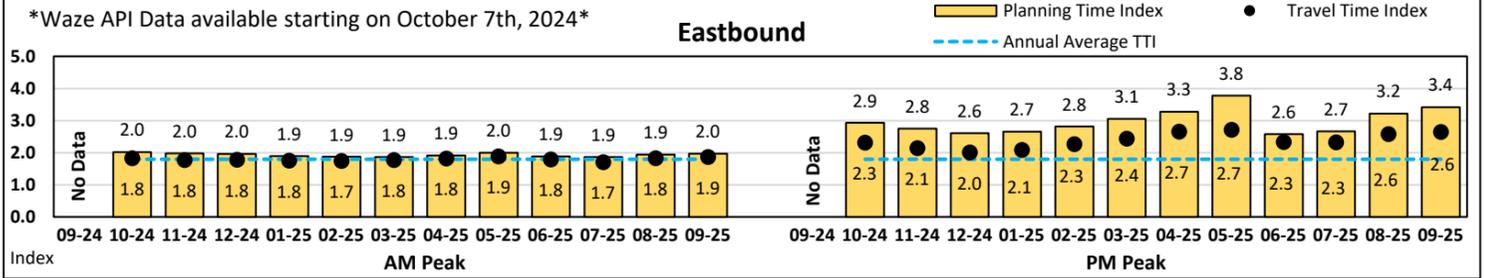




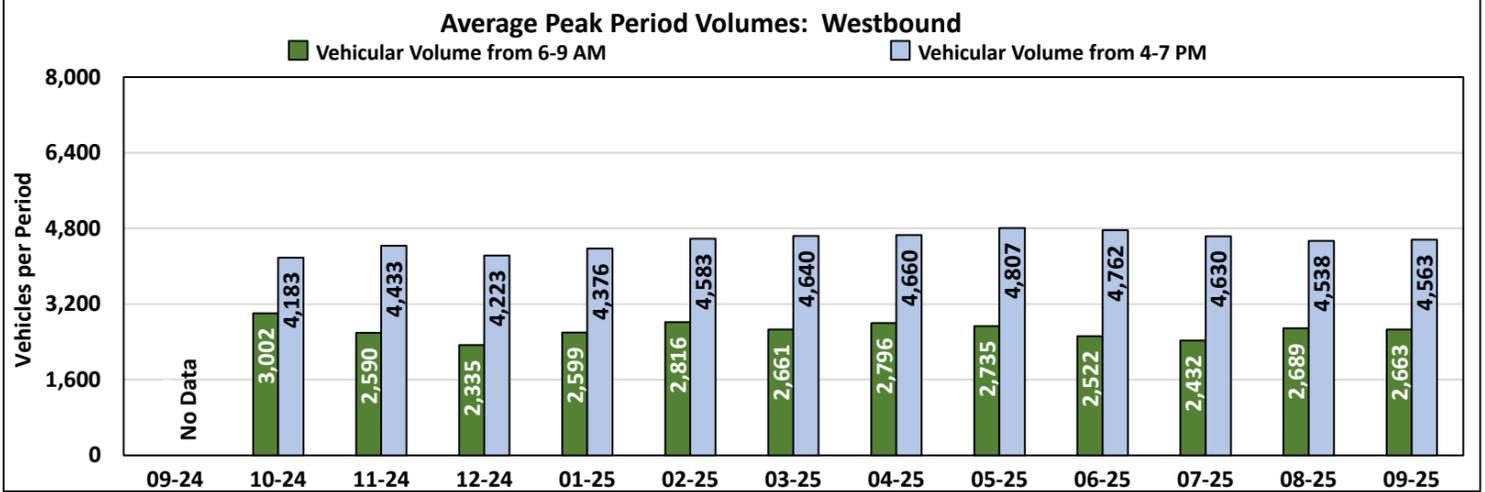
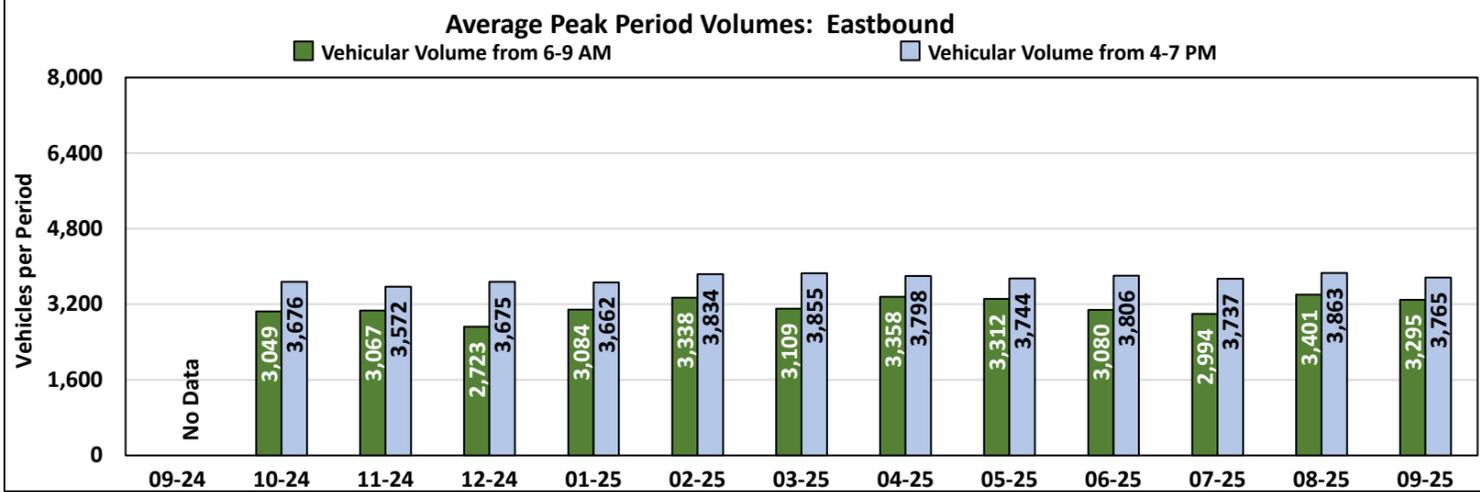
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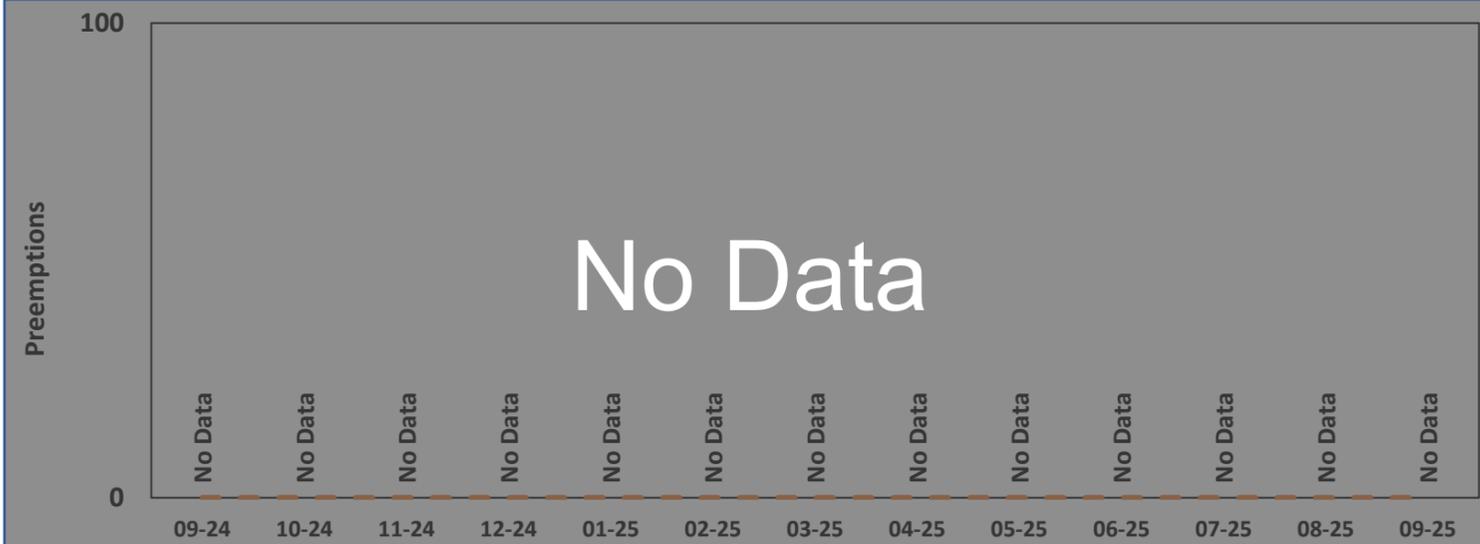
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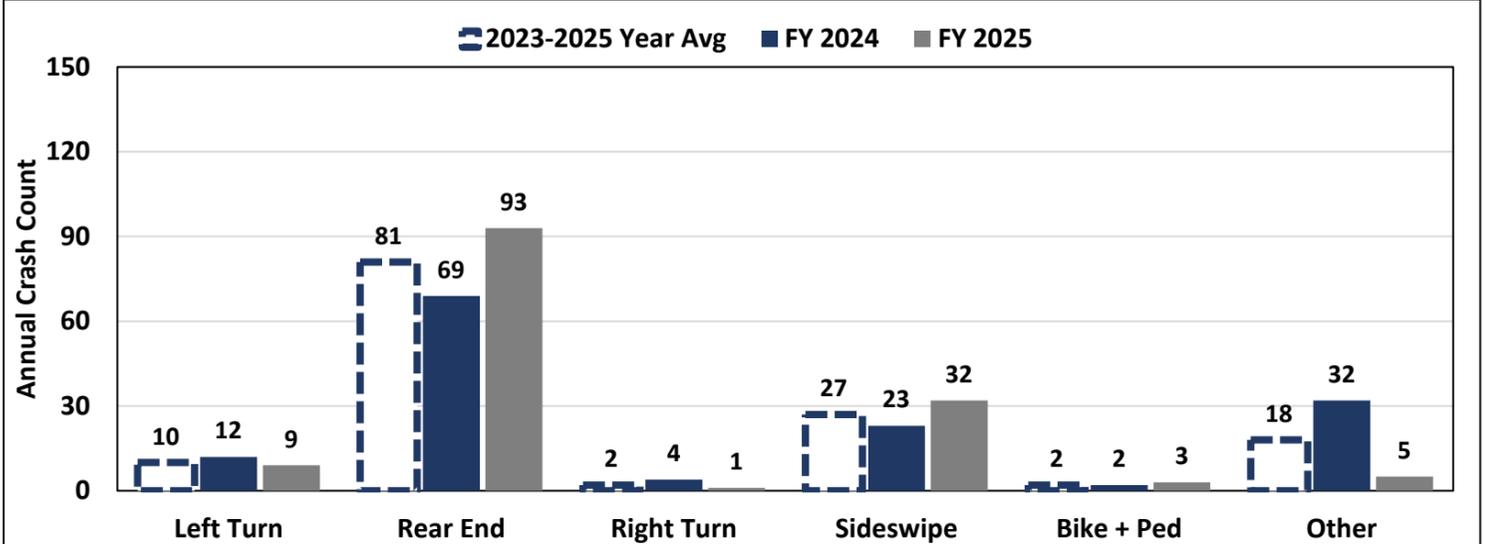
Corridor Volume Information



Emergency Vehicle Preemption



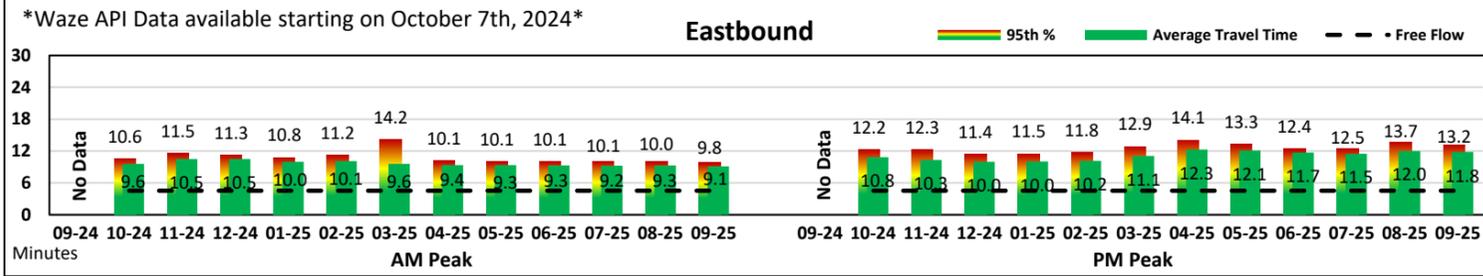
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



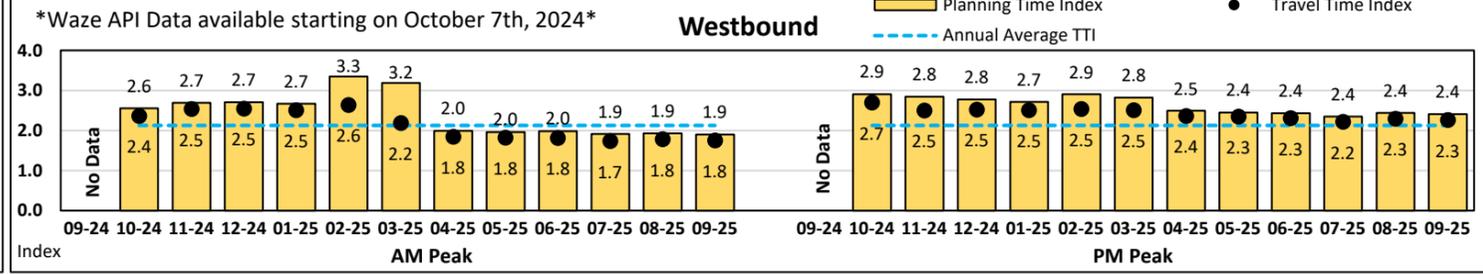
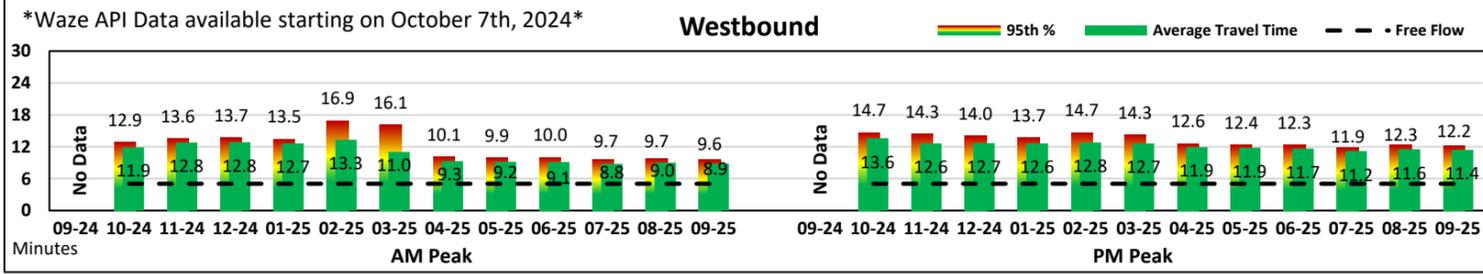
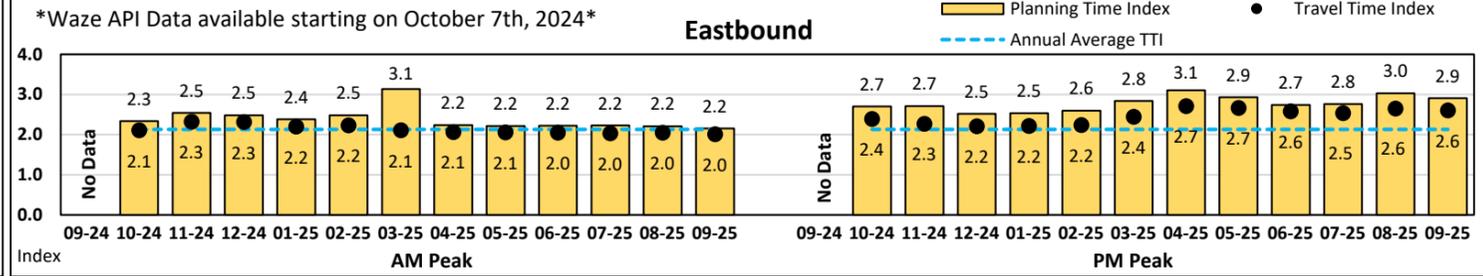


SR 50, East-West corridor from Park Ave. to Good Homes Rd., 5.3 miles length, 15 traffic signals

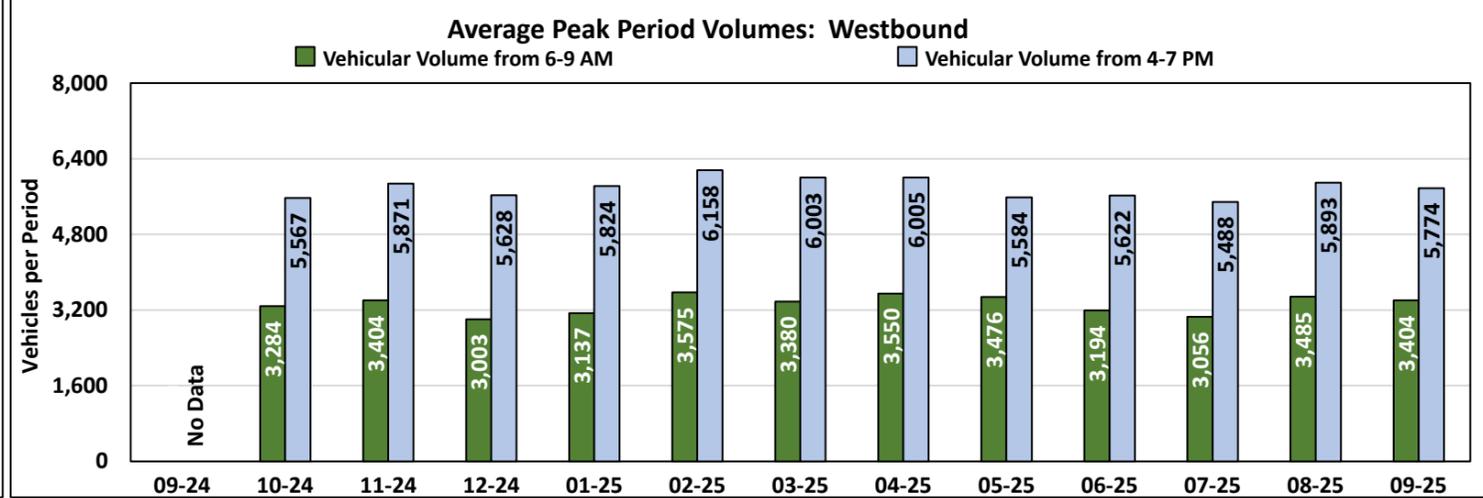
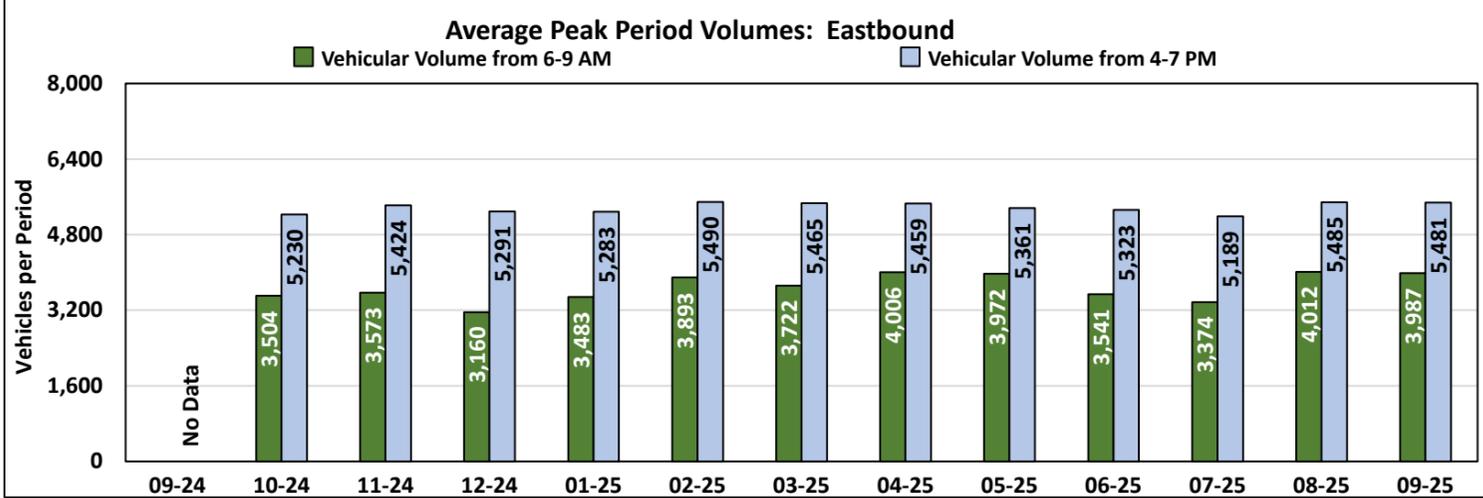
Corridor Travel Time Information



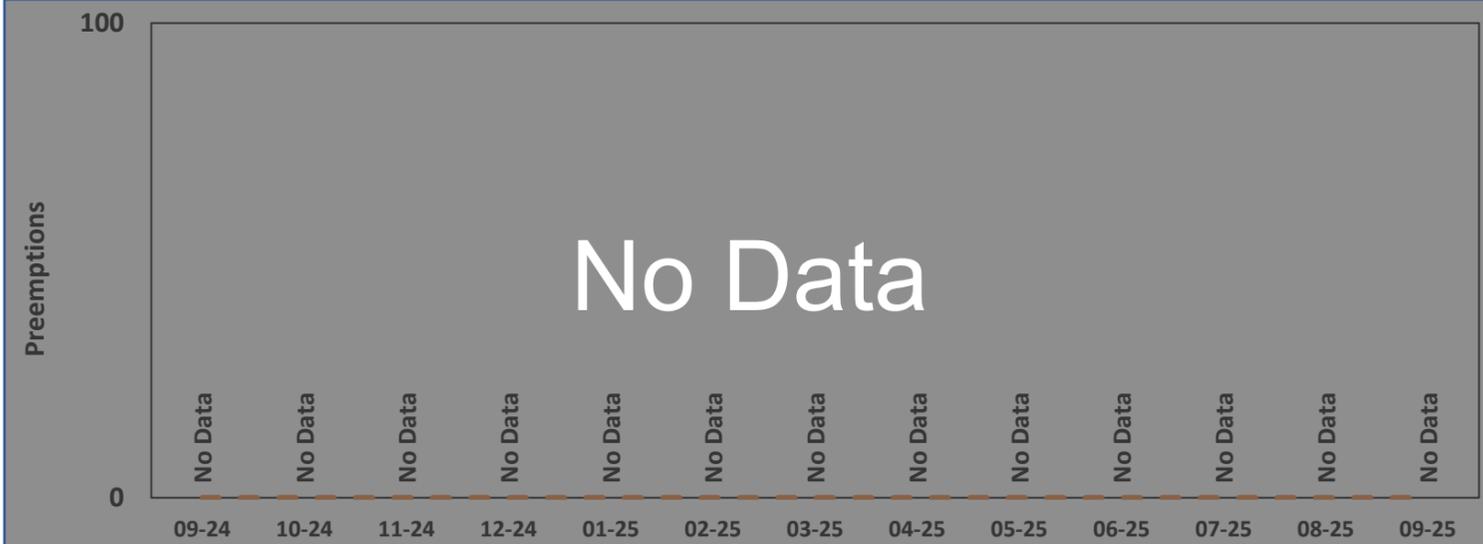
Corridor Travel Time Reliability Information



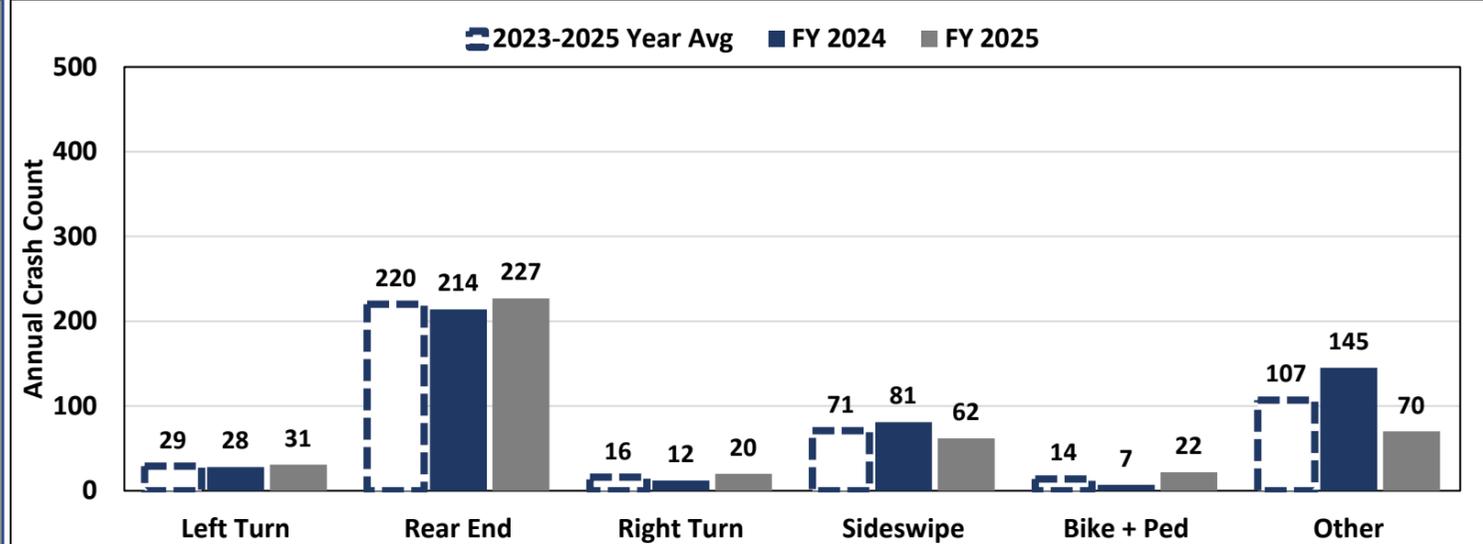
Corridor Volume Information



Emergency Vehicle Preemption

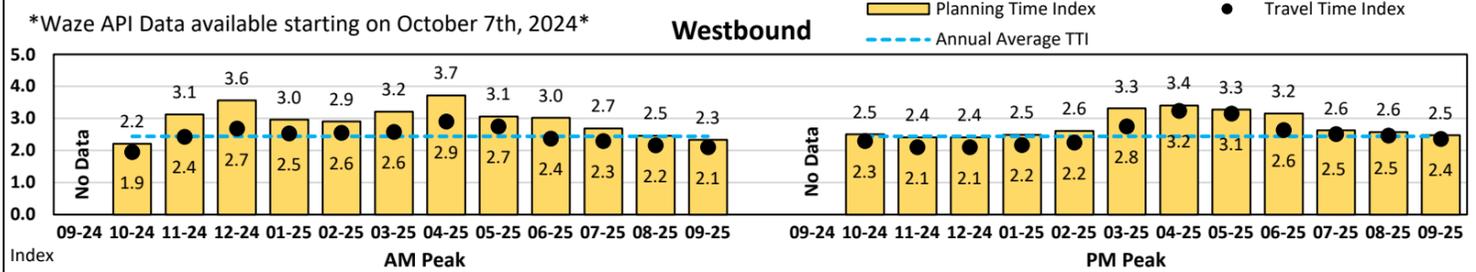
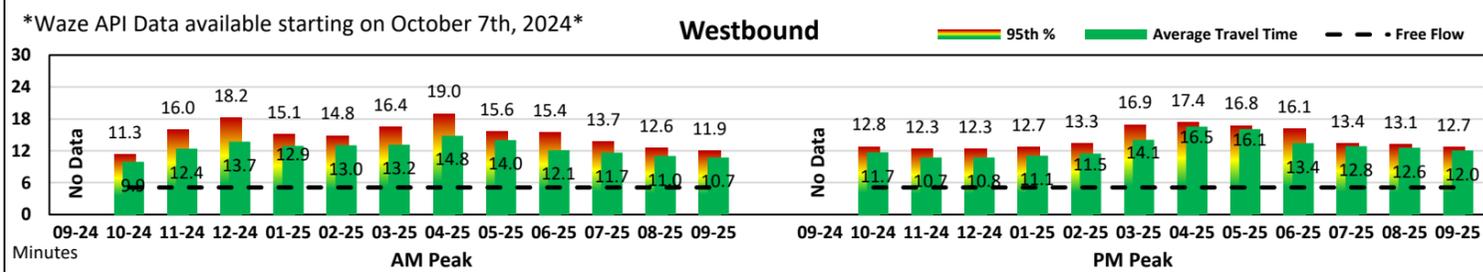
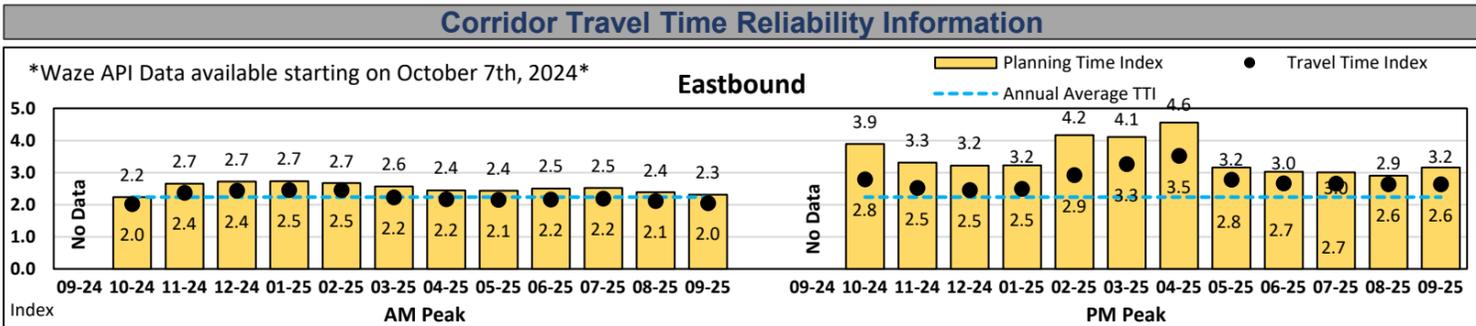
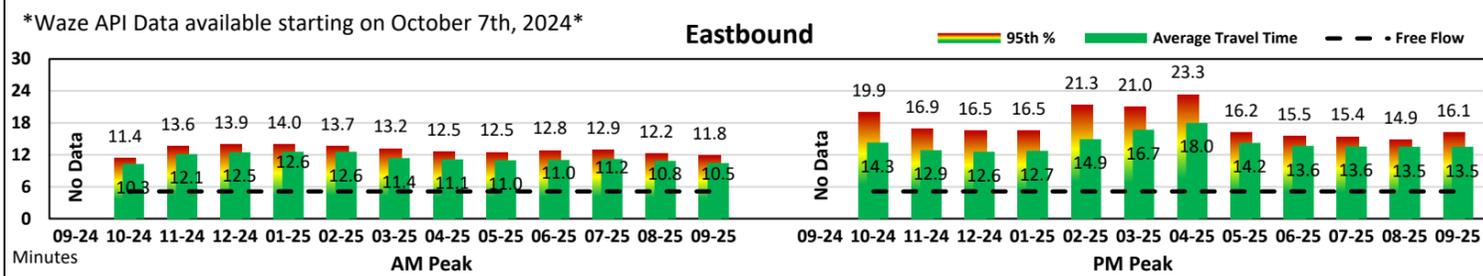


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

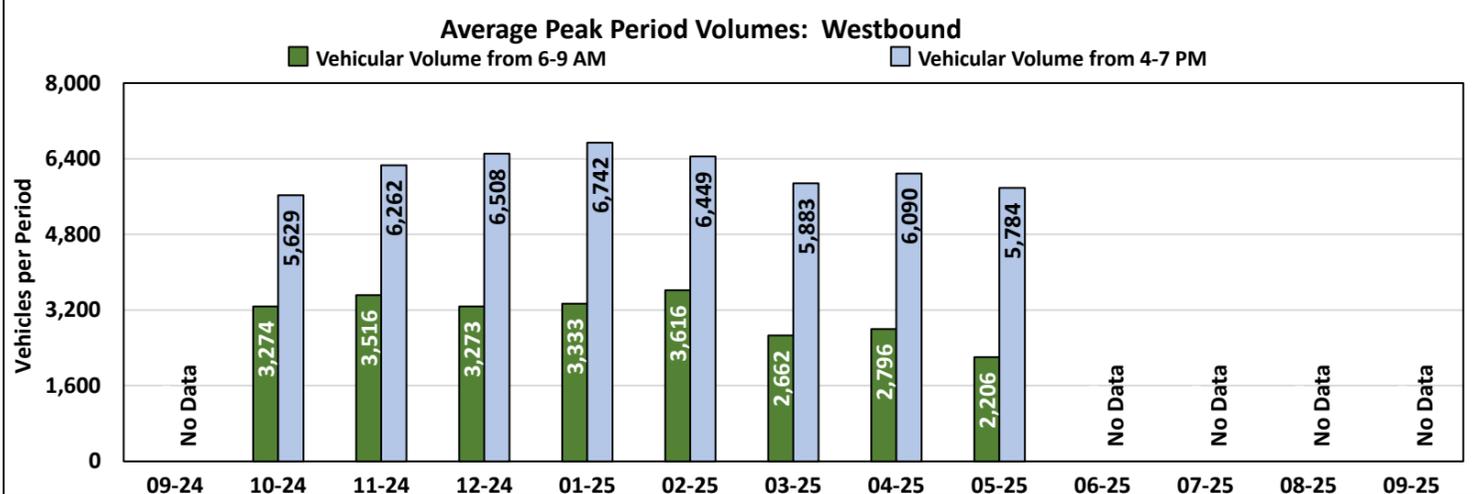
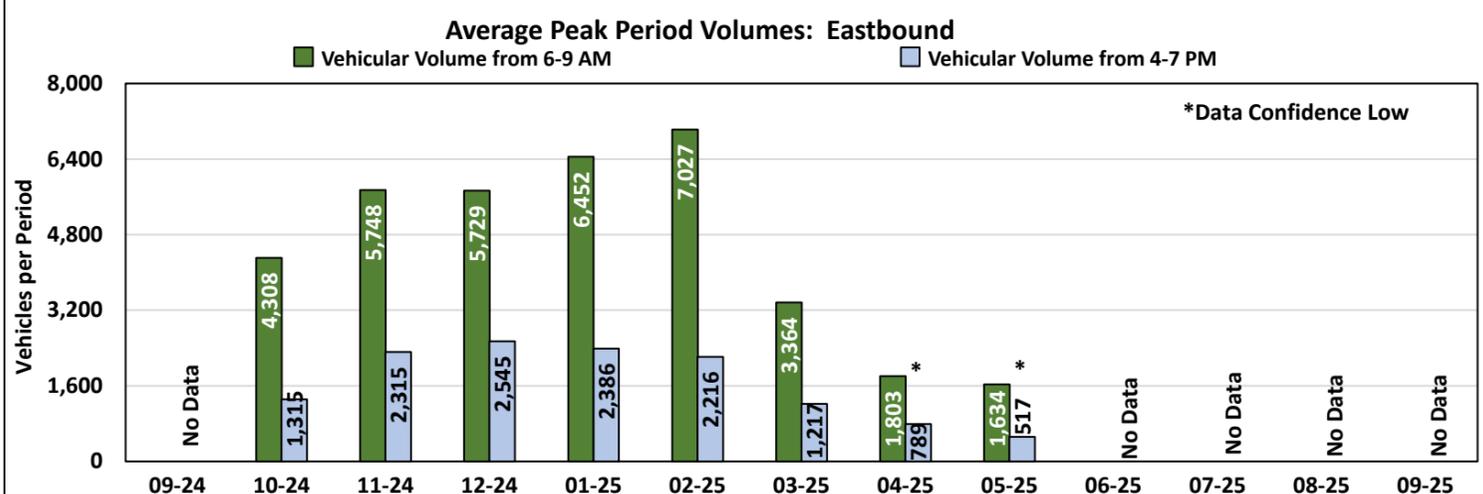


US 192, East-West corridor from Town Center Blvd. to Griffin Rd., 5.7 miles length, 15 traffic signals

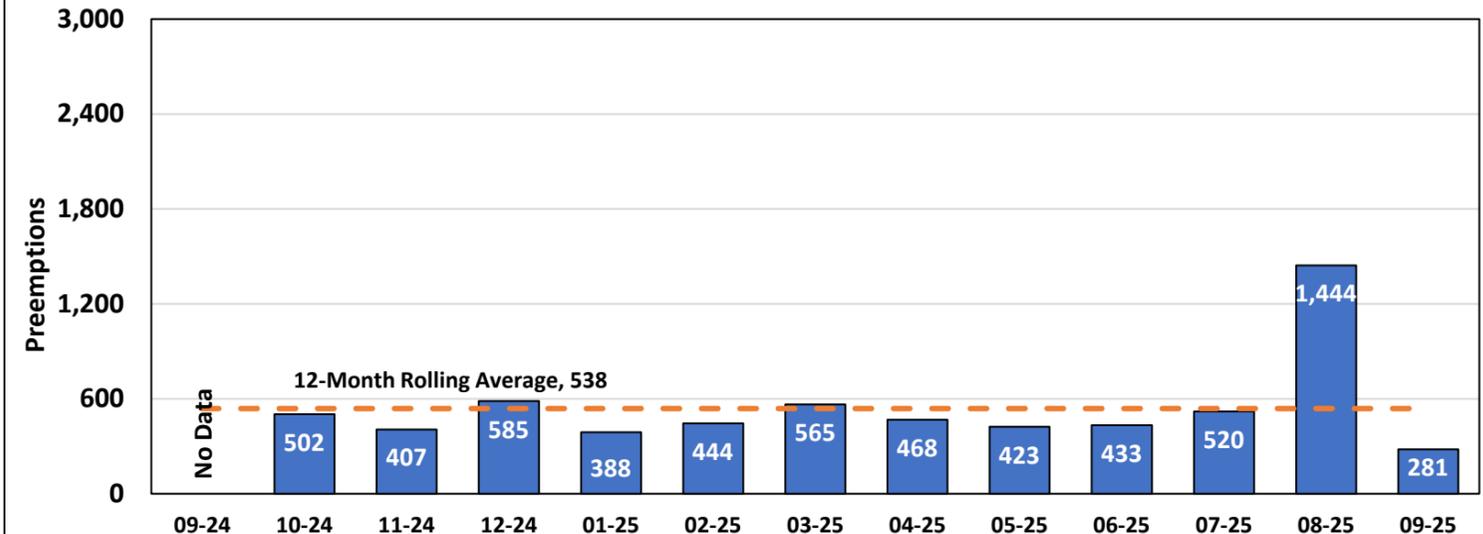
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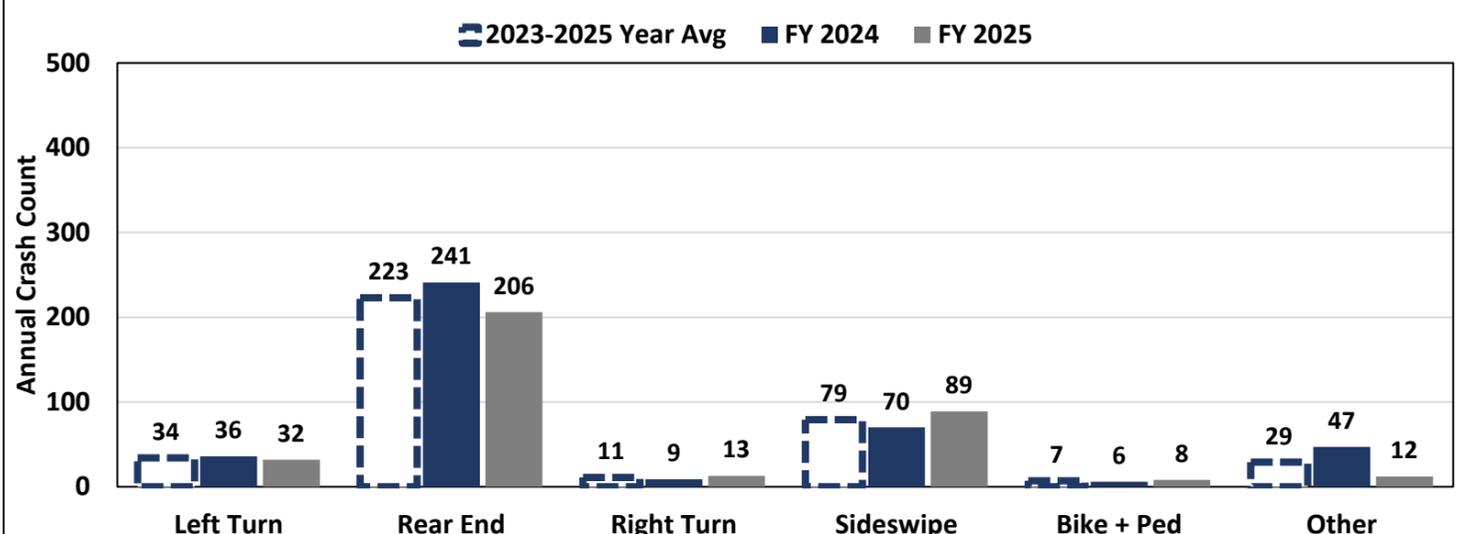
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Emergency Vehicle Preemption

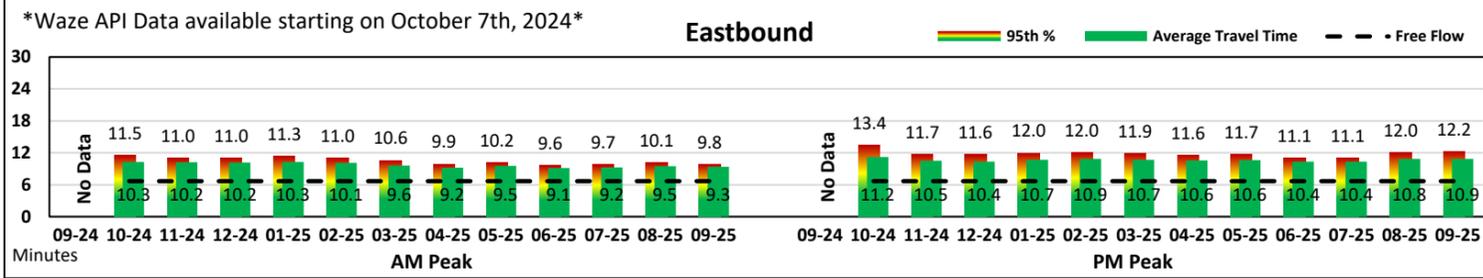


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

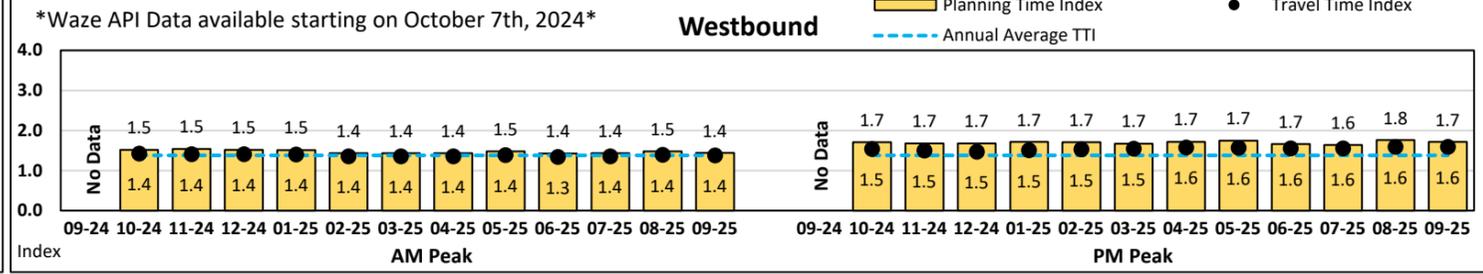
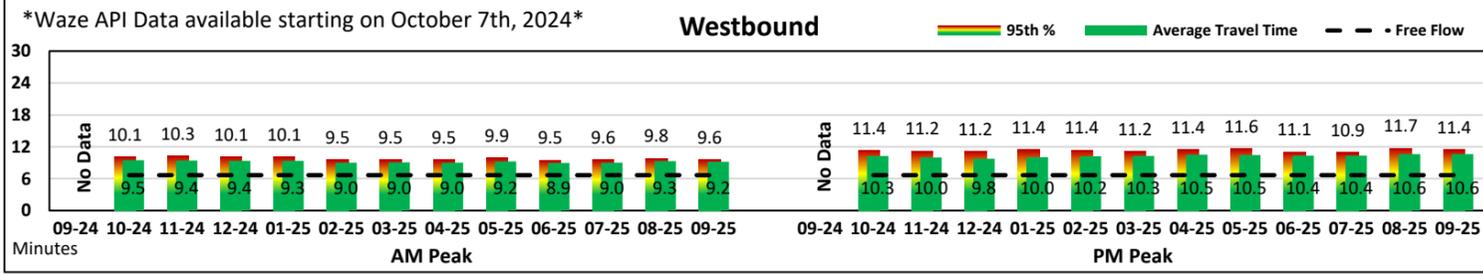
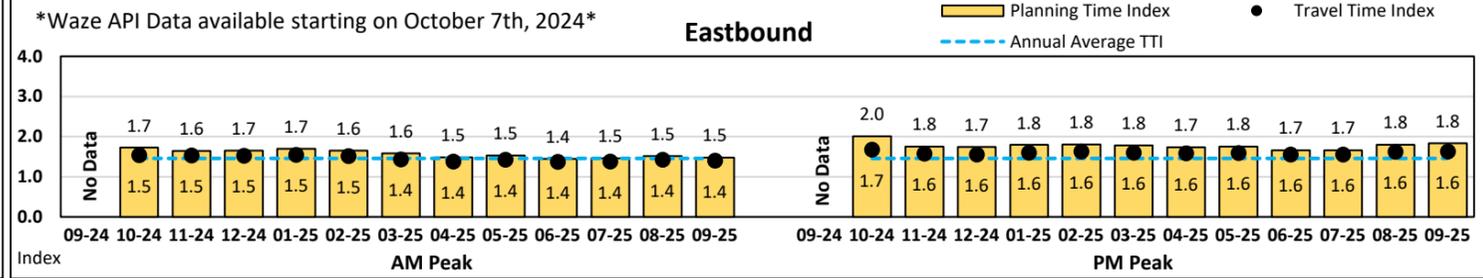




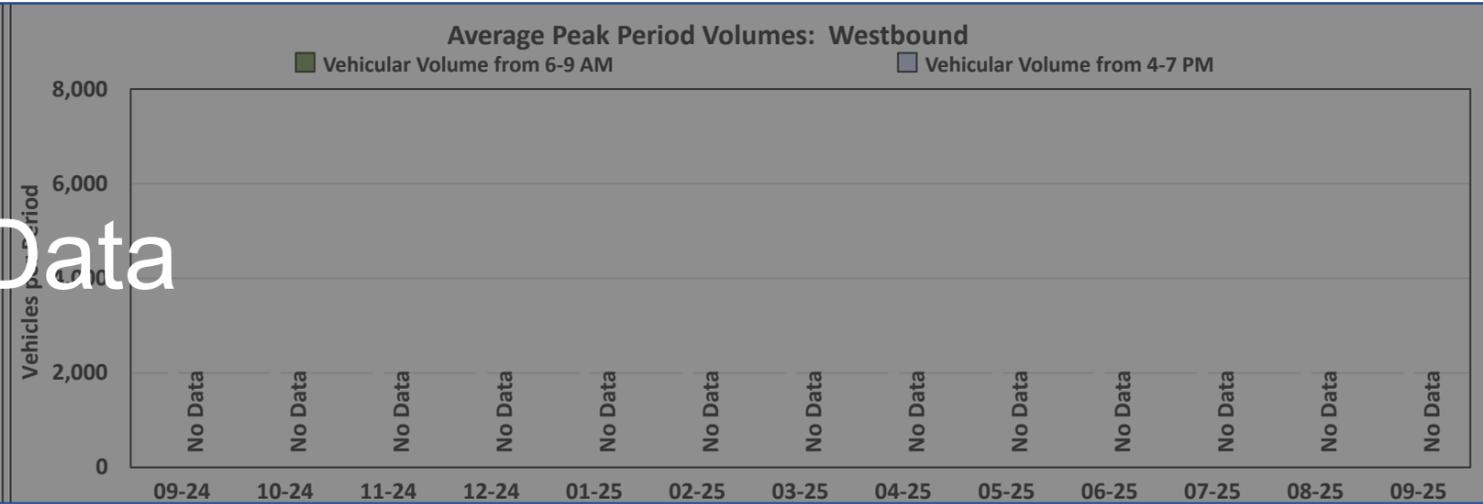
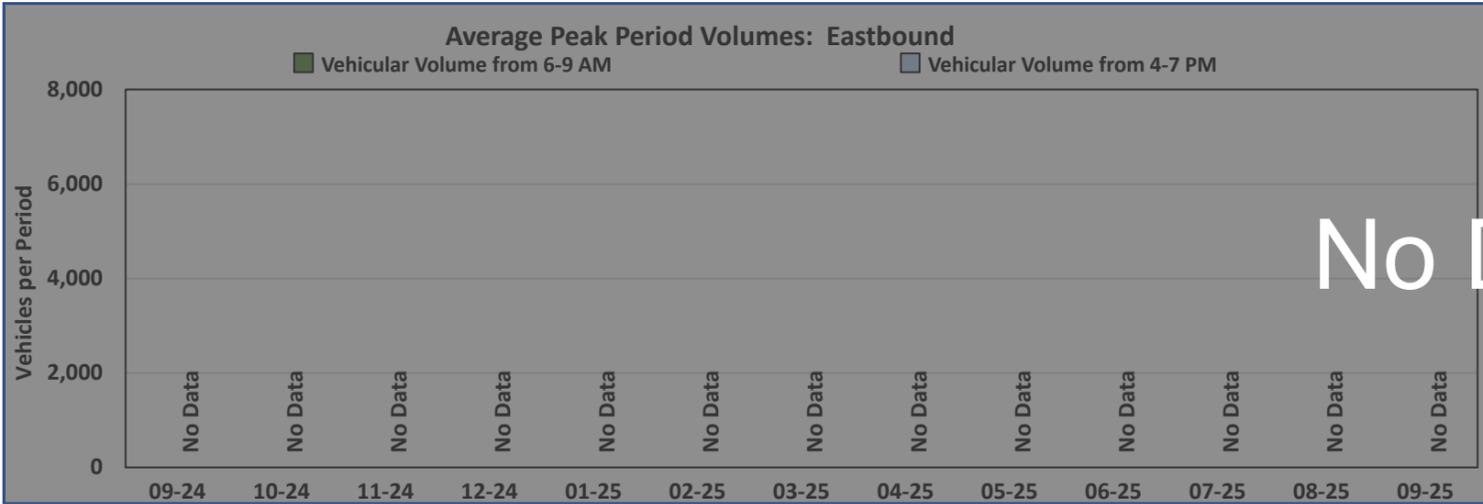
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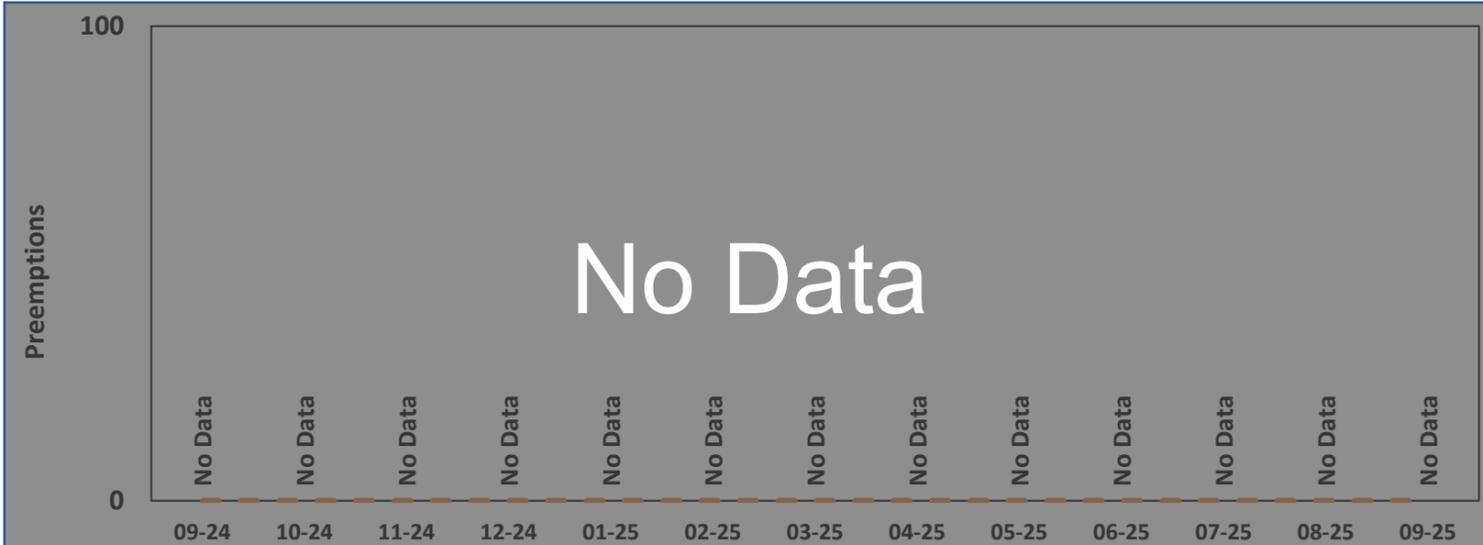
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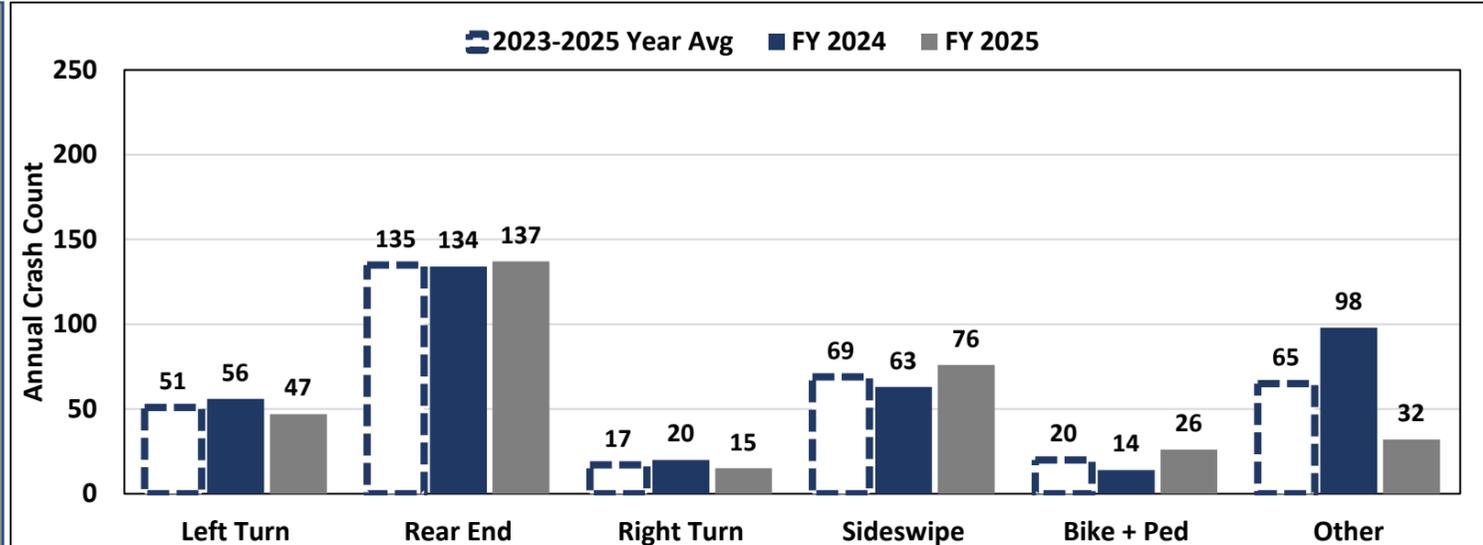
Corridor Volume Information



Emergency Vehicle Preemption



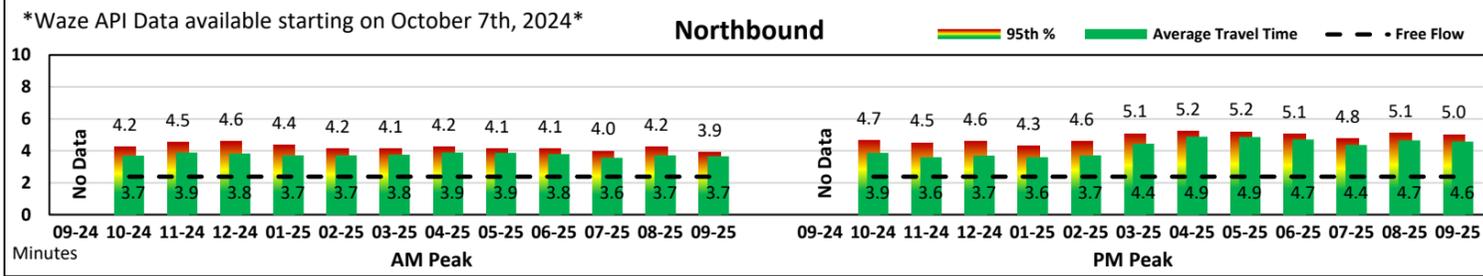
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



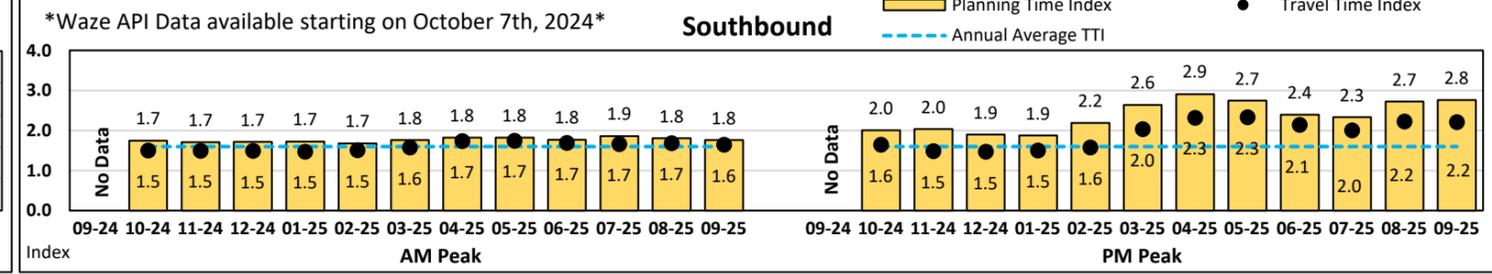
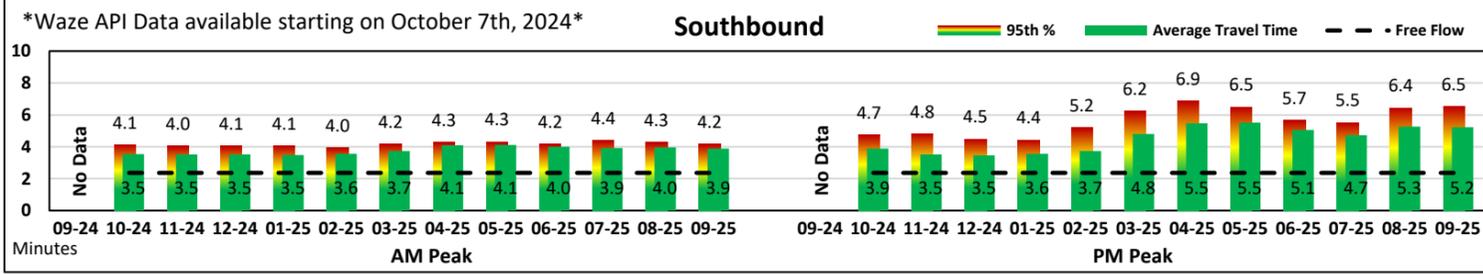
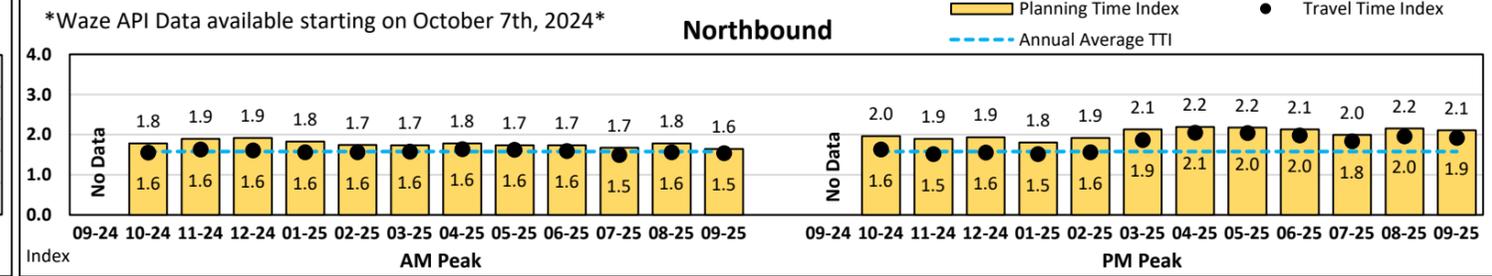


US 17/92, North-South corridor from SR 527 / Orange Ave. to SR 423 / Lee Rd., 1.4 miles length, 7 traffic signals

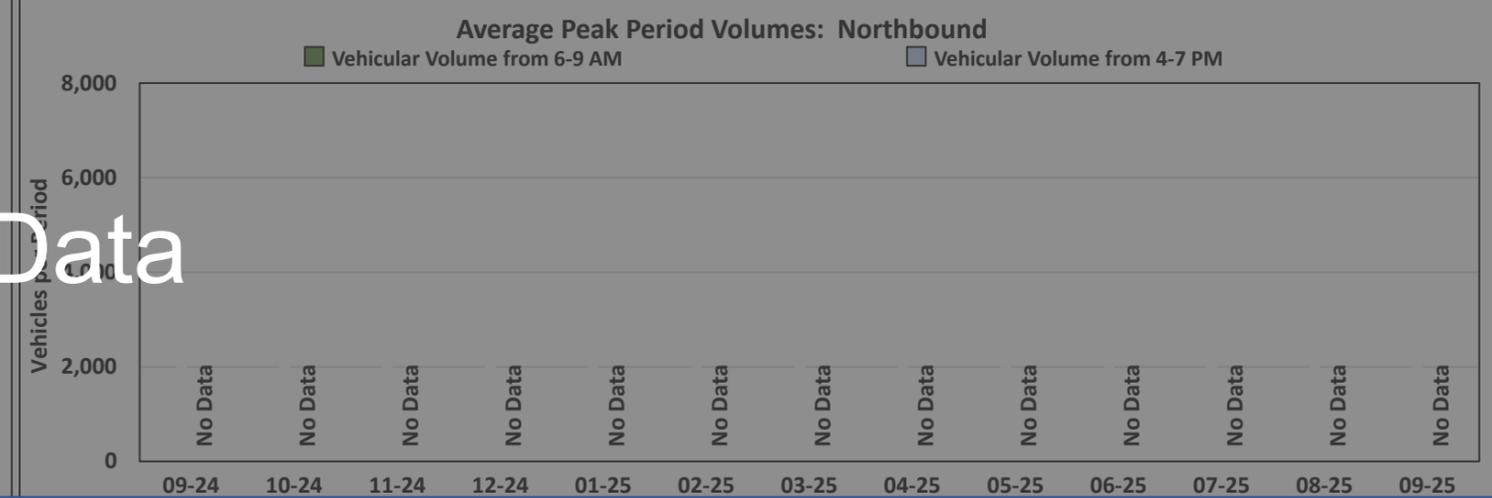
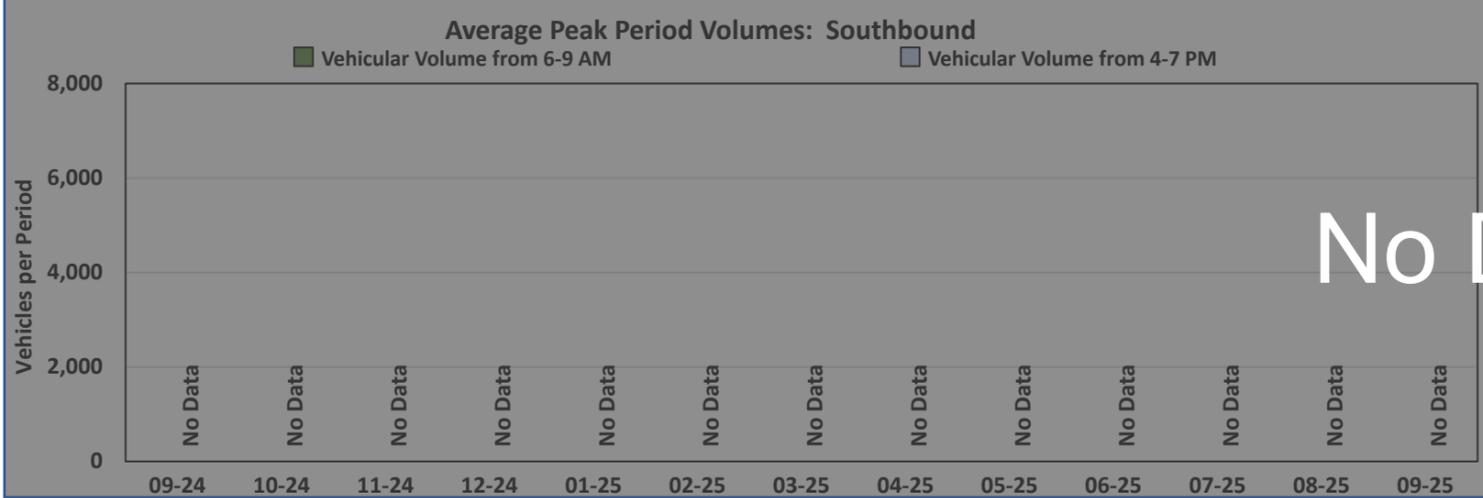
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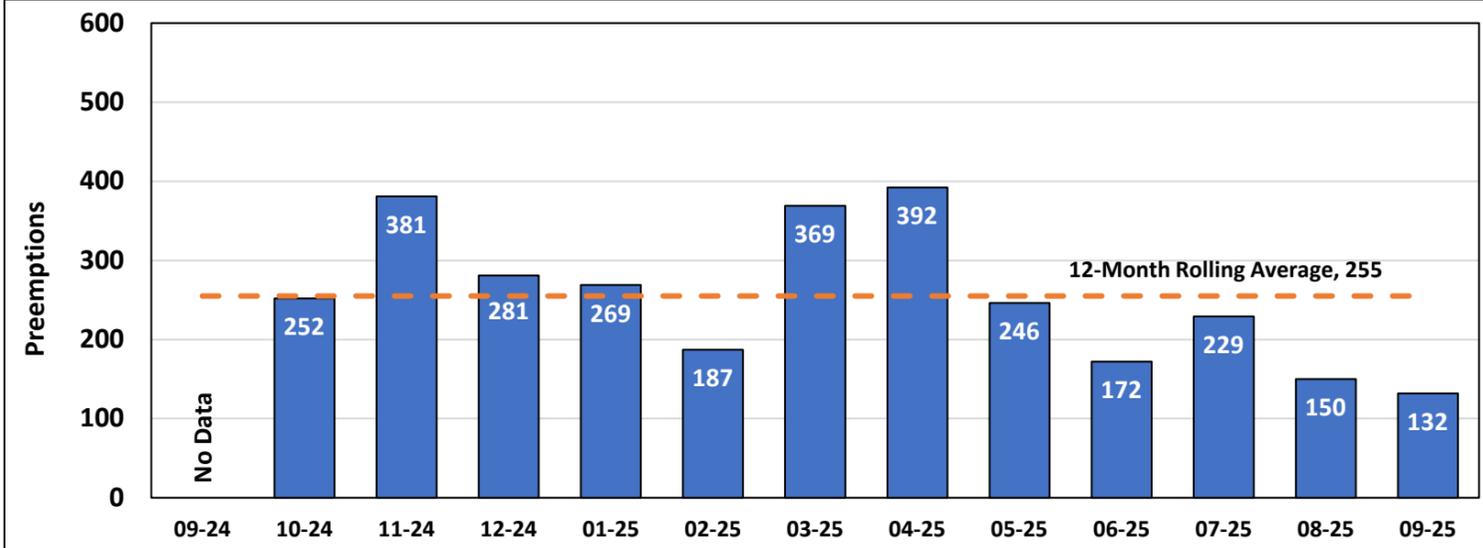
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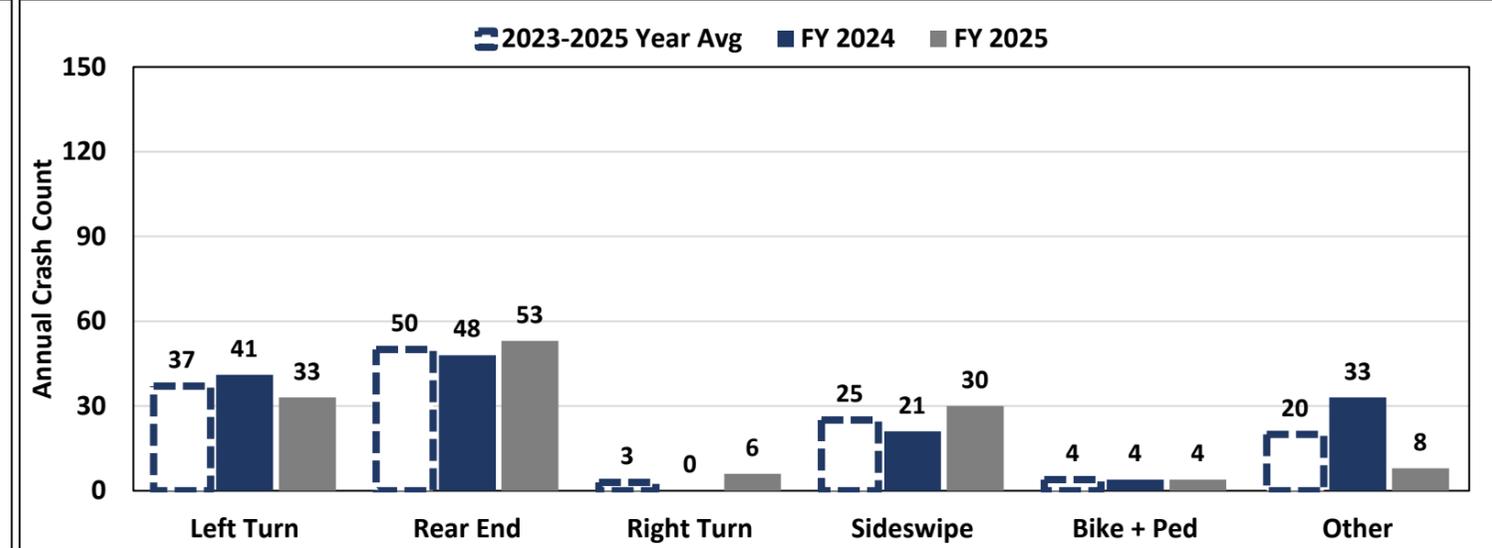
Corridor Volume Information



Emergency Vehicle Preemption



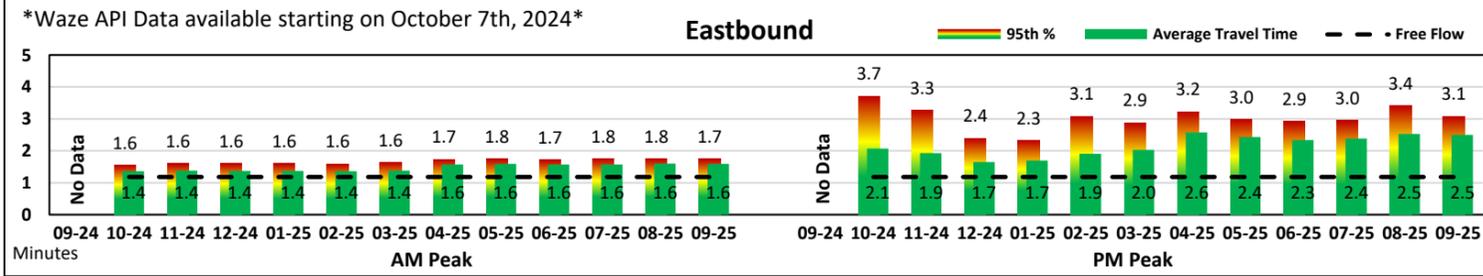
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



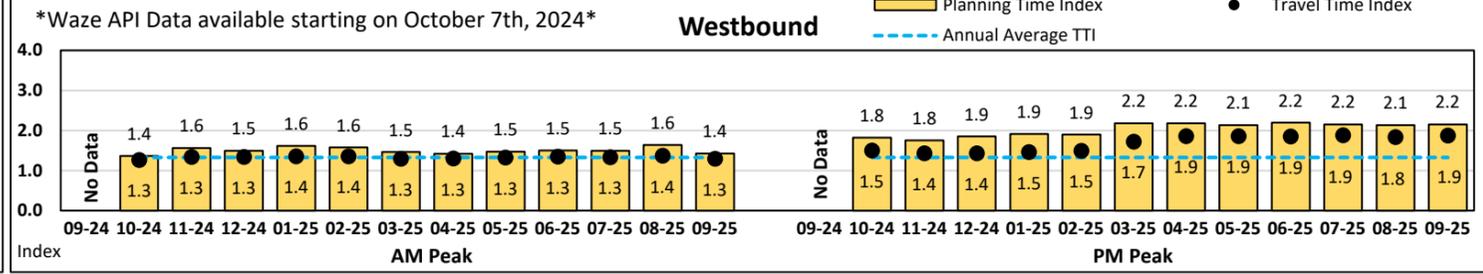
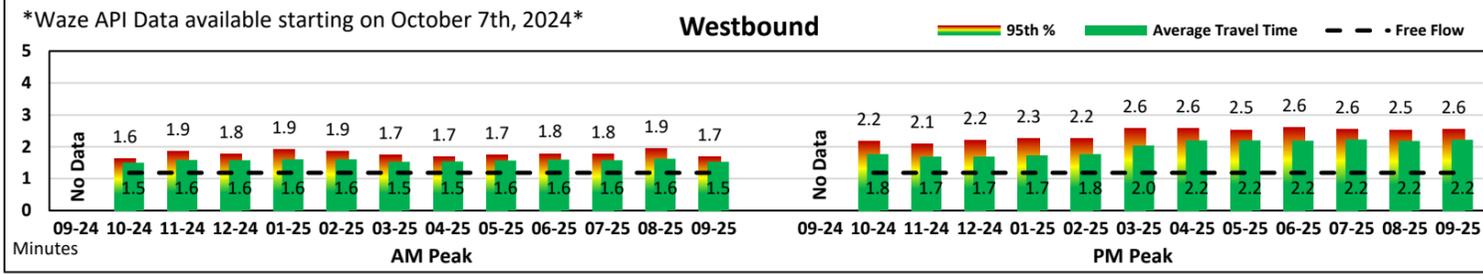
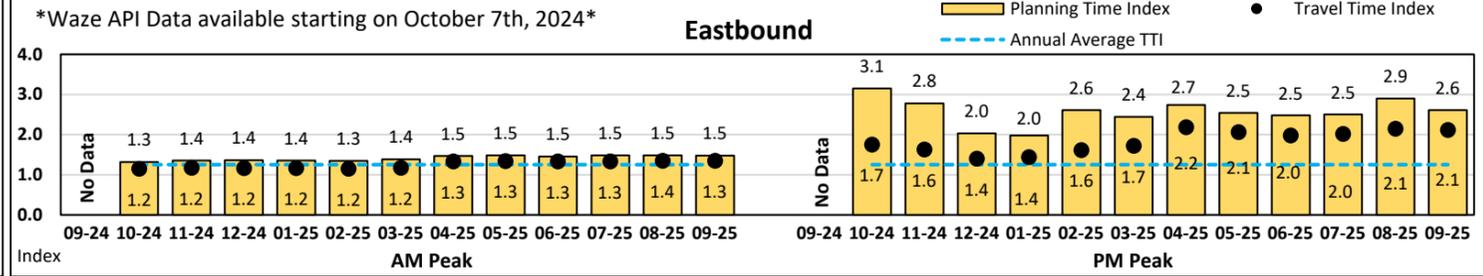


SR 414, East-West corridor from Bear Lake Rd / Rose Ave. to Magnolia Homes Rd, 1.0 miles length, 3 traffic signals

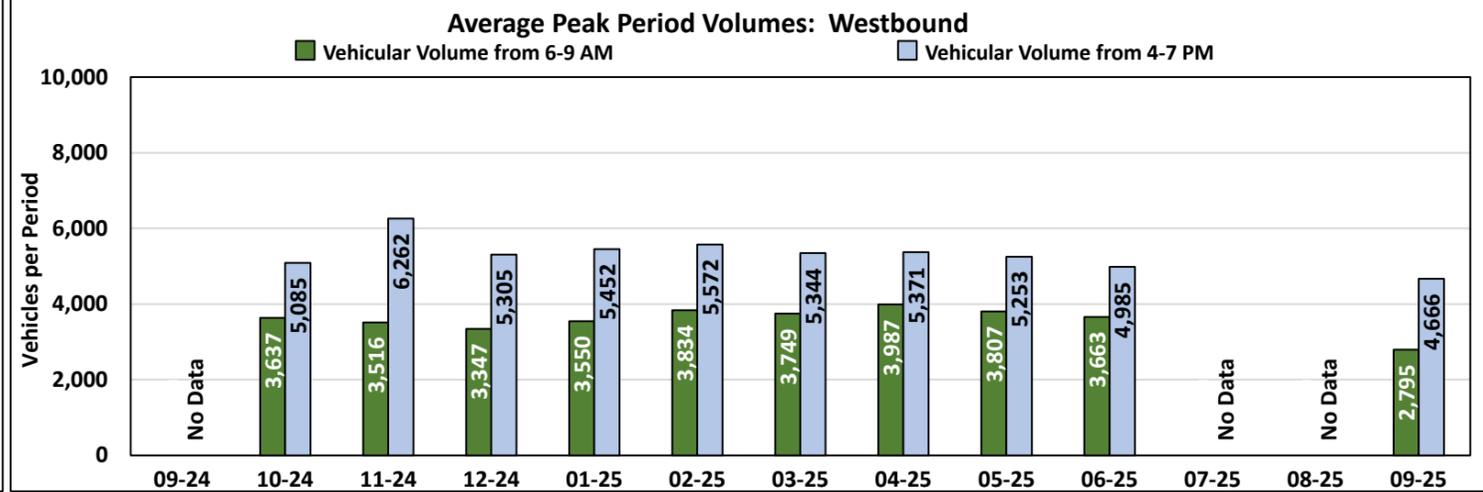
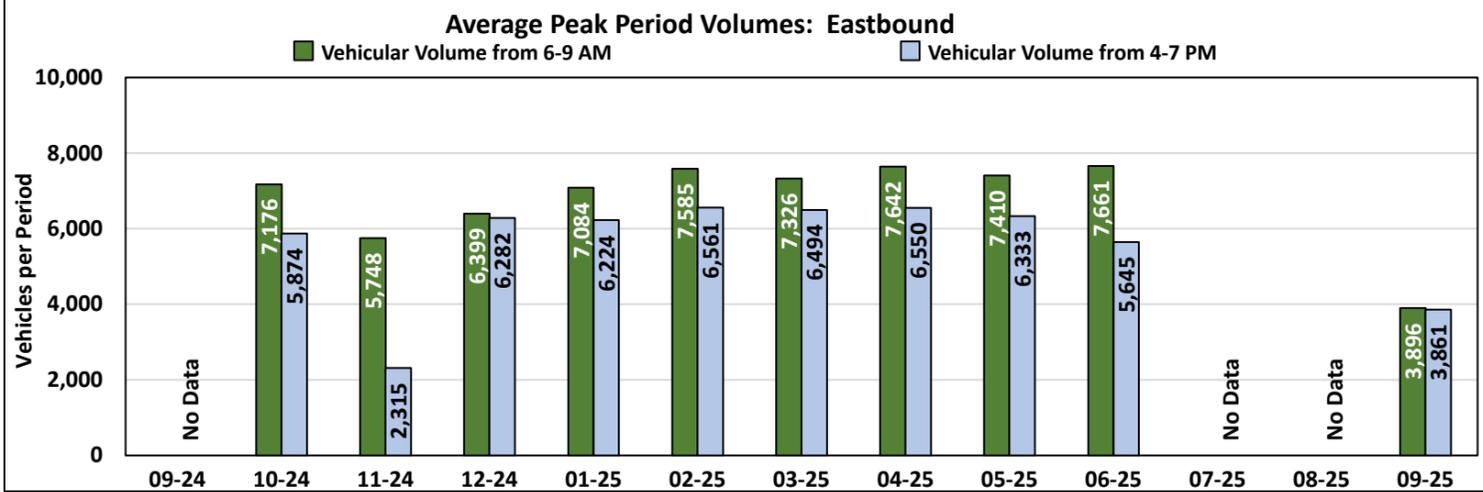
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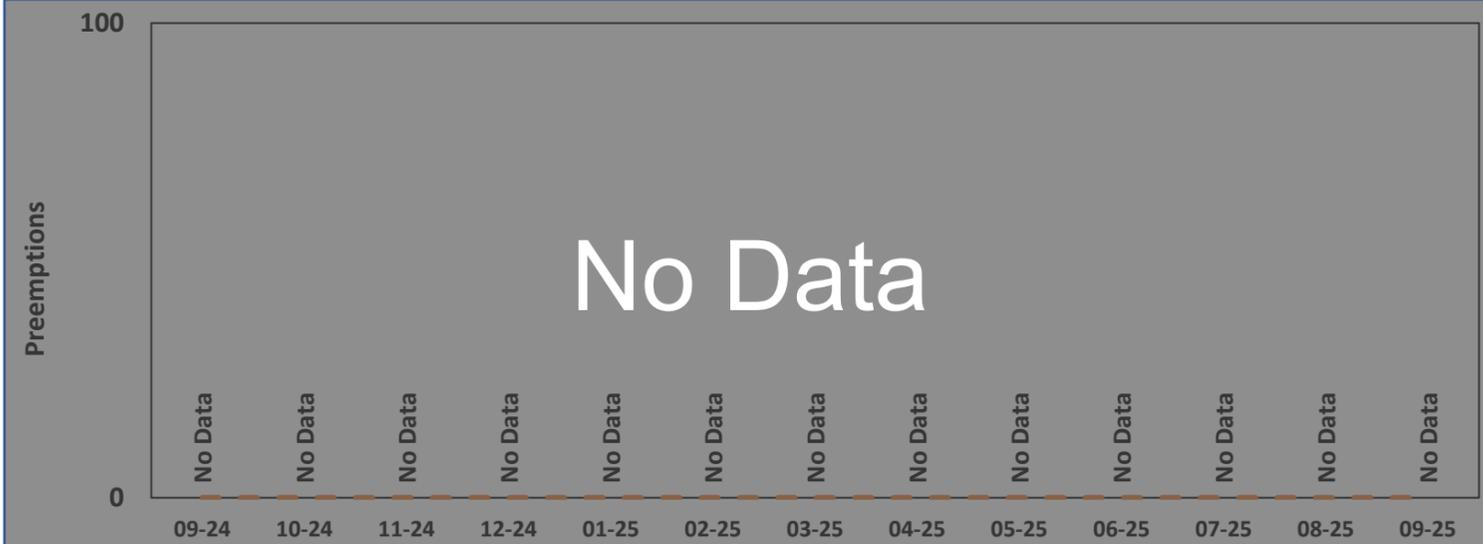
Corridor Travel Time Reliability Information



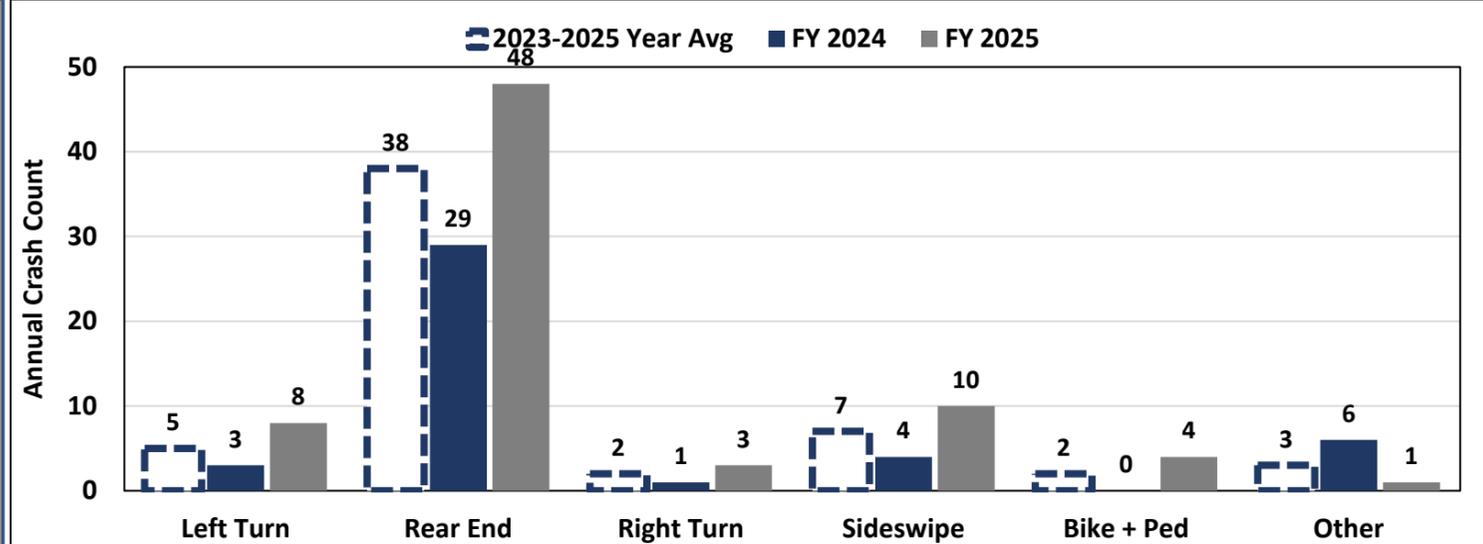
Corridor Volume Information



Emergency Vehicle Preemption



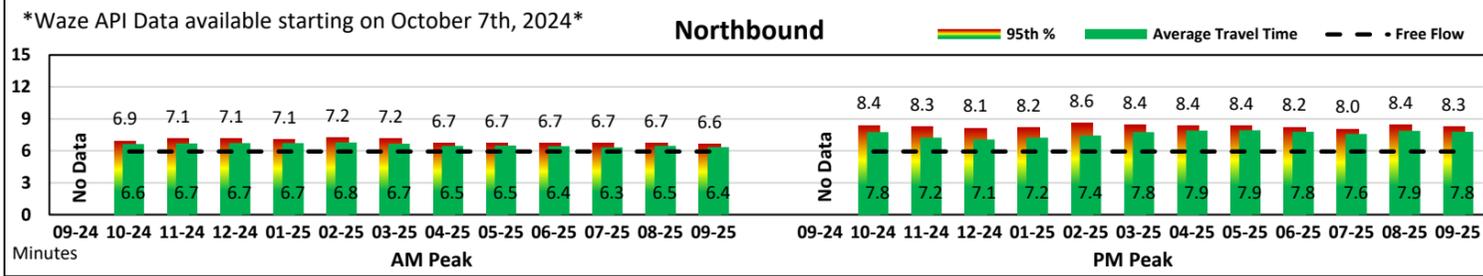
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



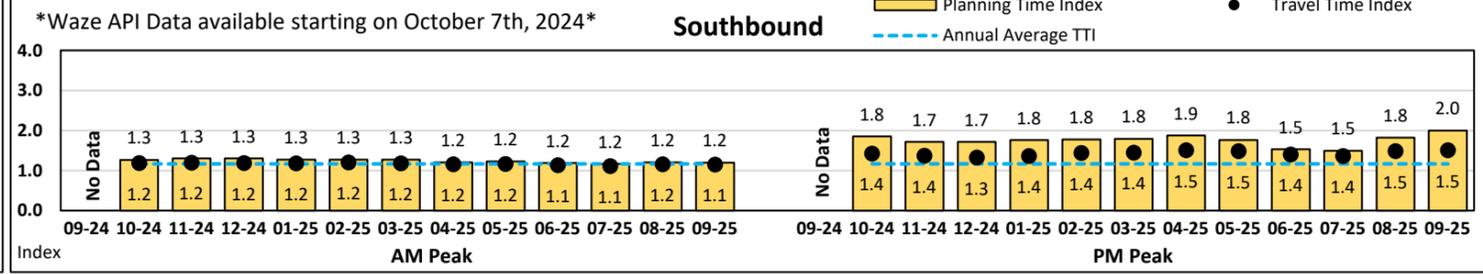
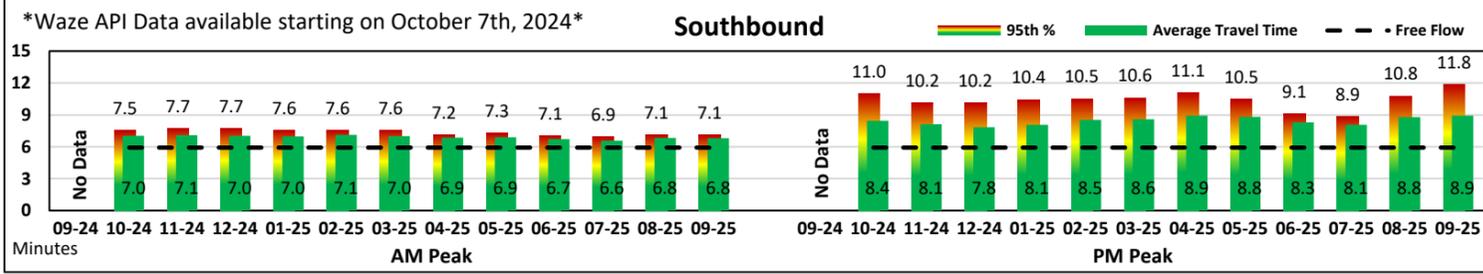
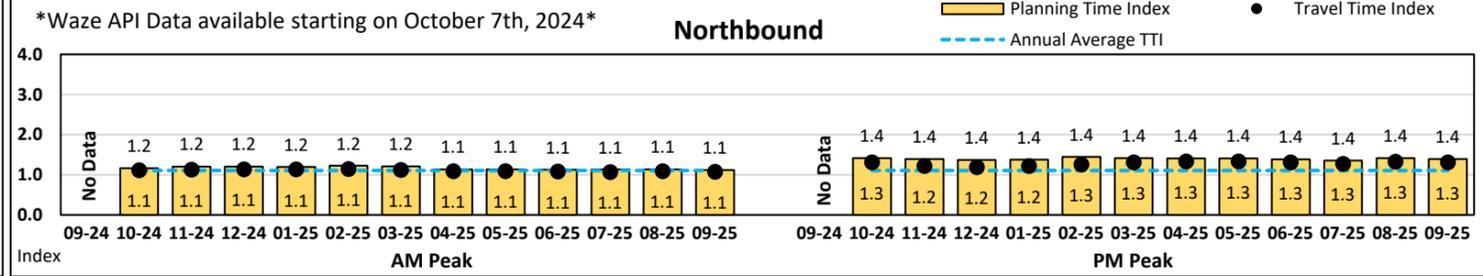


US 17/92, North-South corridor from Spartan Dr. to Church Ave., 4.5 miles length, 11 traffic signals

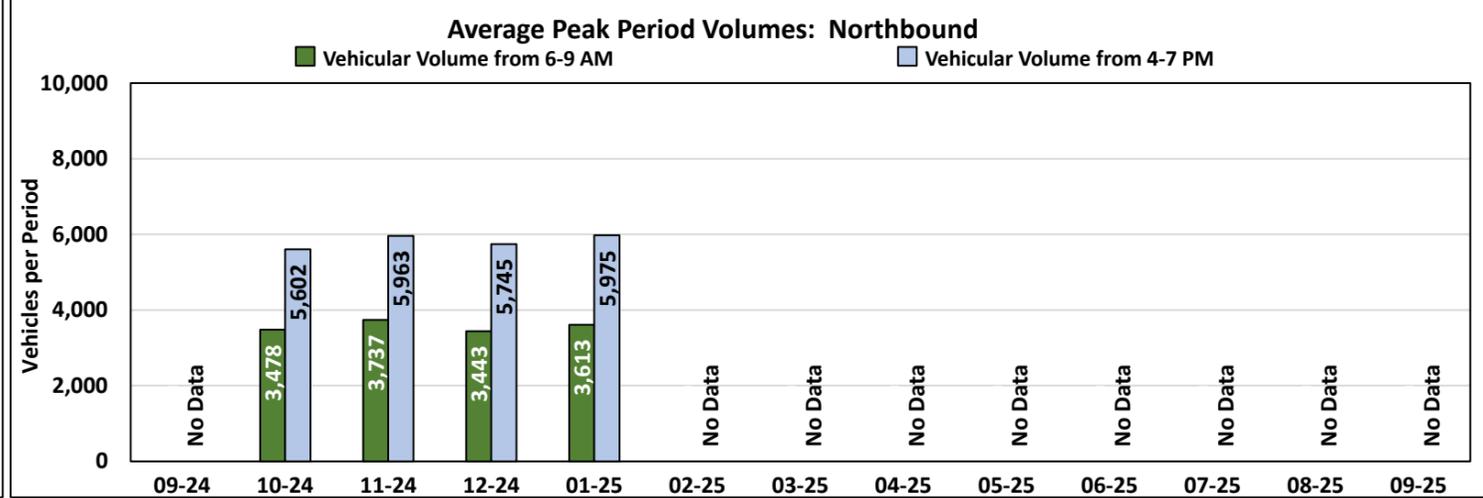
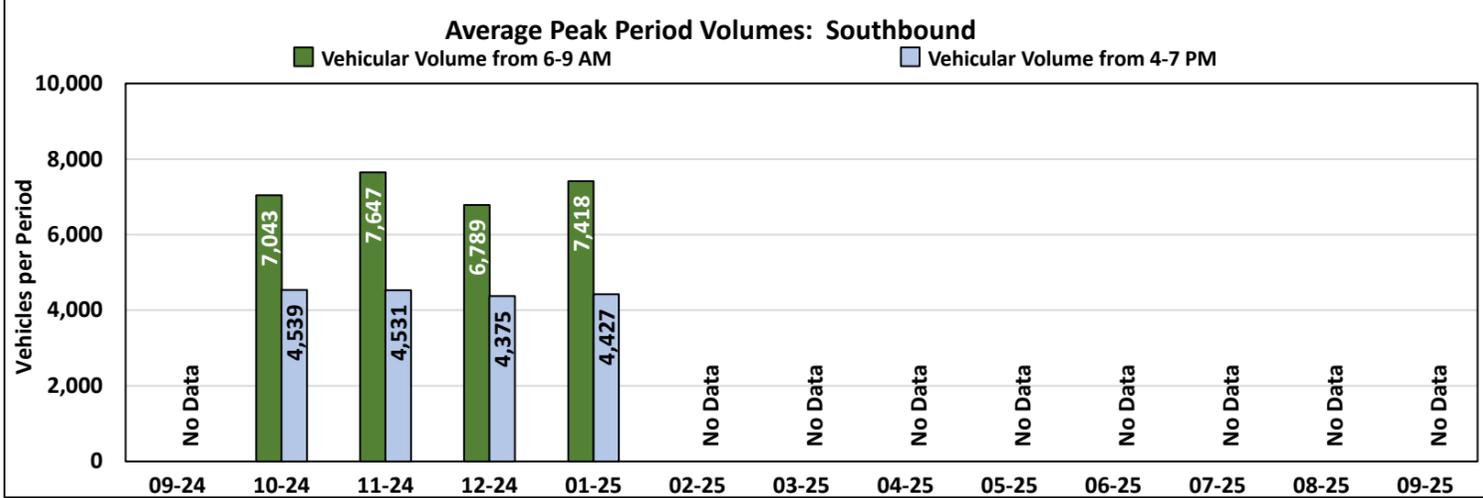
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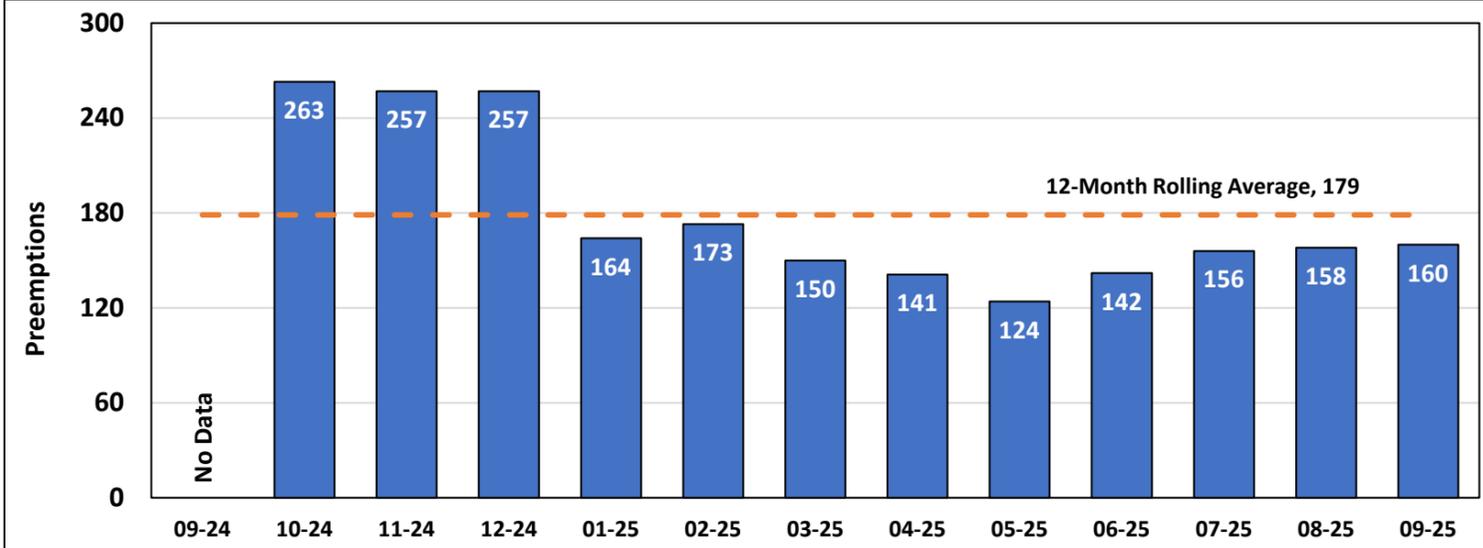
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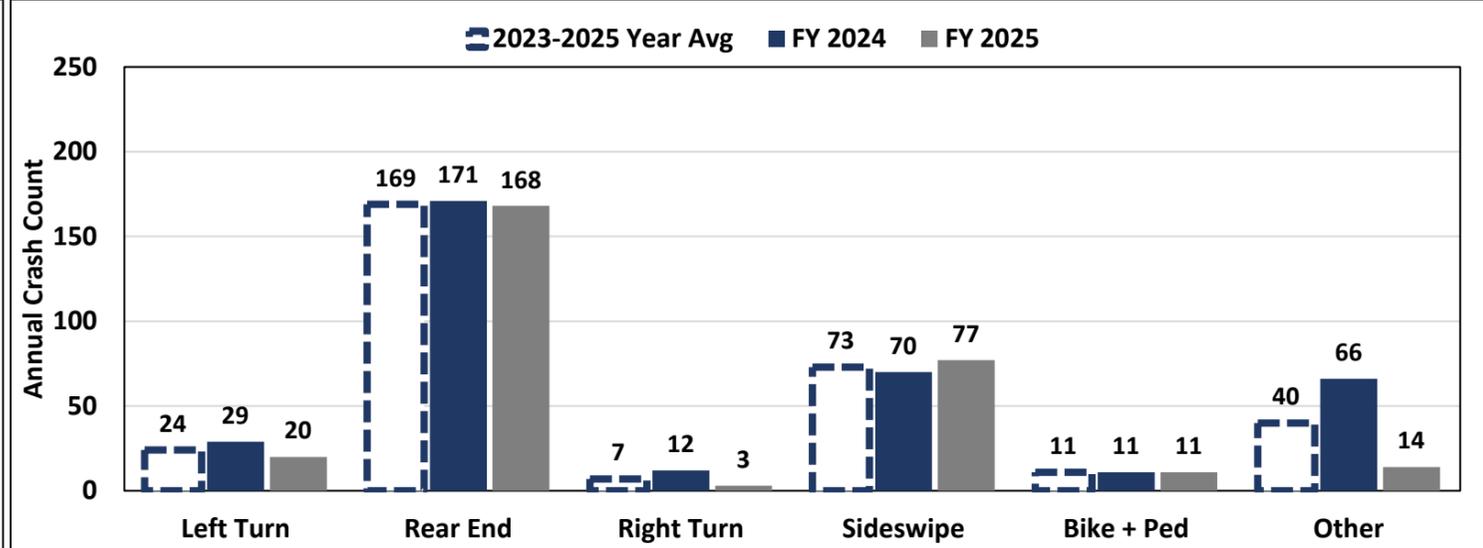
Corridor Volume Information



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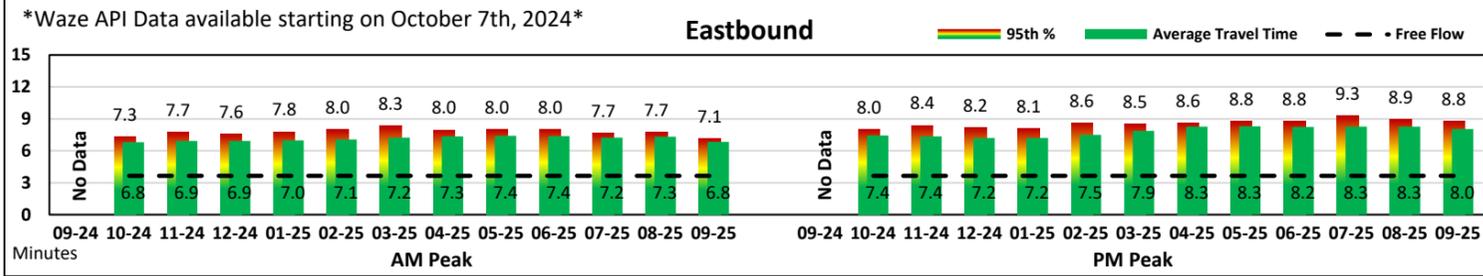


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

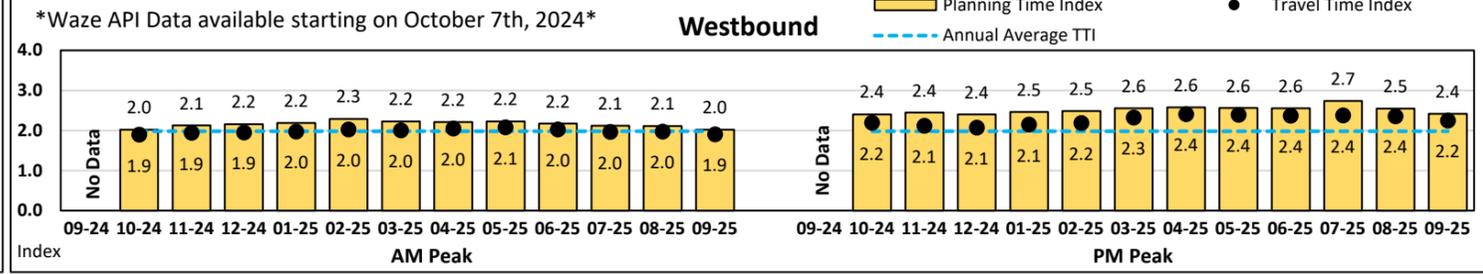
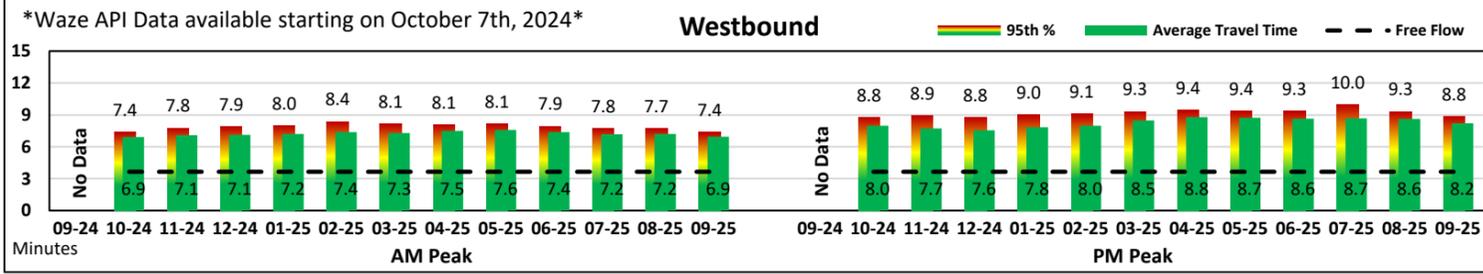
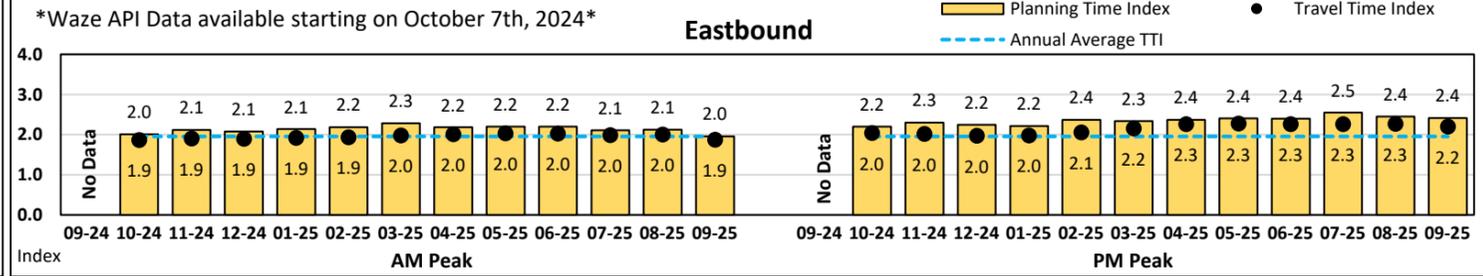




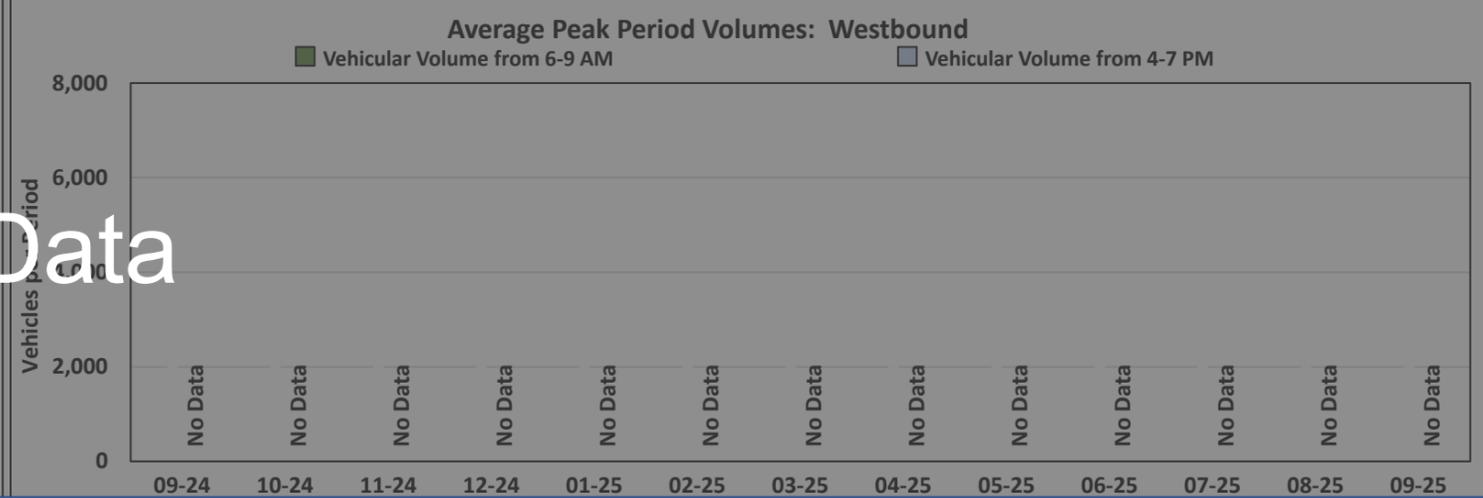
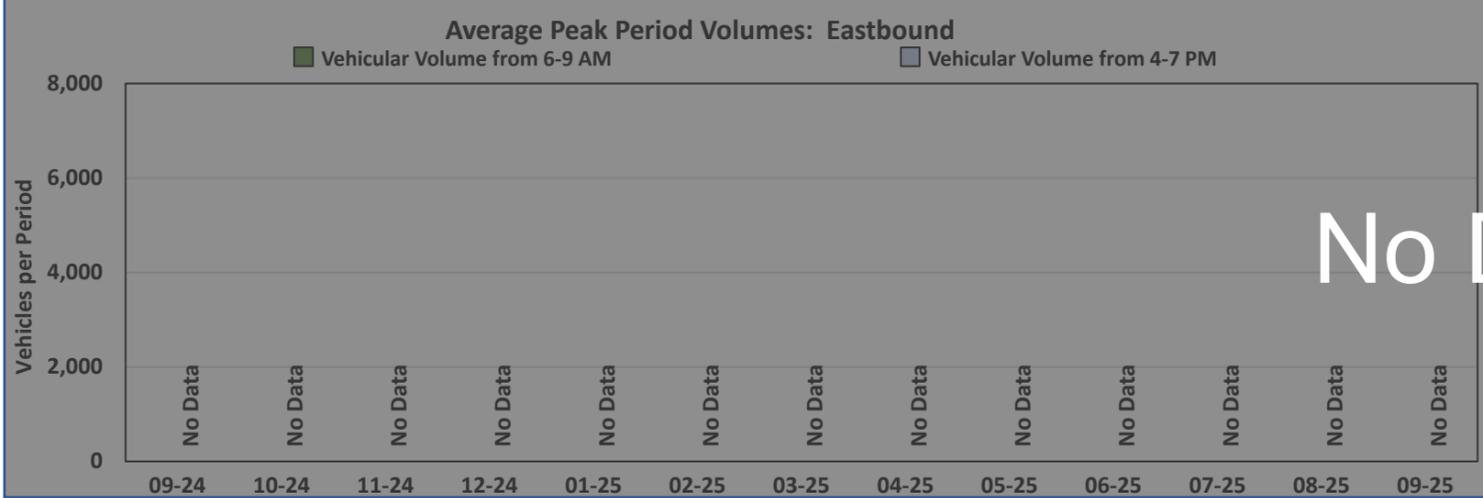
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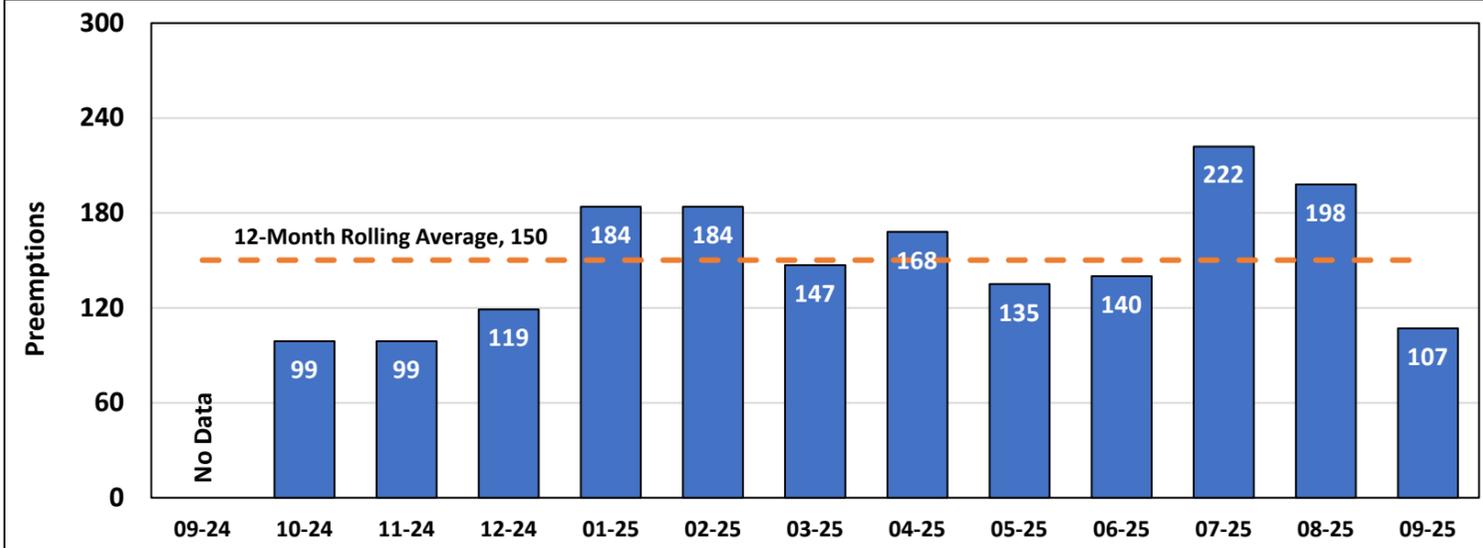
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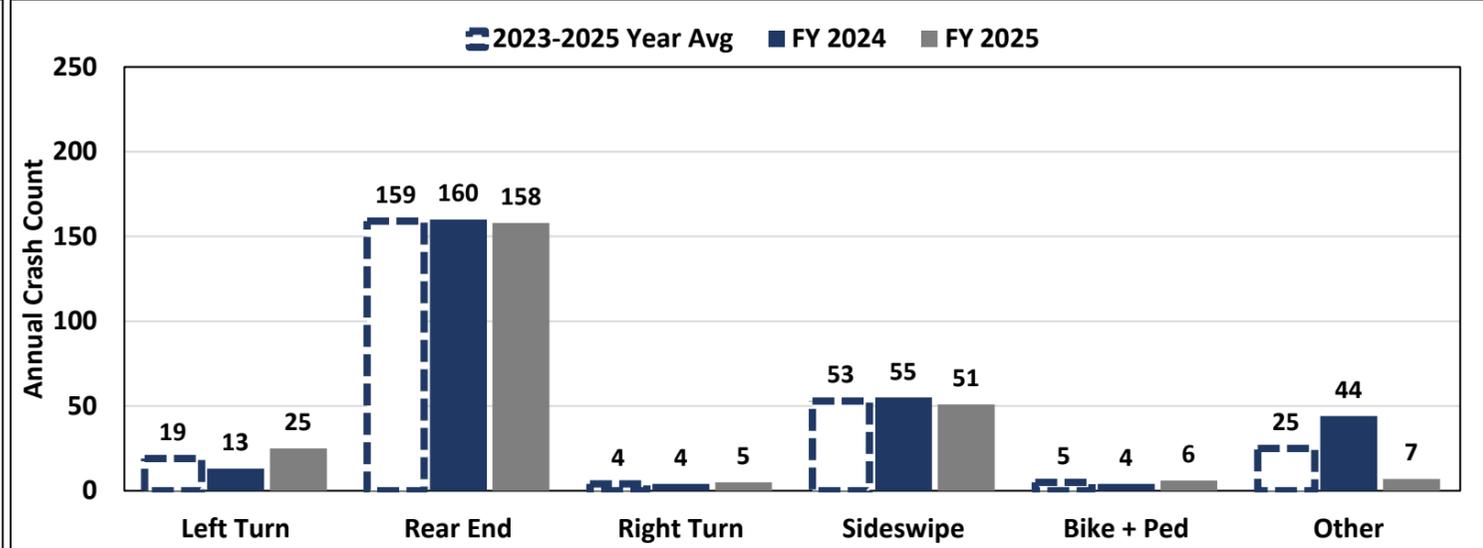
Corridor Volume Information



Emergency Vehicle Preemption

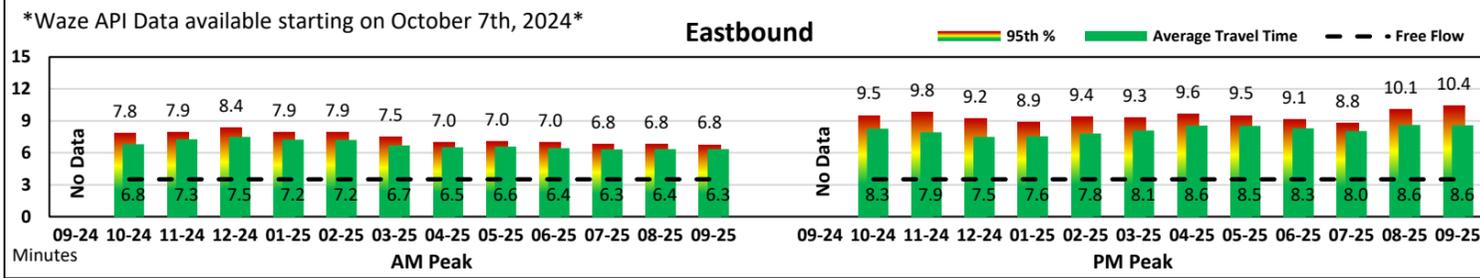


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

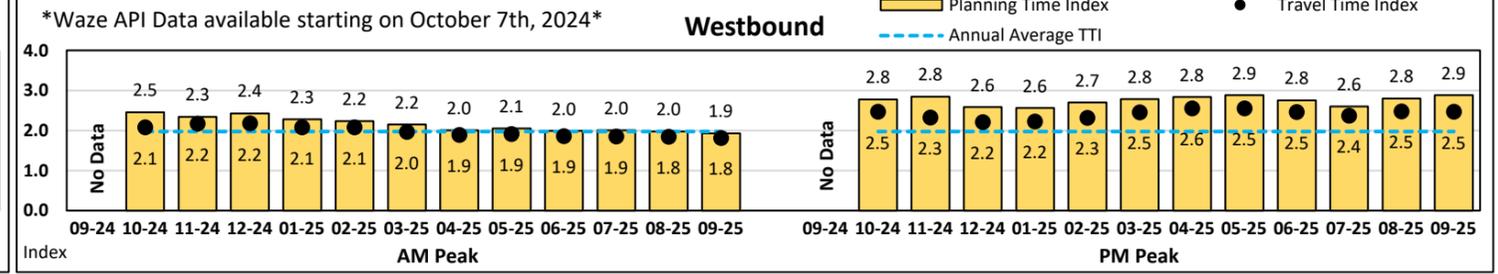
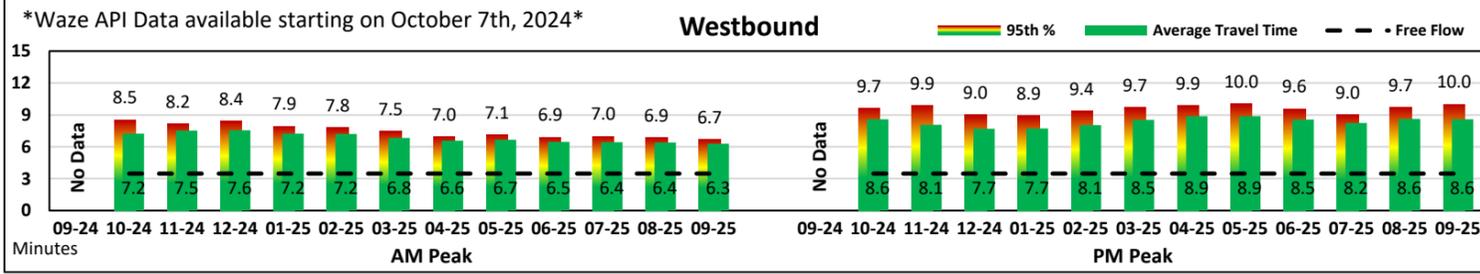
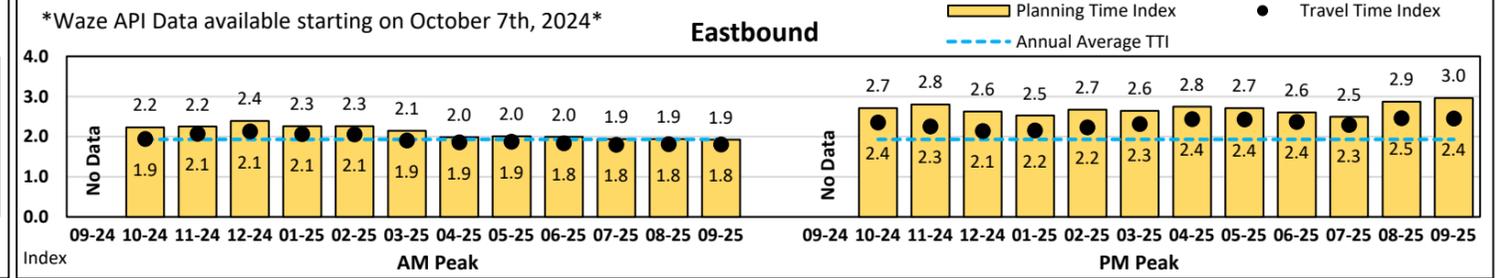




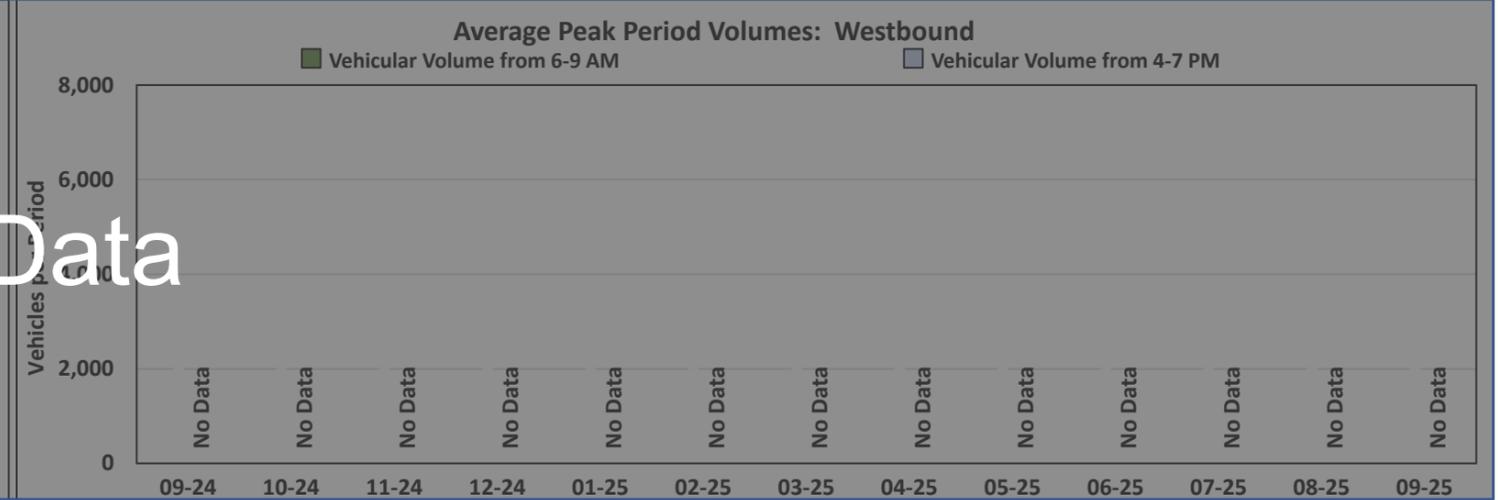
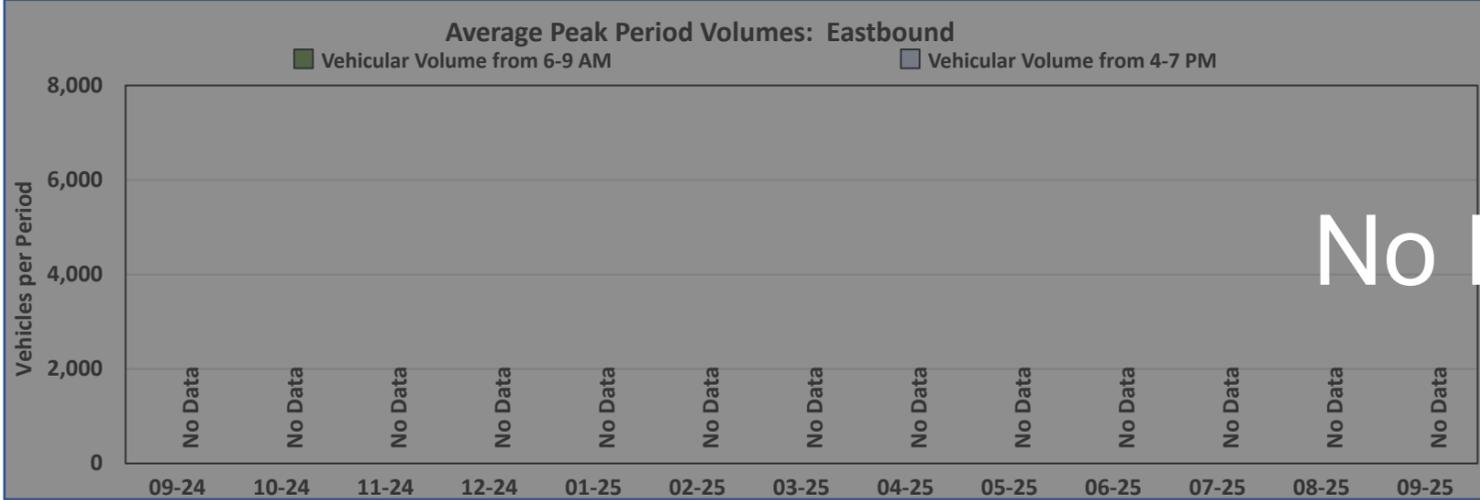
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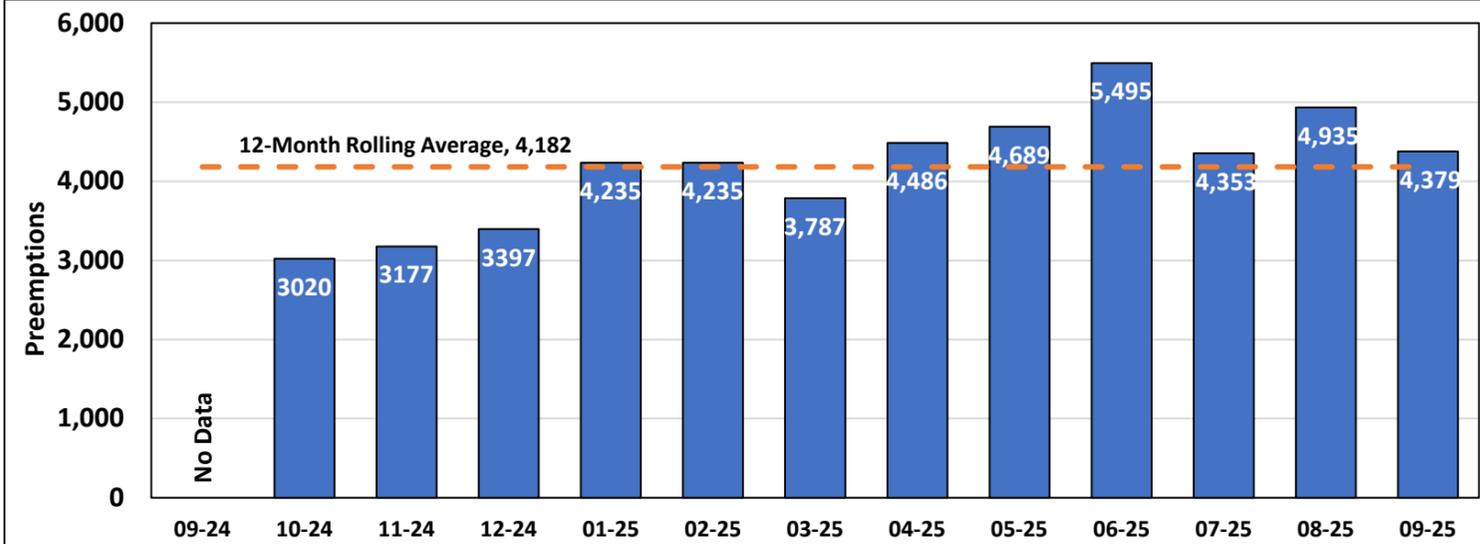
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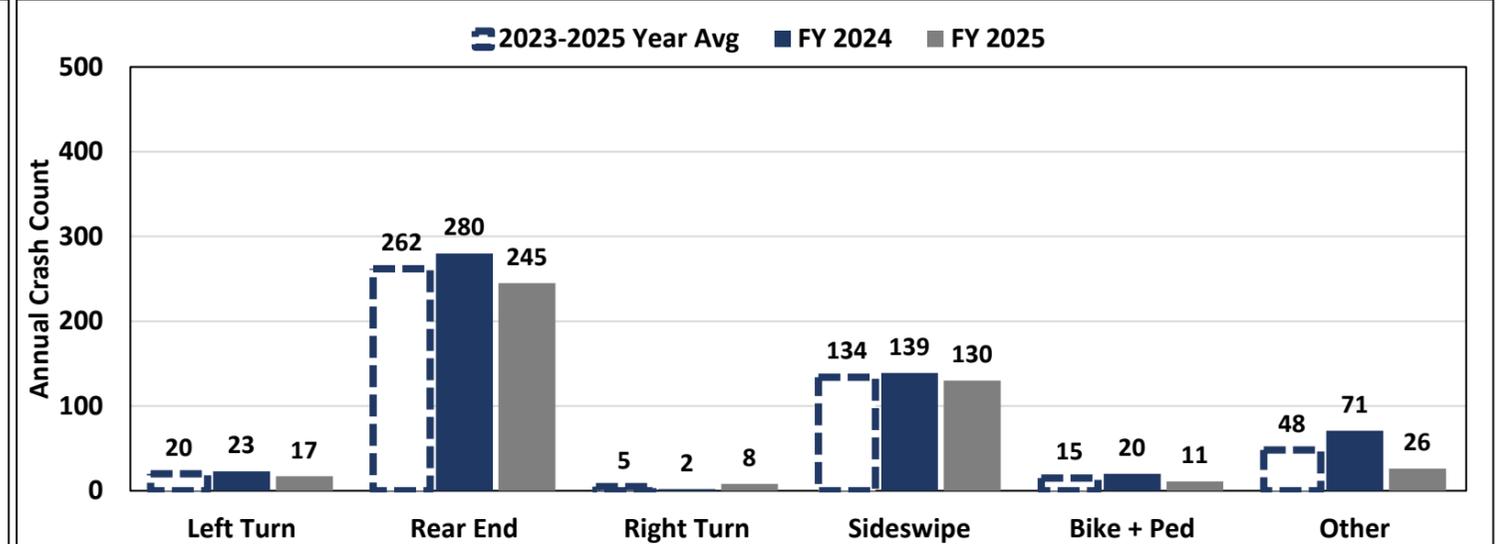
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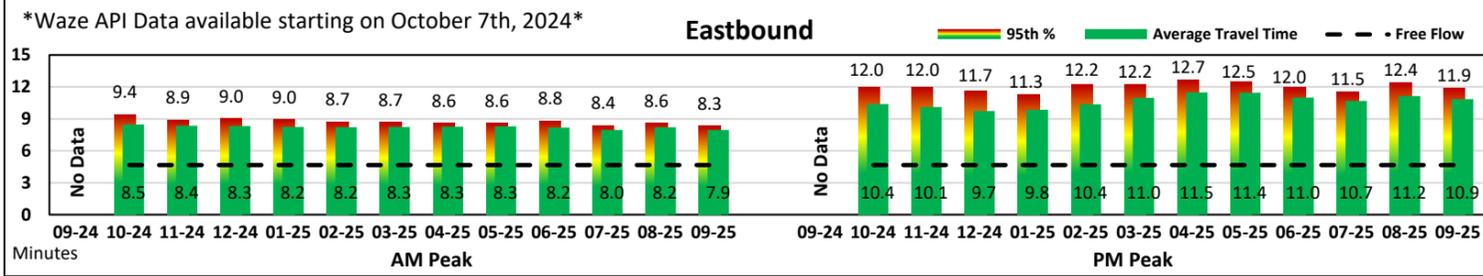
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



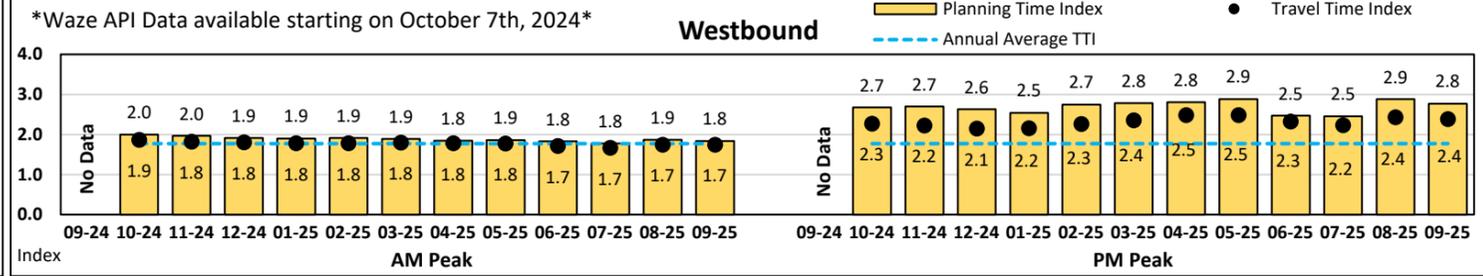
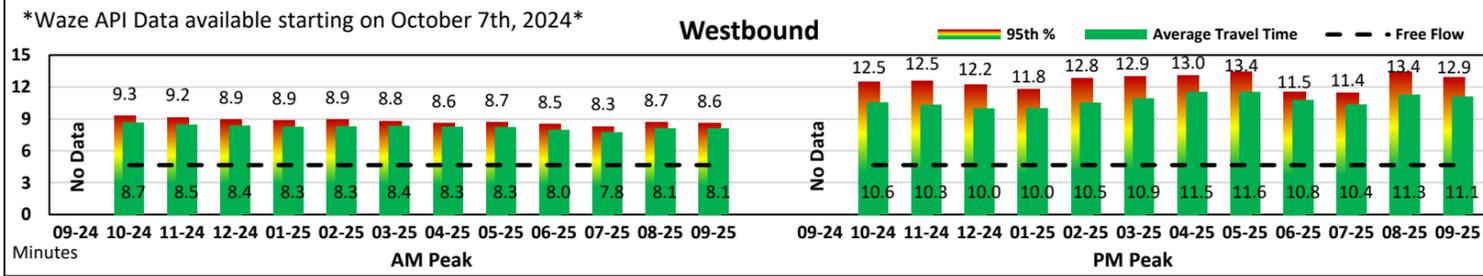
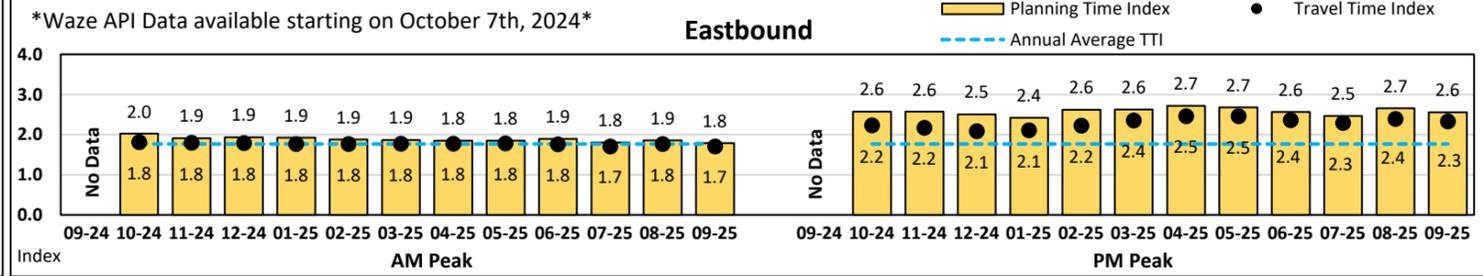


SR 434, East-West corridor from Wekiva Springs Ln. to Wayman Dr., 4.6 miles length, 16 traffic signals

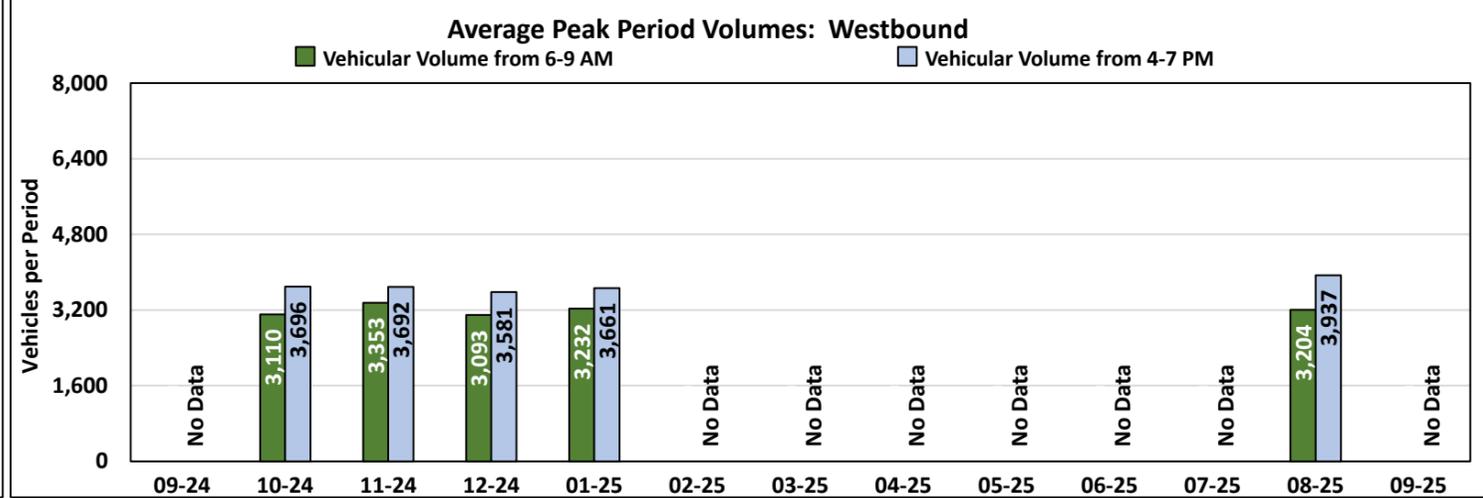
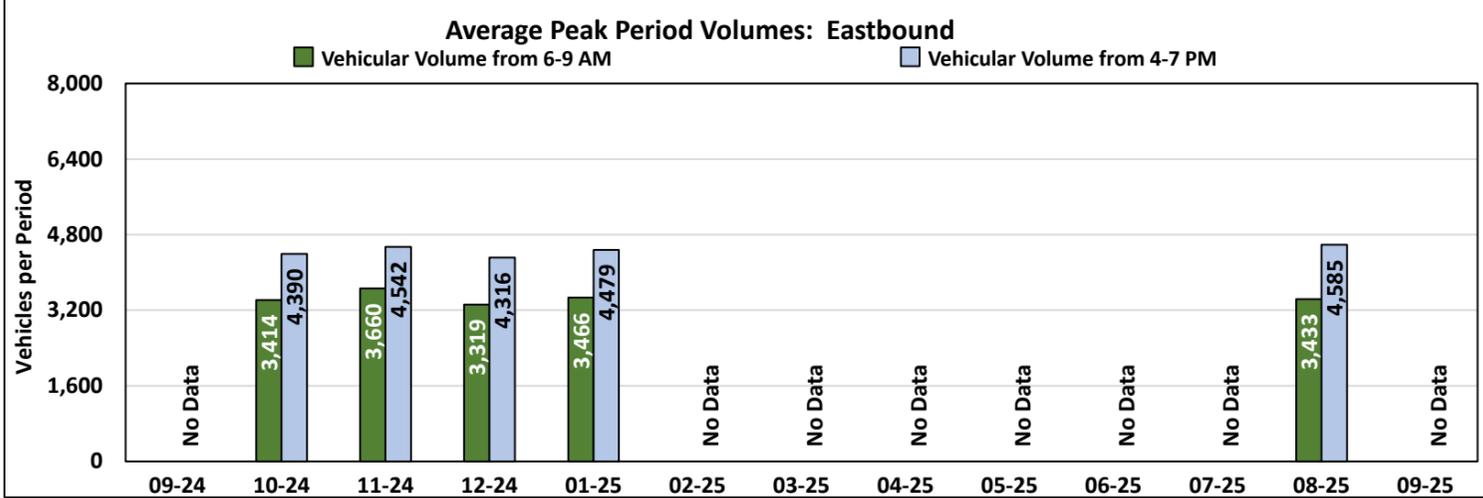
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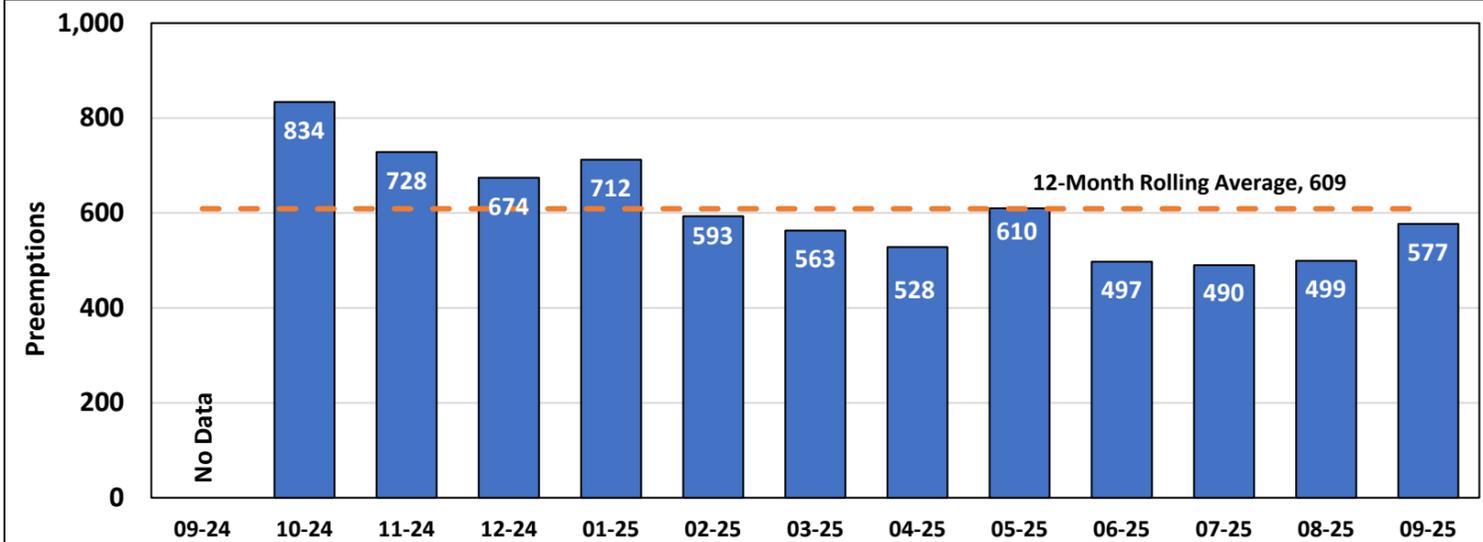
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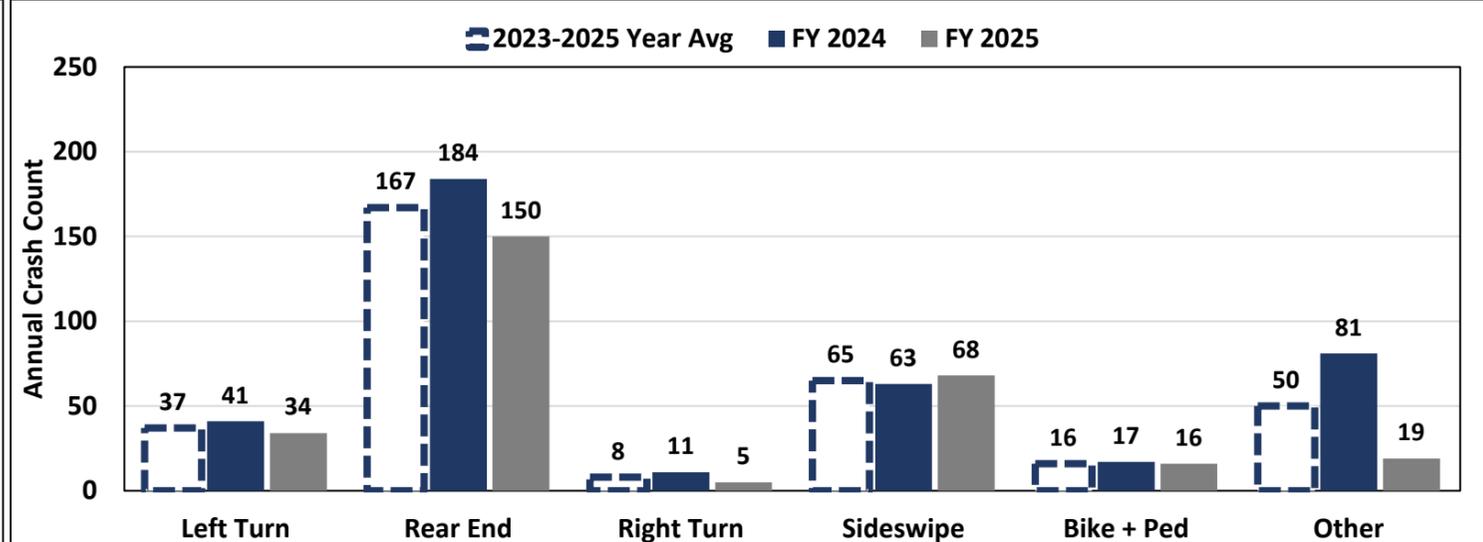
Corridor Volume Information



Emergency Vehicle Preemption



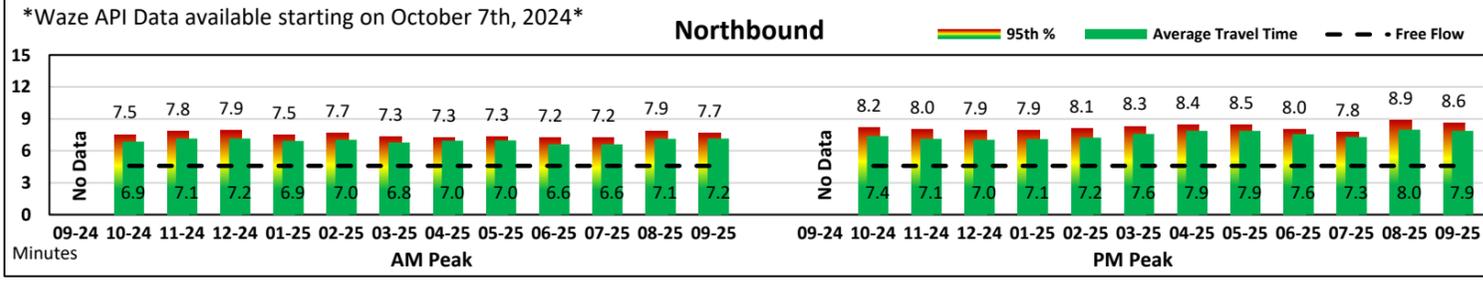
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



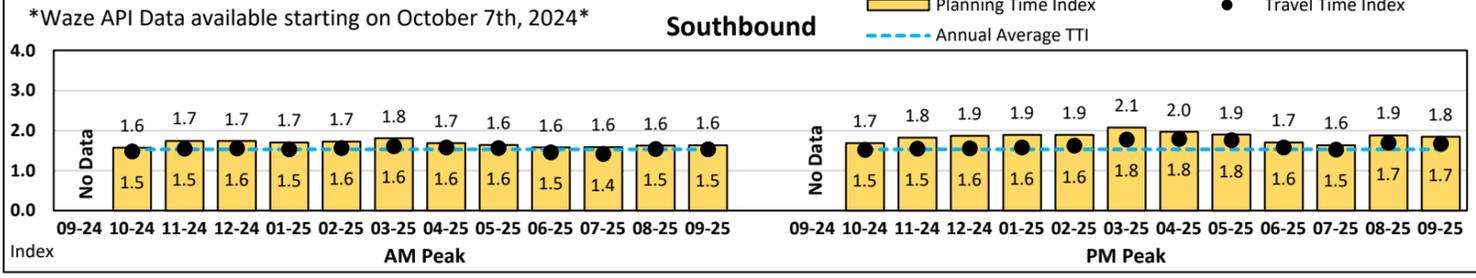
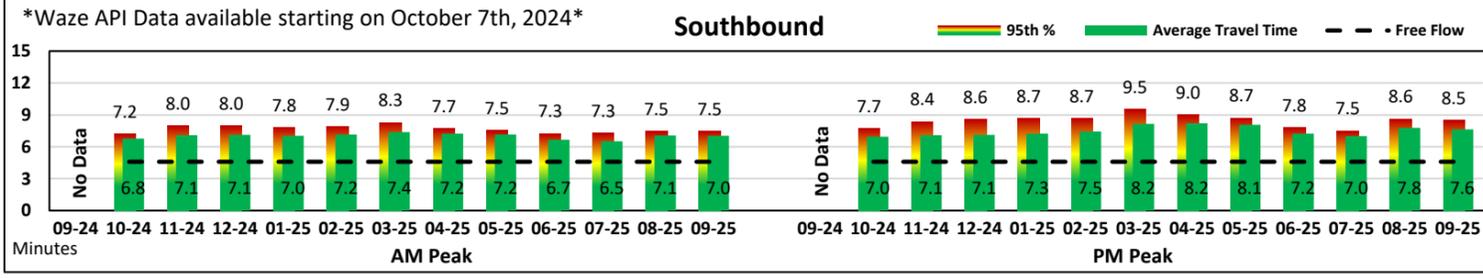
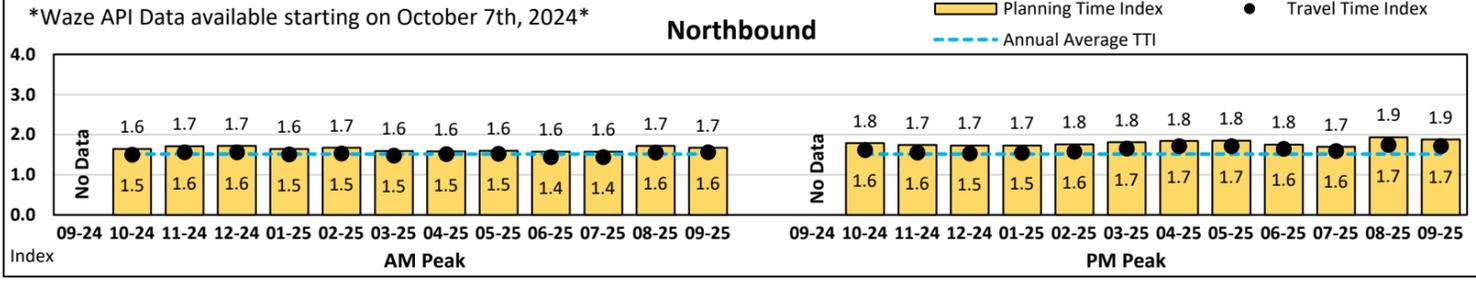


SR 434, North-South corridor from SR 414 to Lake Brantley Dr, 3.5 miles length, 9 traffic signals

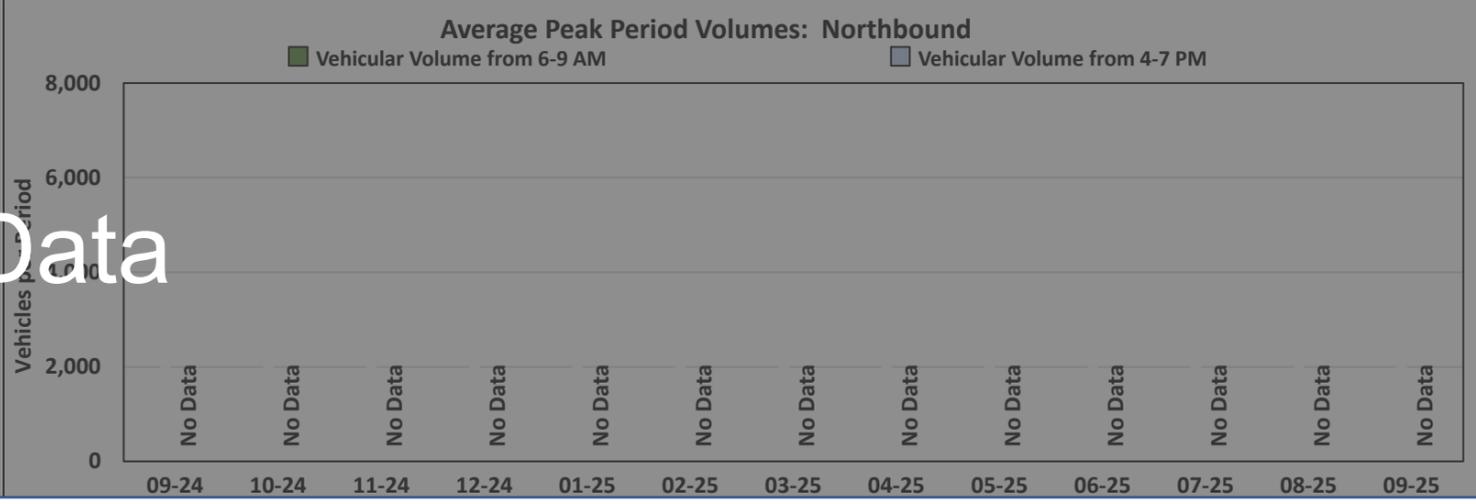
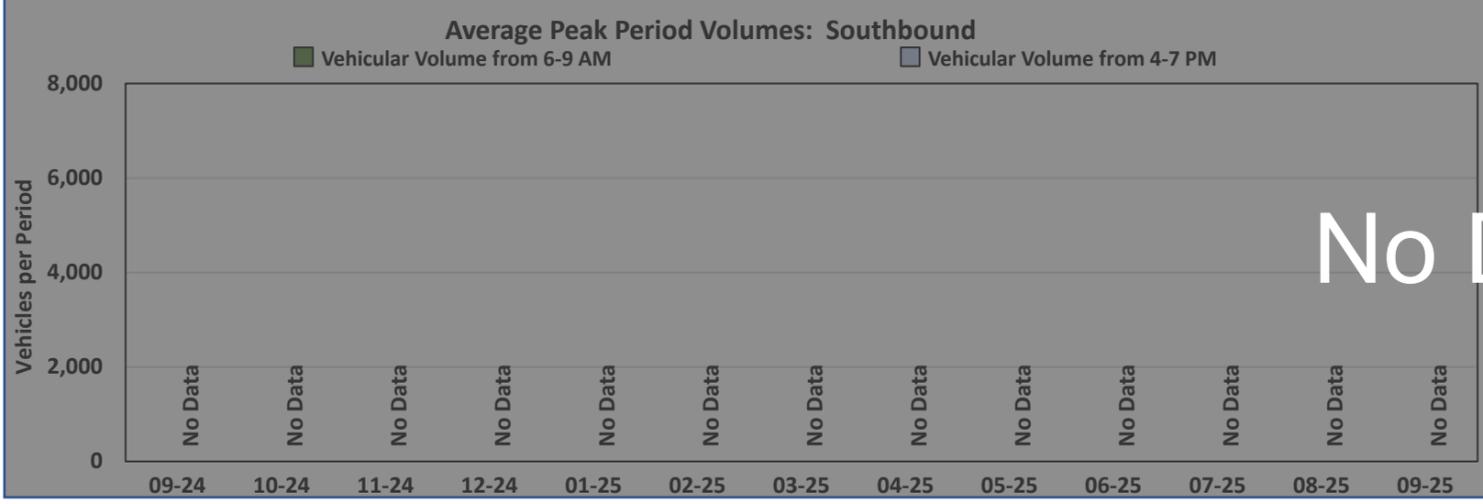
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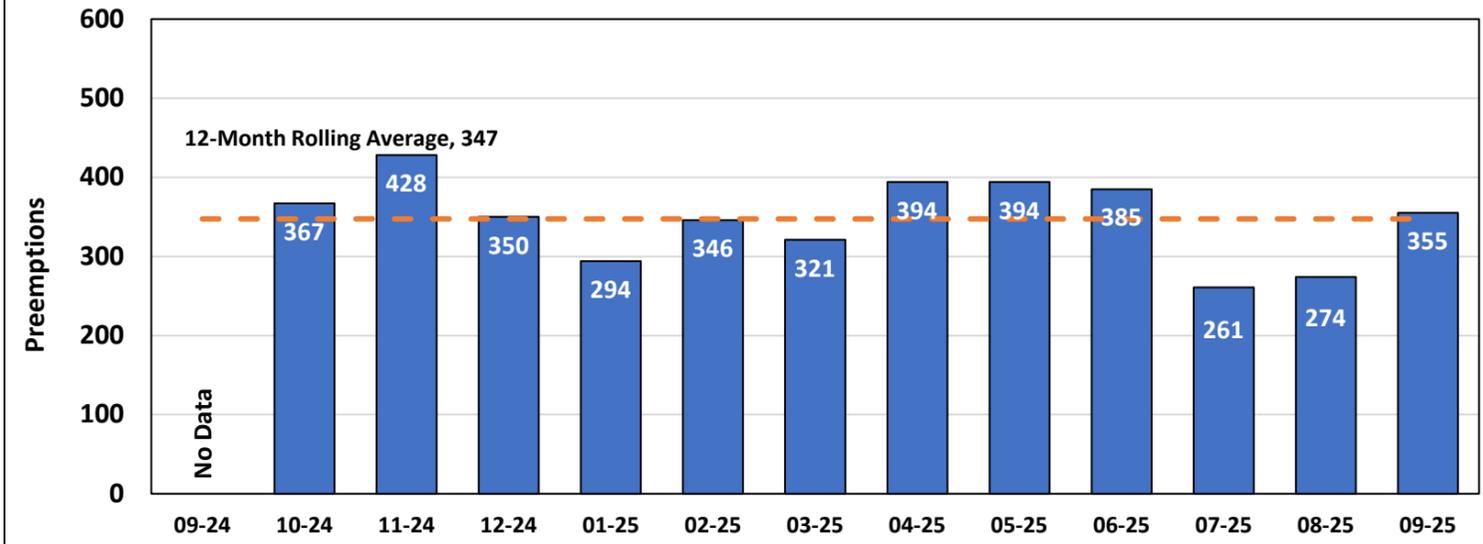
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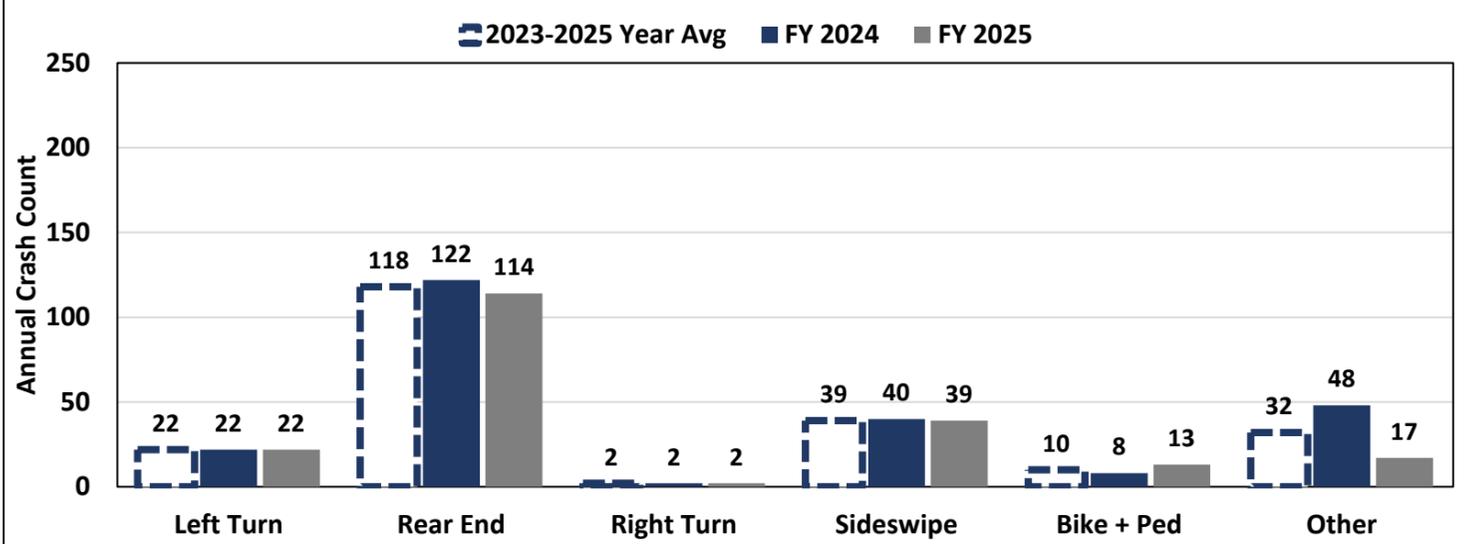
Corridor Volume Information



Emergency Vehicle Preemption



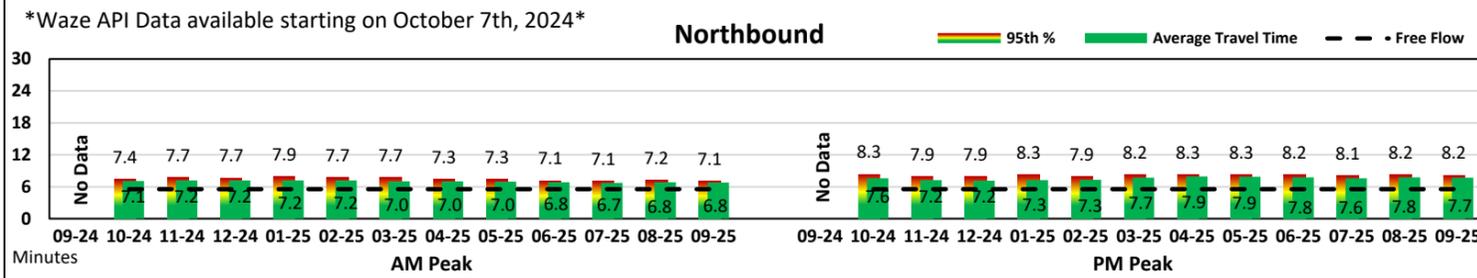
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



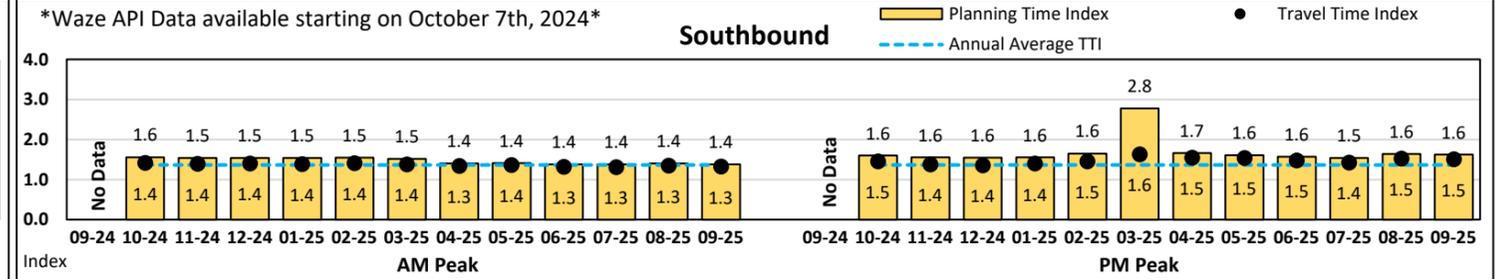
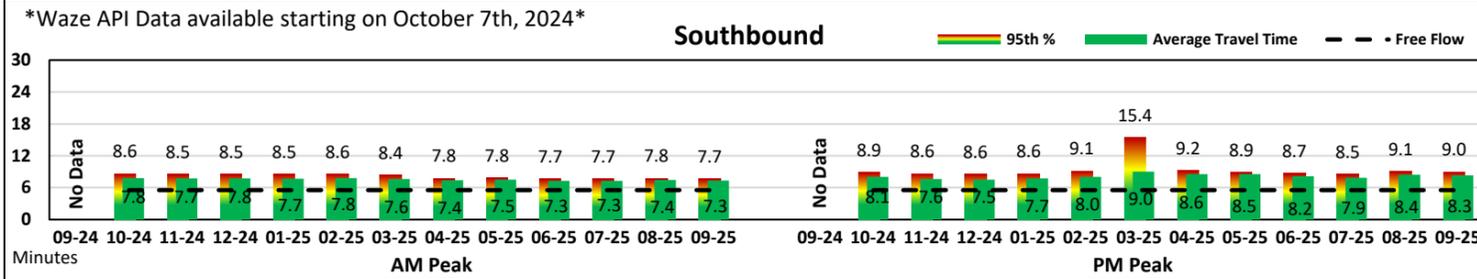
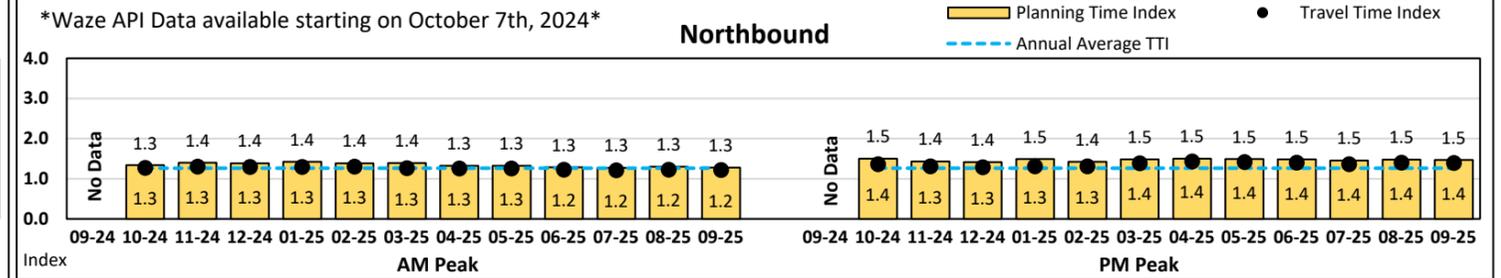


US 17/92, North-South corridor from Raven Ave. / Shepard Rd. to Airport Blvd, 4.6 miles length, 13 traffic signals

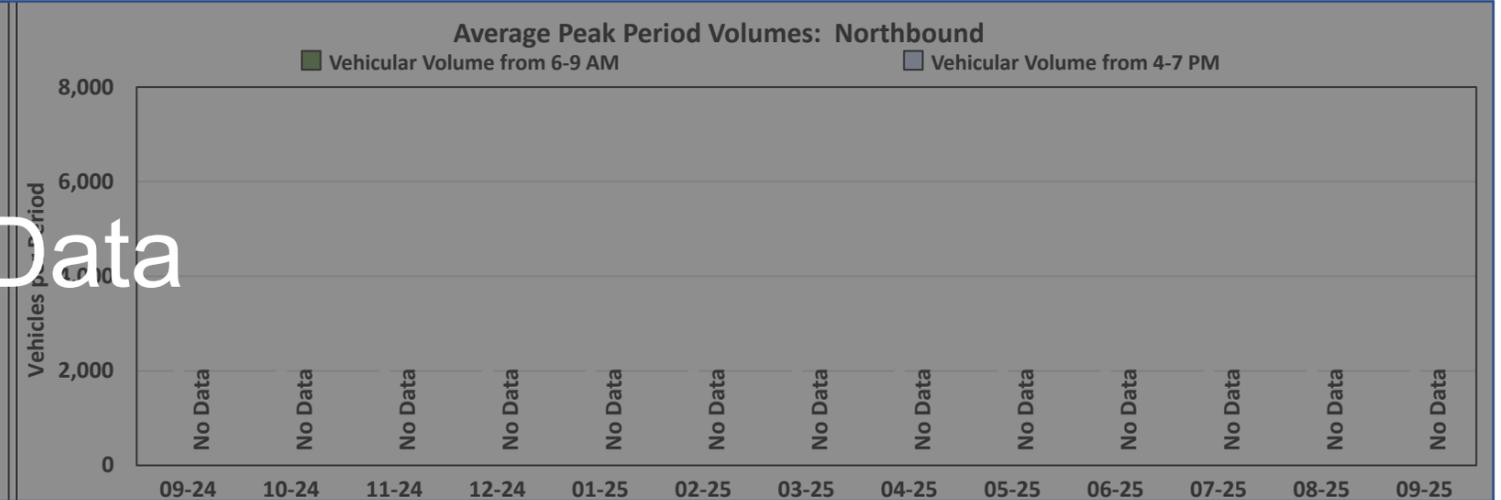
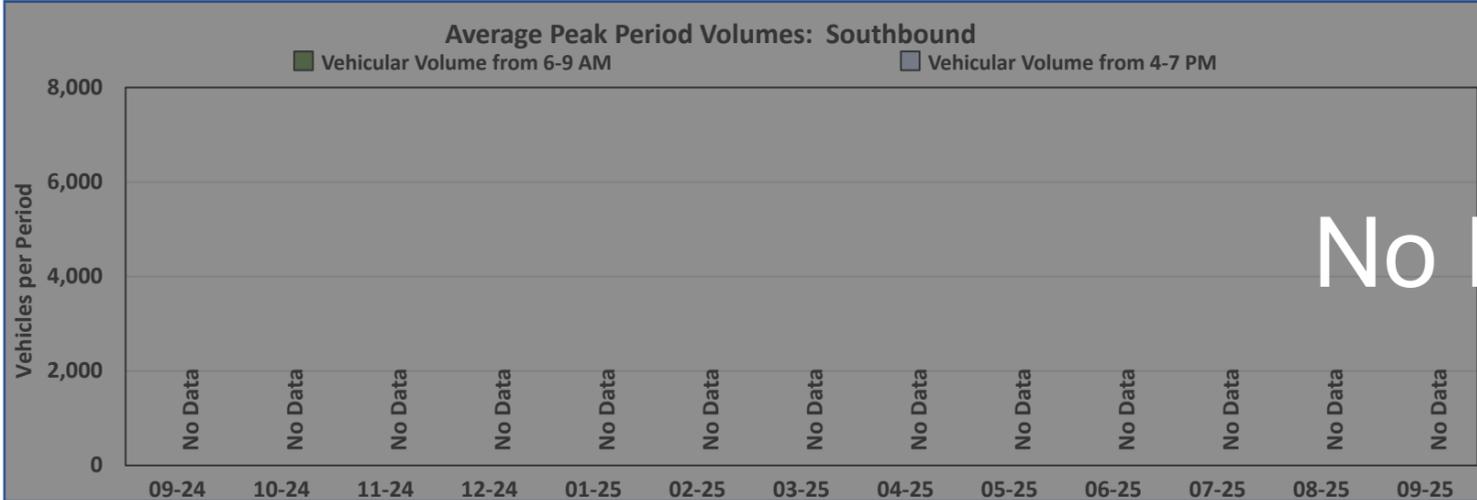
Corridor Travel Time Information



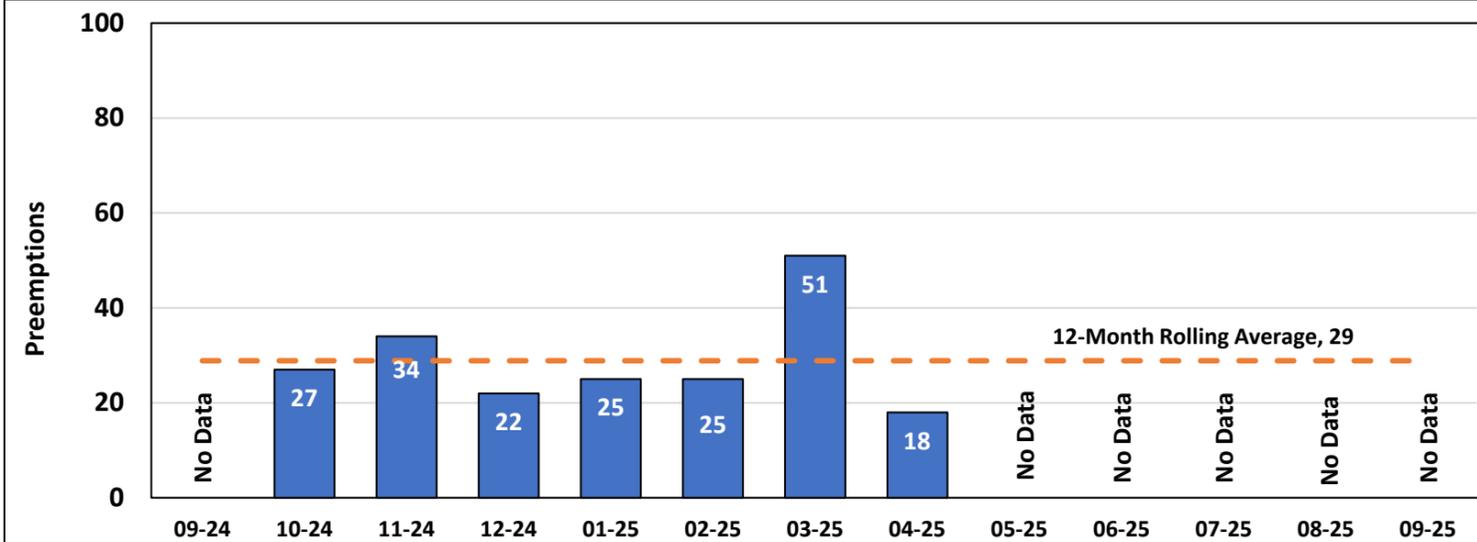
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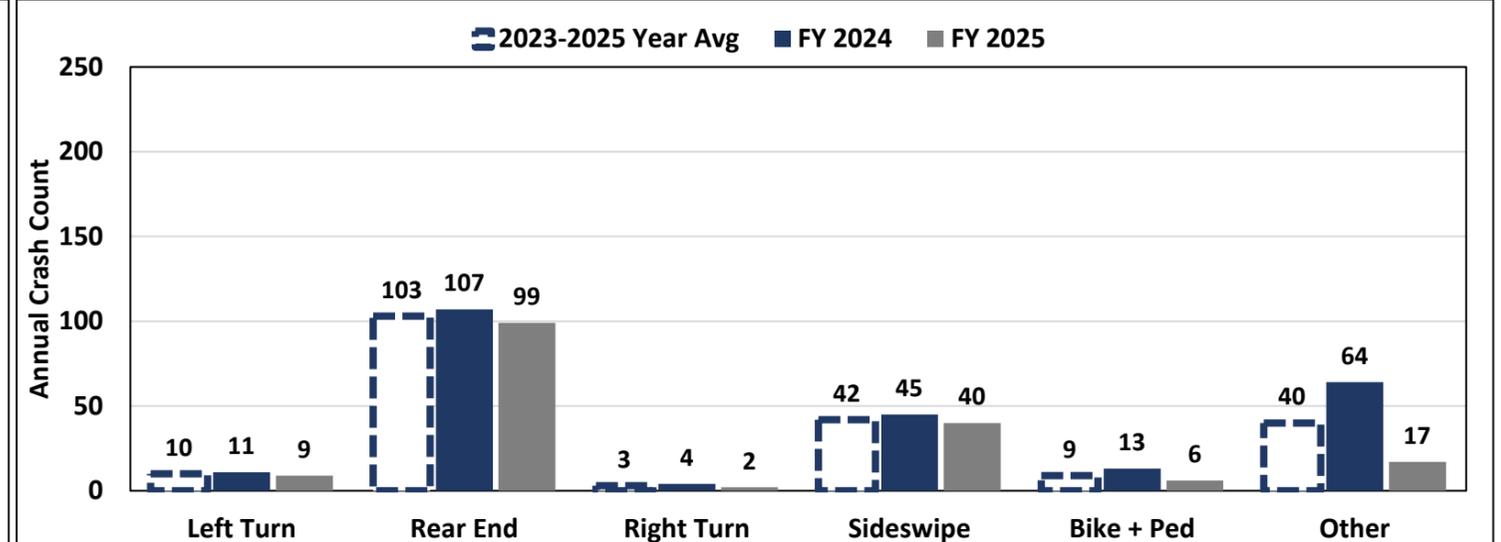
Corridor Volume Information



Emergency Vehicle Preemption

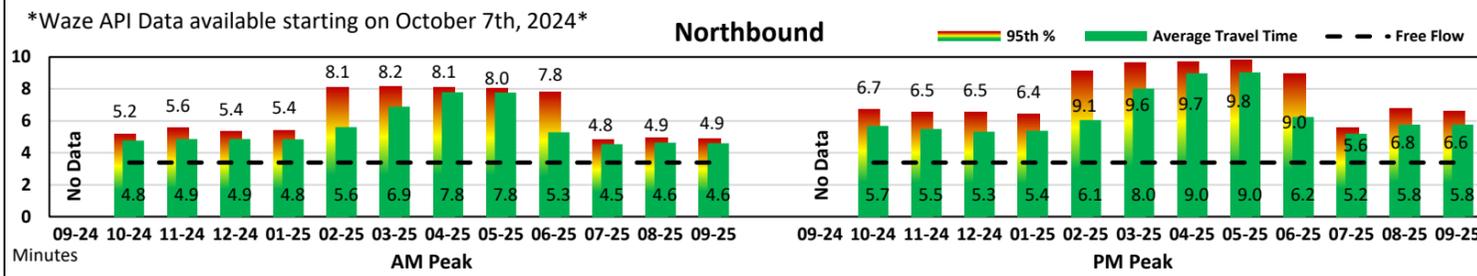


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

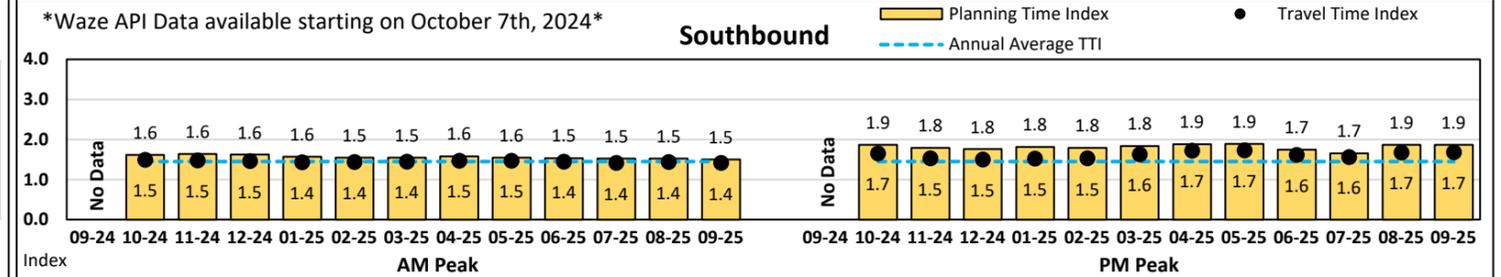
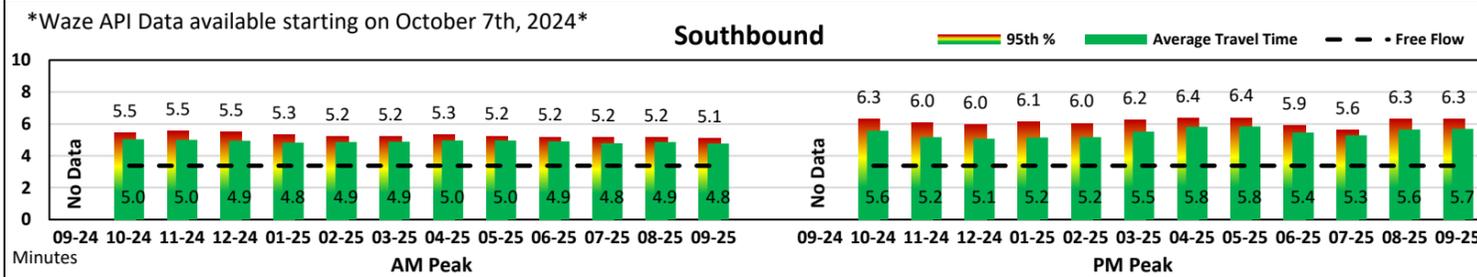
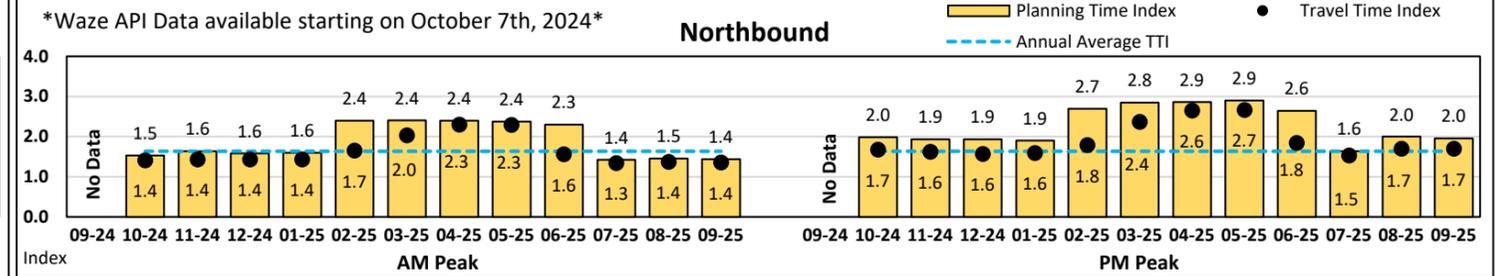




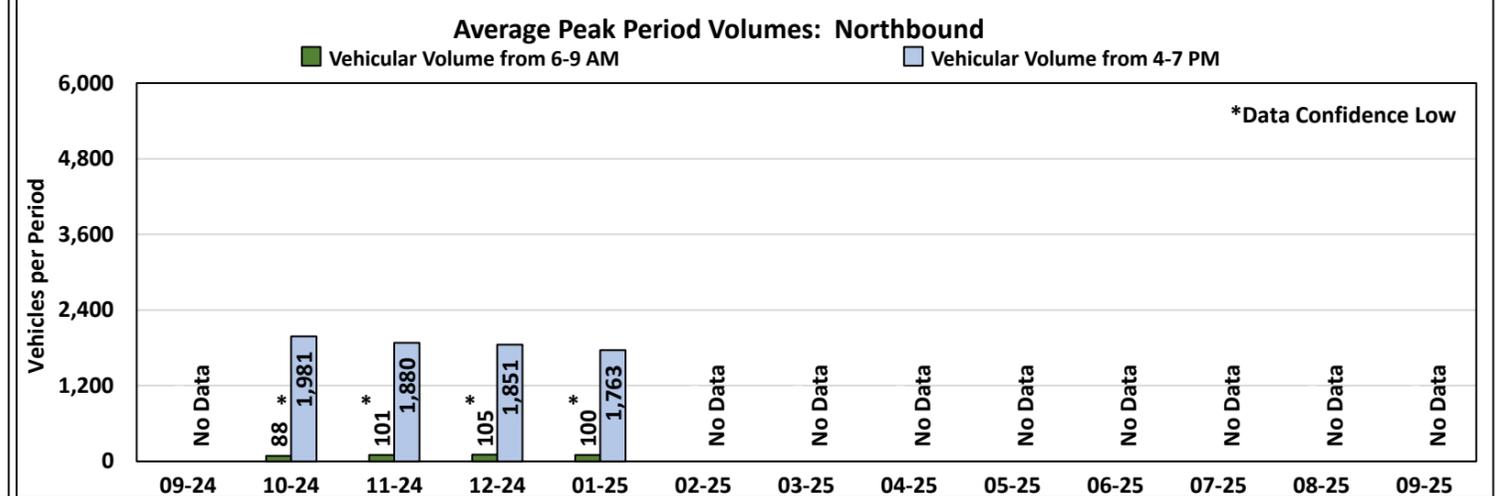
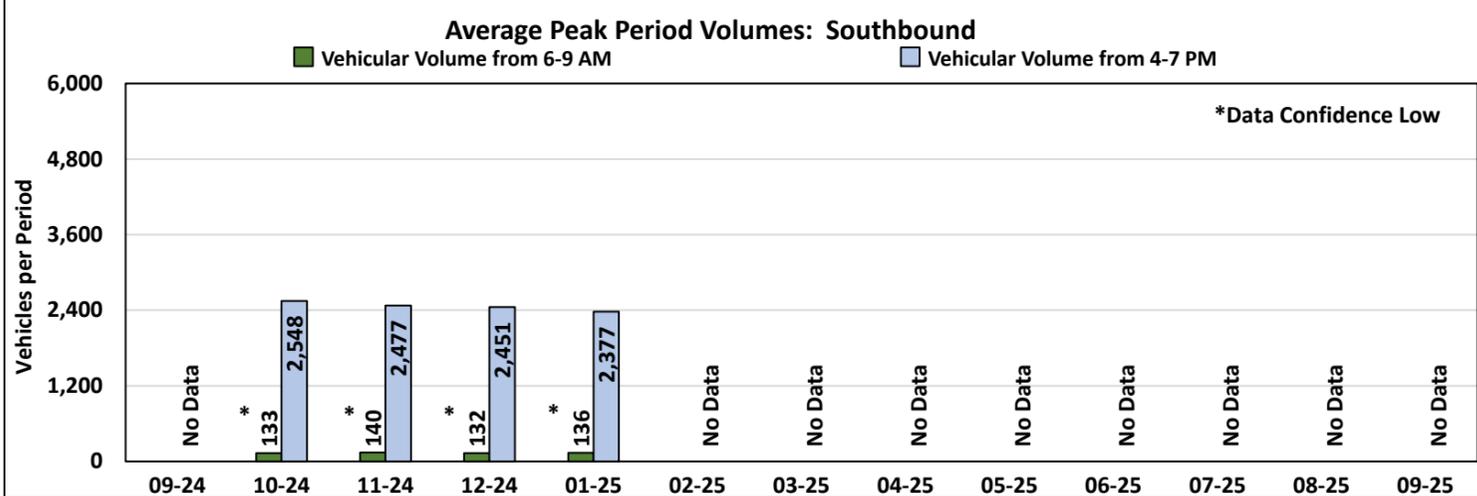
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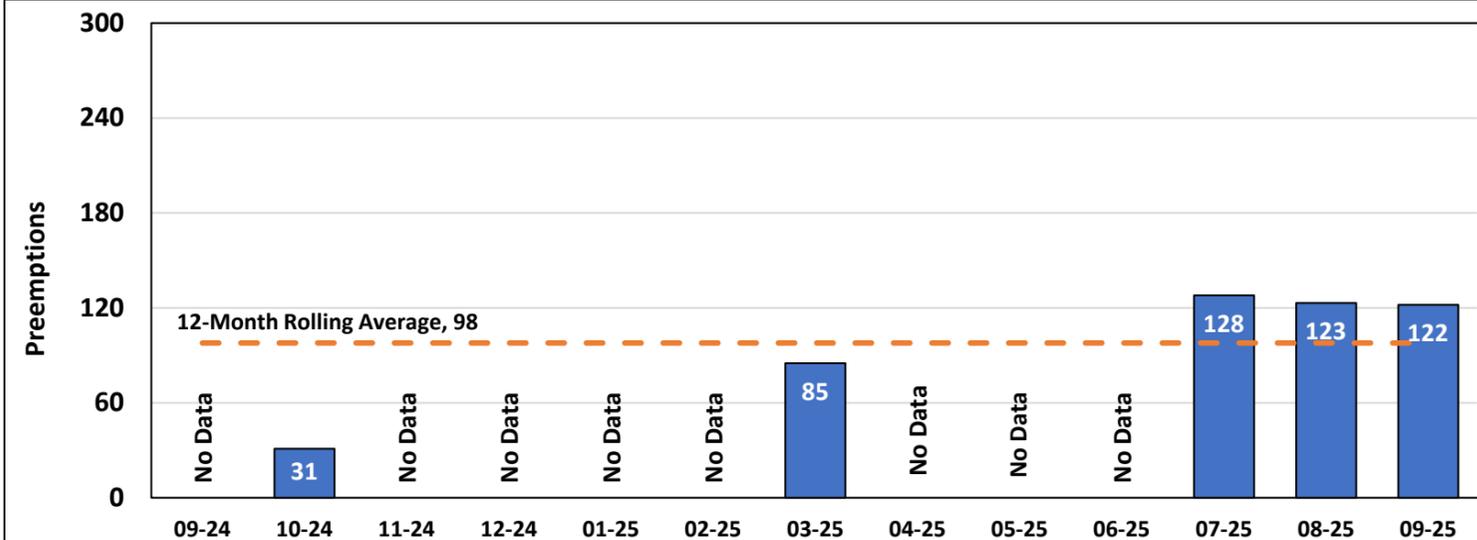
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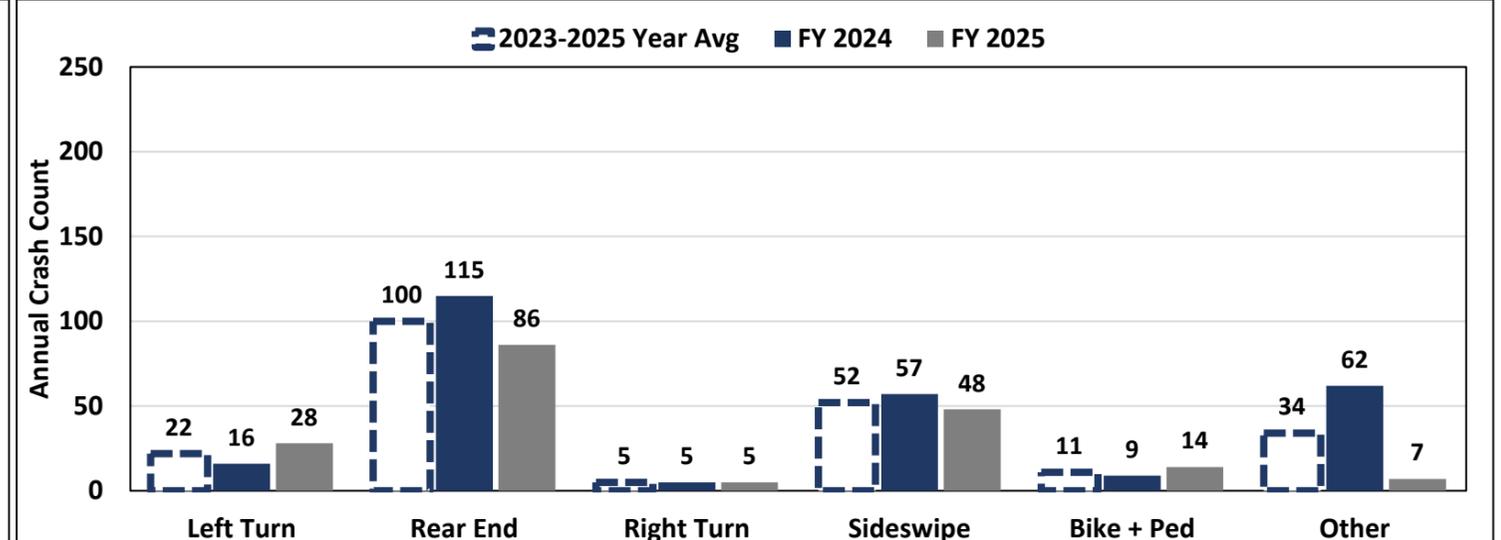
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Emergency Vehicle Preemption

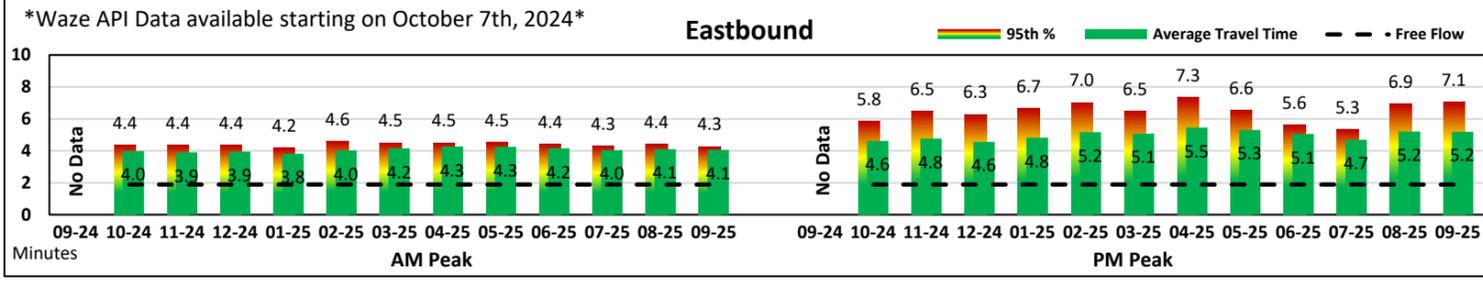


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

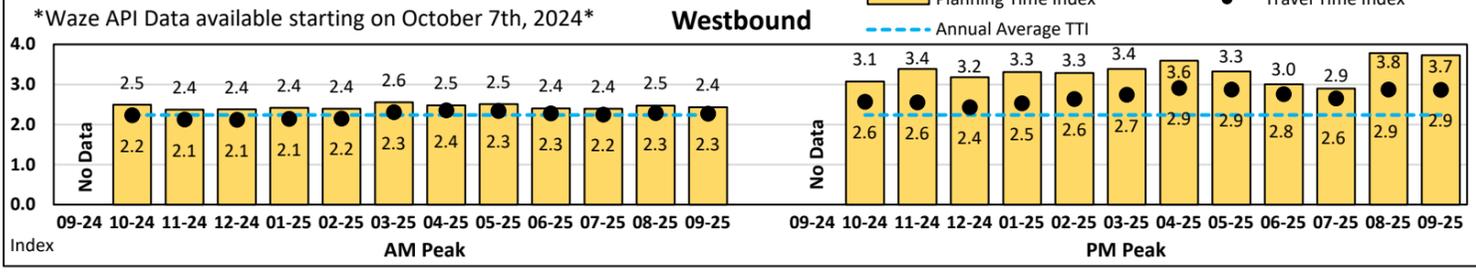
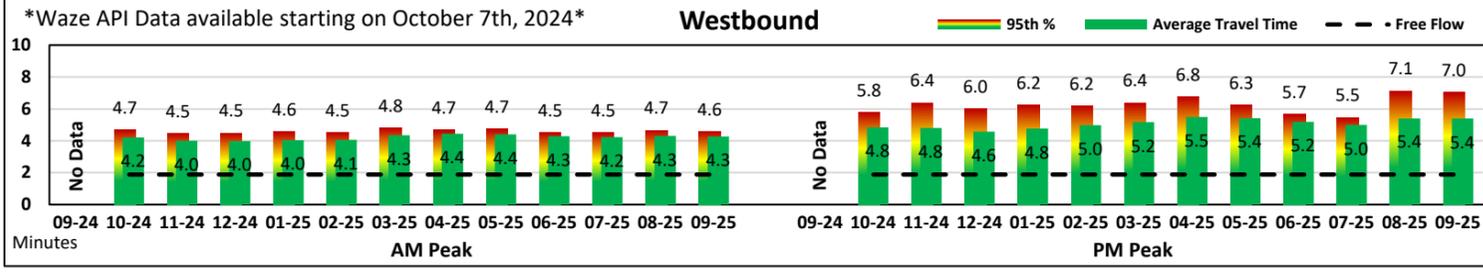
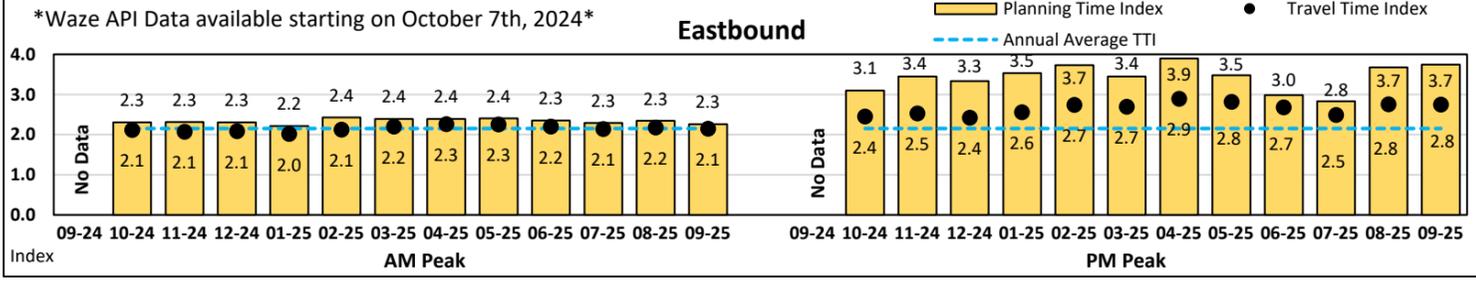




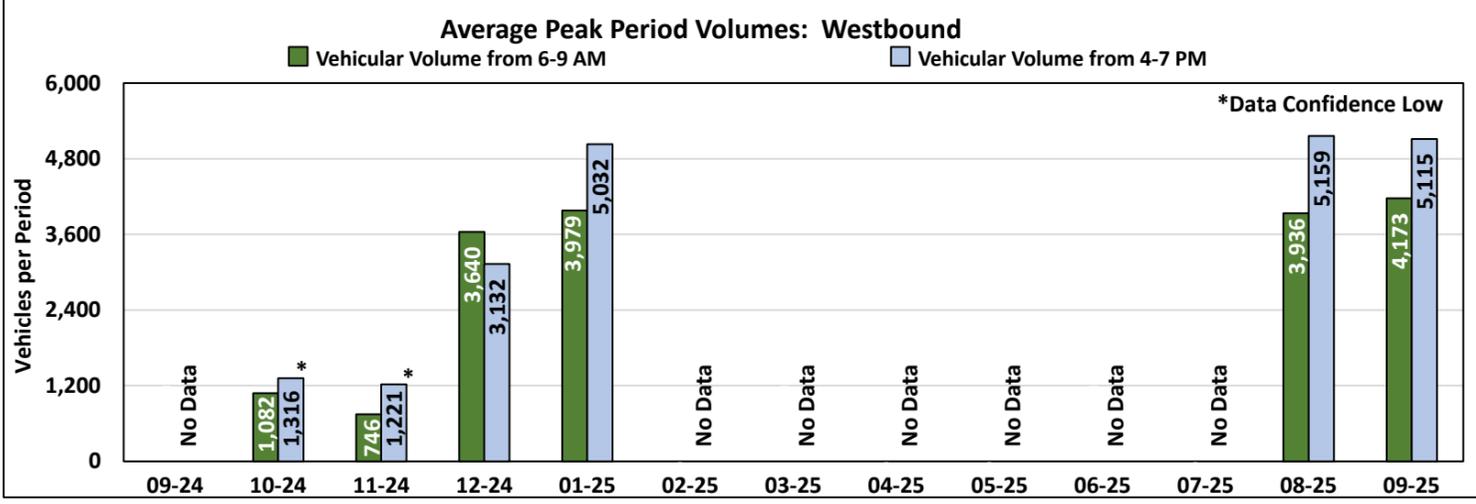
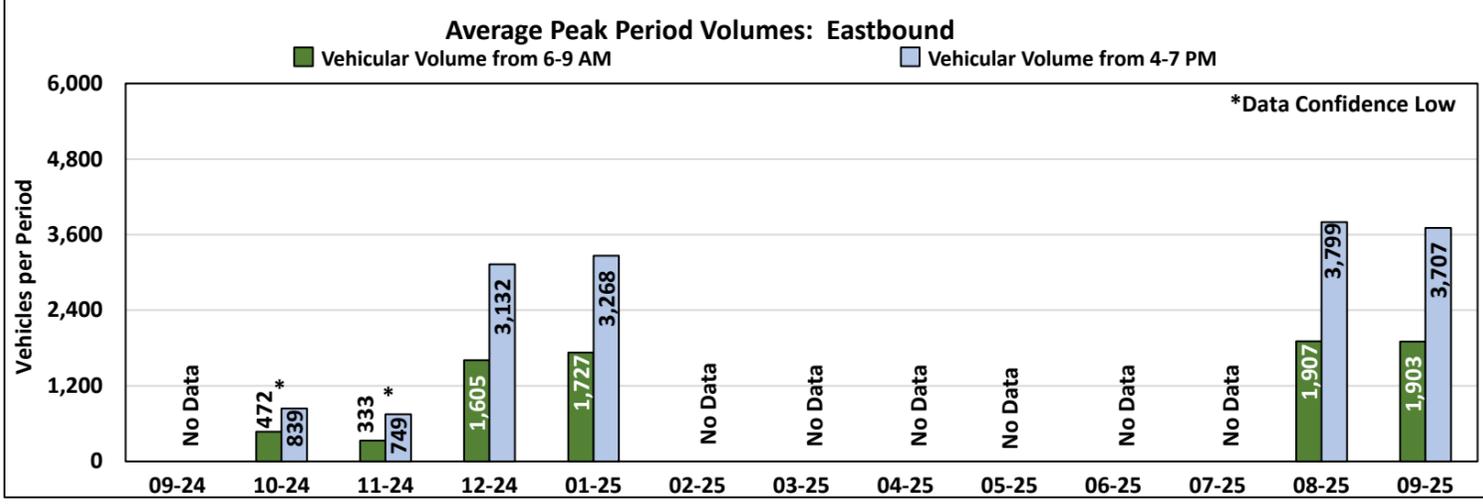
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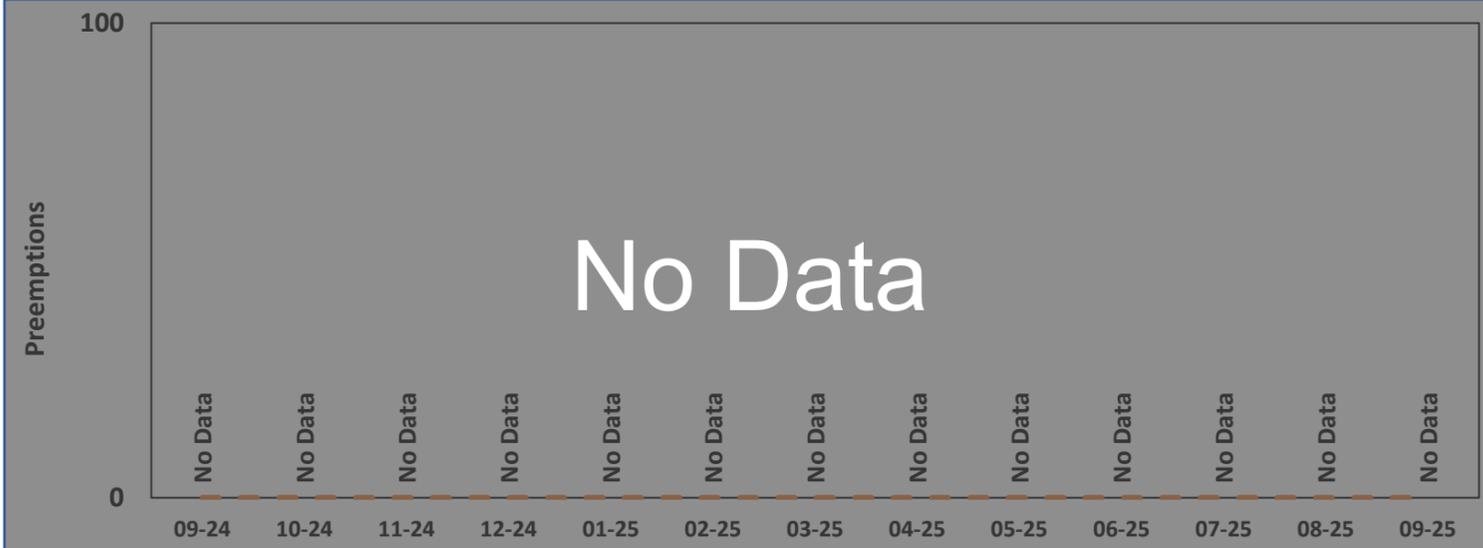
Corridor Travel Time Reliability Information



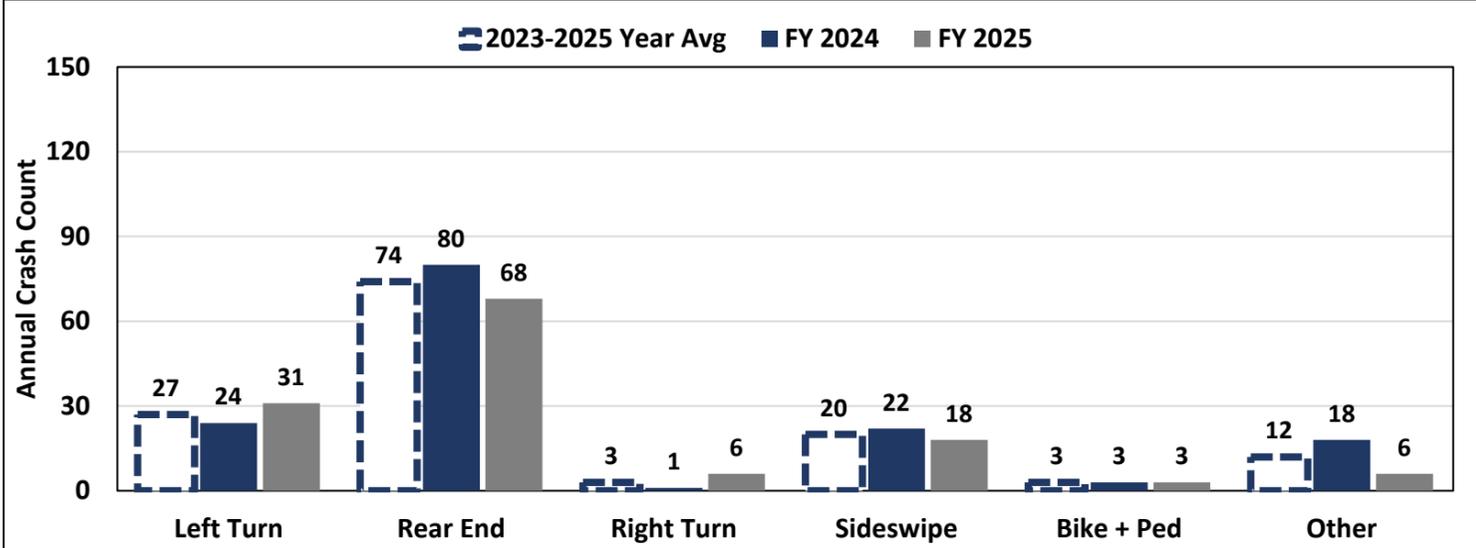
Corridor Volume Information



Emergency Vehicle Preemption



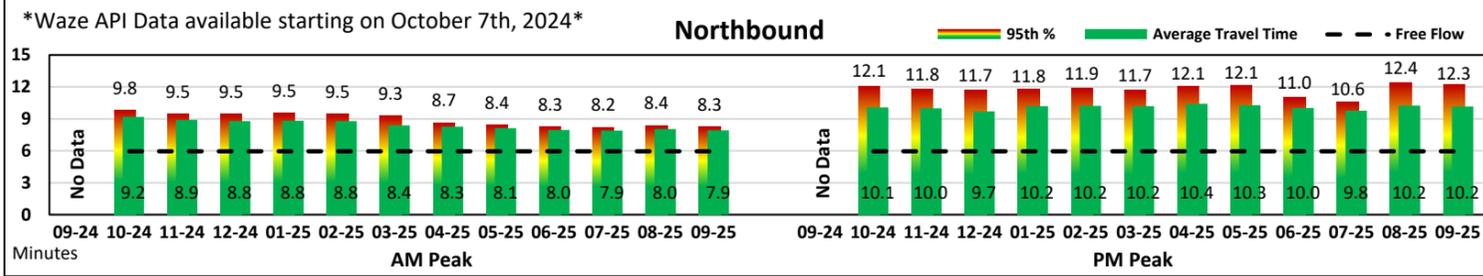
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



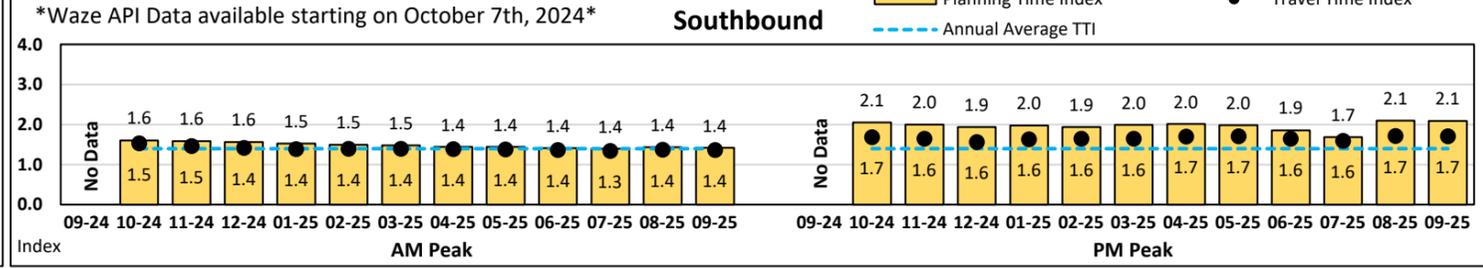
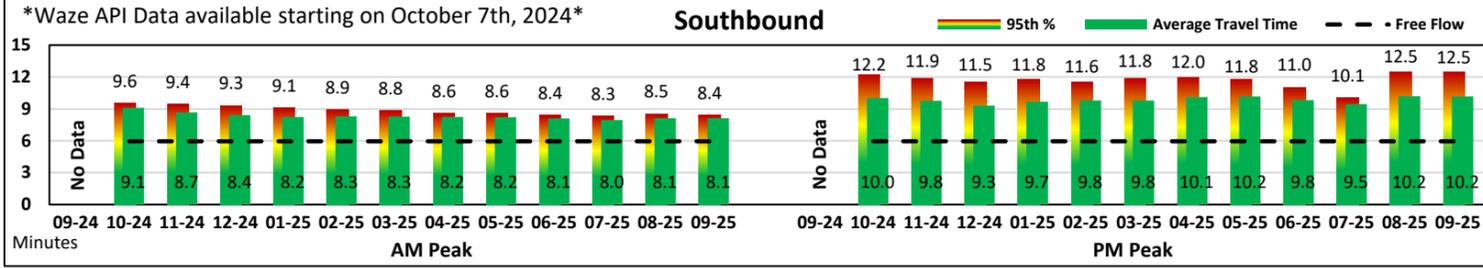
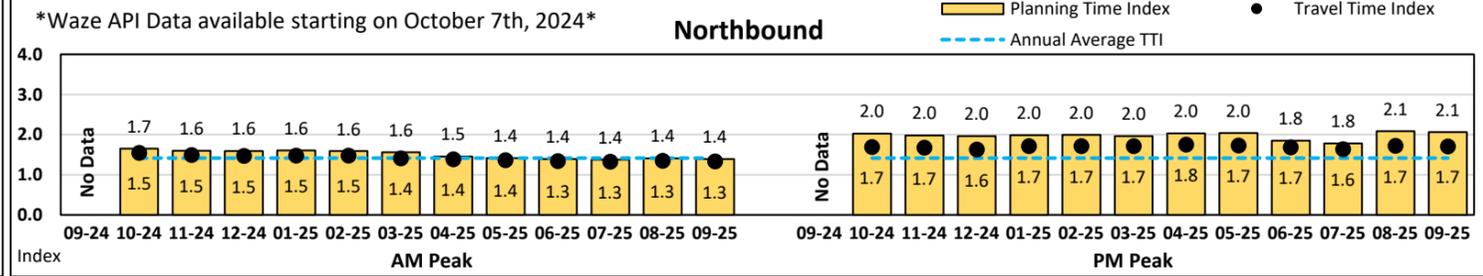


SR 426, North-South corridor from Loma Vista Pl. / Via Loma Pl. to SR 434/SR 419, 4.5 miles length, 10 traffic signals

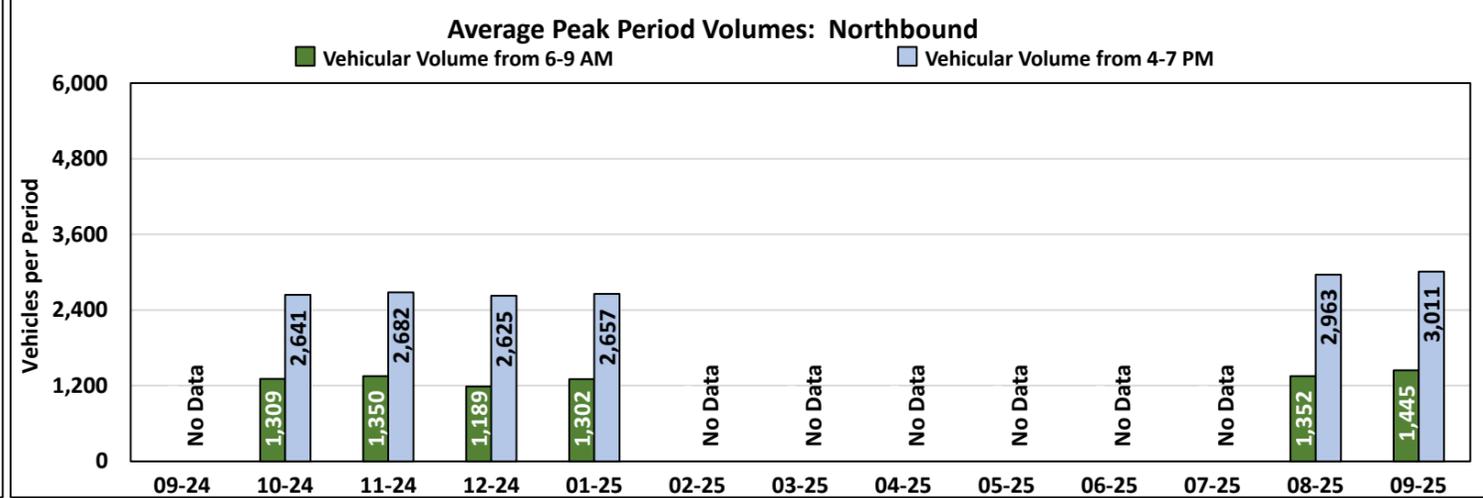
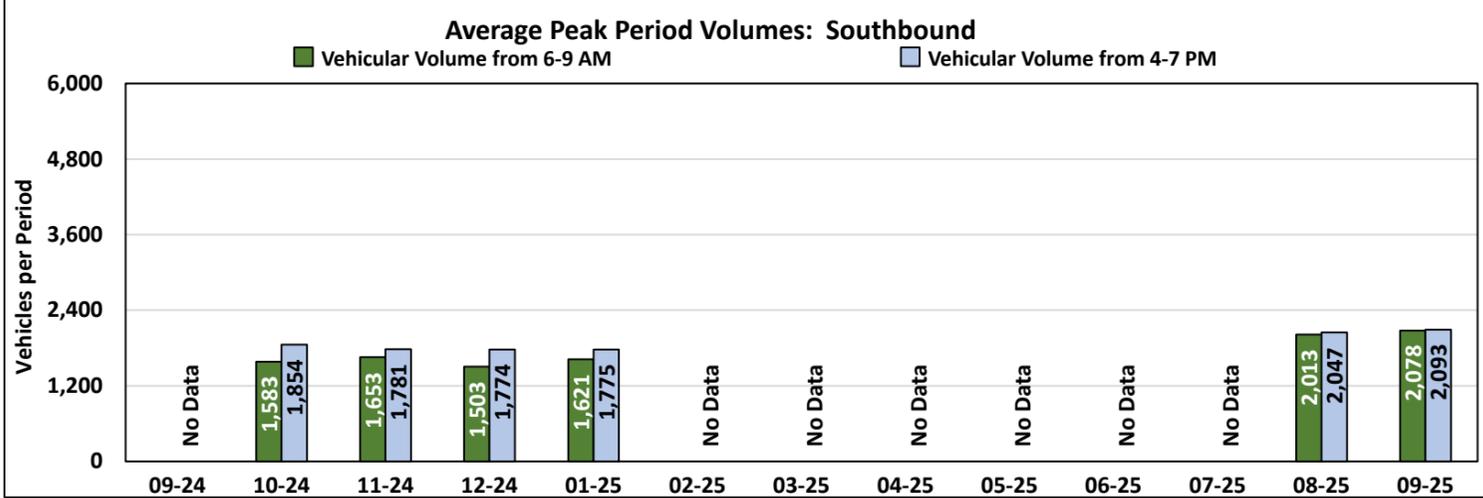
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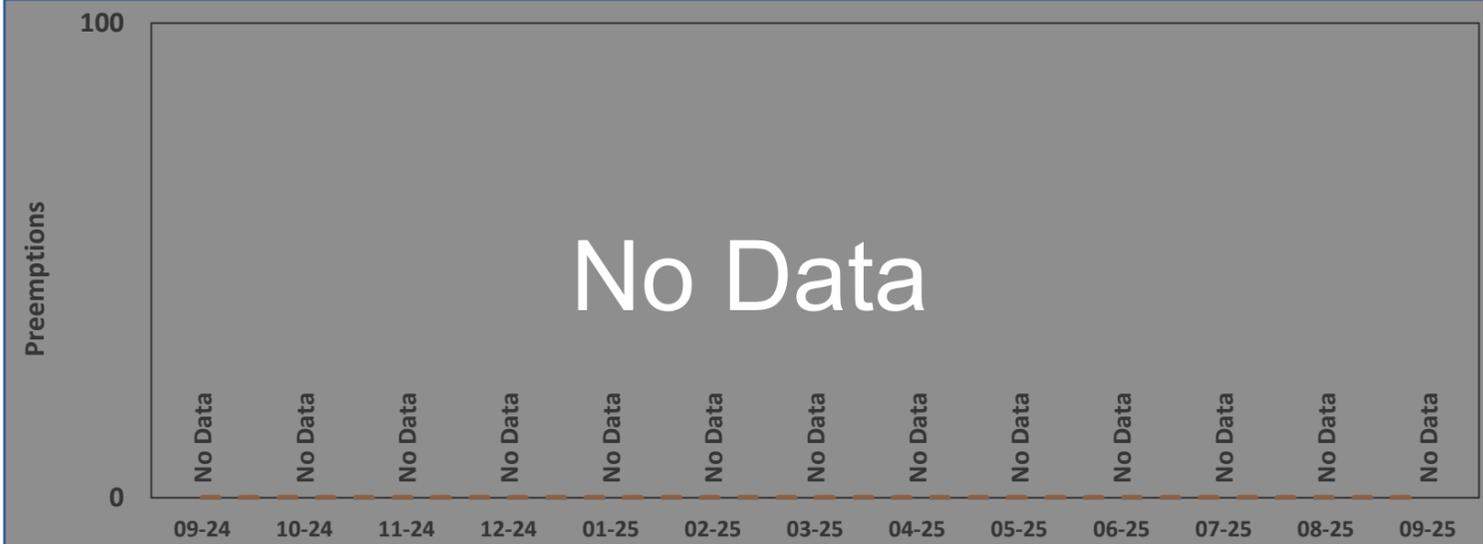
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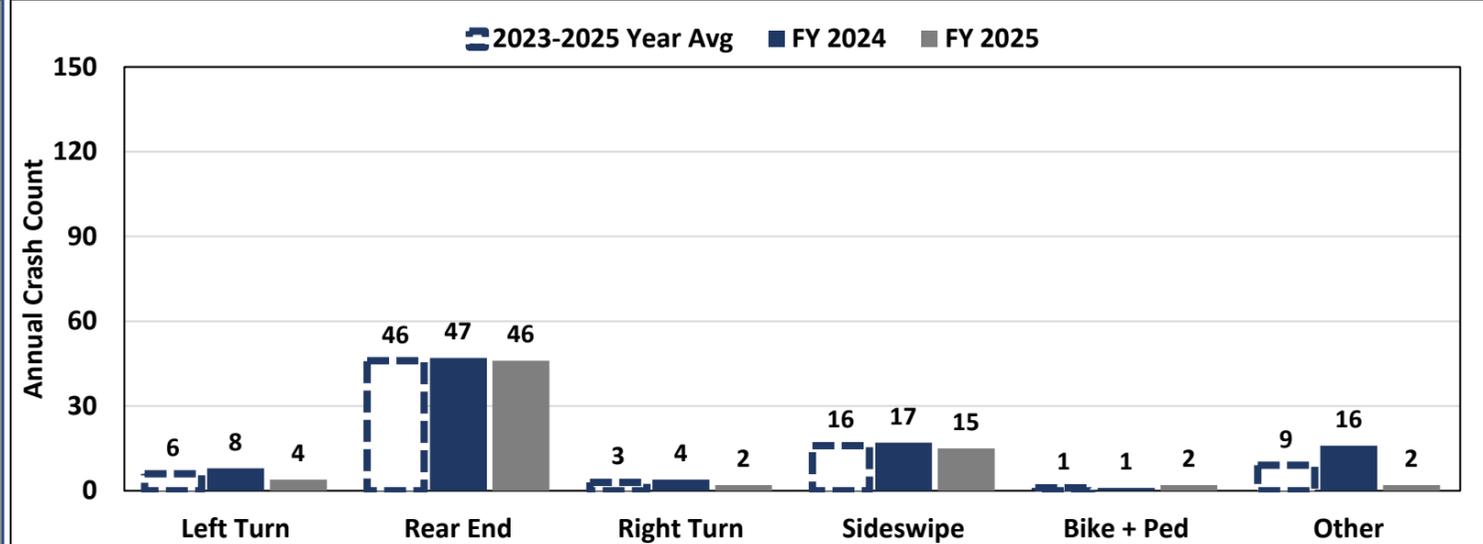
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Emergency Vehicle Preemption



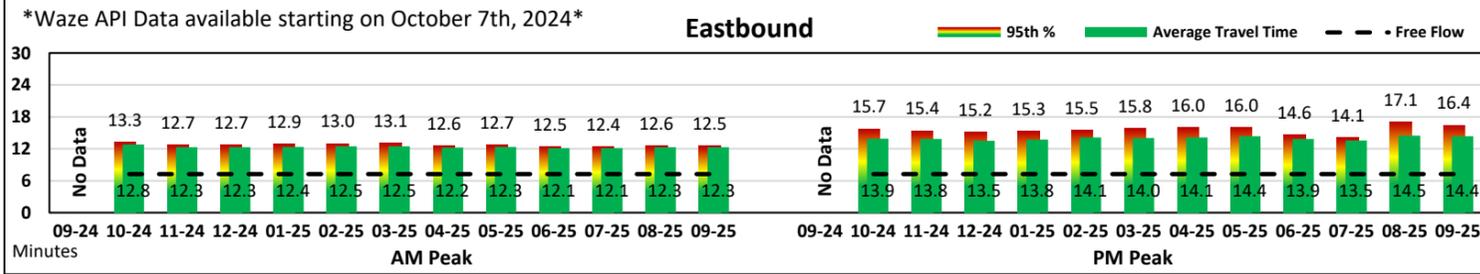
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



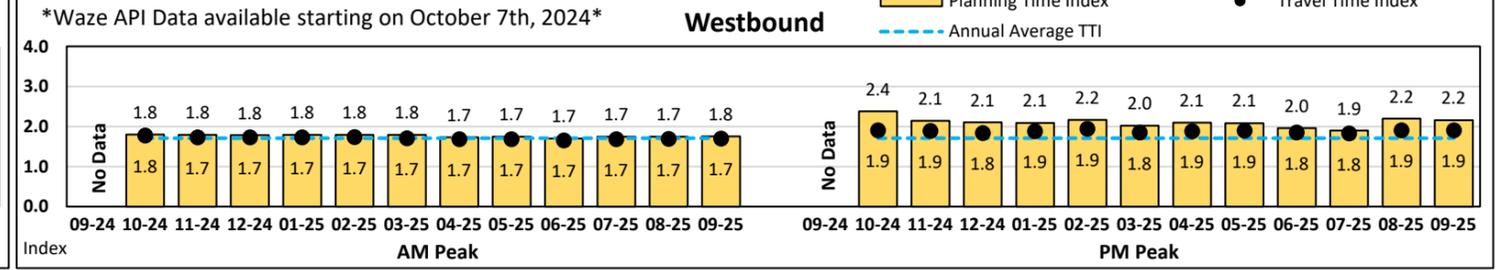
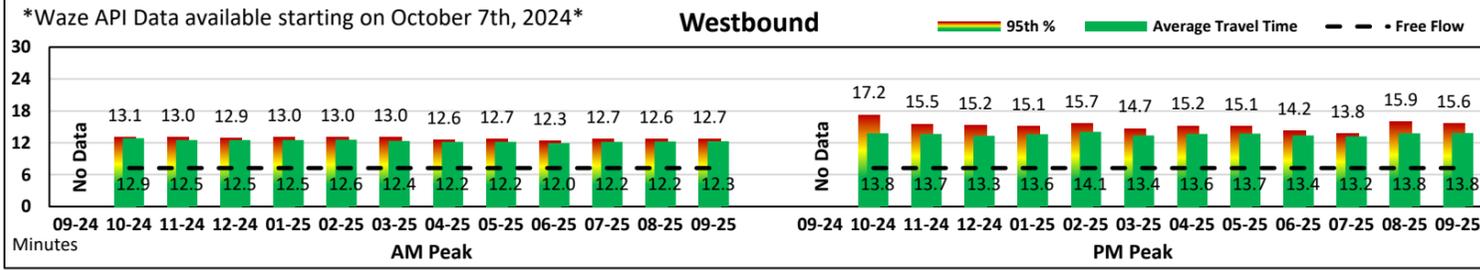
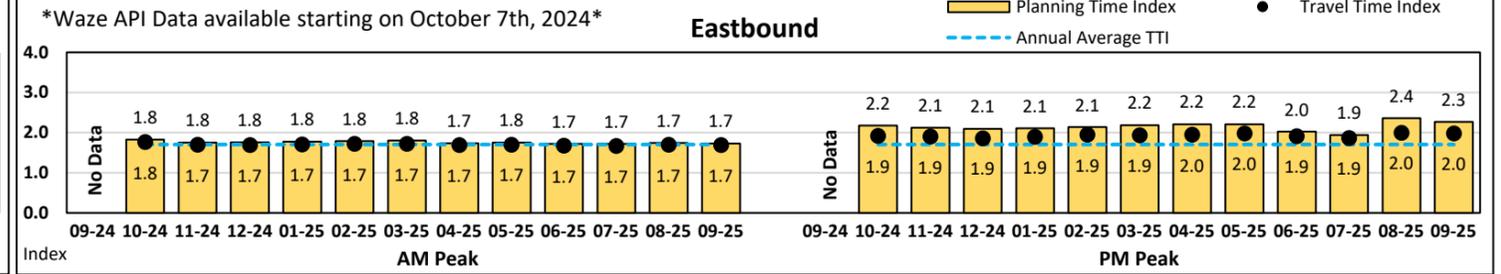


SR 434, East-West corridor from Sun Shadow Dr. to Franklin St., 8.4 miles length, 19 traffic signals

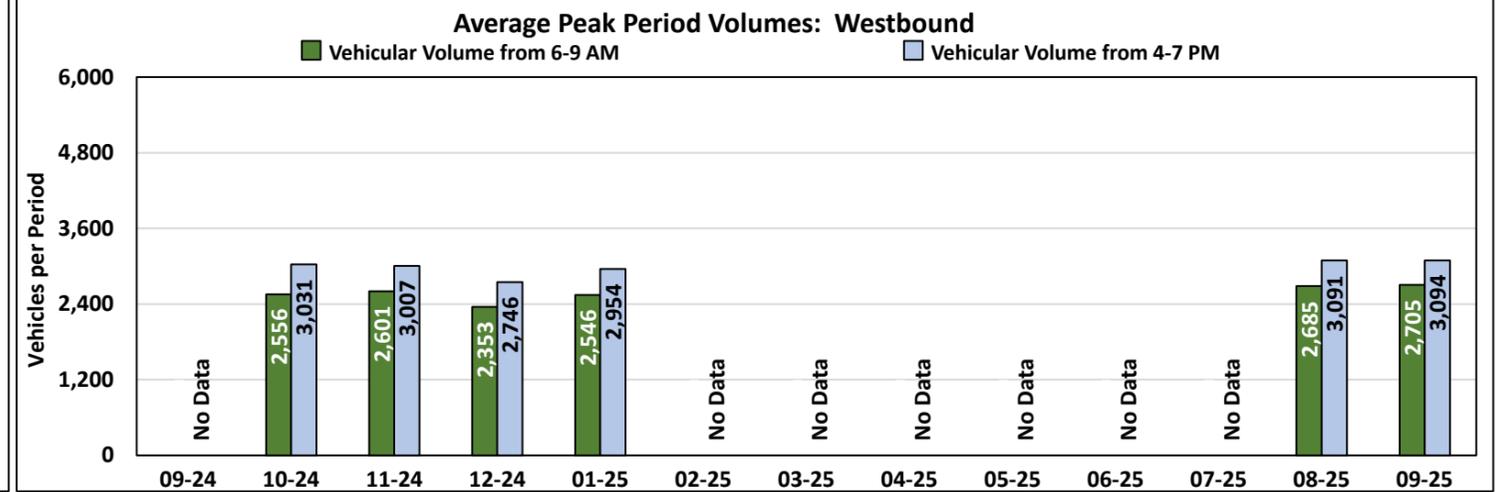
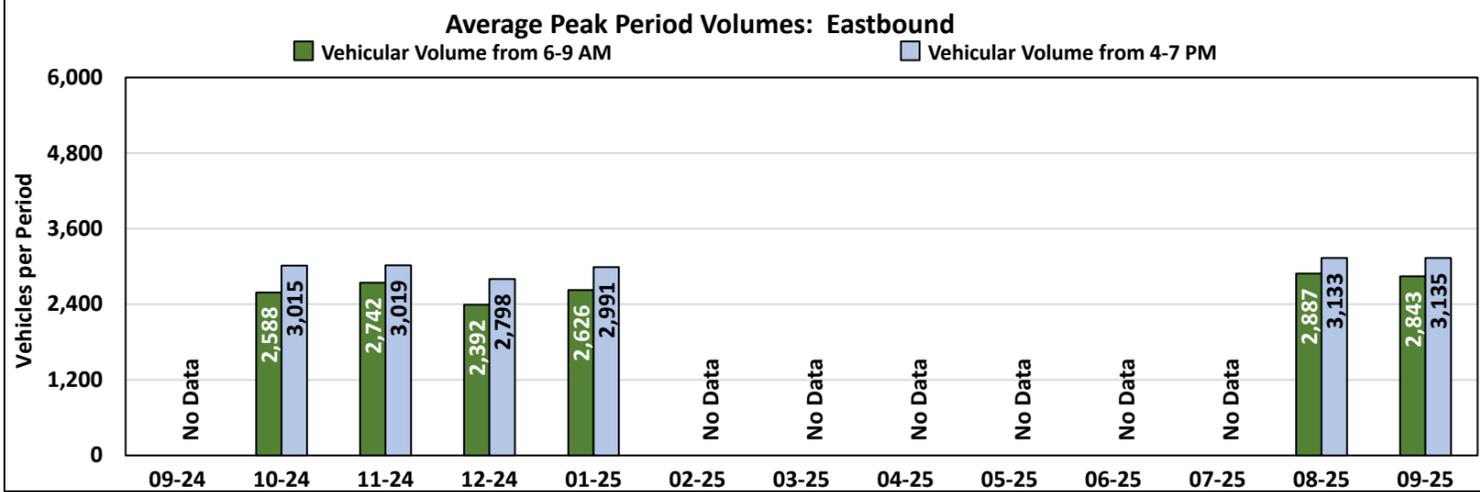
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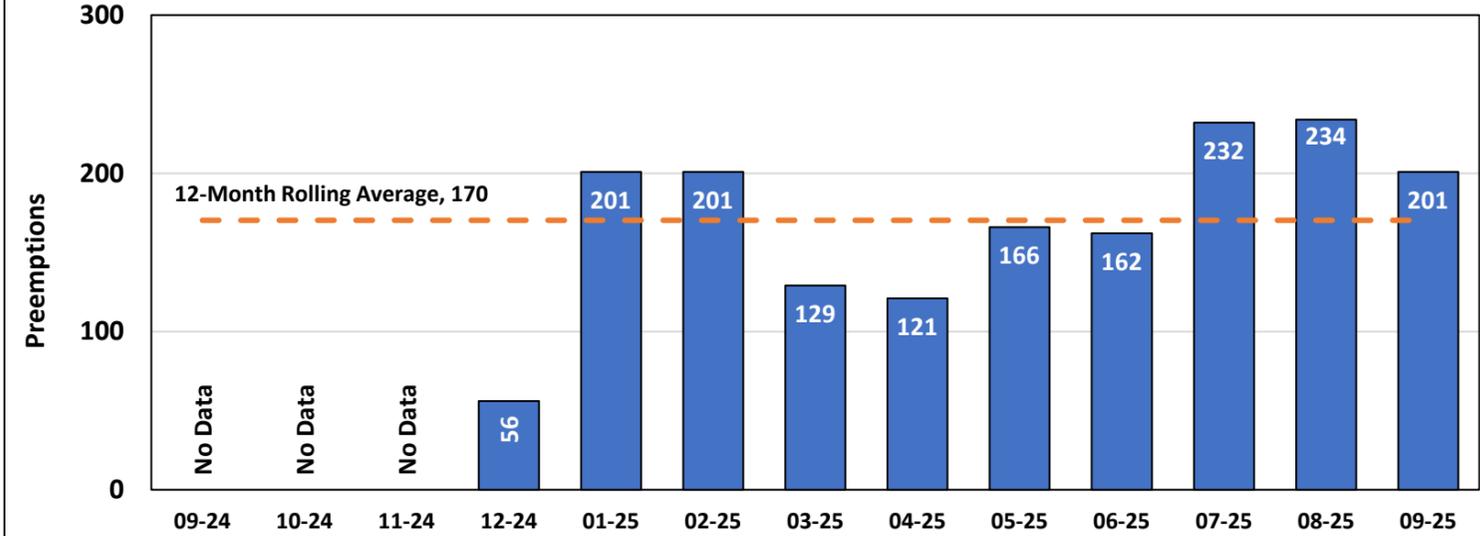
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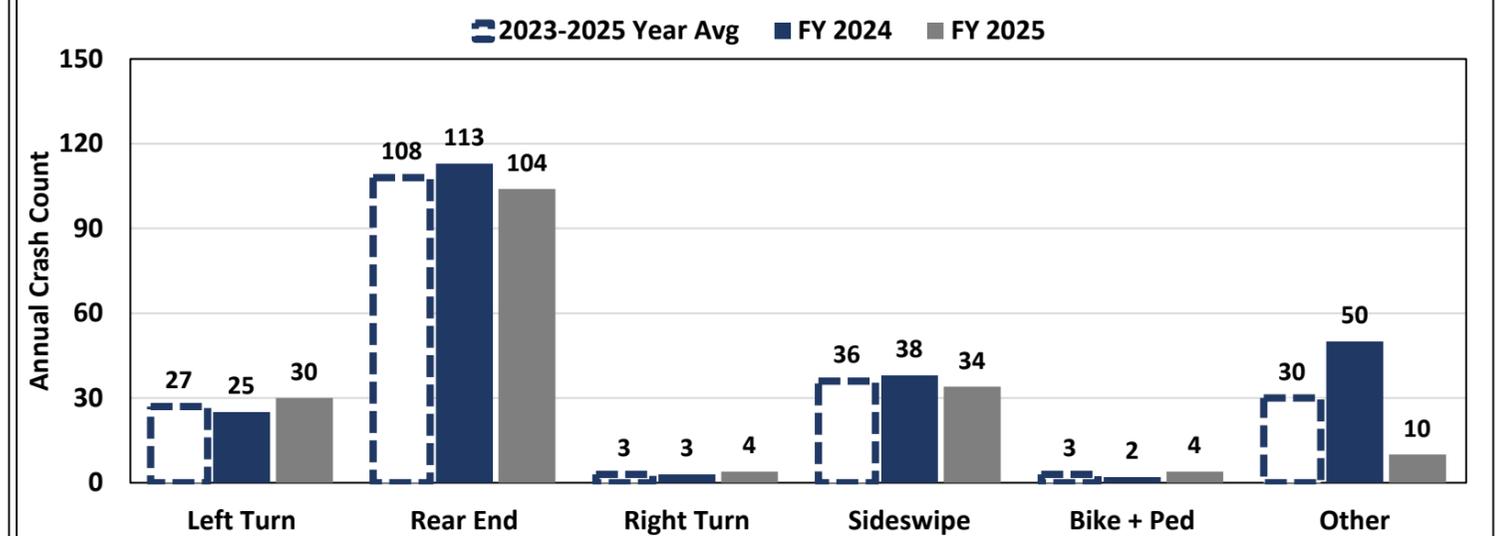
Corridor Volume Information



Emergency Vehicle Preemption

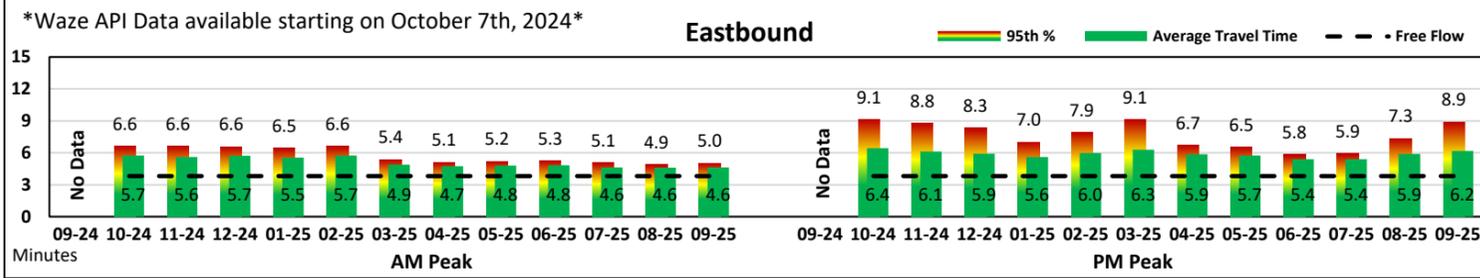


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

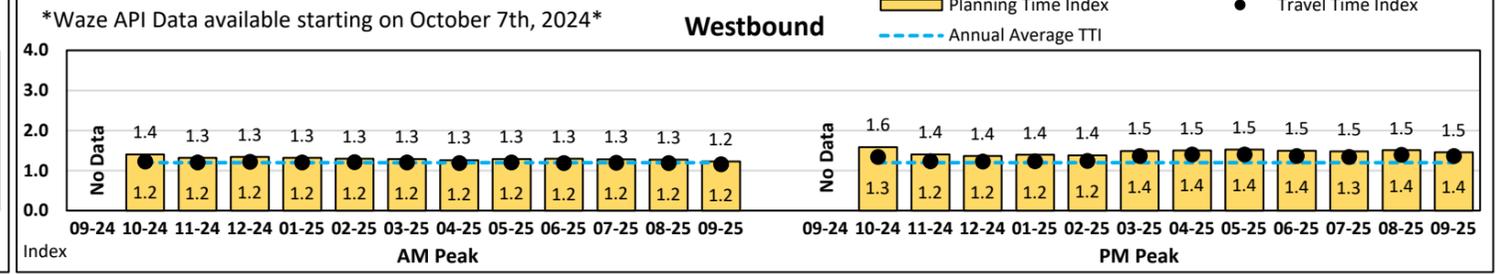
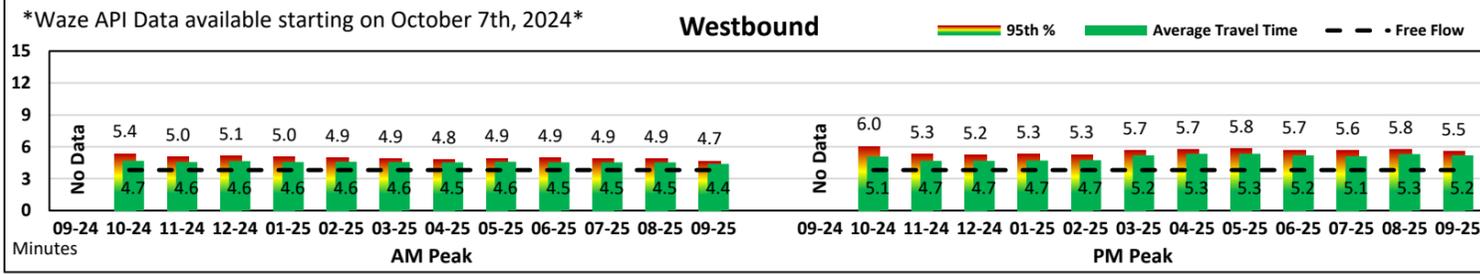
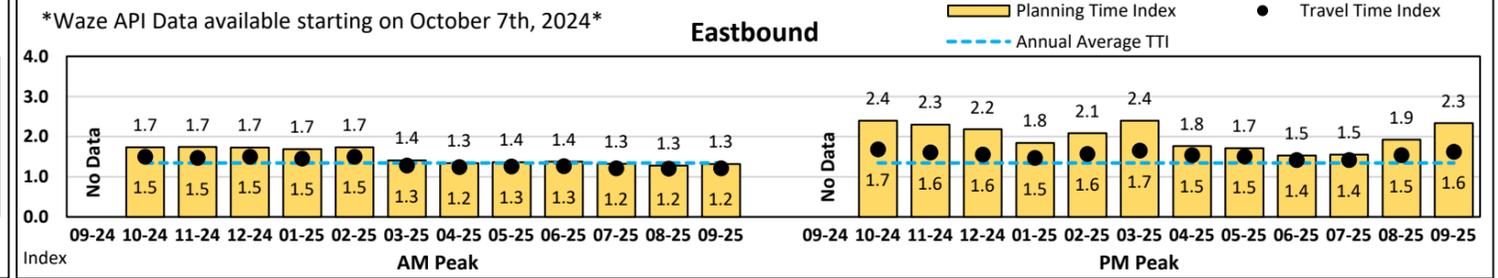




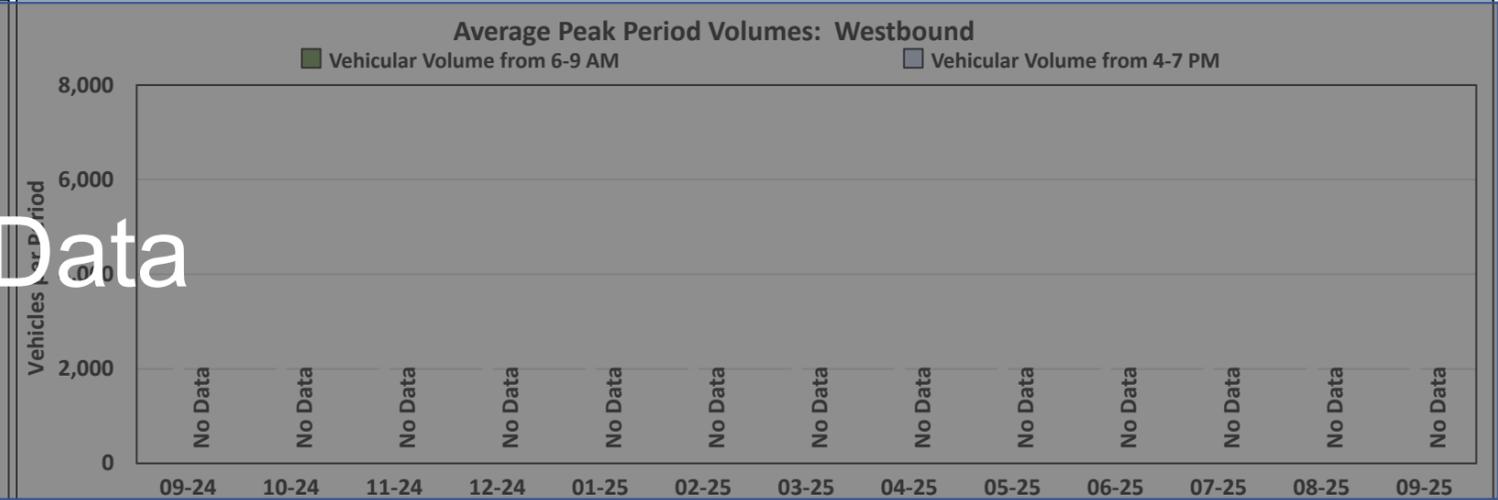
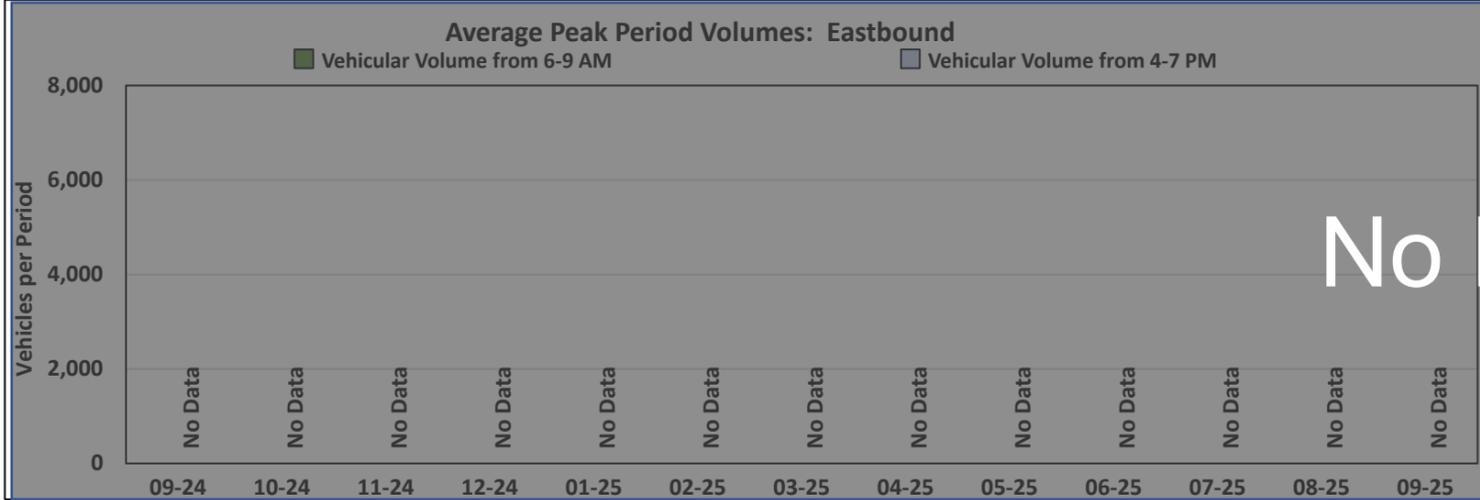
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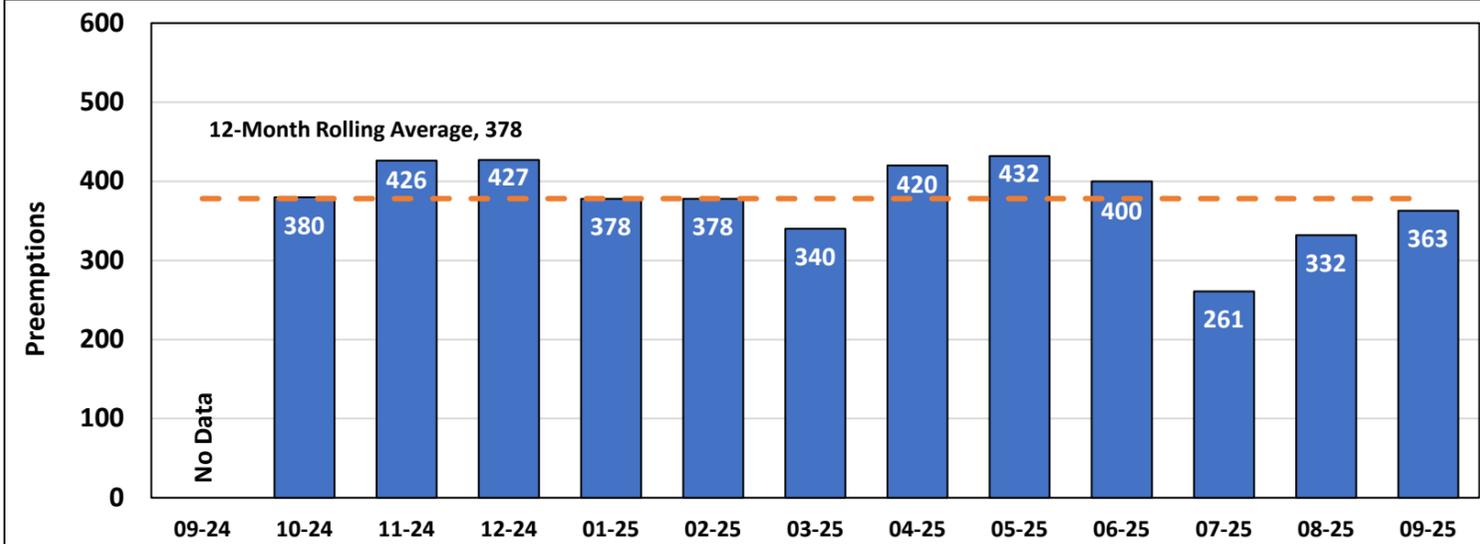
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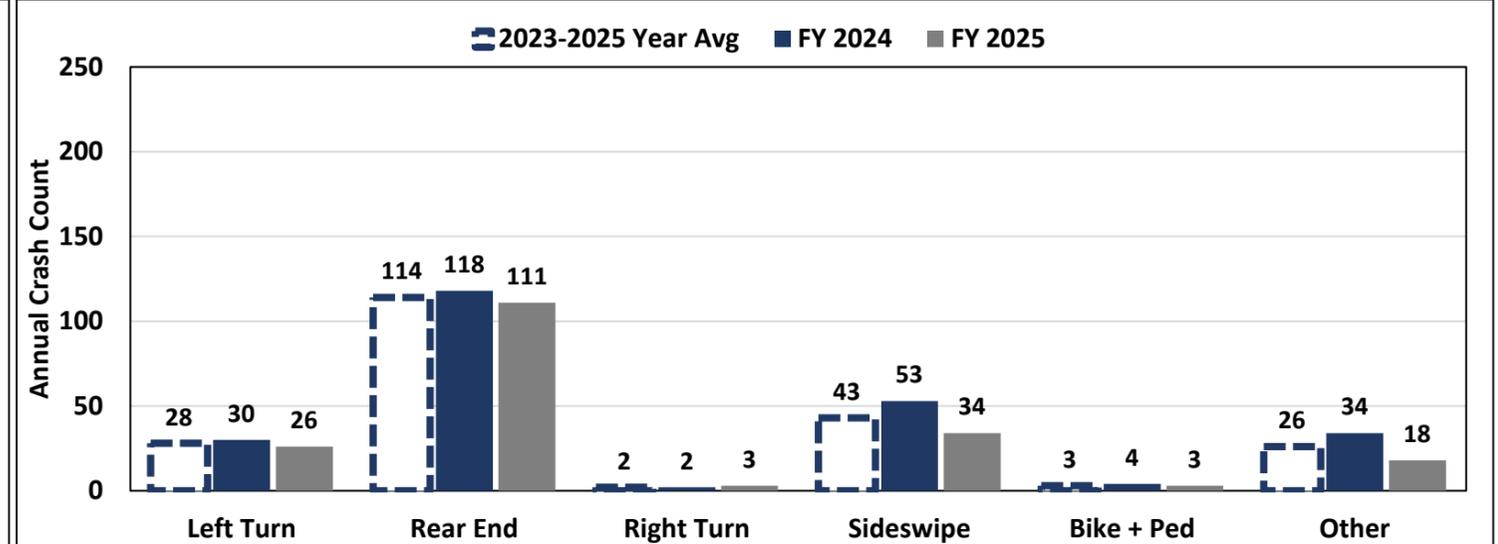
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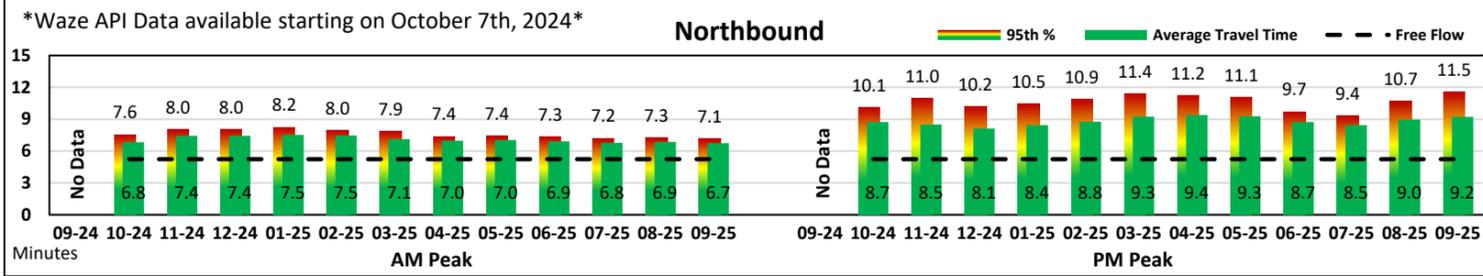


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

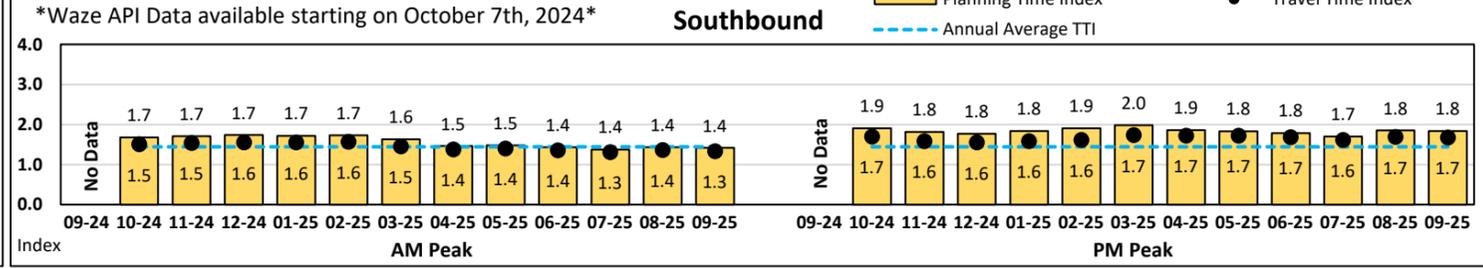
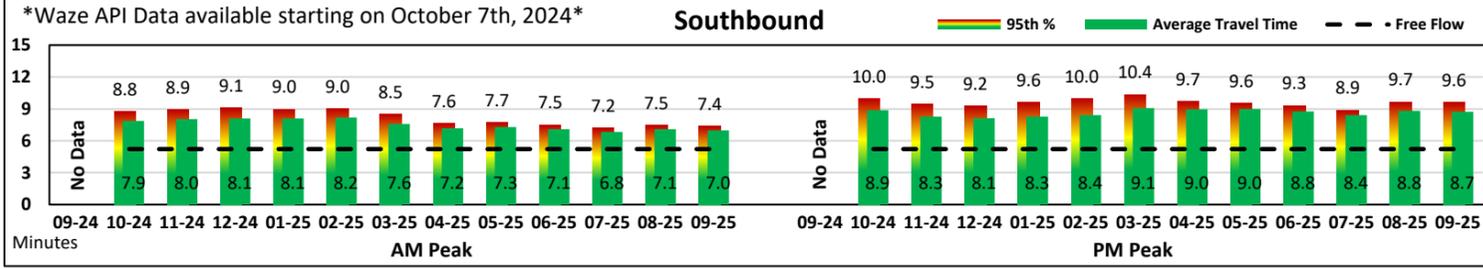
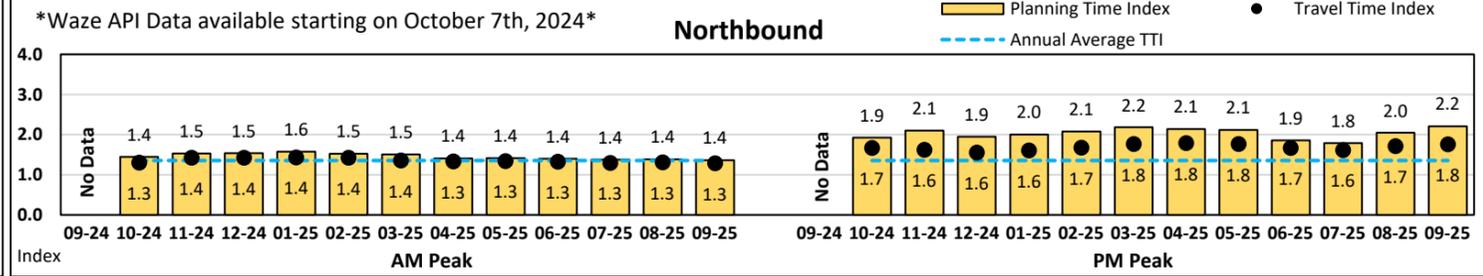




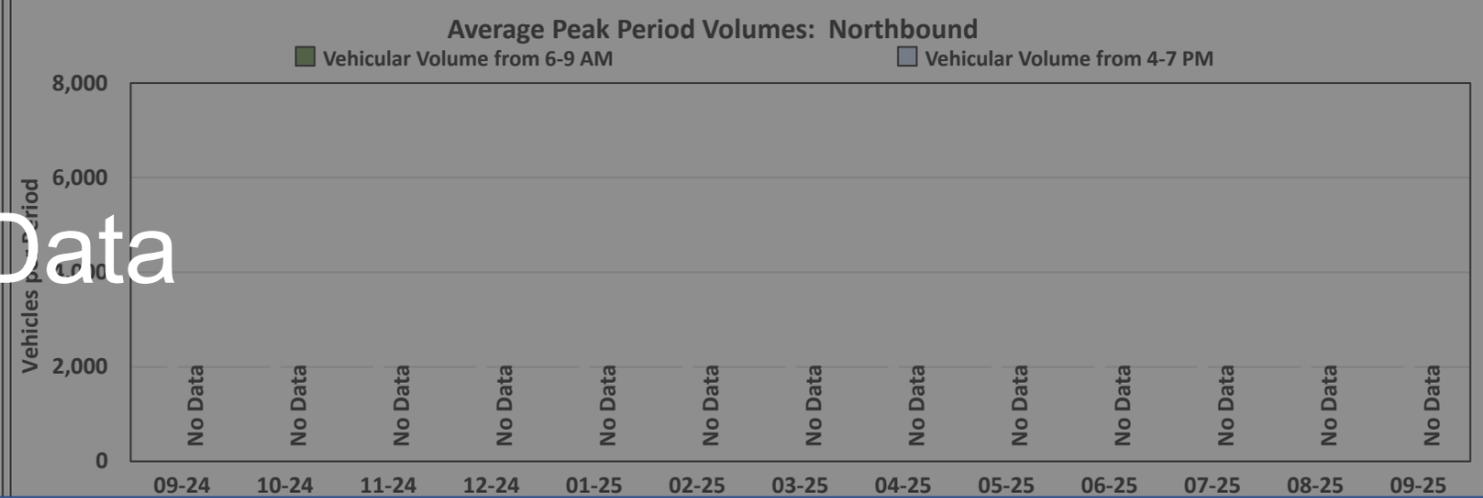
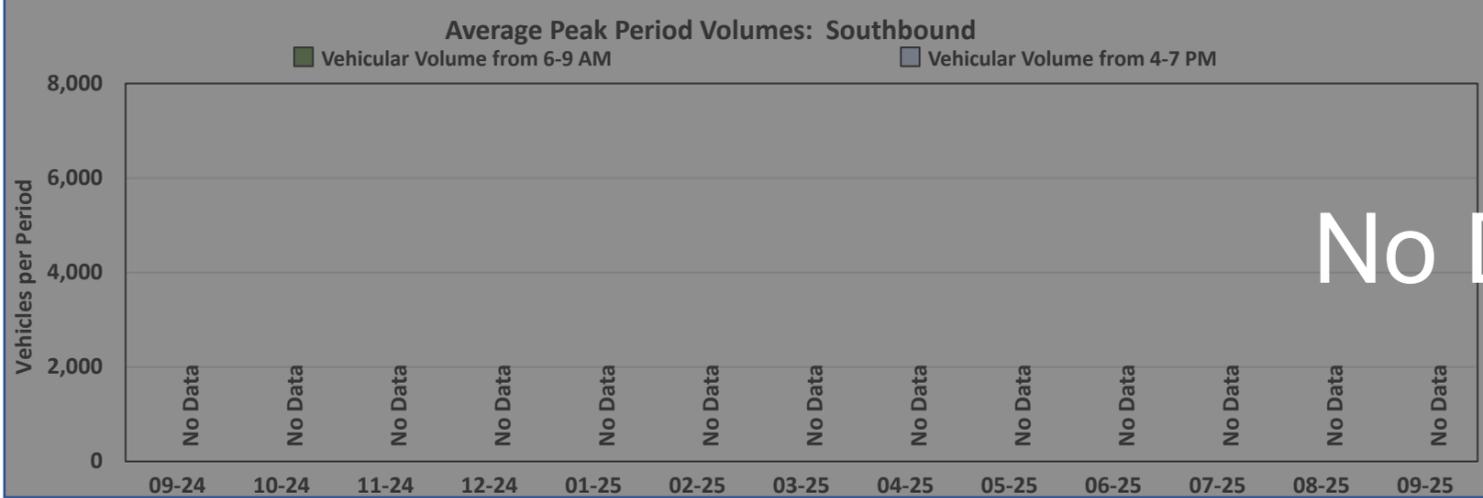
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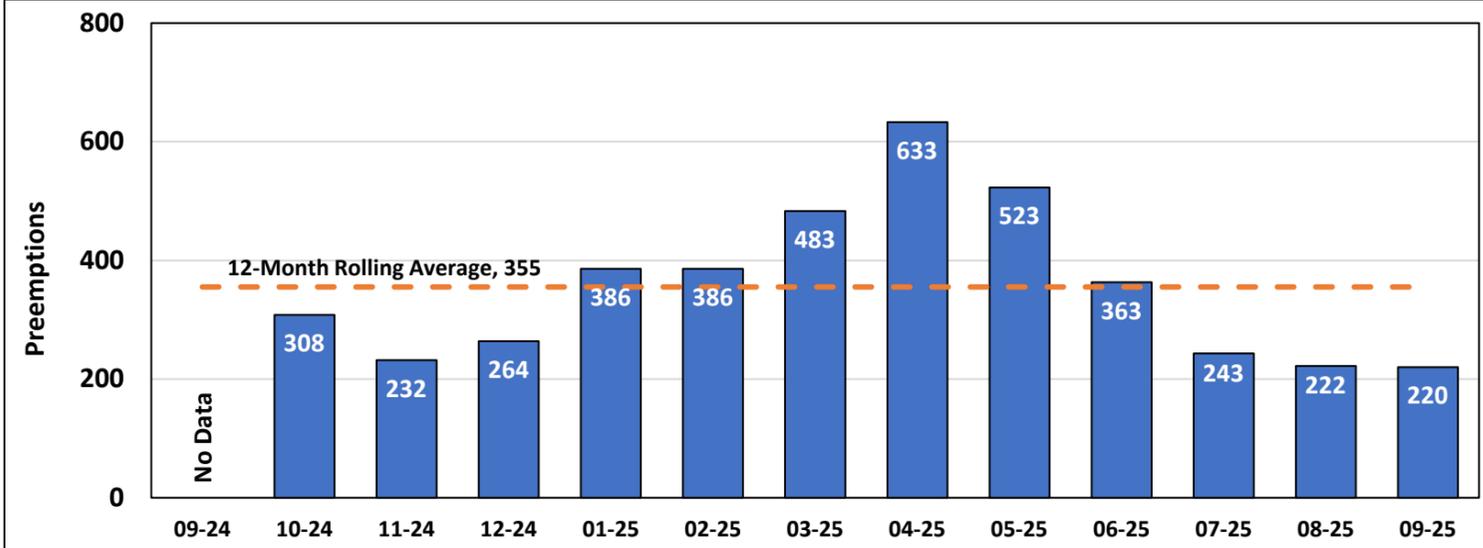
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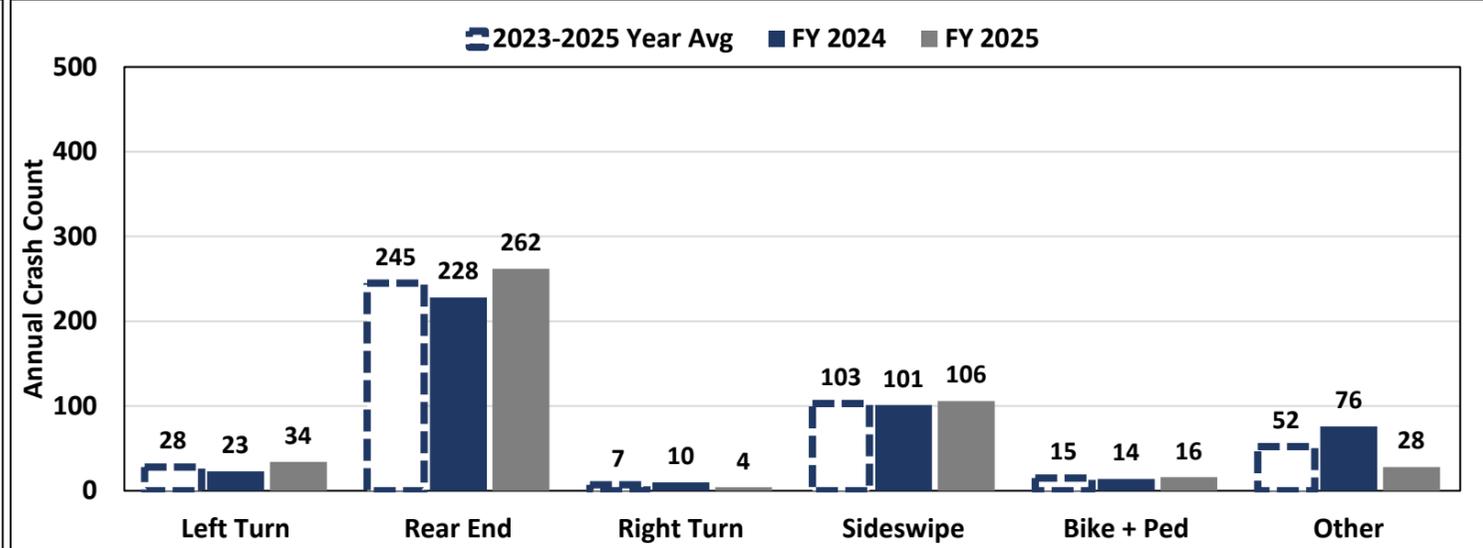
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Emergency Vehicle Preemption



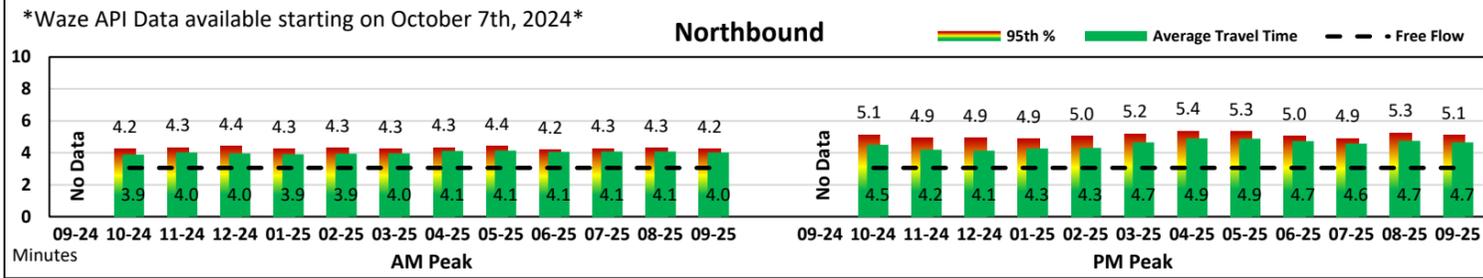
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



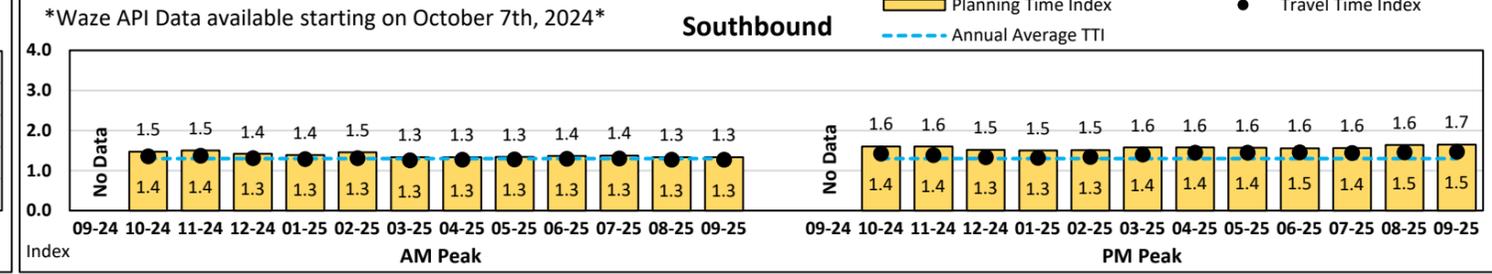
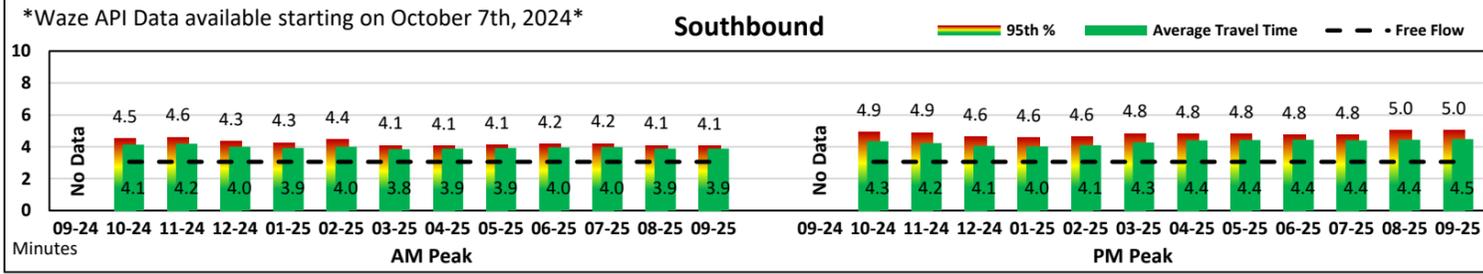
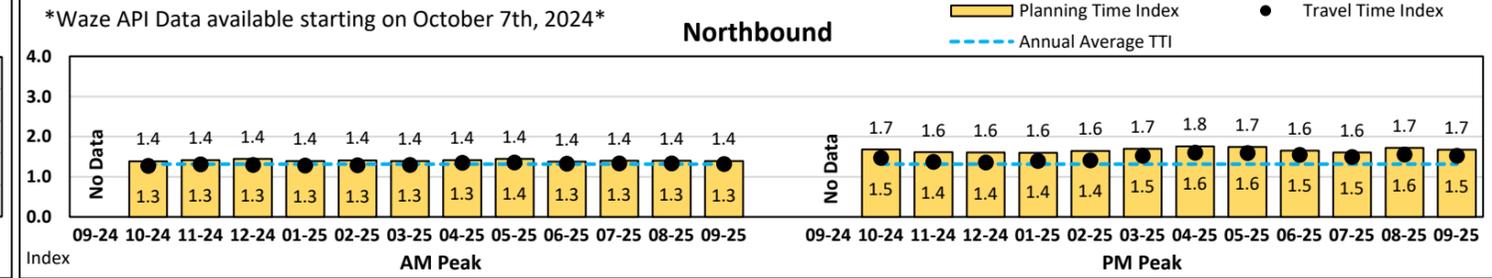


SR 434, North-South corridor from Alexandria Blvd. to Palm Valley Rd., 2.8 miles length, 5 traffic signals

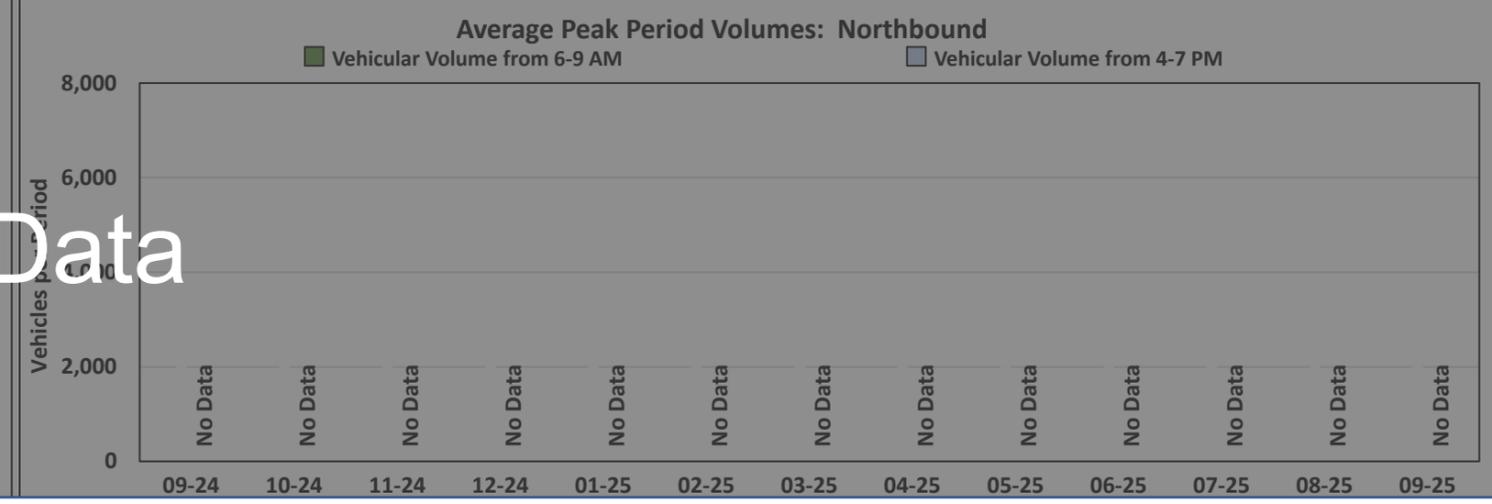
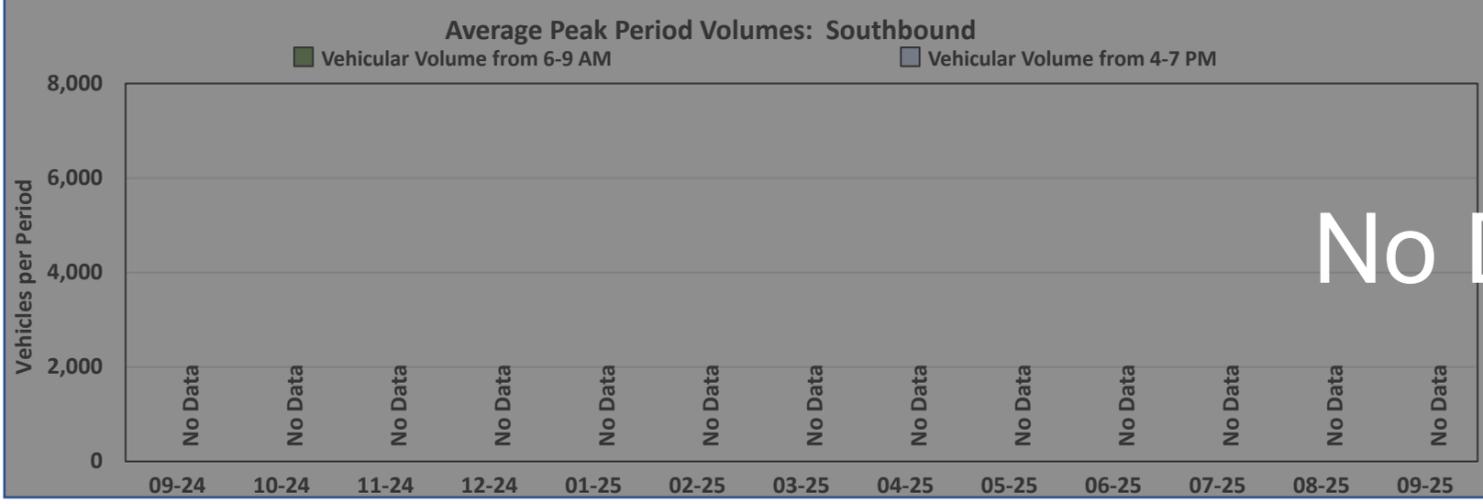
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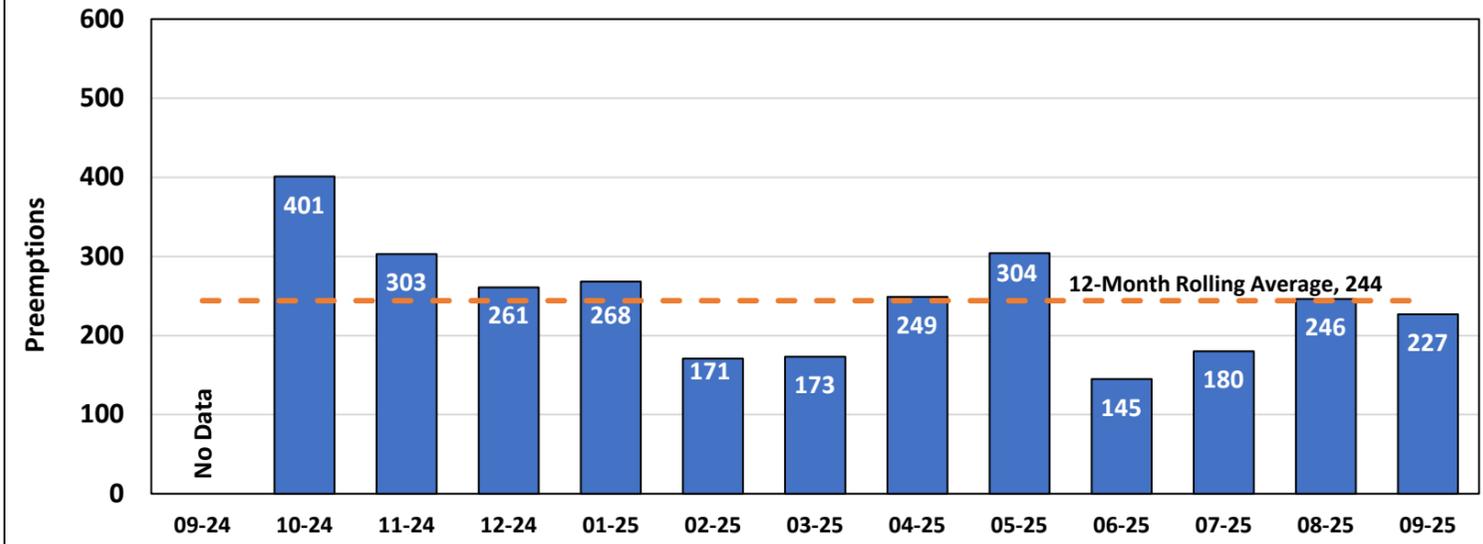
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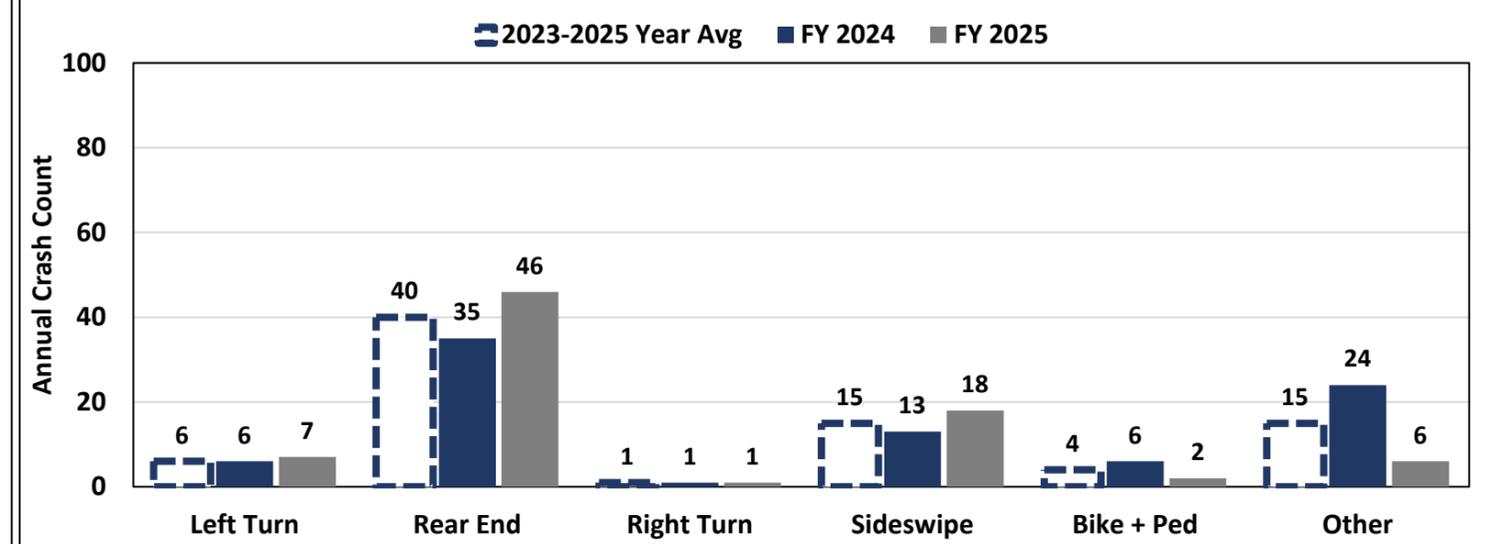
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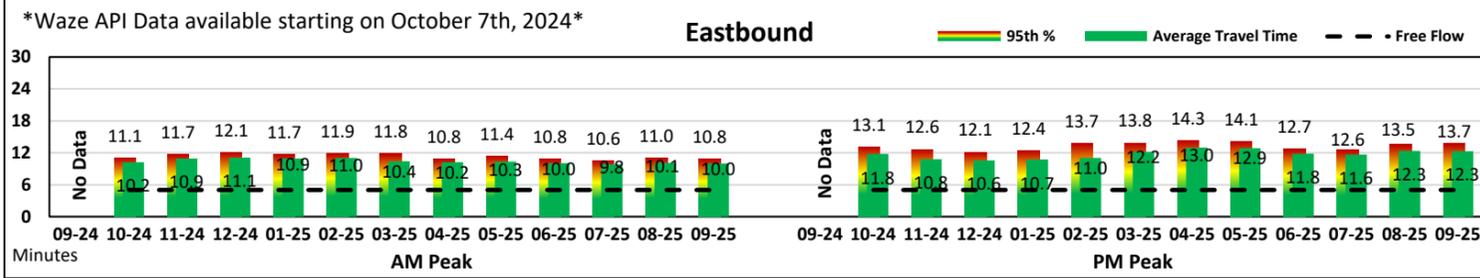


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

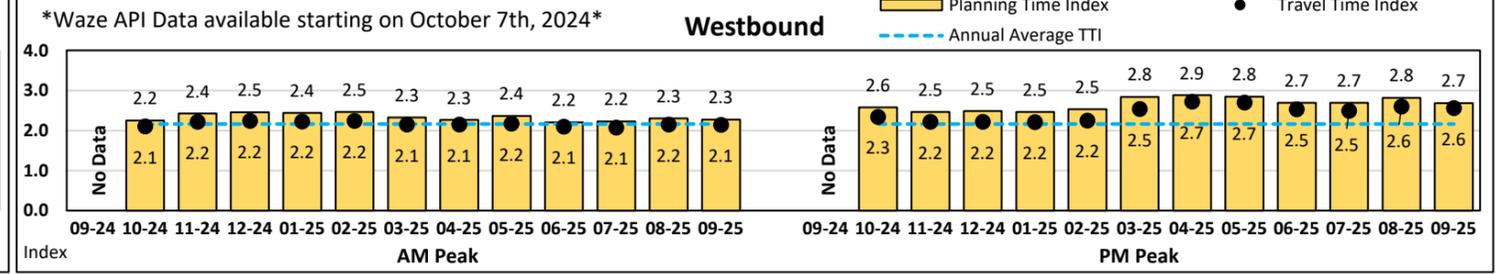
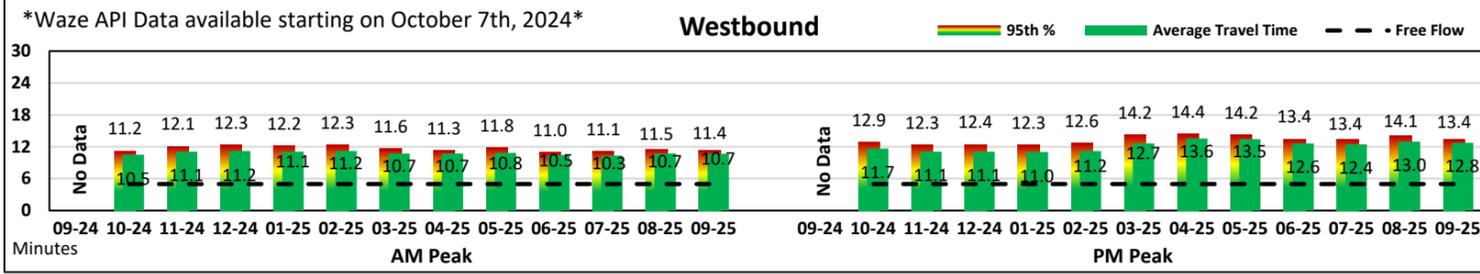
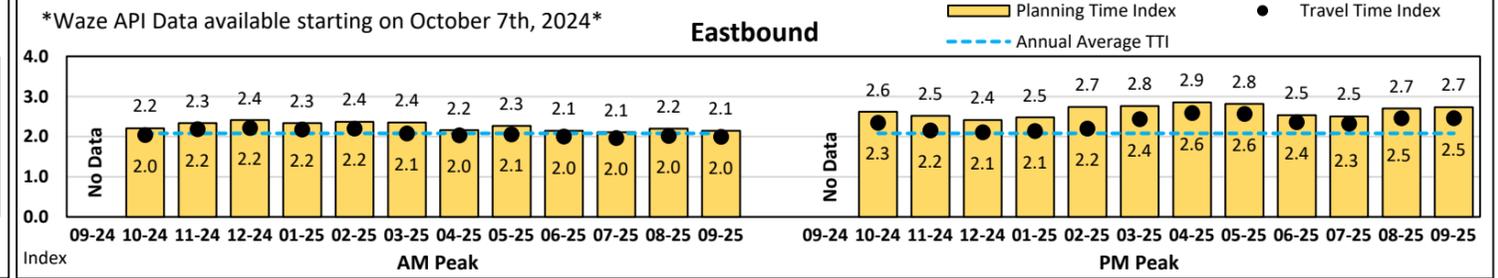




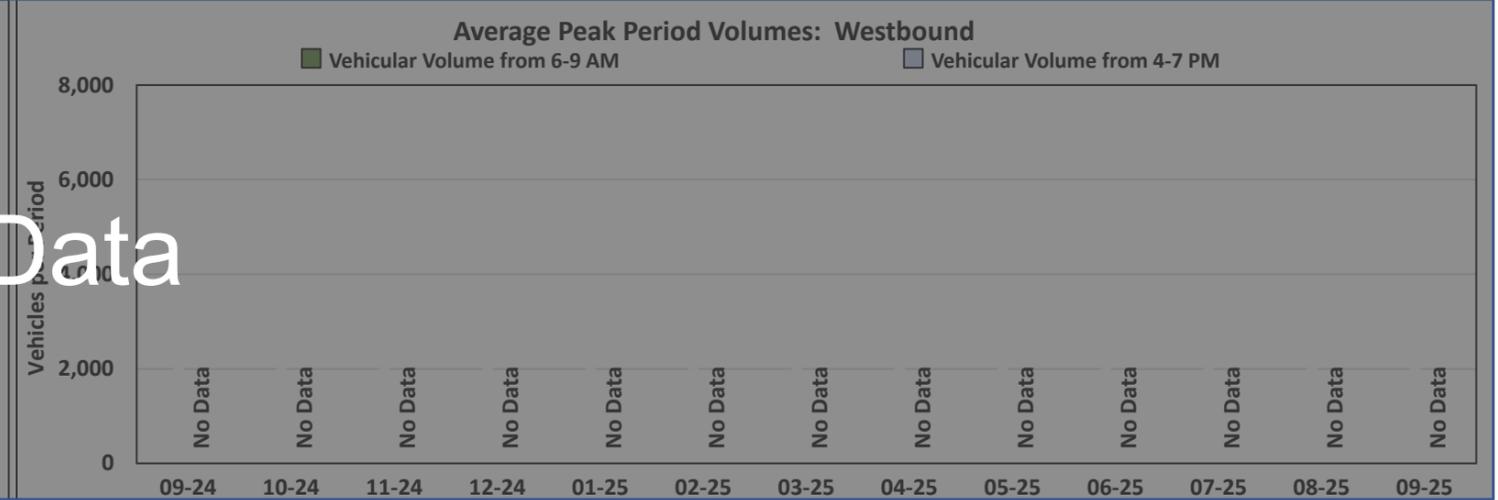
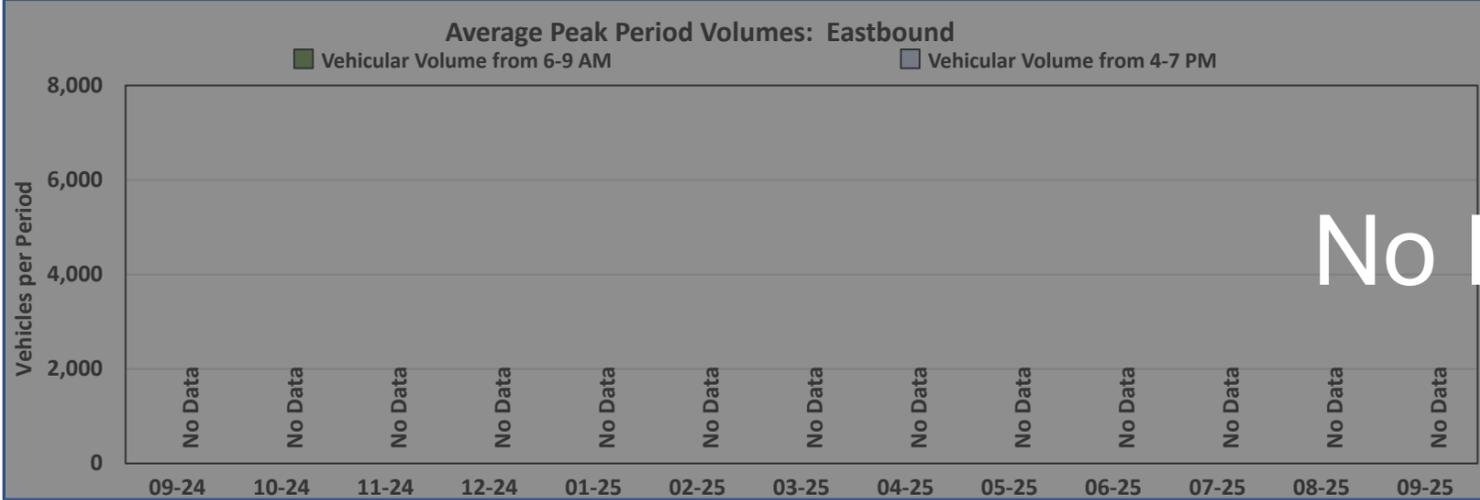
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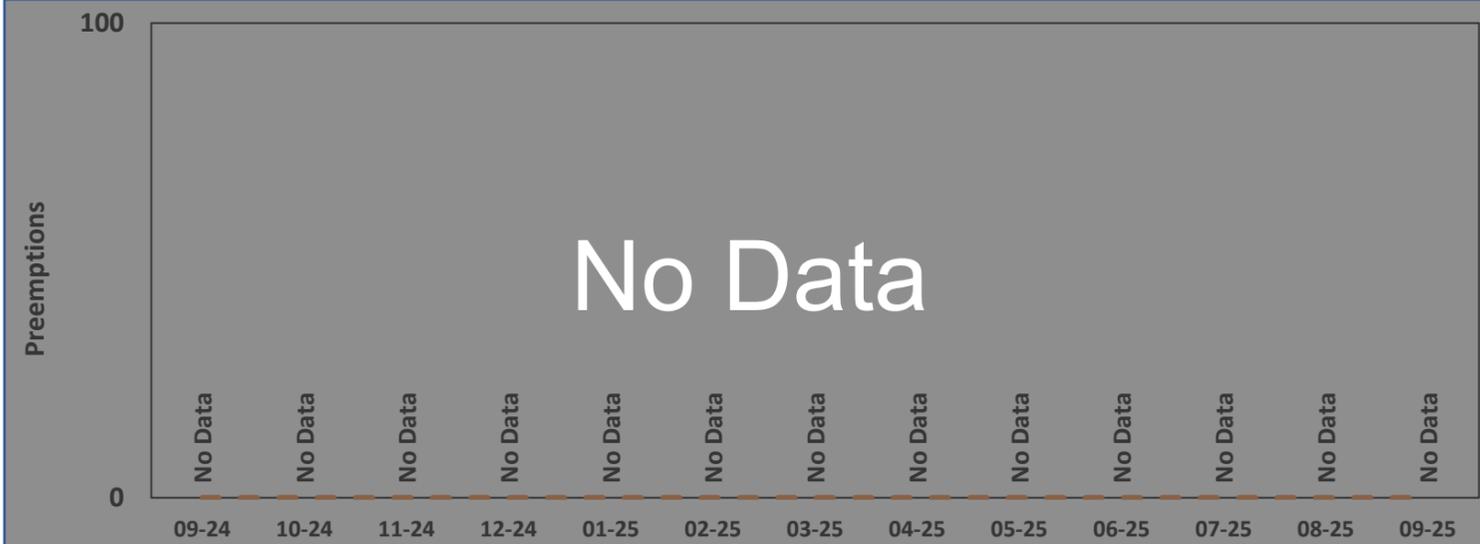
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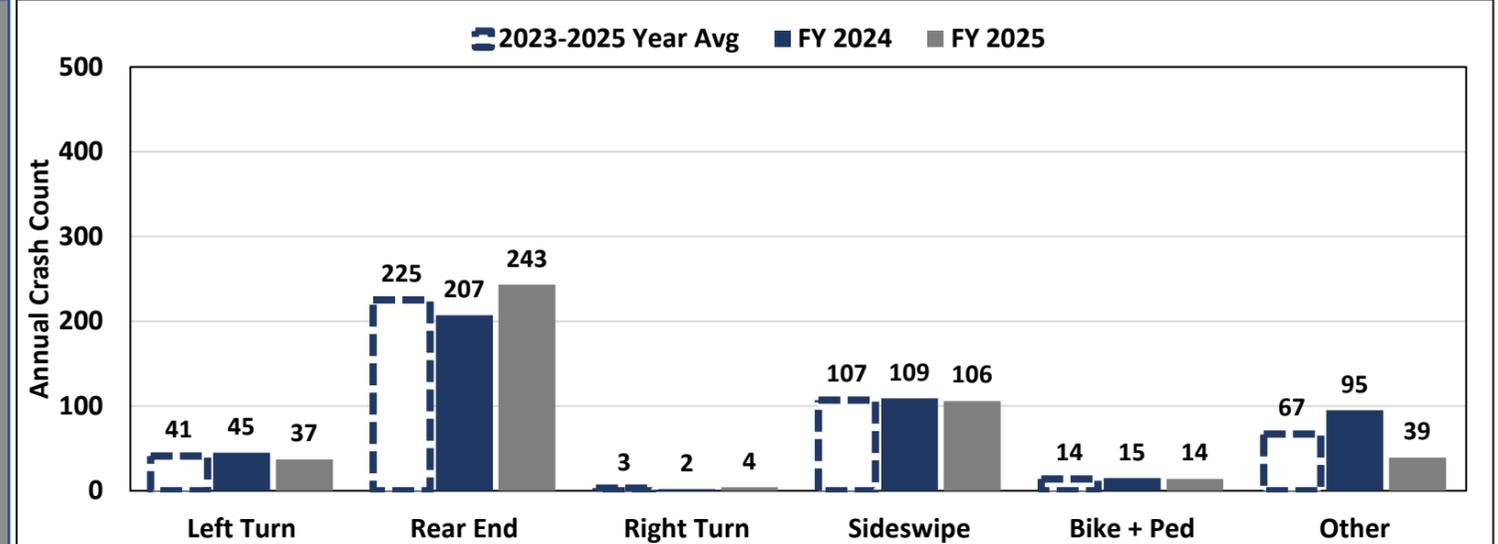
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Emergency Vehicle Preemption

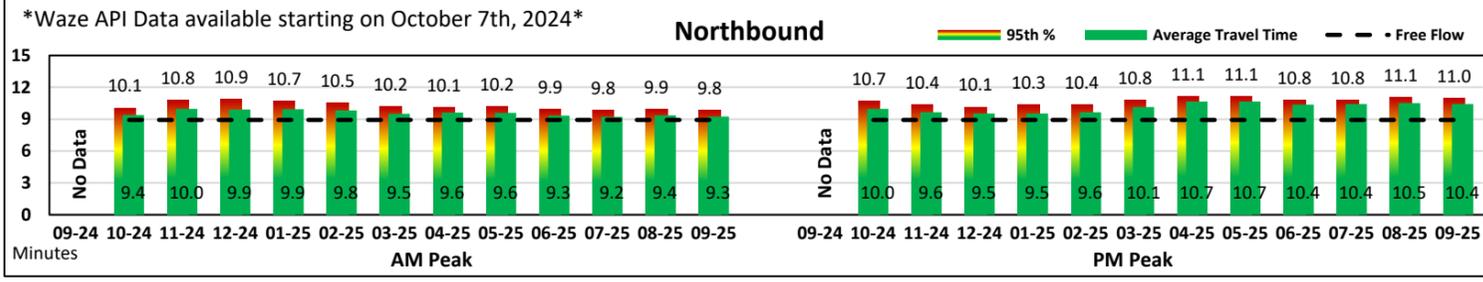


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

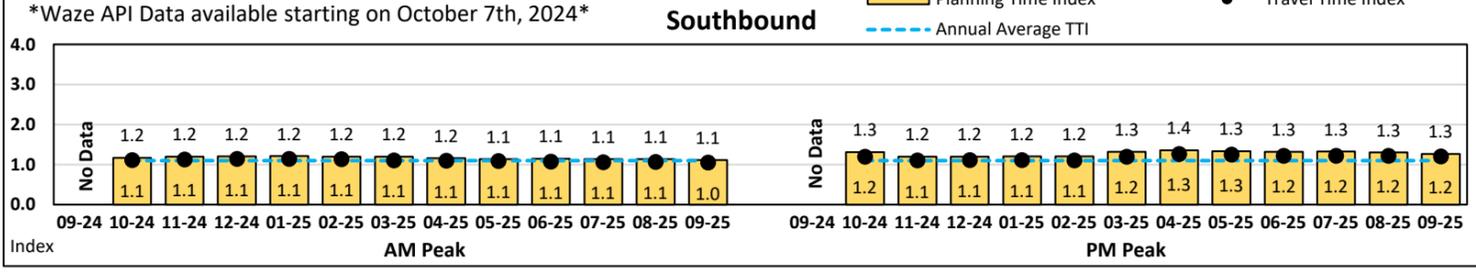
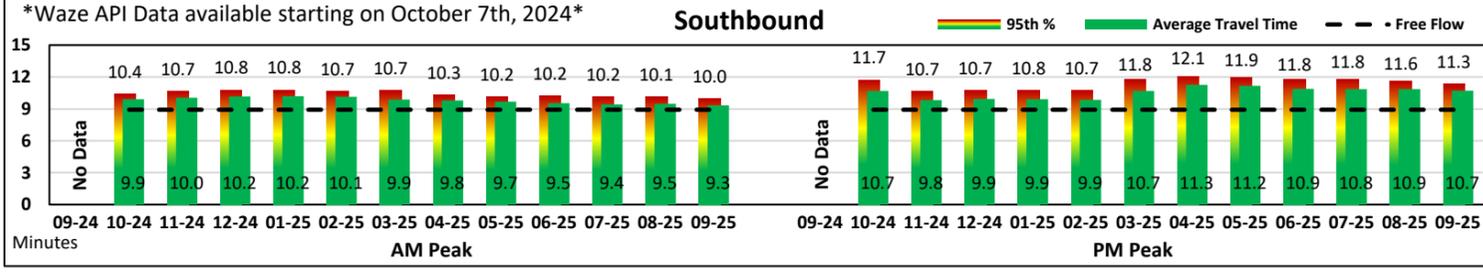
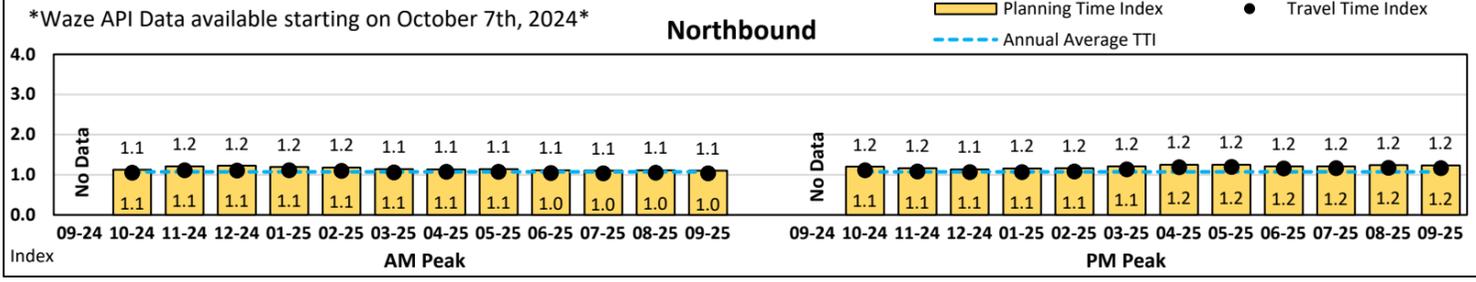




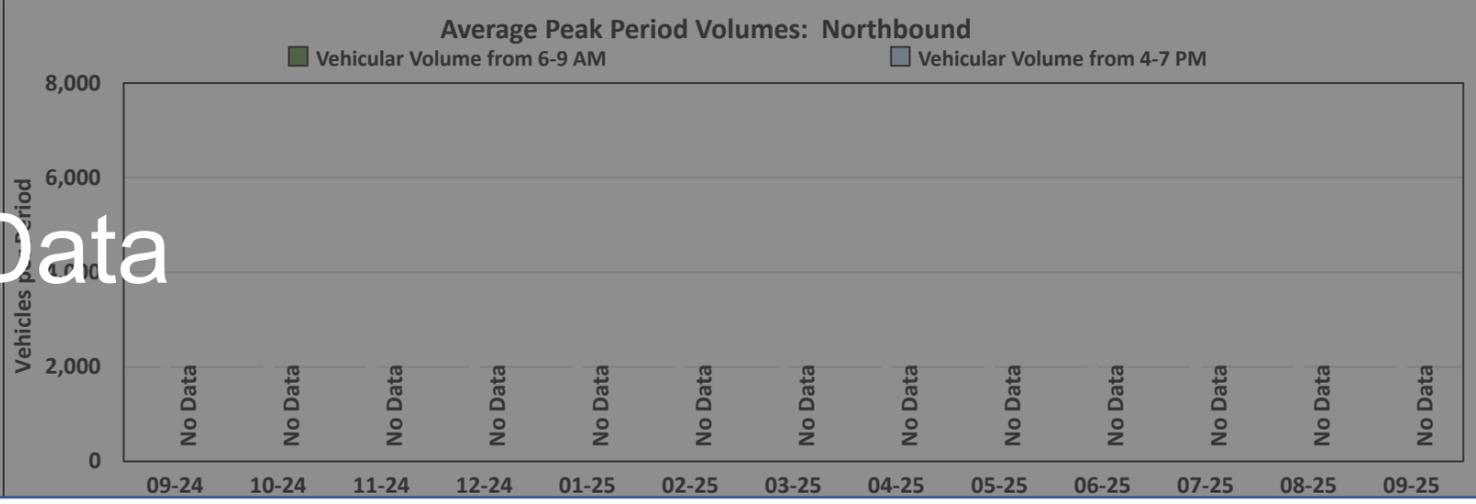
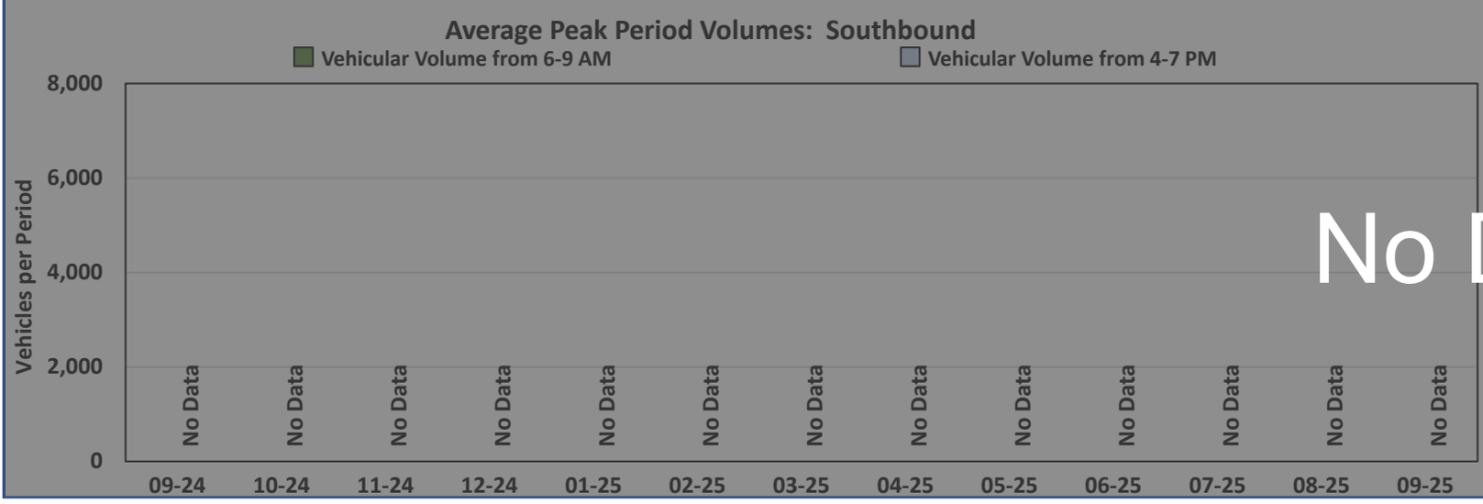
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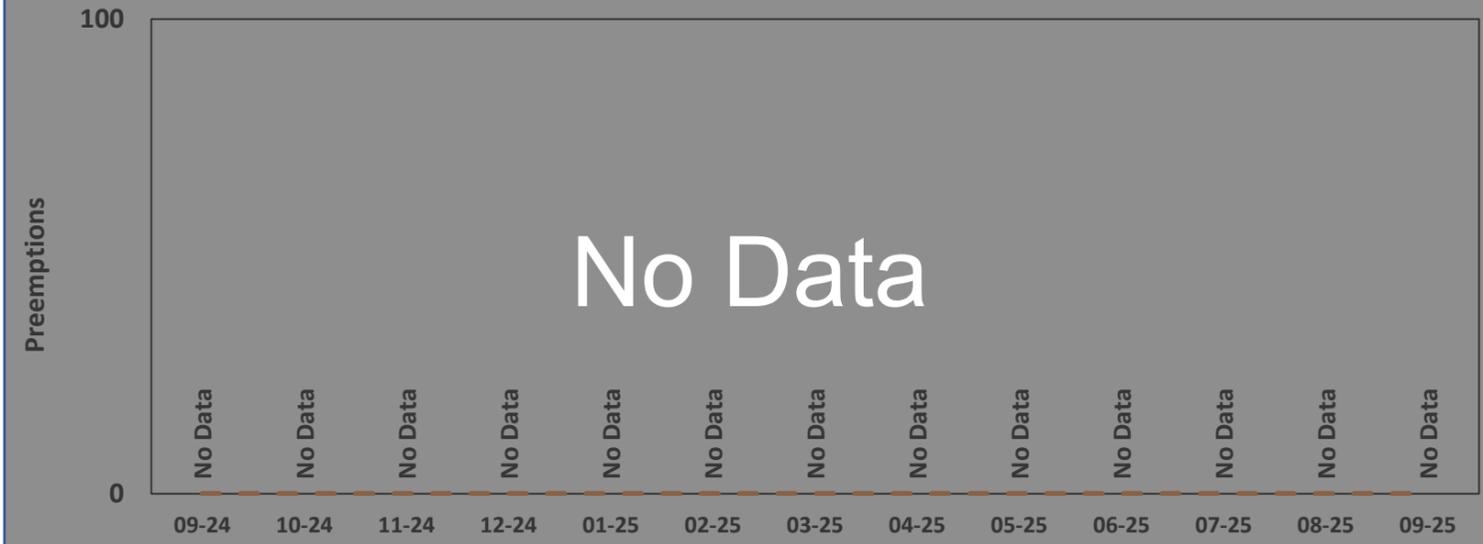
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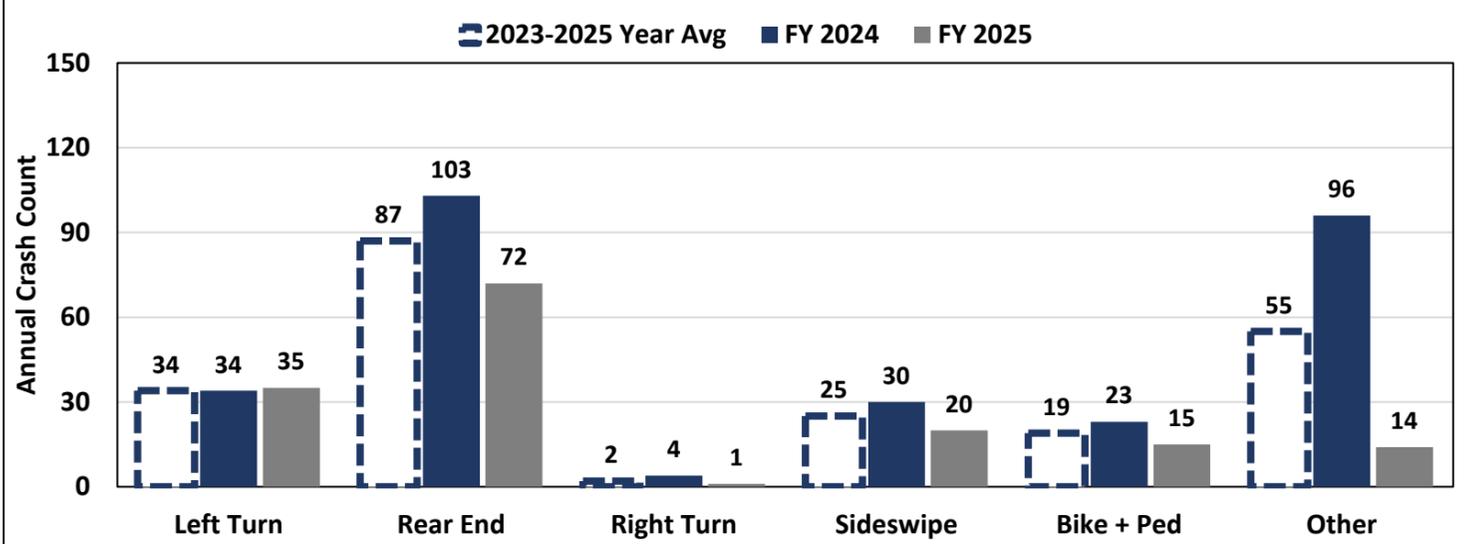
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Emergency Vehicle Preemption

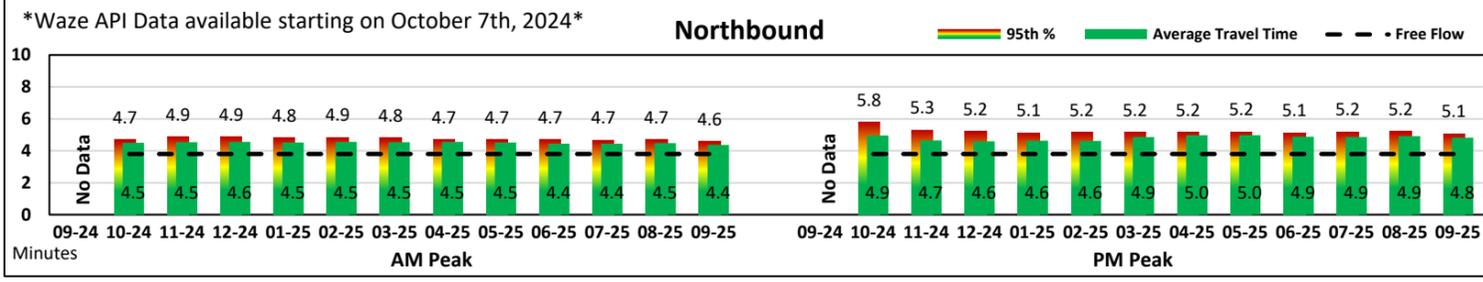


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

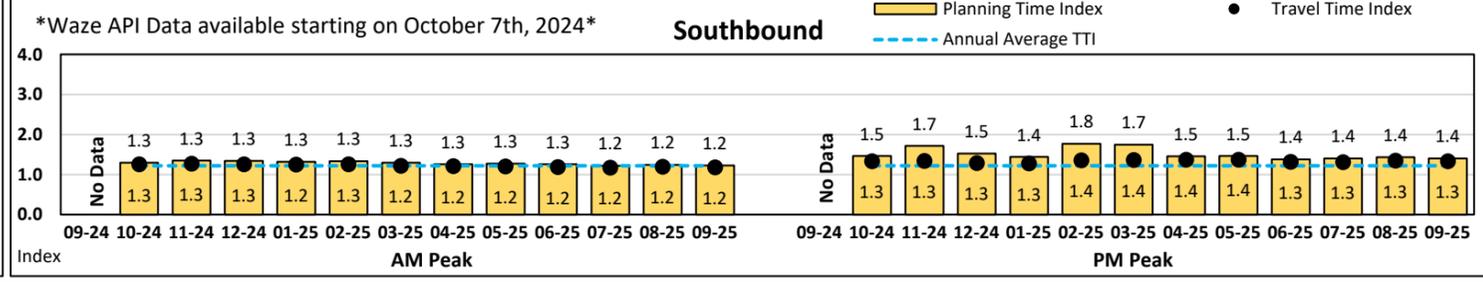
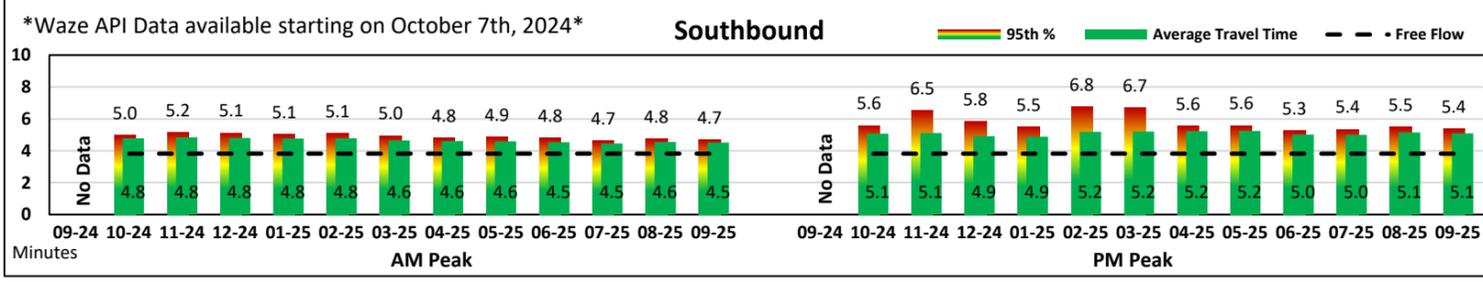
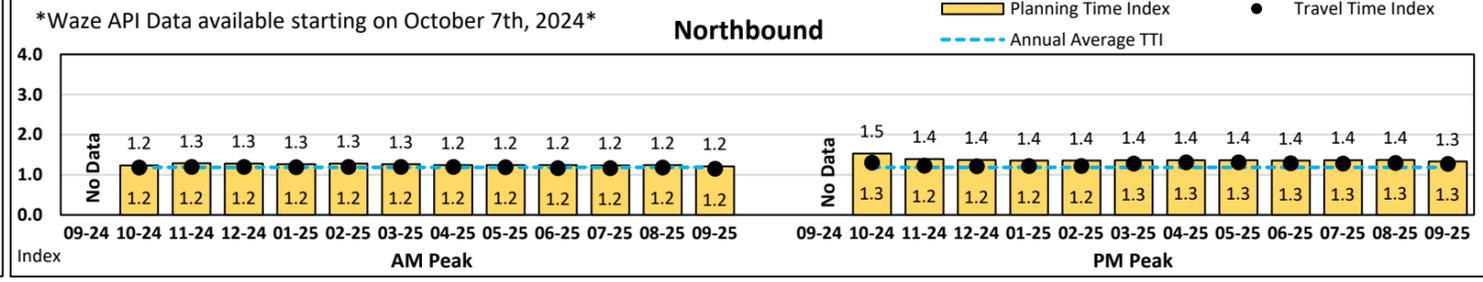




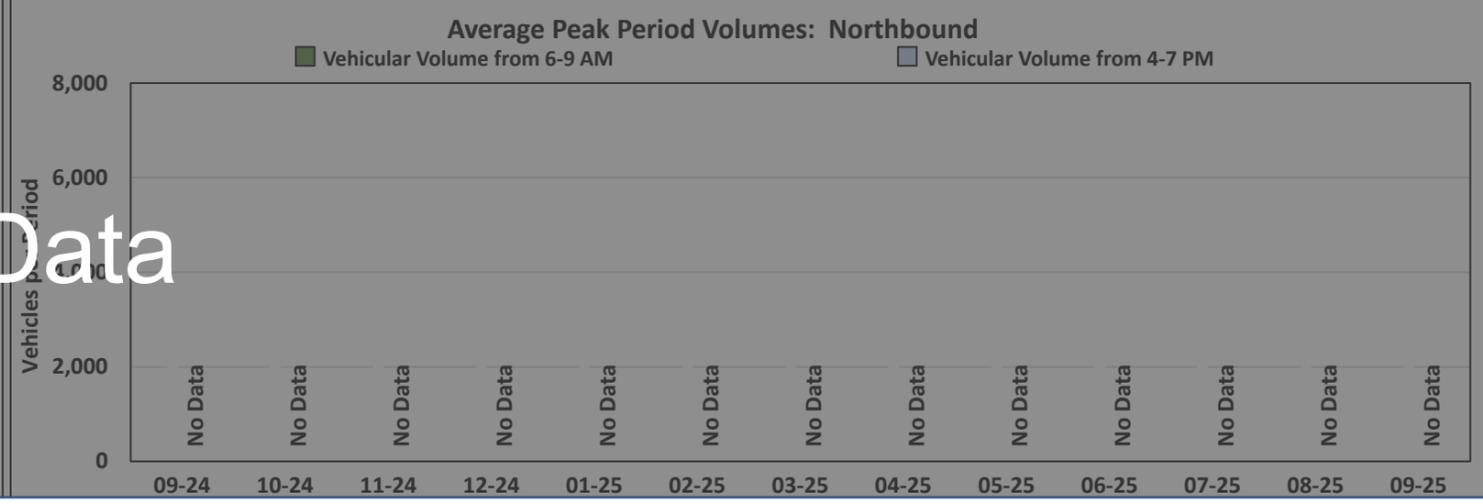
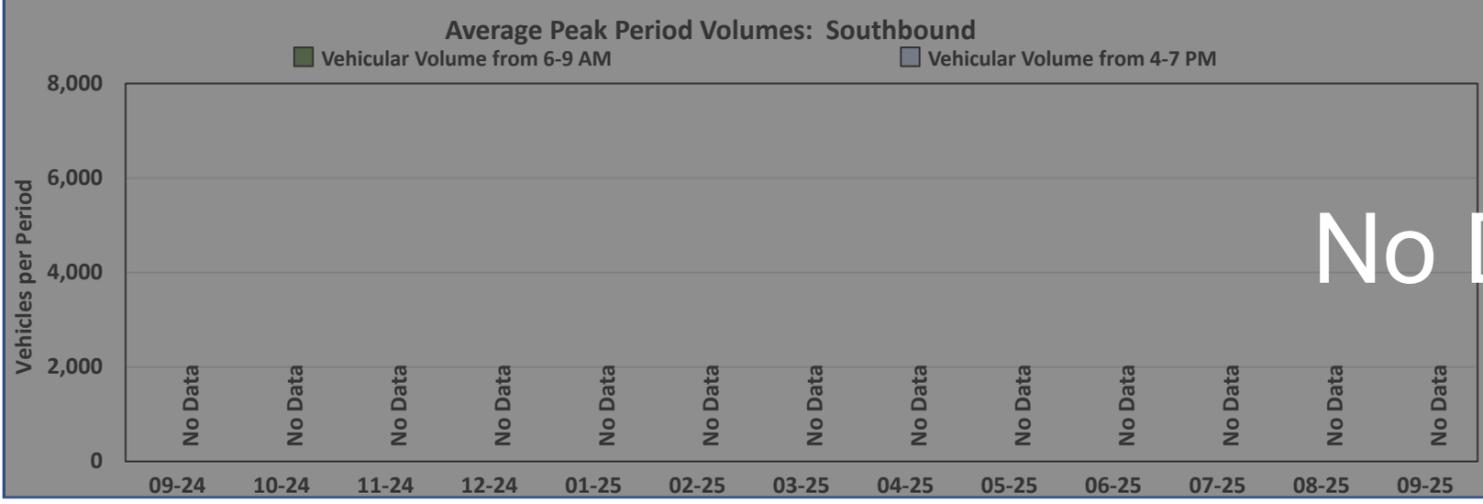
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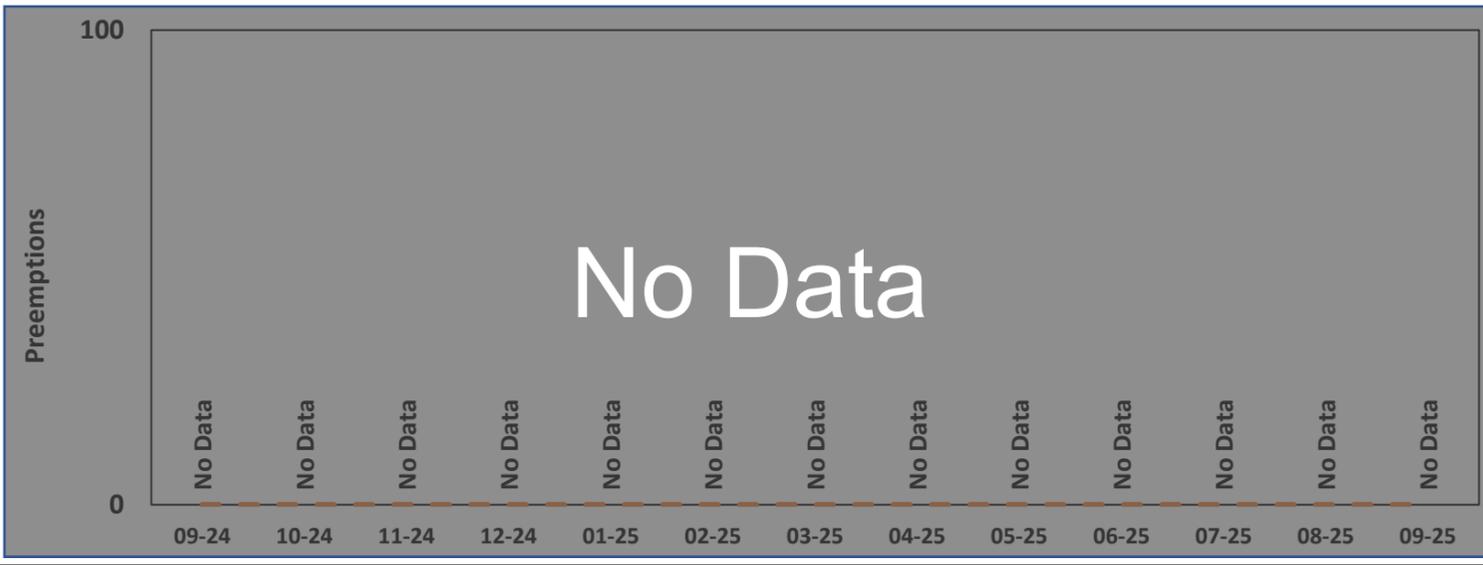
Corridor Travel Time Reliability Information



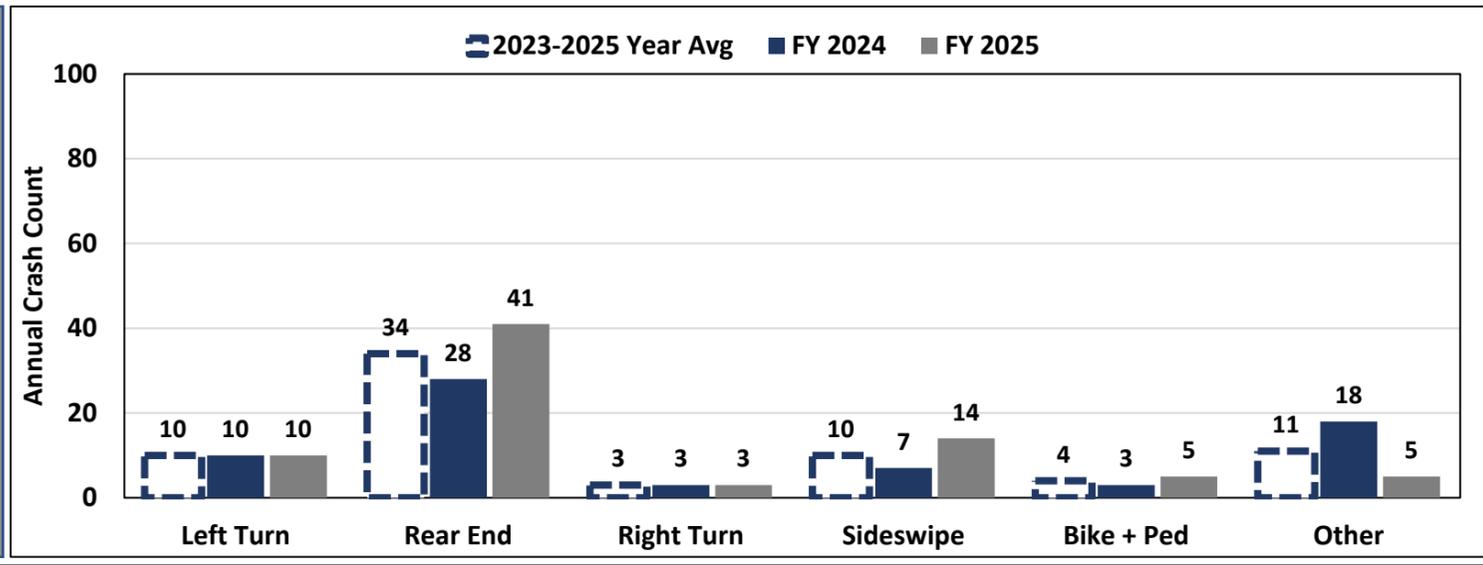
Corridor Volume Information



Emergency Vehicle Preemption

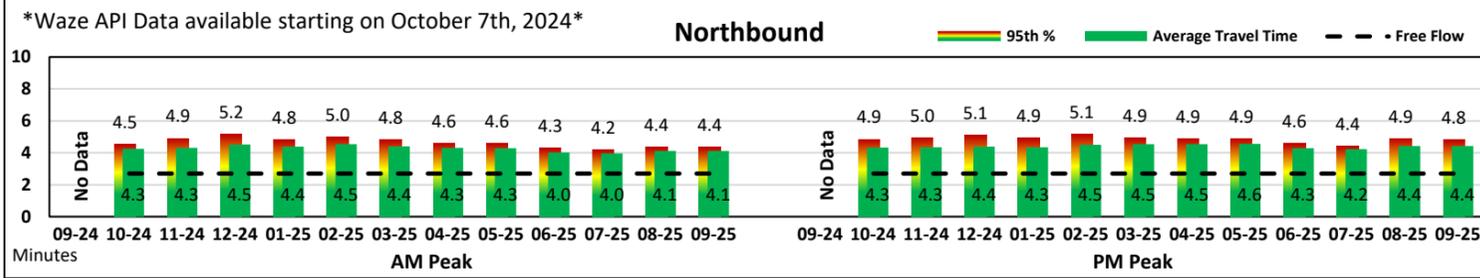


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

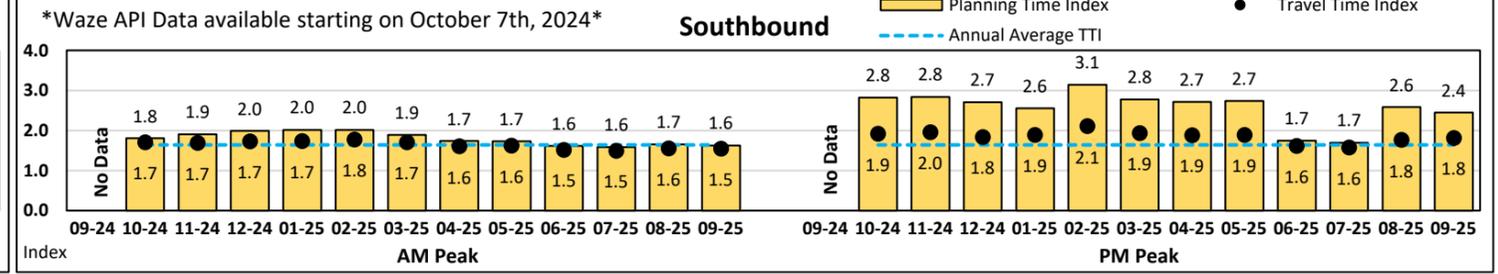
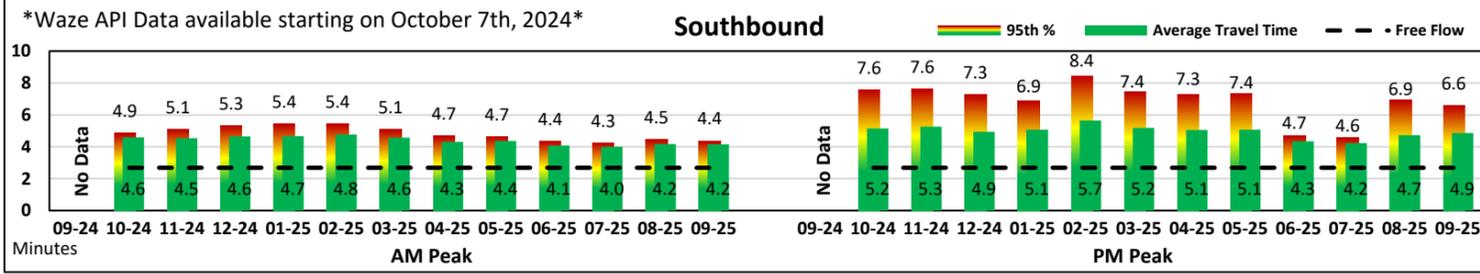
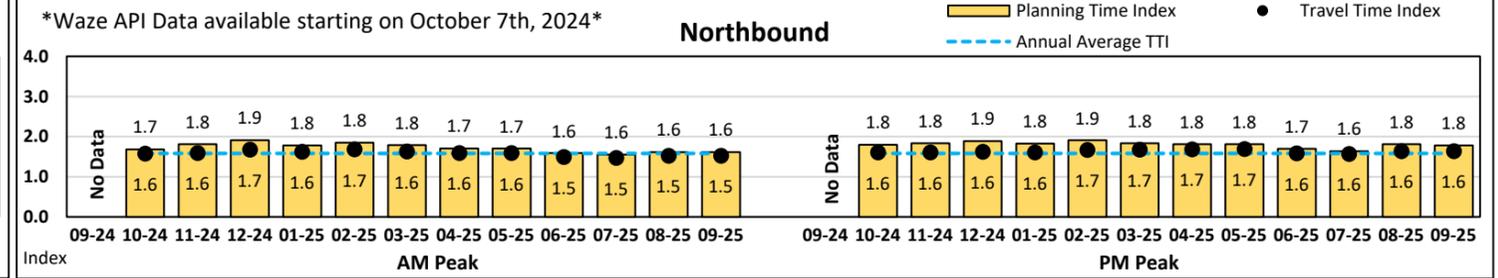




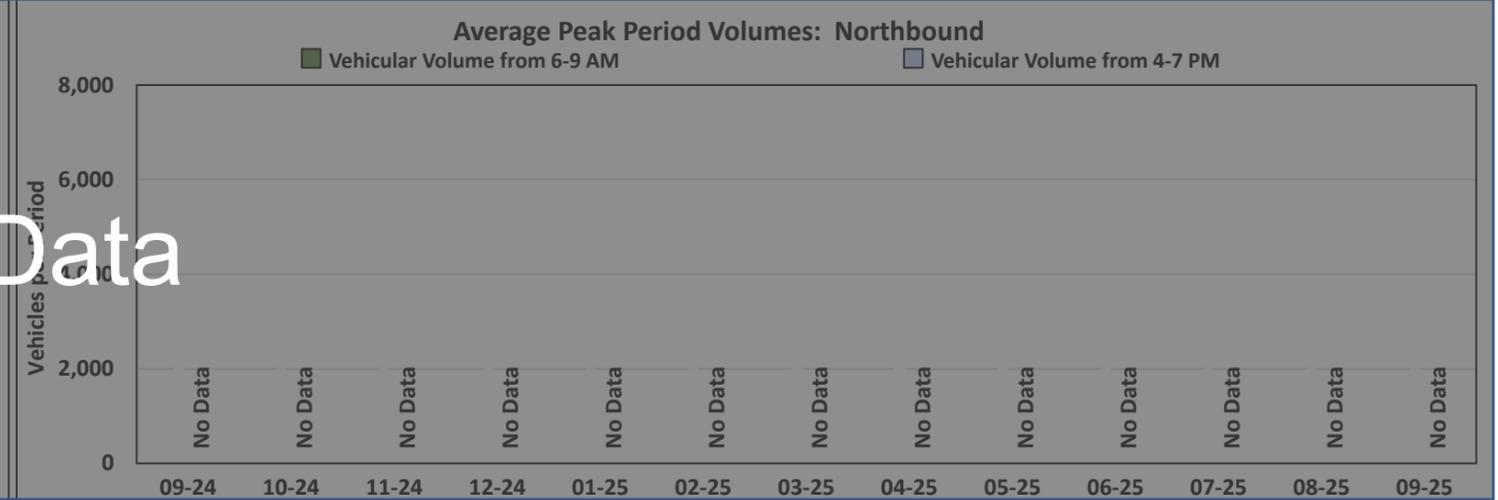
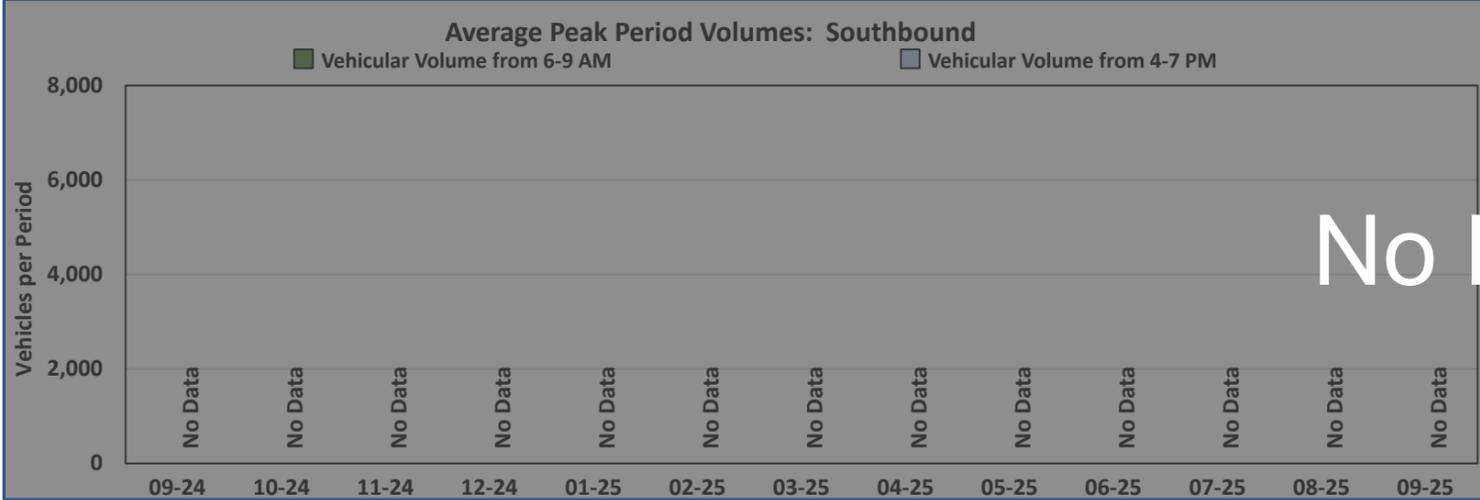
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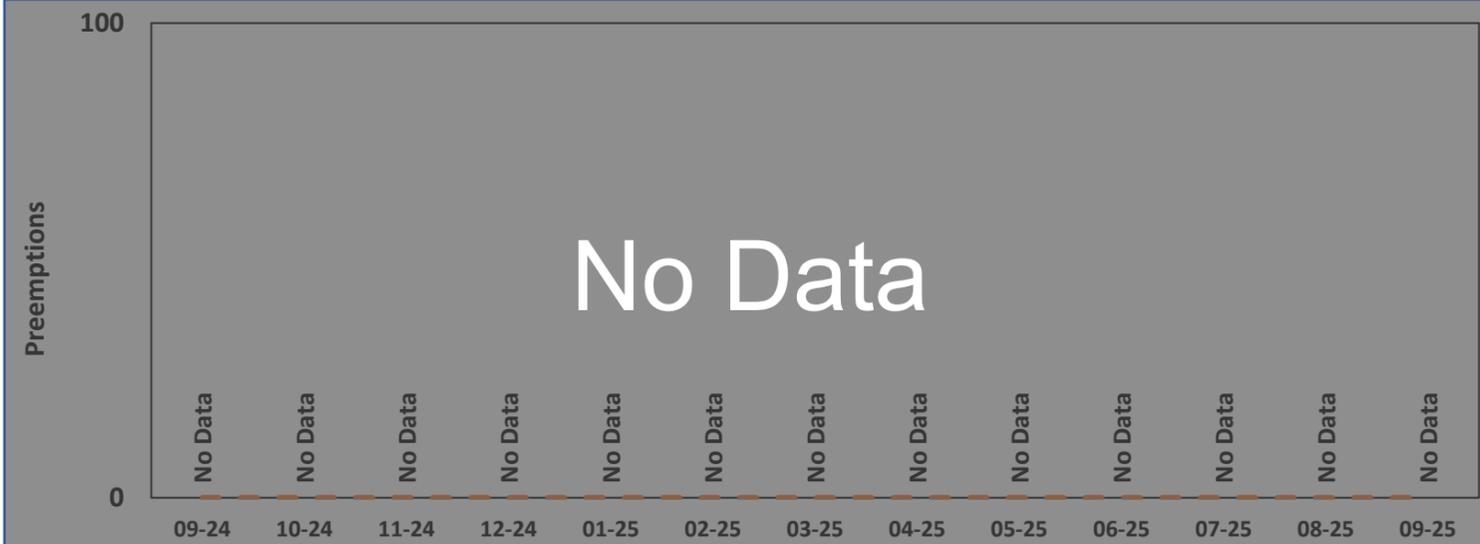
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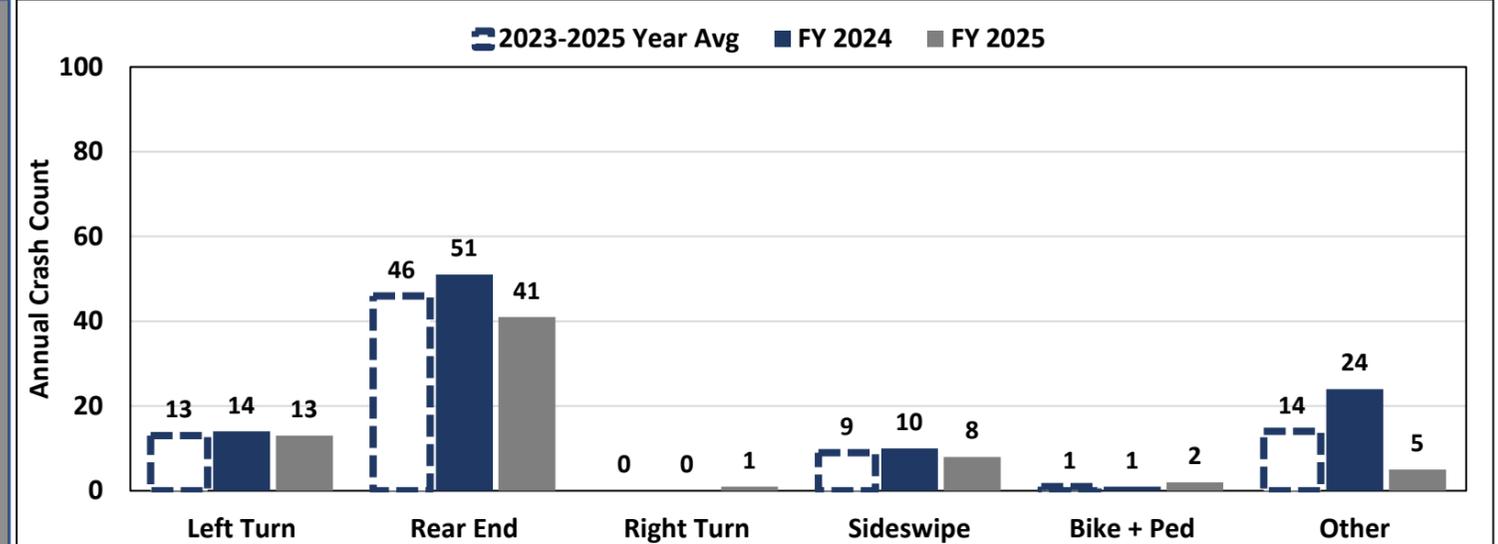
Corridor Volume Information



Emergency Vehicle Preemption

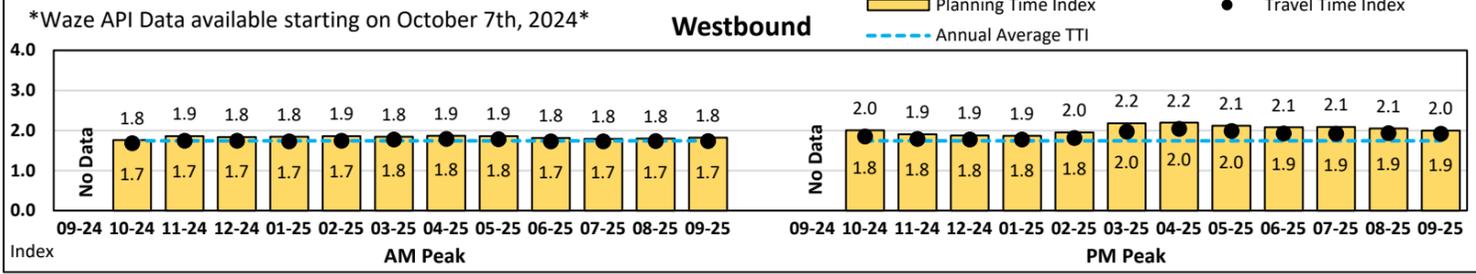
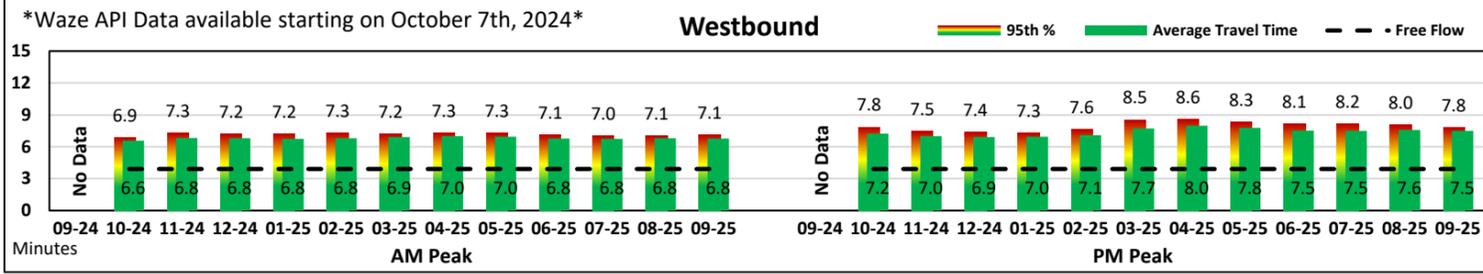
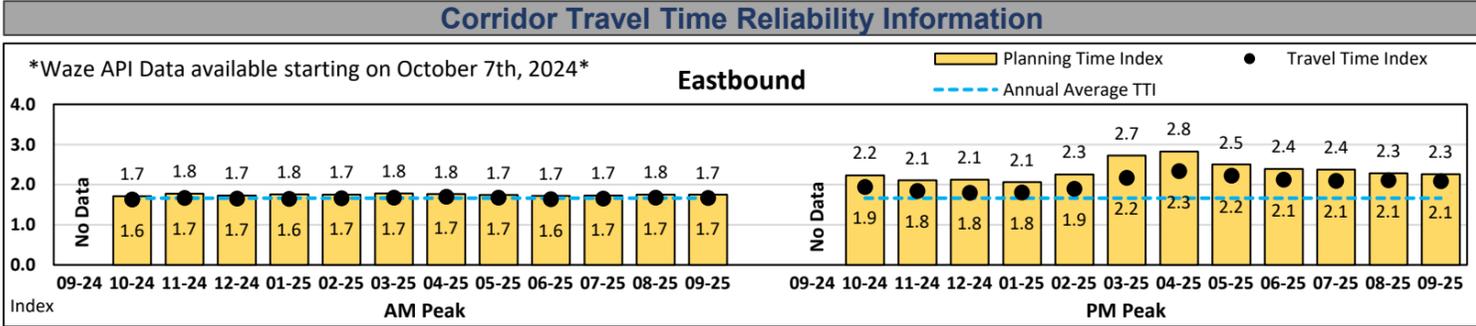
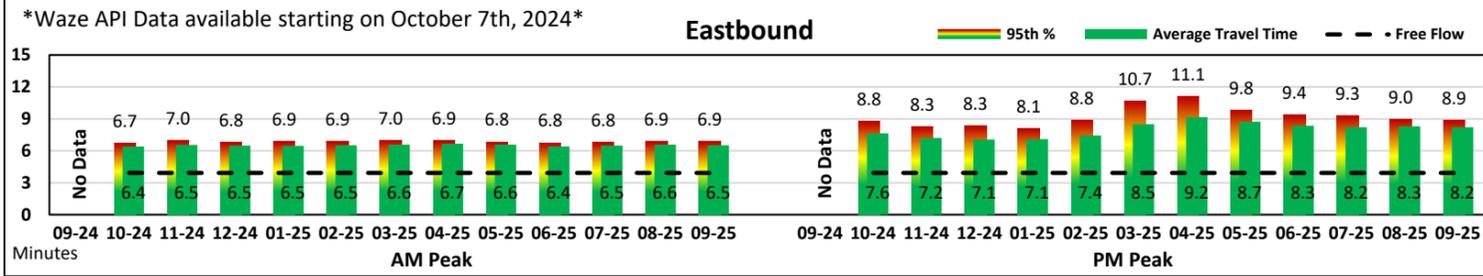


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

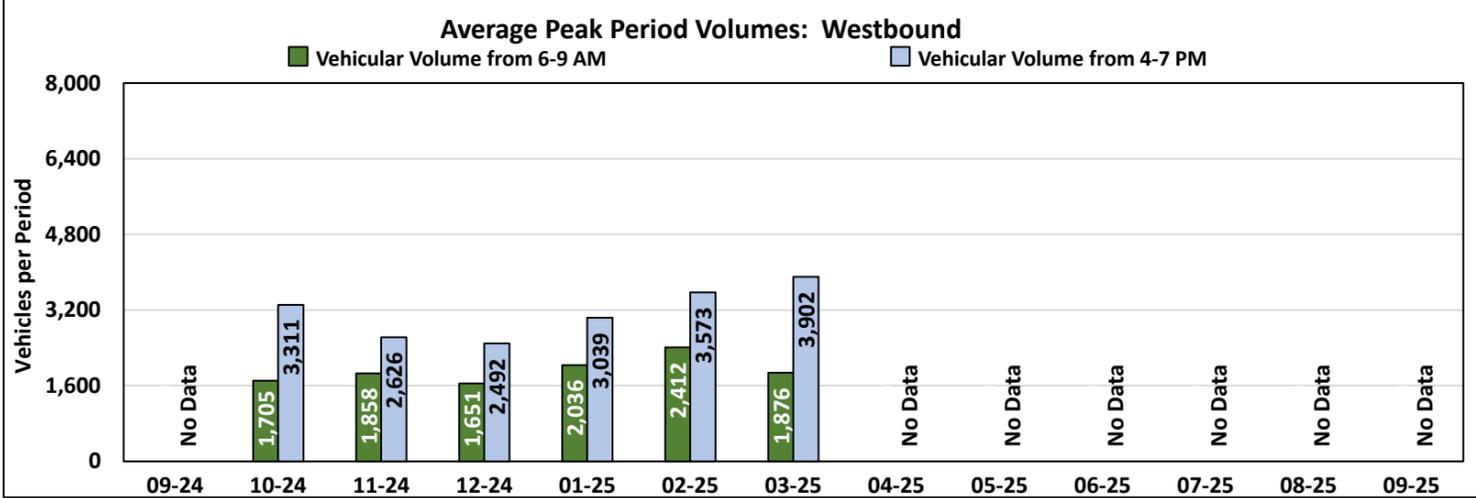
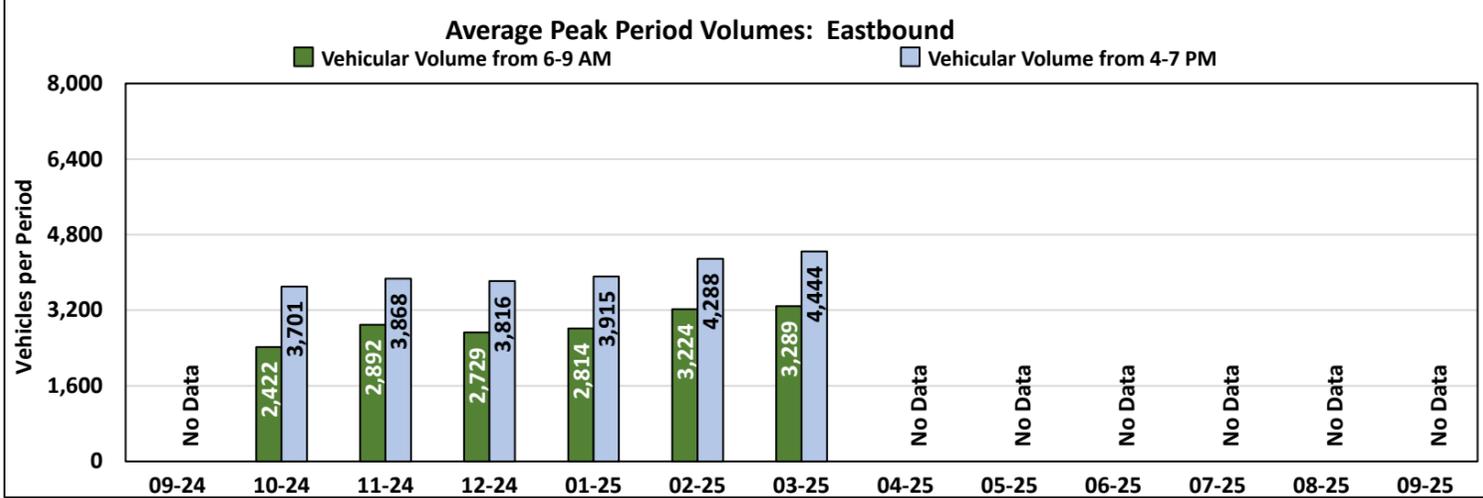




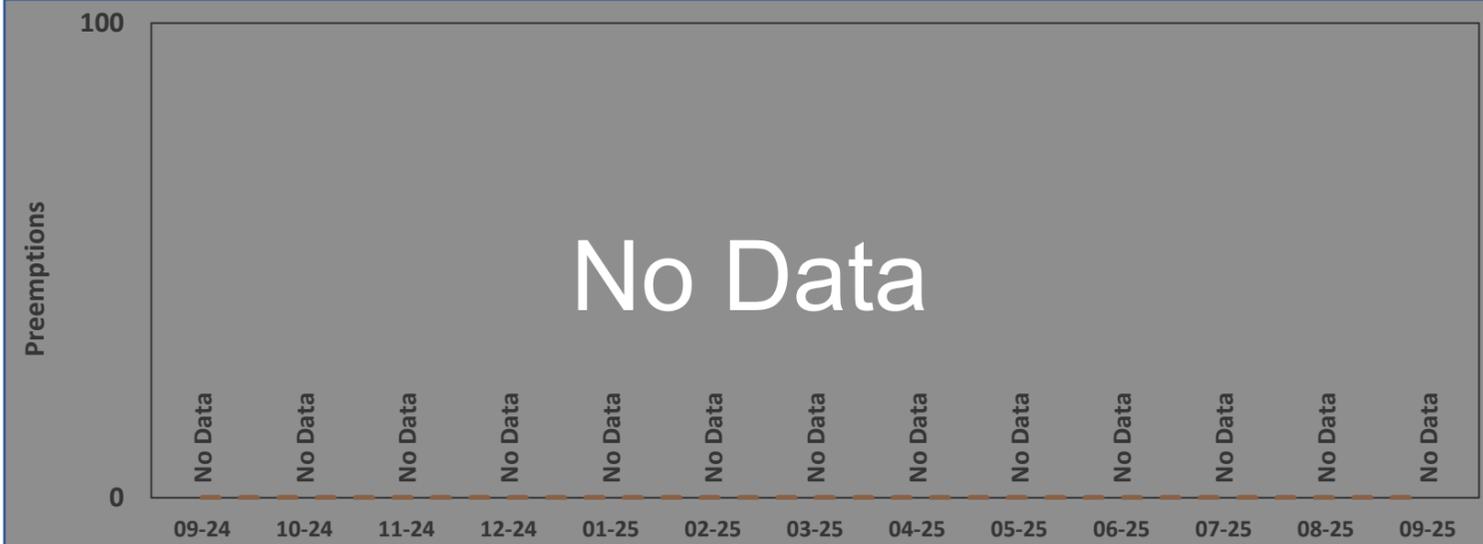
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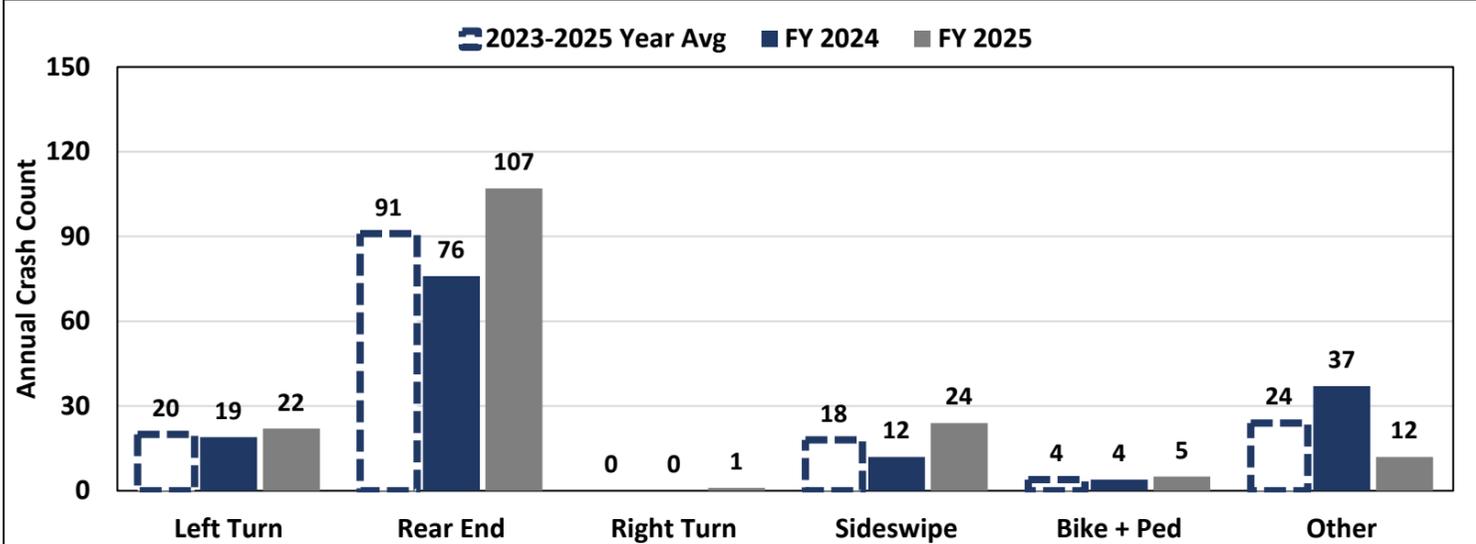
Corridor Volume Information



Emergency Vehicle Preemption



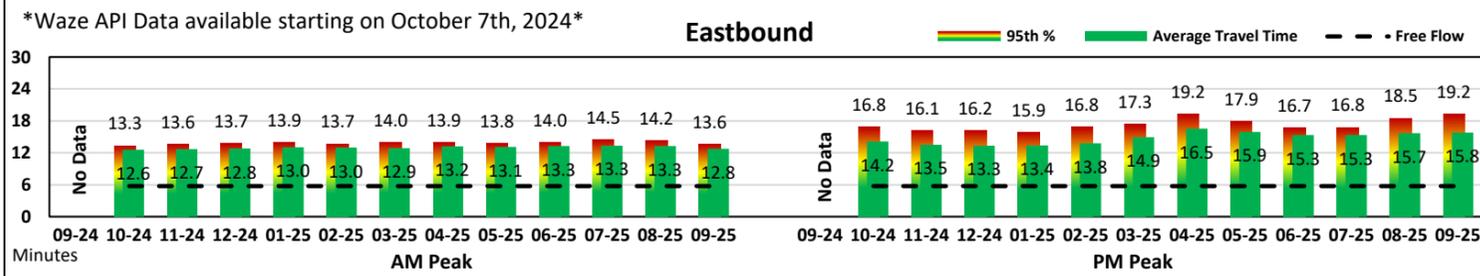
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



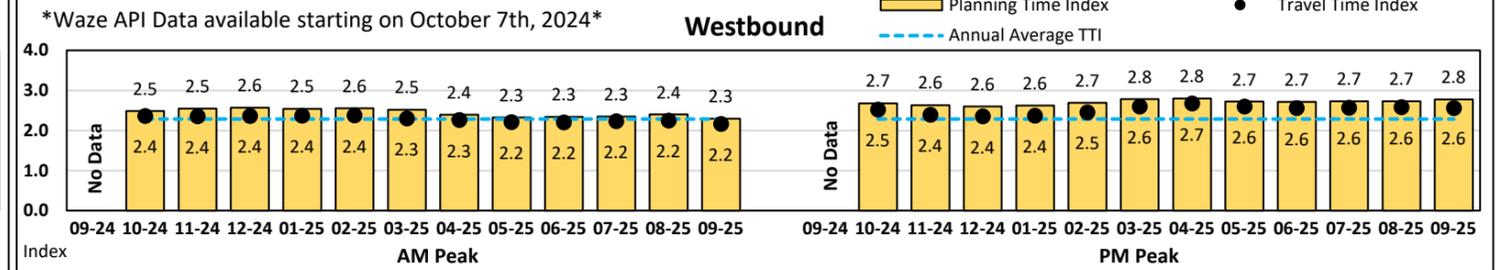
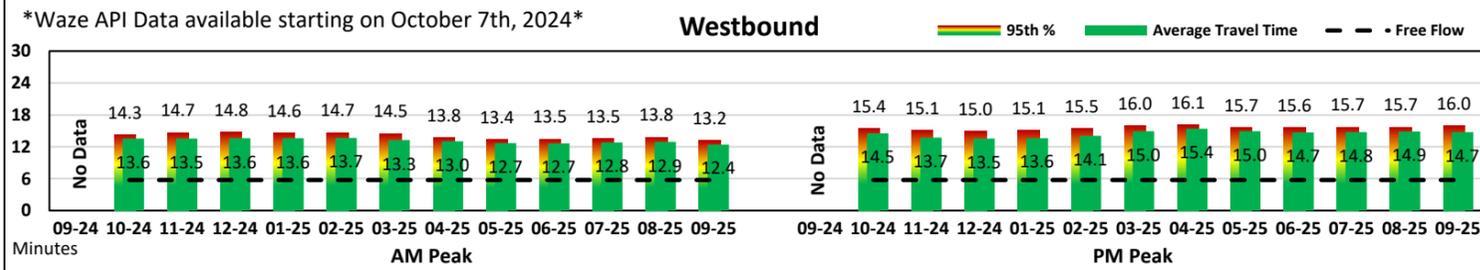
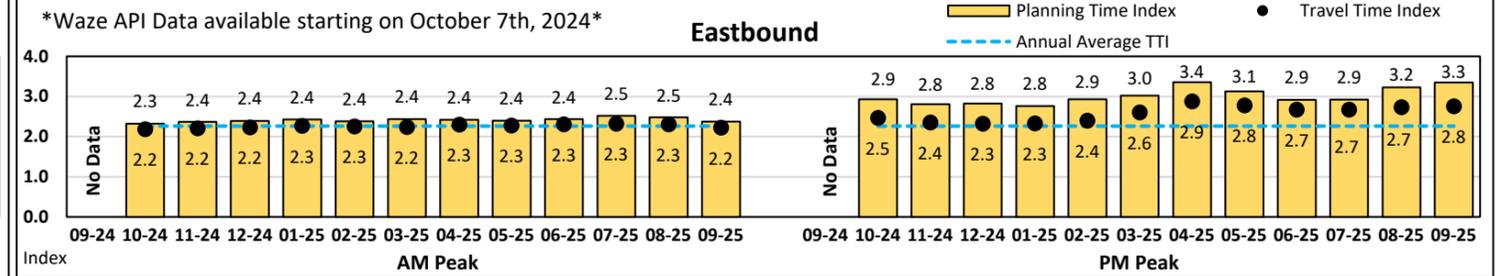


SR 40, East-West corridor from Tymber Creek Rd. to SR A1A, 6.2 miles length, 17 traffic signals

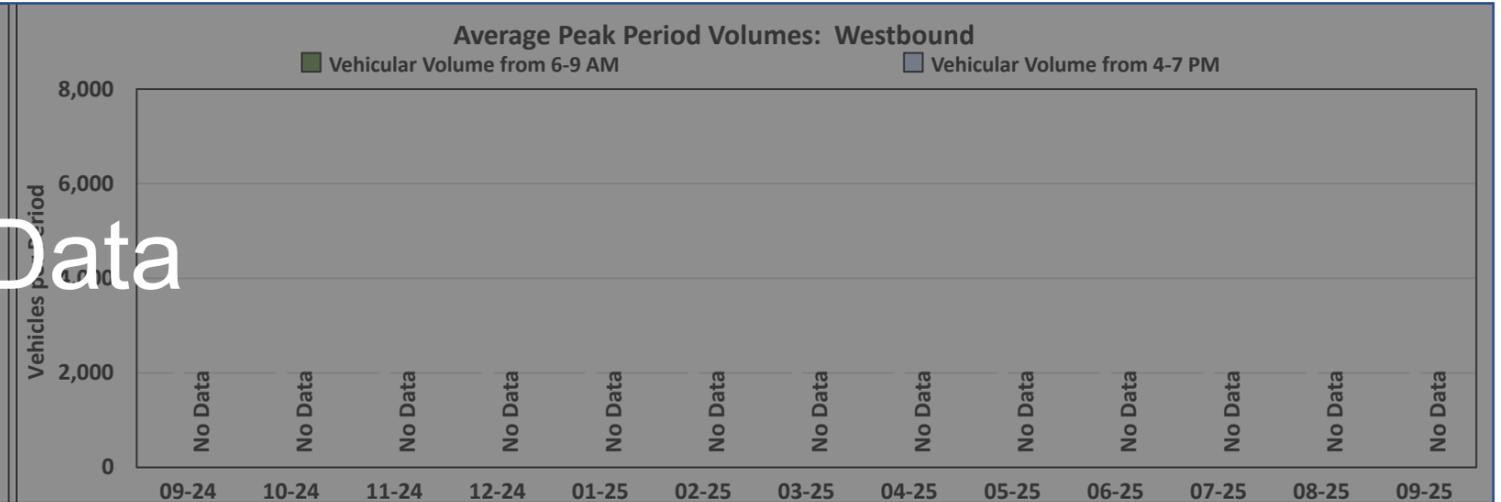
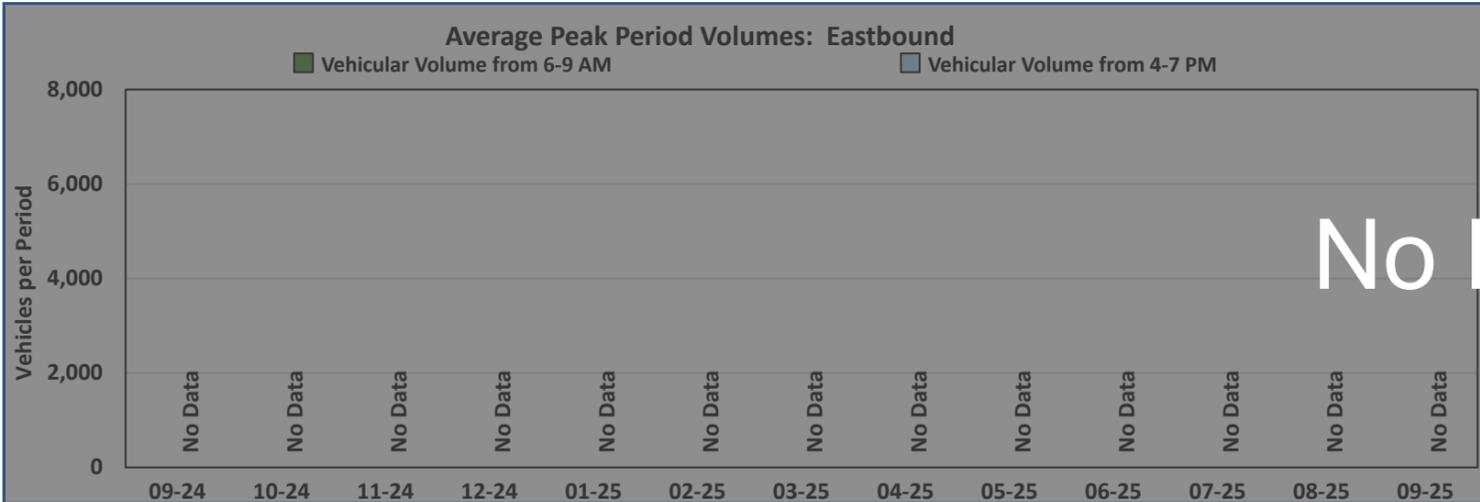
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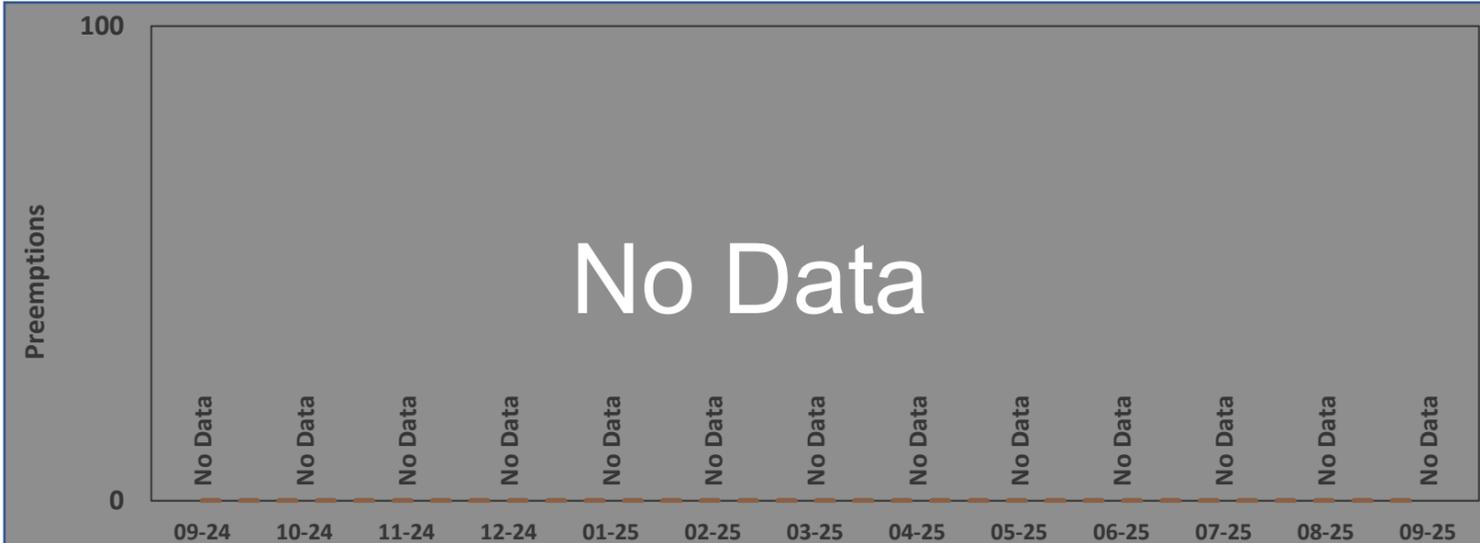
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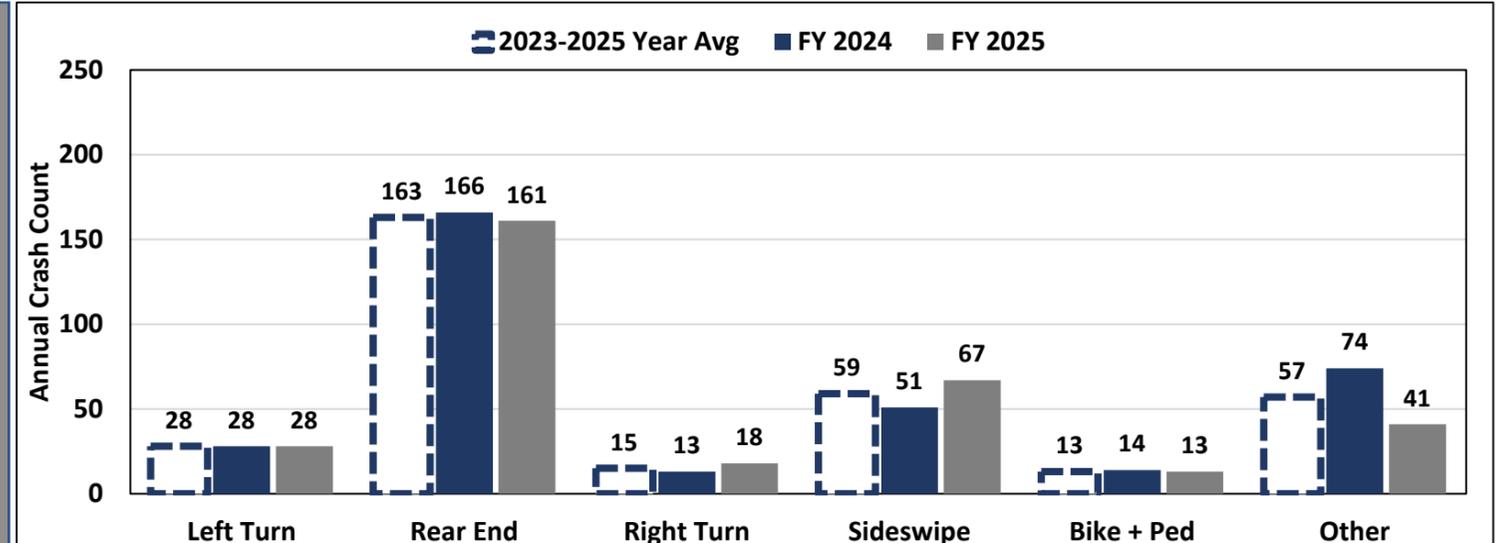
Corridor Volume Information



Emergency Vehicle Preemption

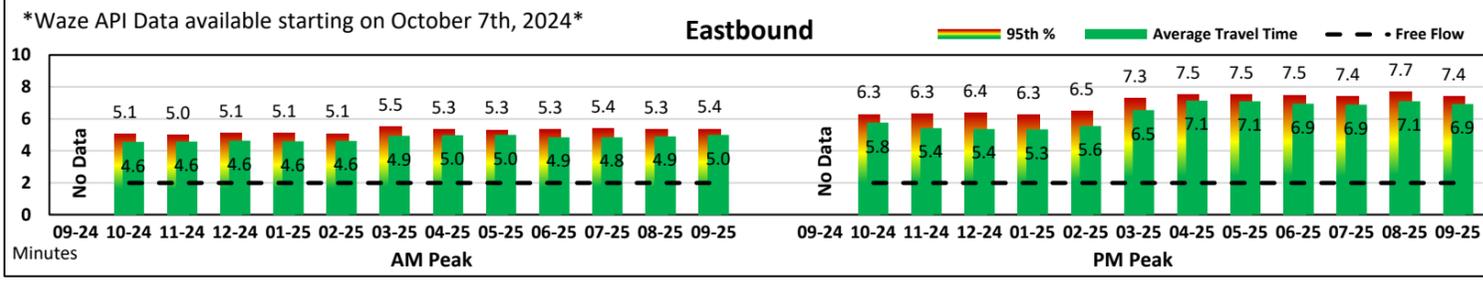


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

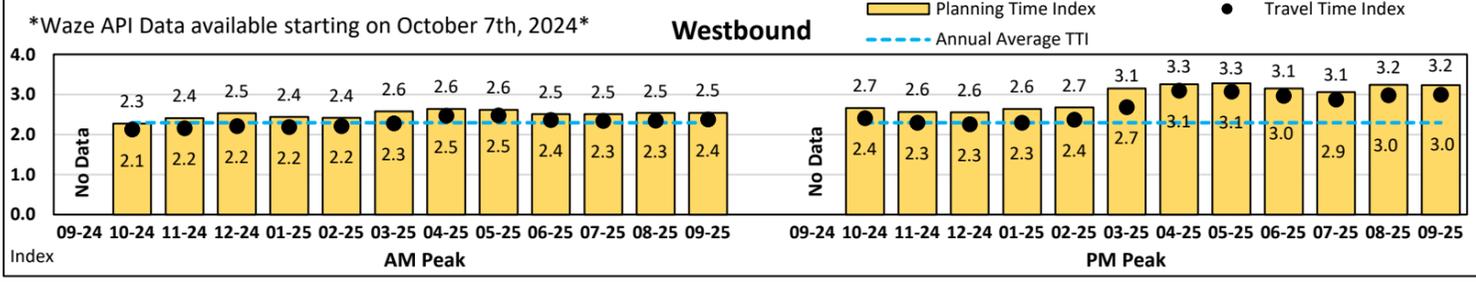
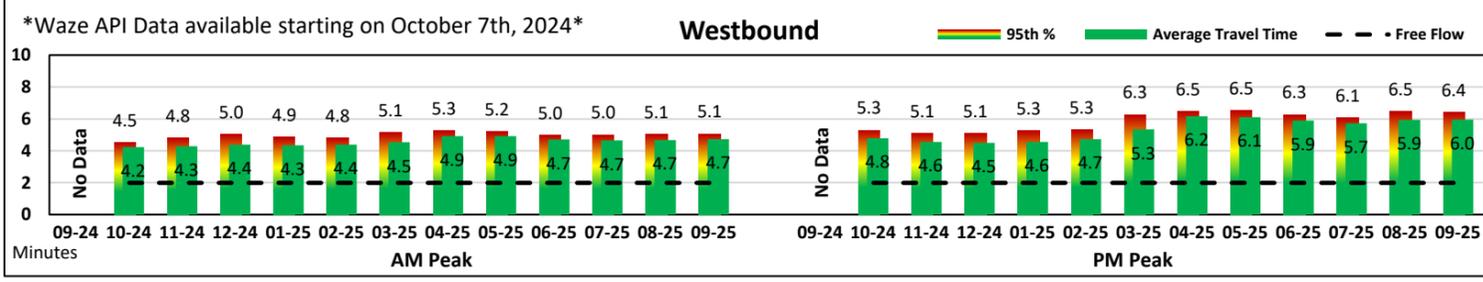
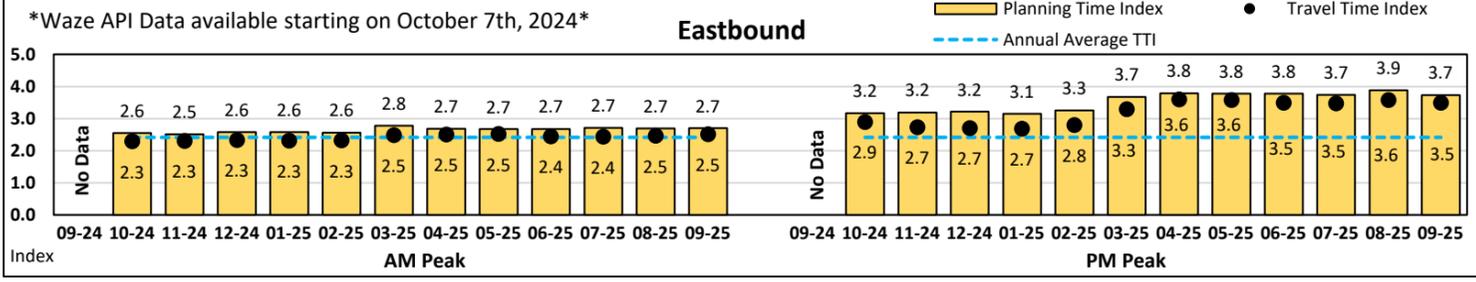




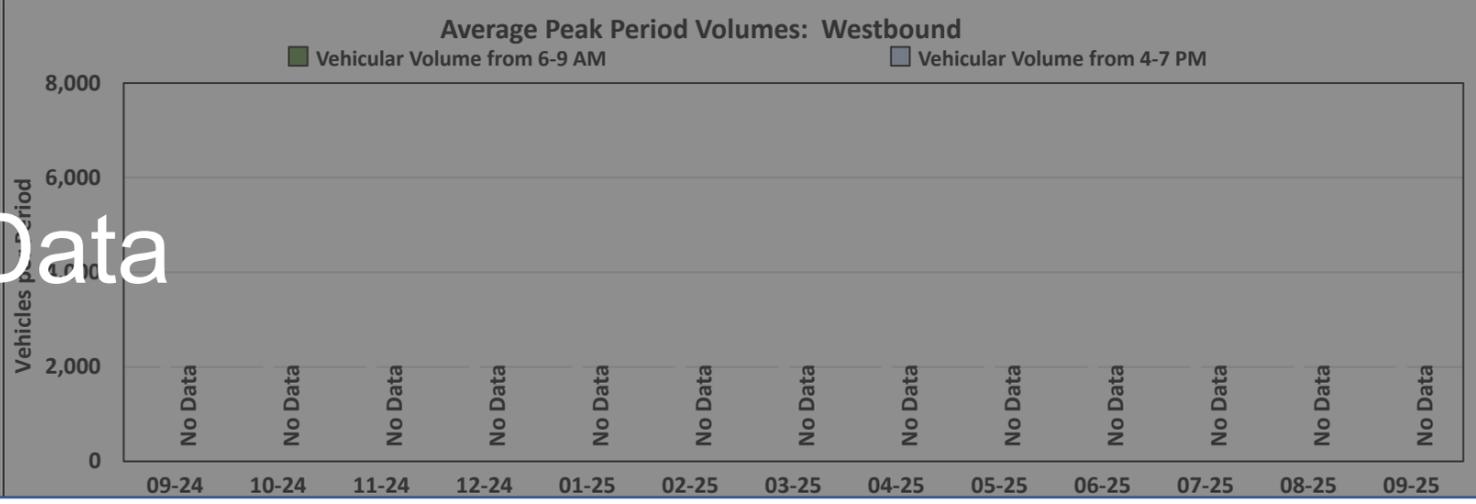
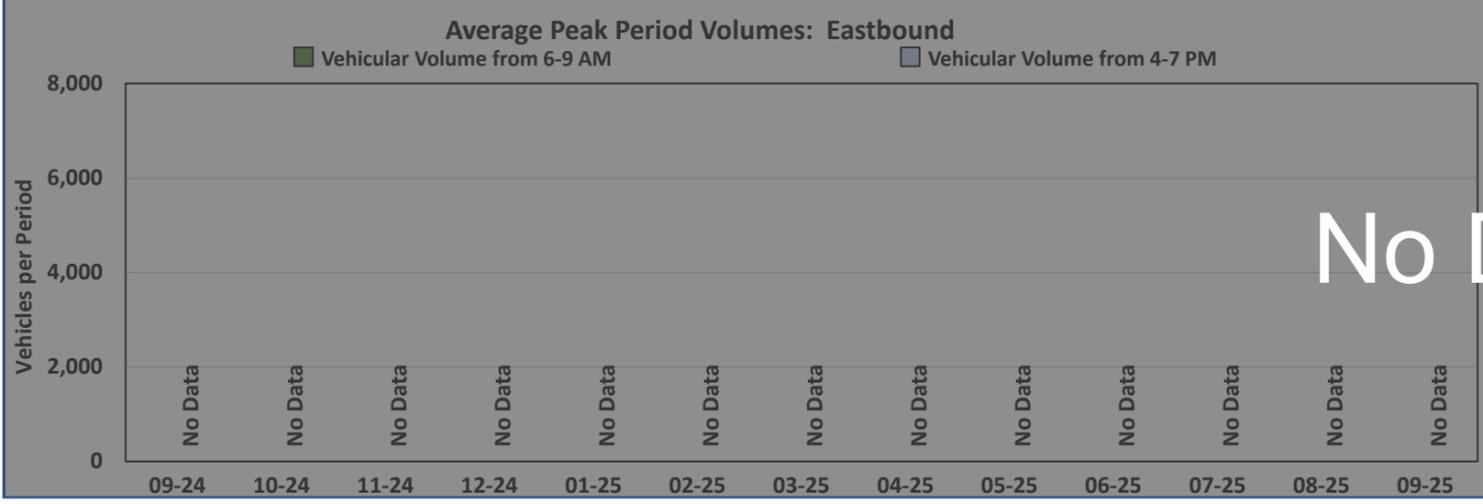
Corridor Travel Time Information



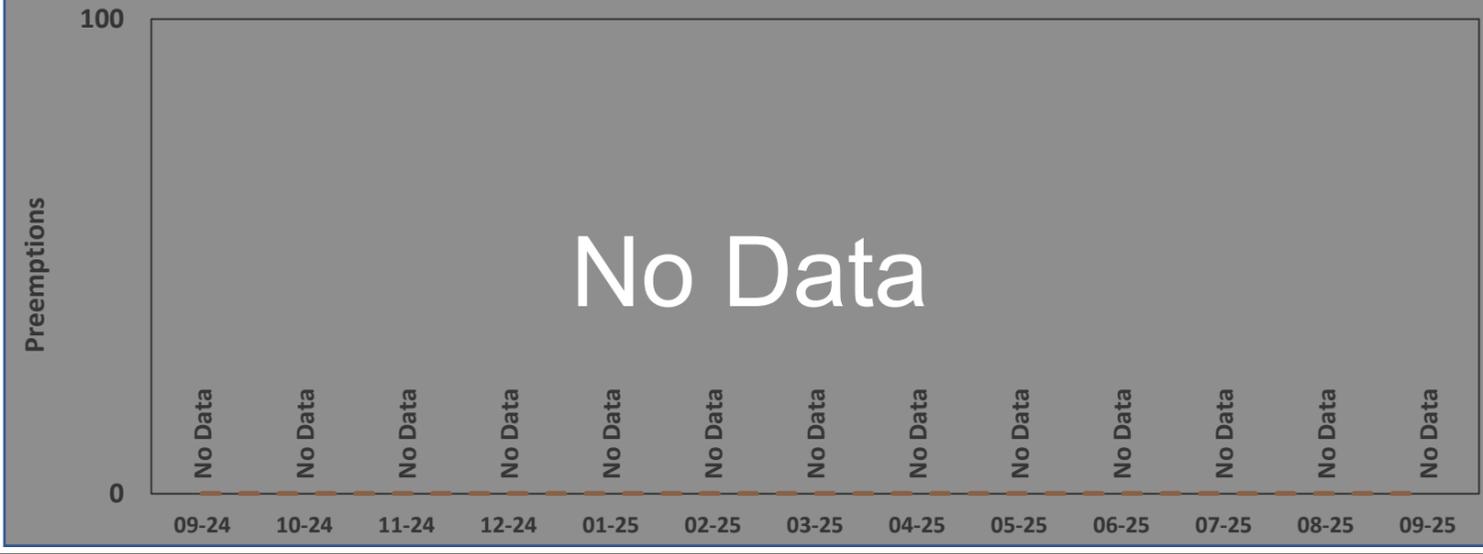
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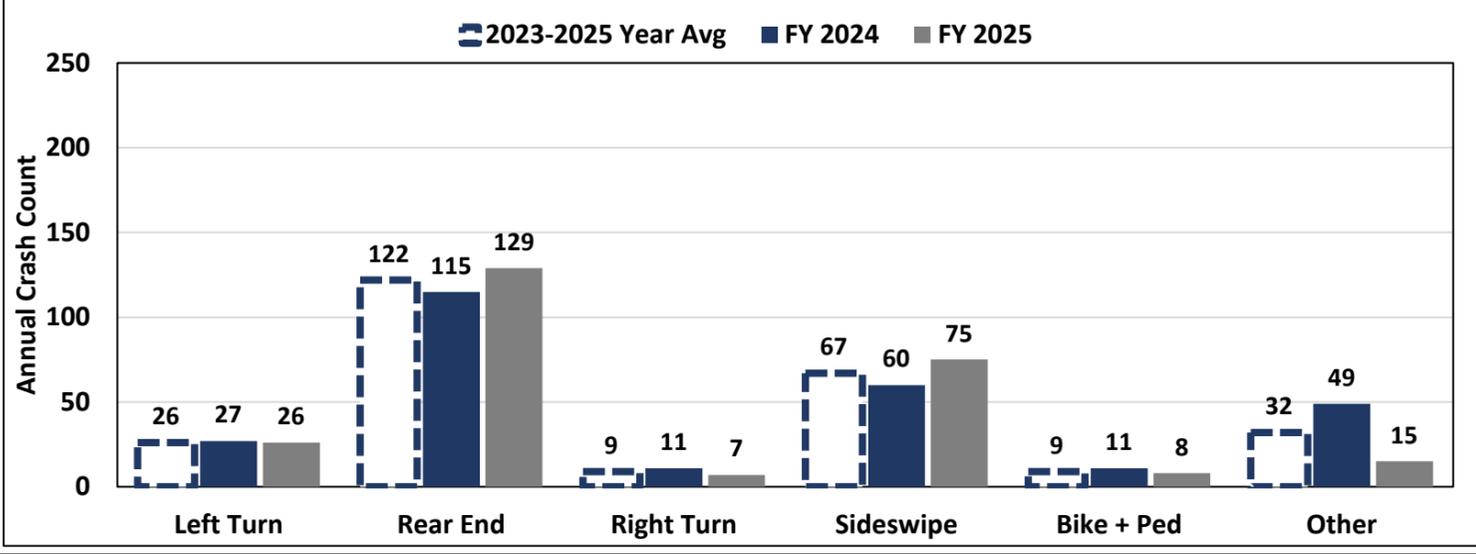
Corridor Volume Information



Emergency Vehicle Preemption

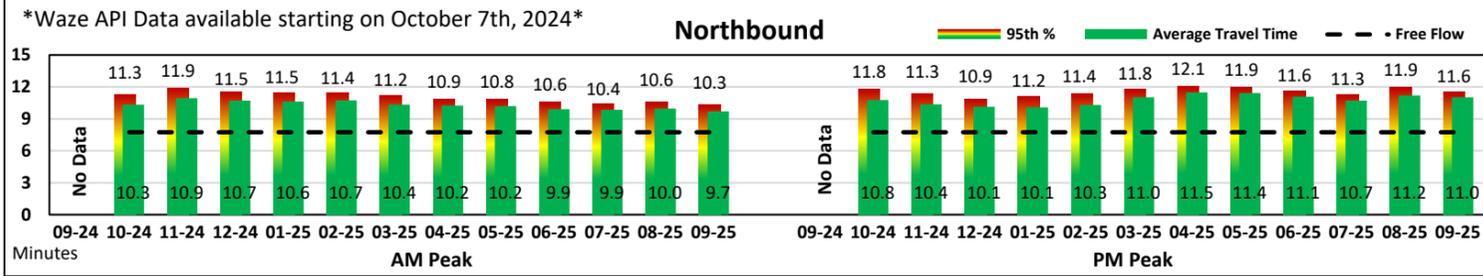


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

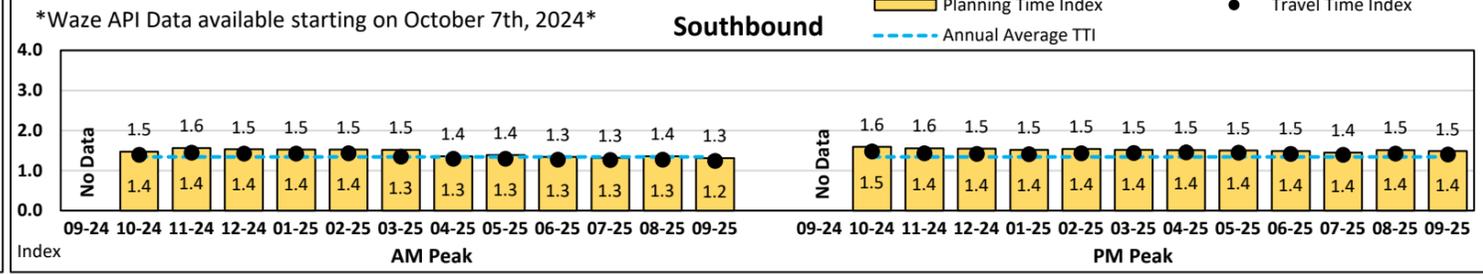
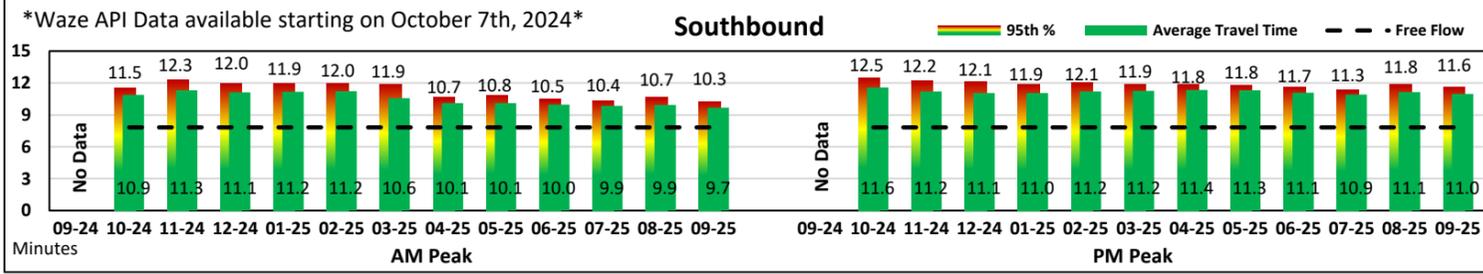
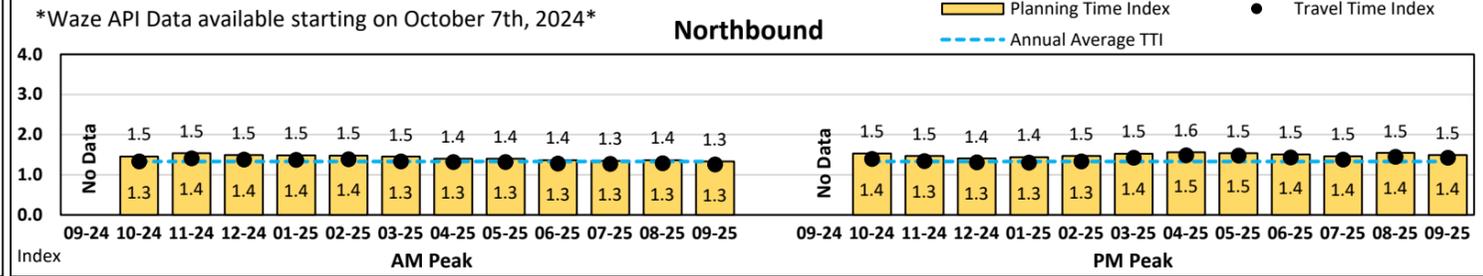




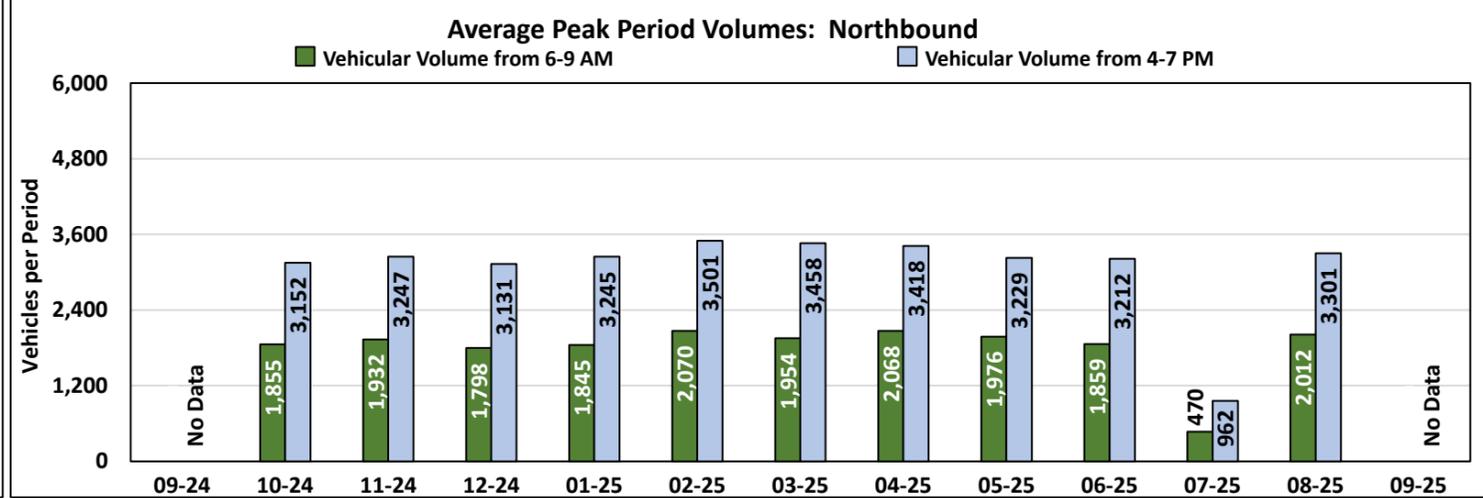
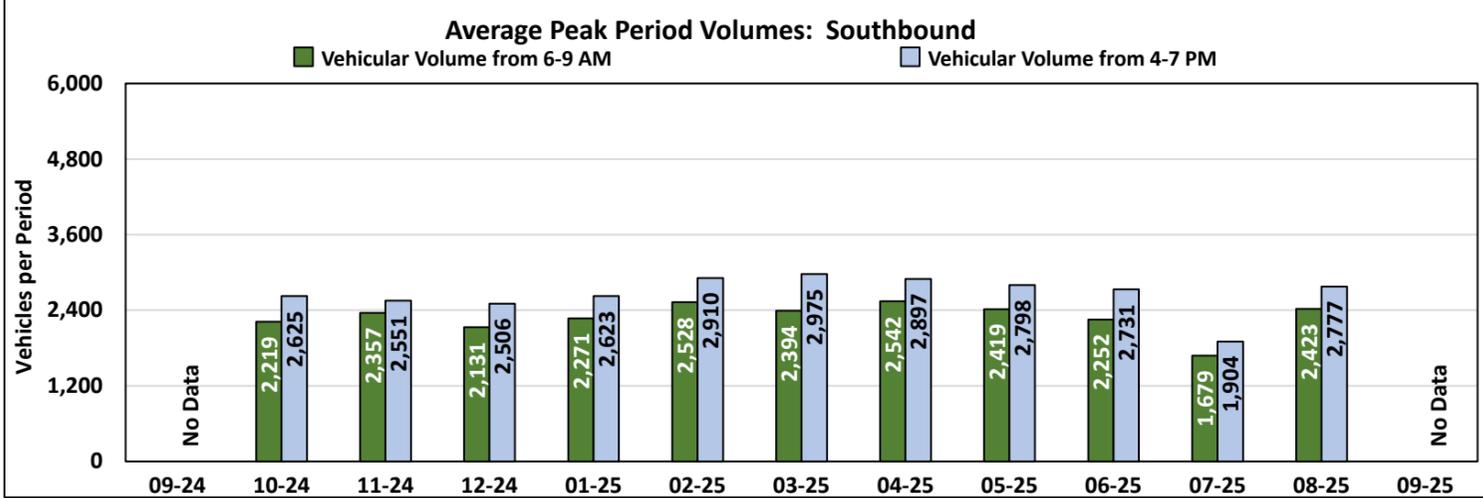
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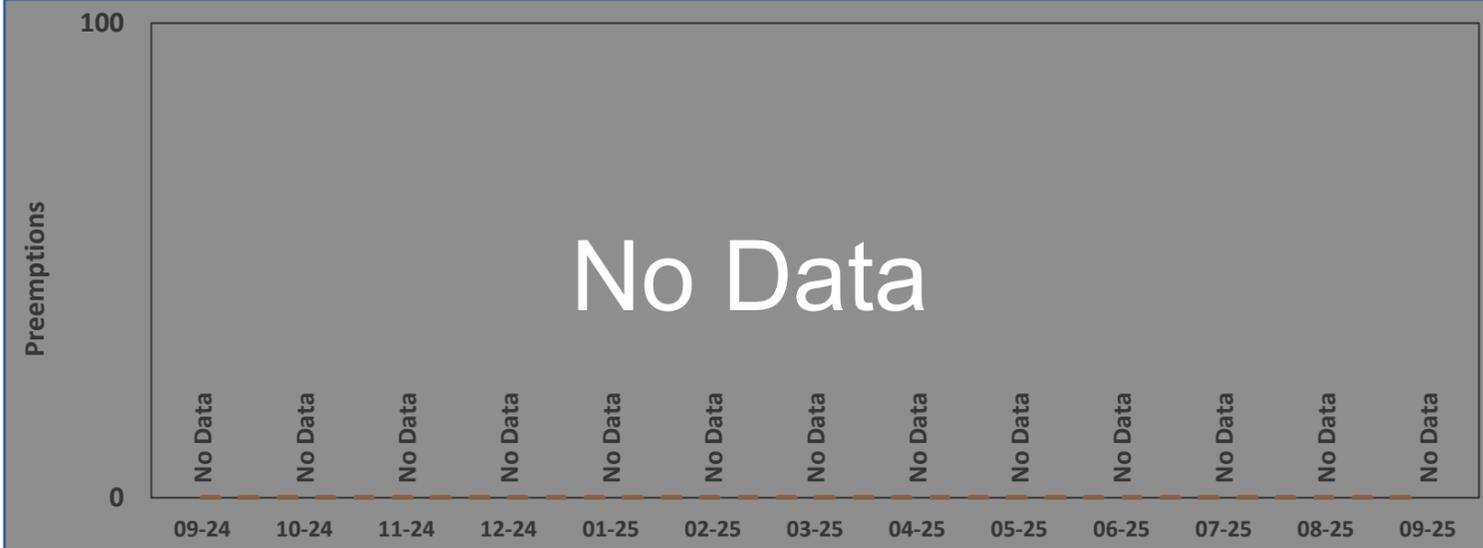
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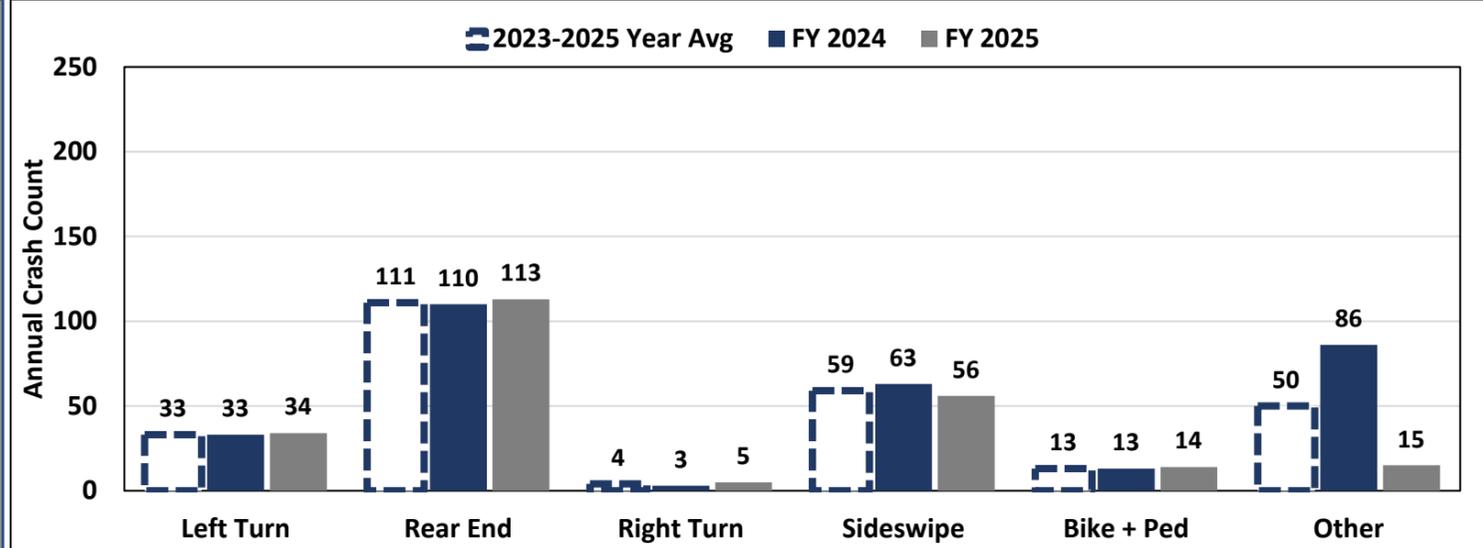
Corridor Volume Information



Emergency Vehicle Preemption



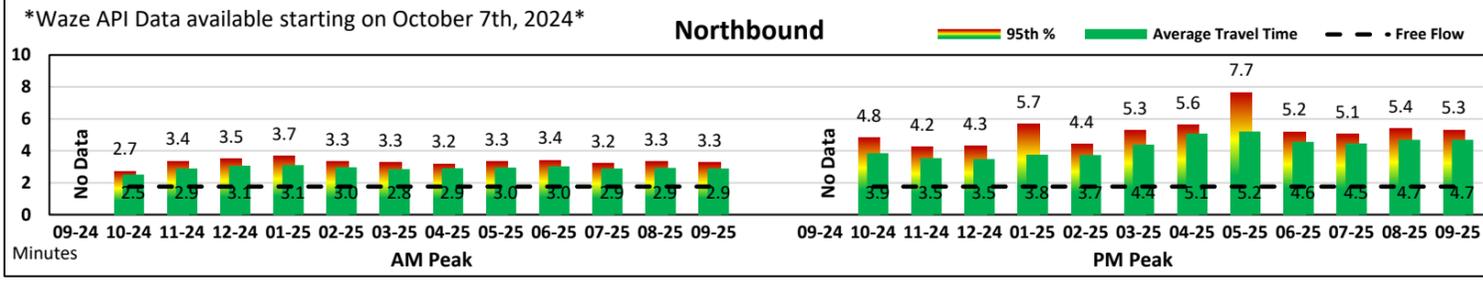
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



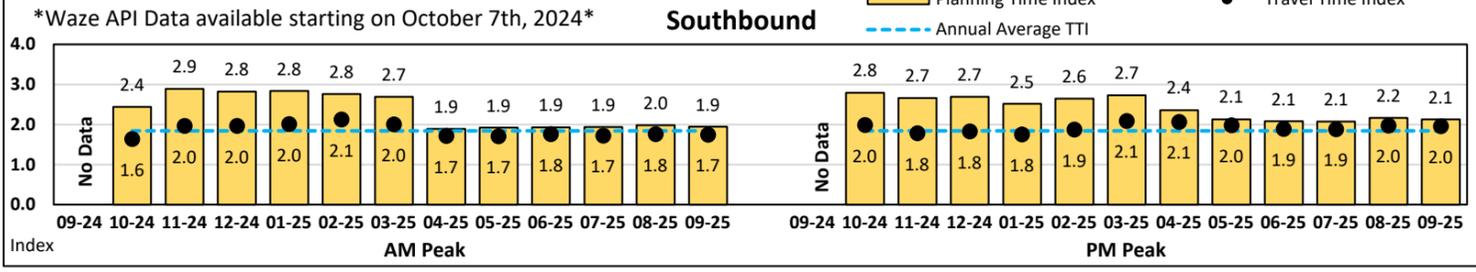
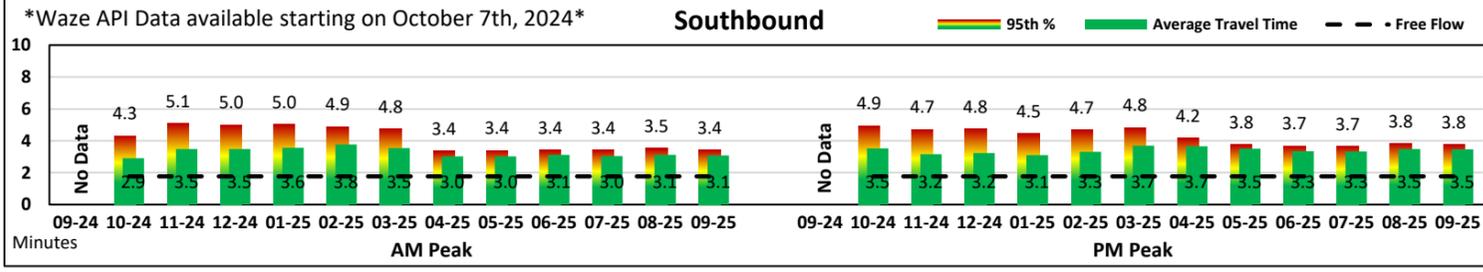
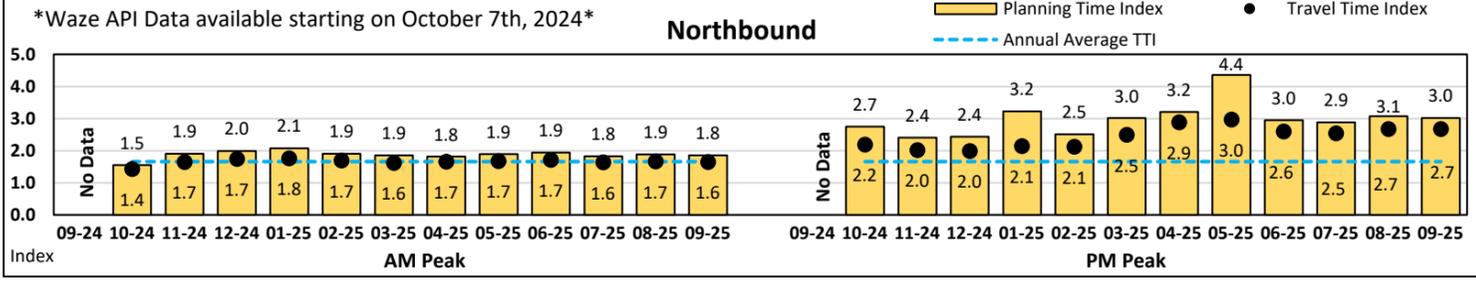


US 17/92, North-South corridor from Hacienda Cir. to Oak St., 1.9 miles length, 6 traffic signals

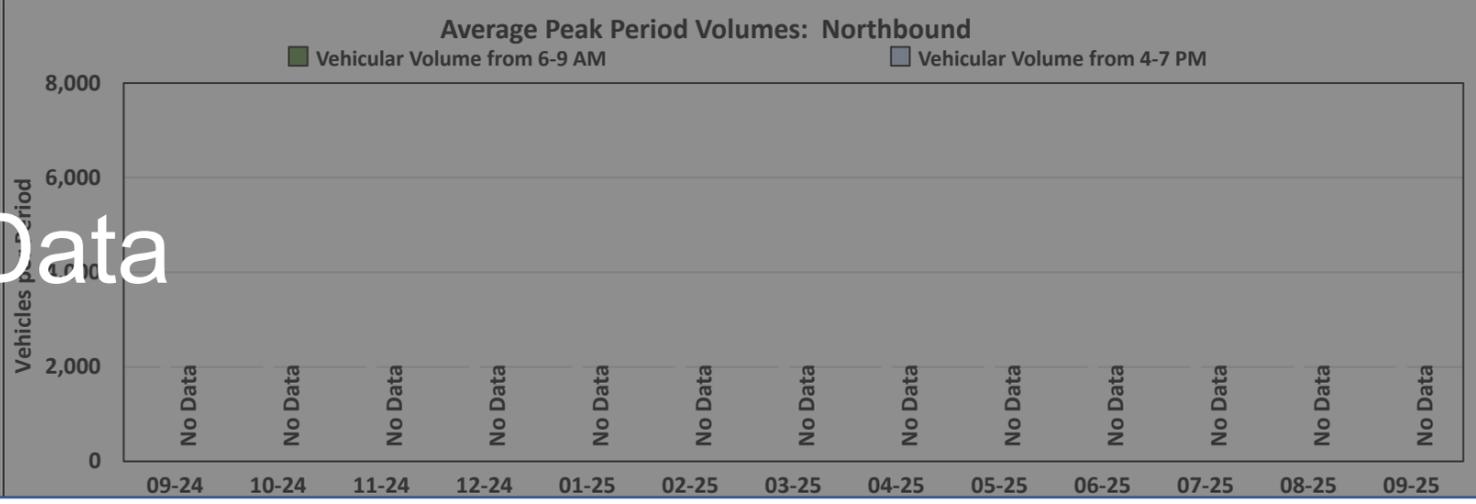
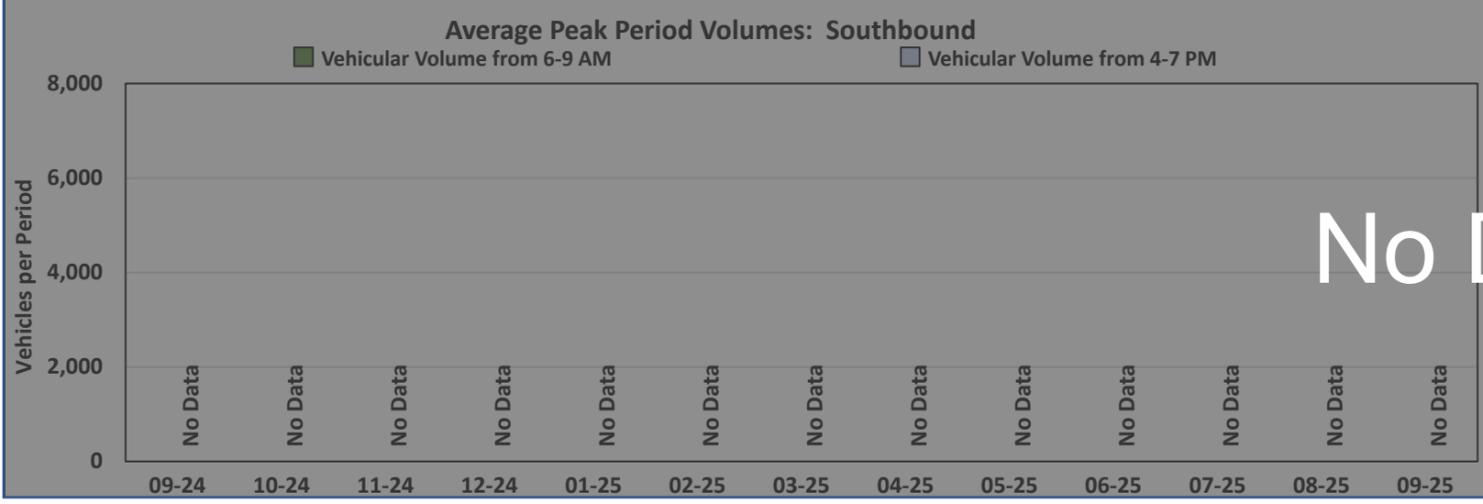
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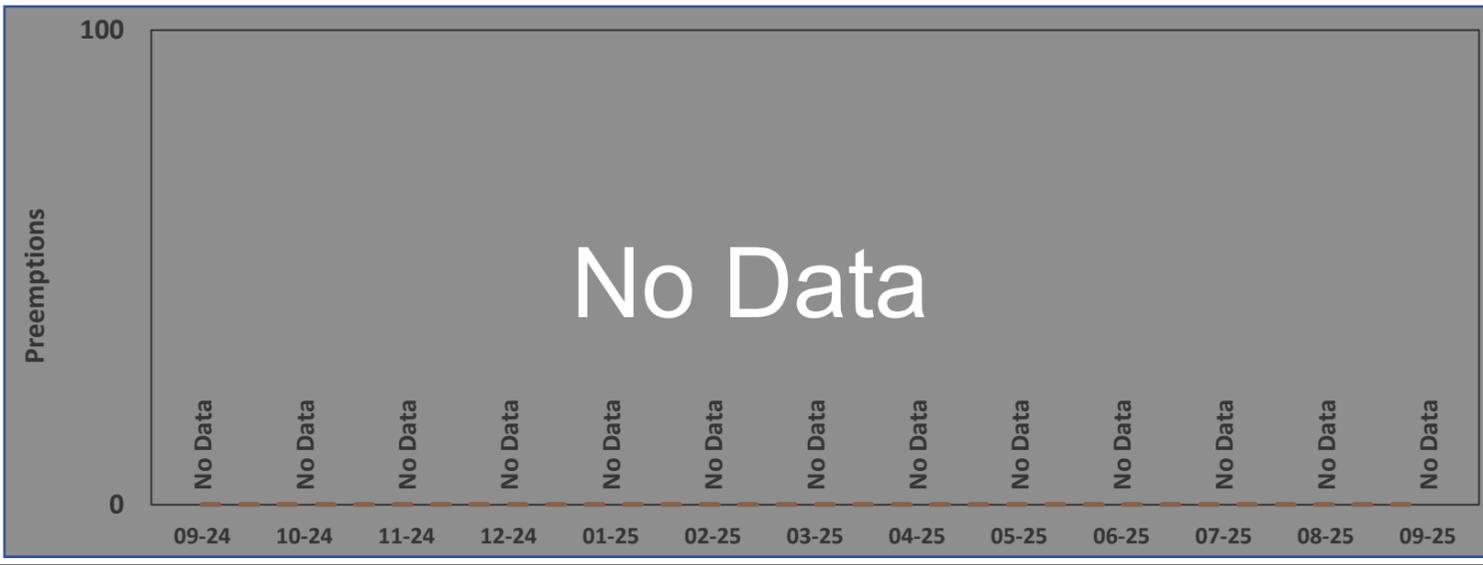
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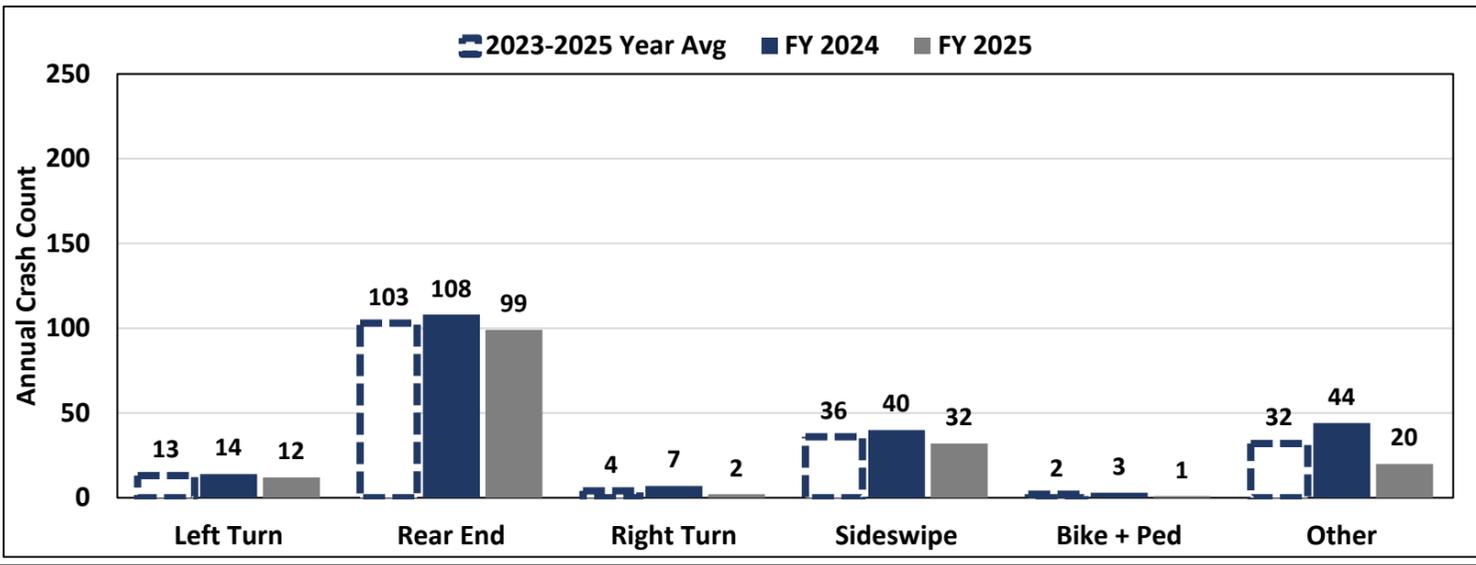
Corridor Volume Information



Emergency Vehicle Preemption

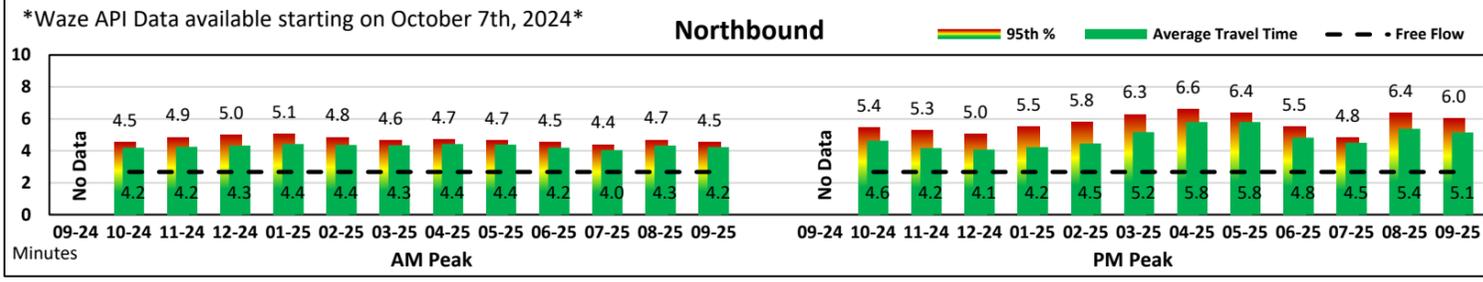


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

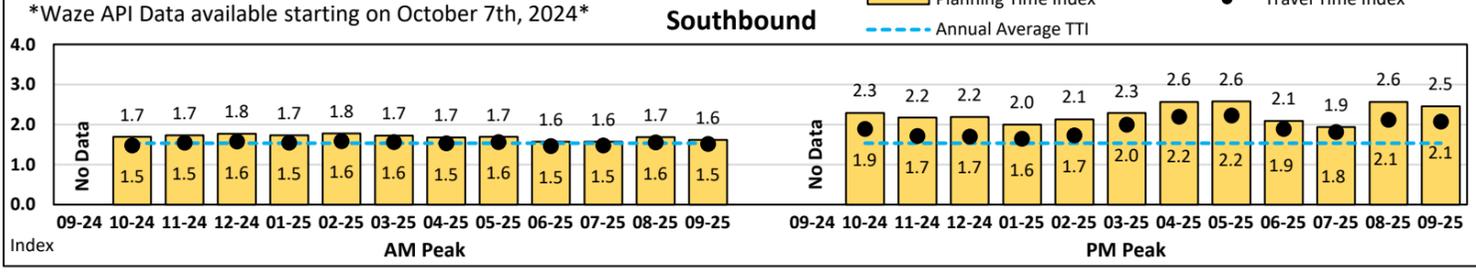
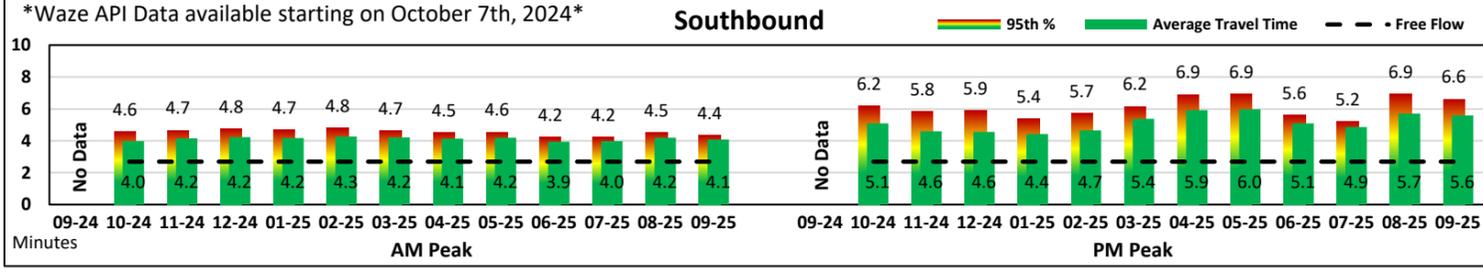
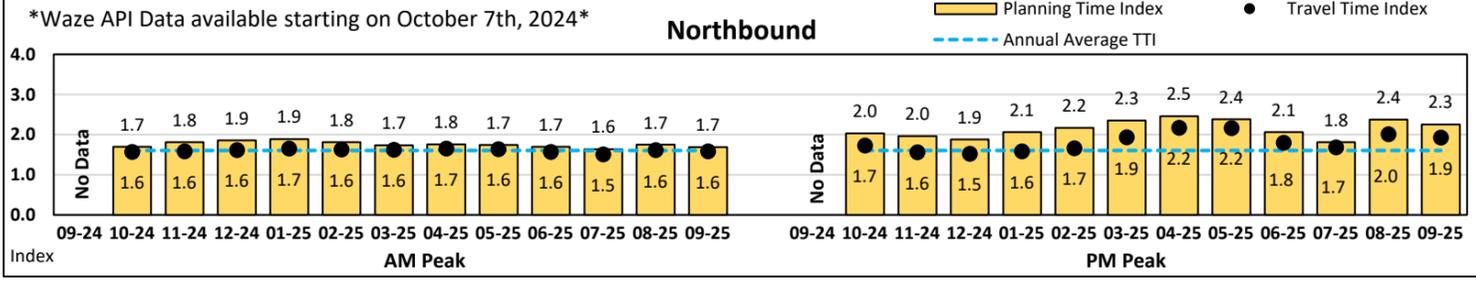




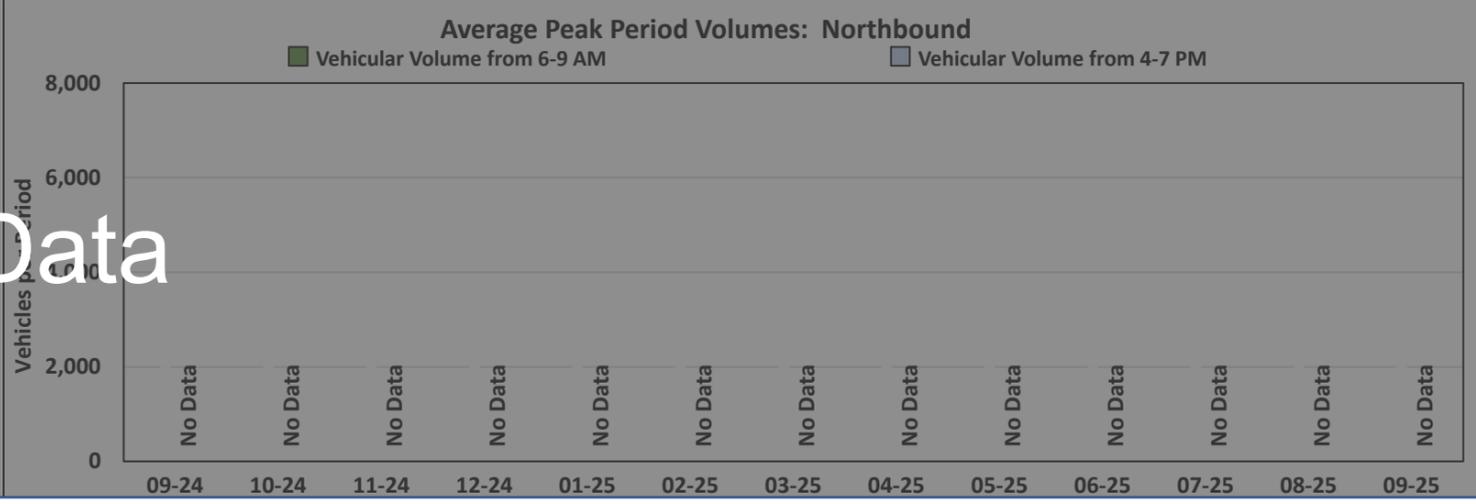
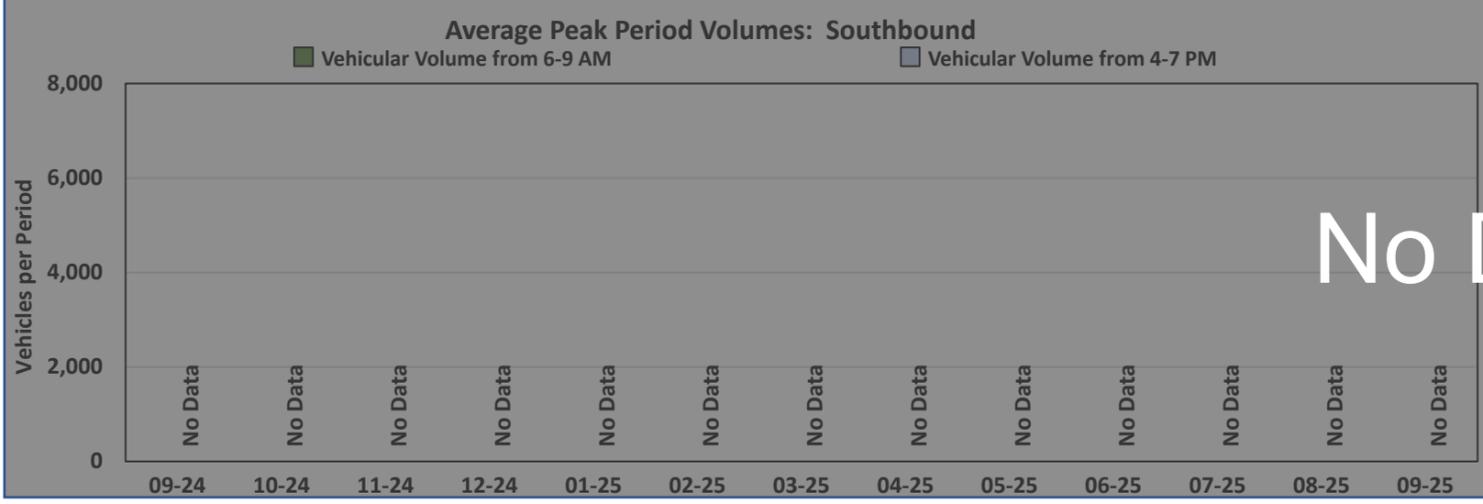
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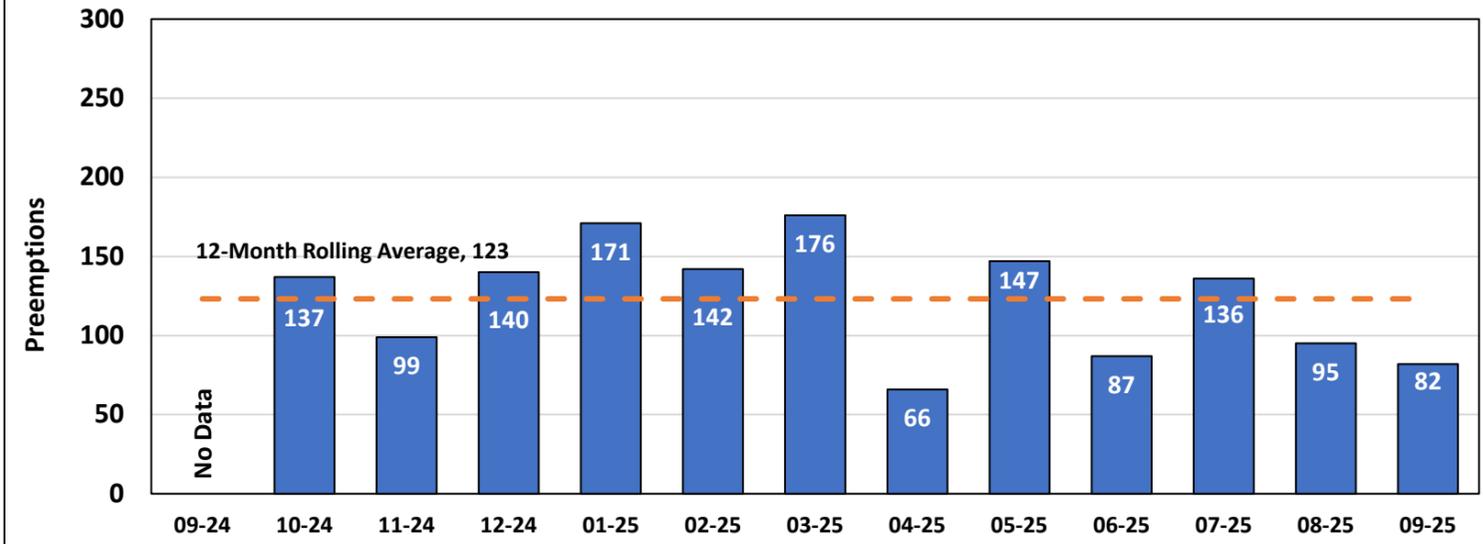
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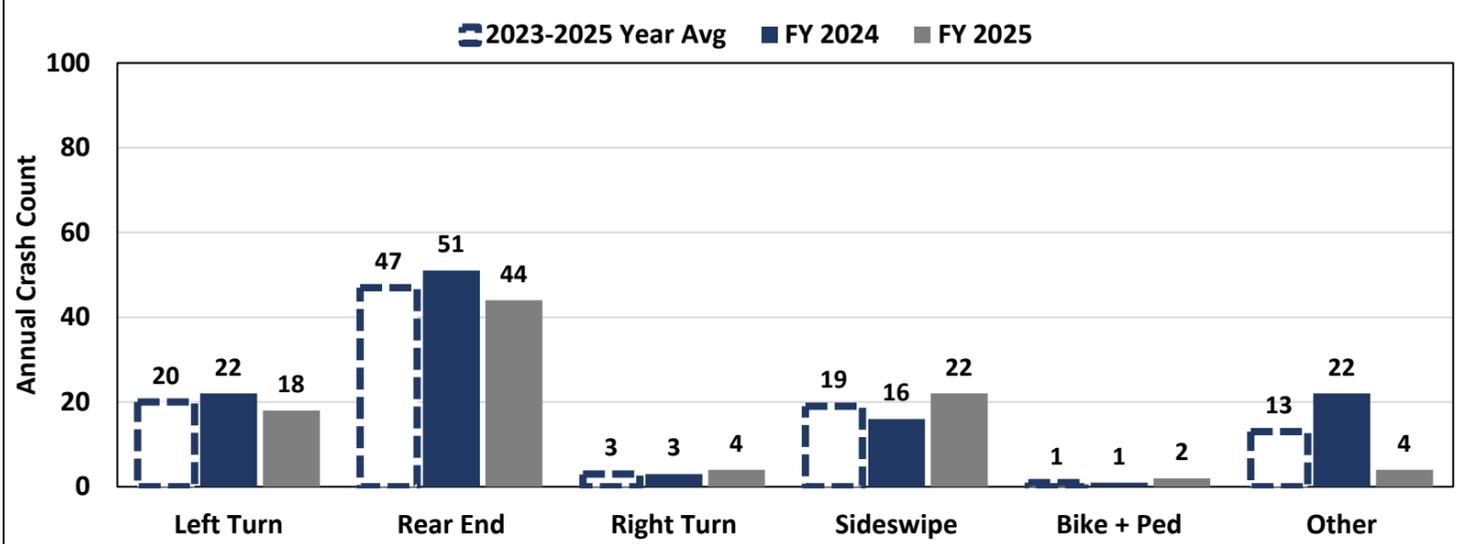
Corridor Volume Information



Emergency Vehicle Preemption



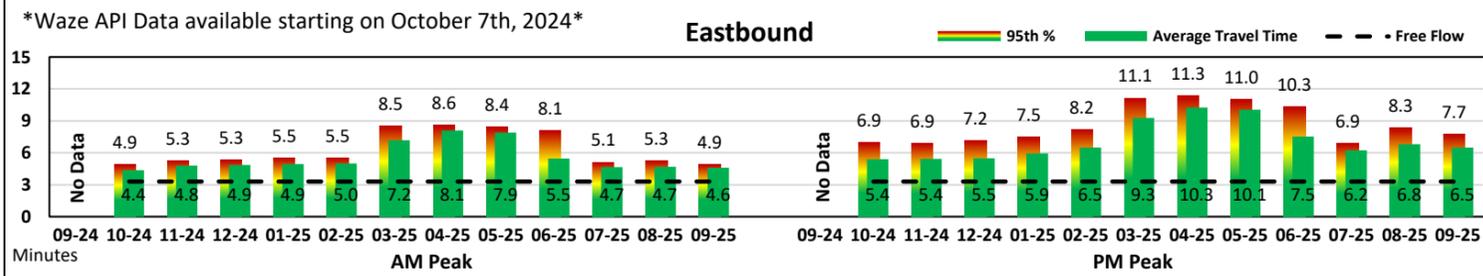
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



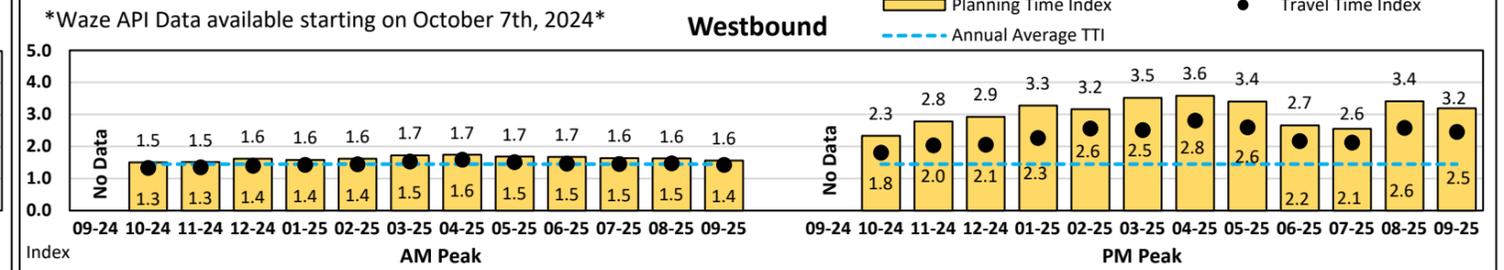
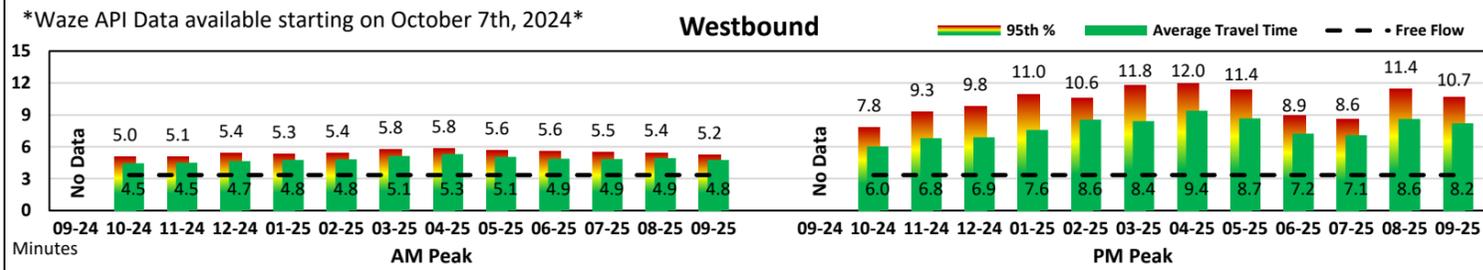
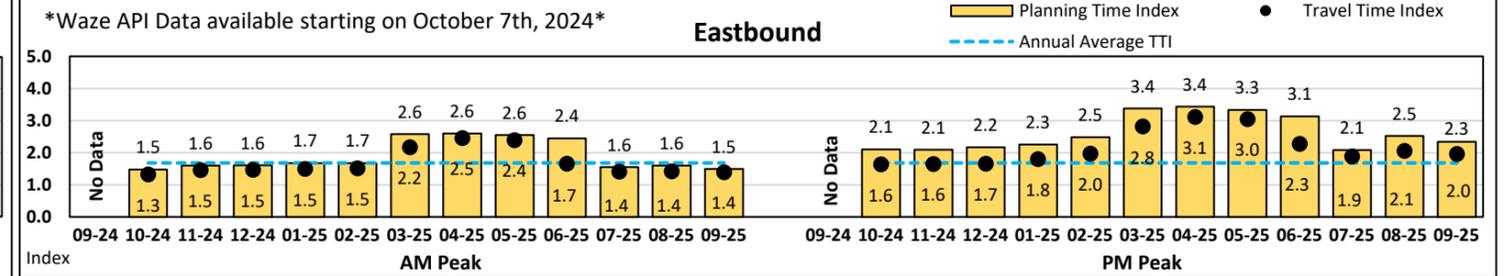


US 192, East-West corridor from Denn John Ln. to Partin Settlement Rd., 2.8 miles length, 7 traffic signals

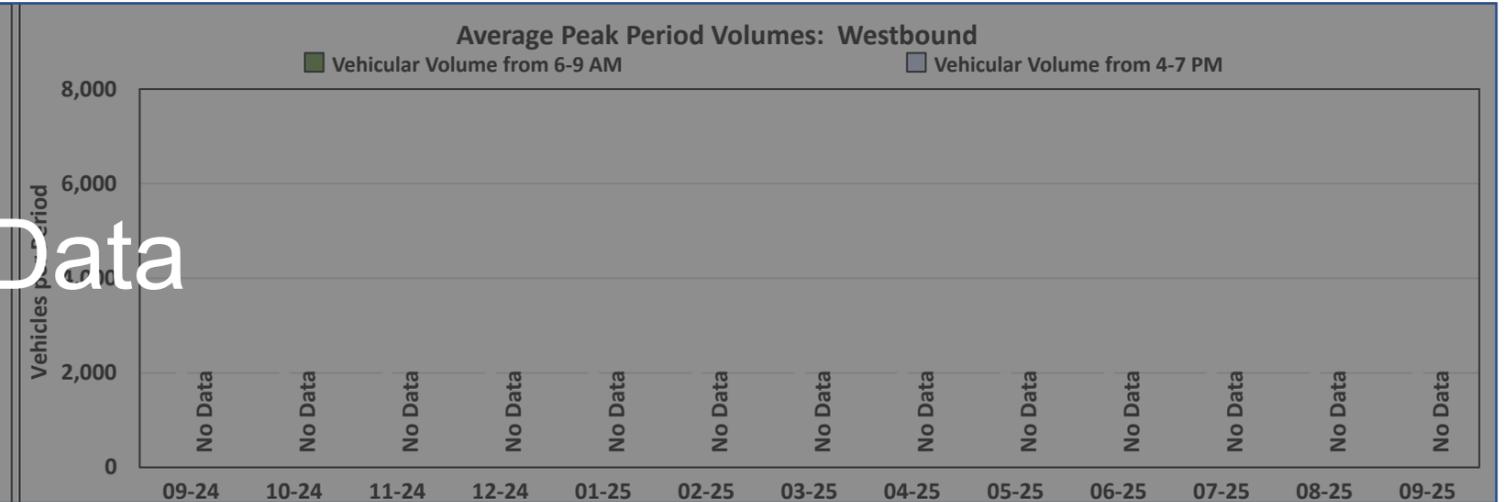
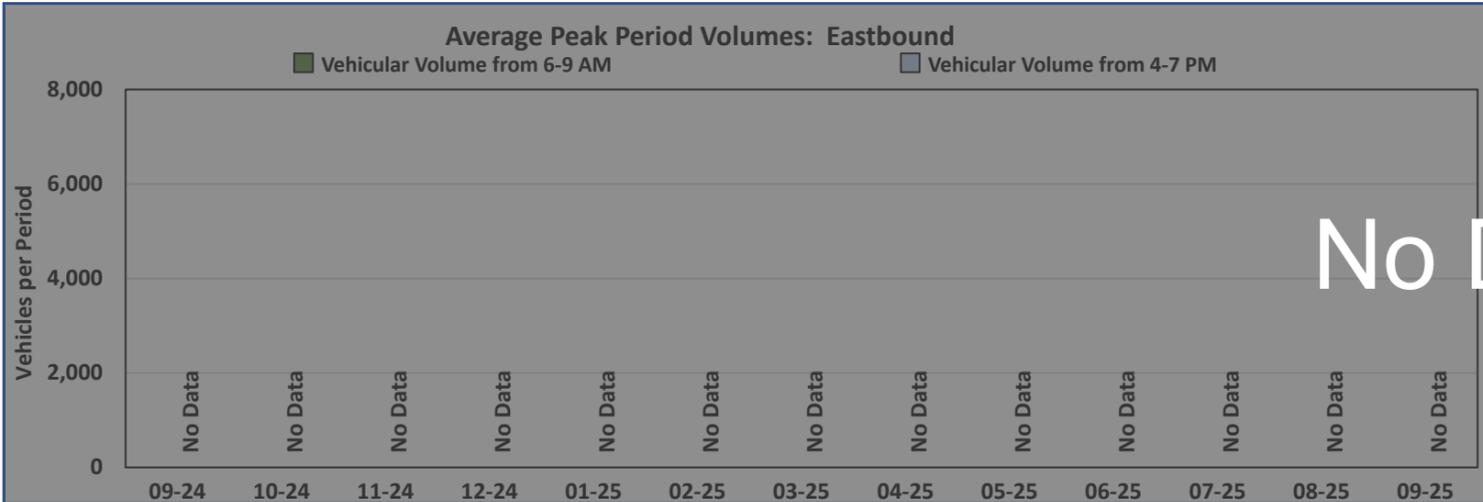
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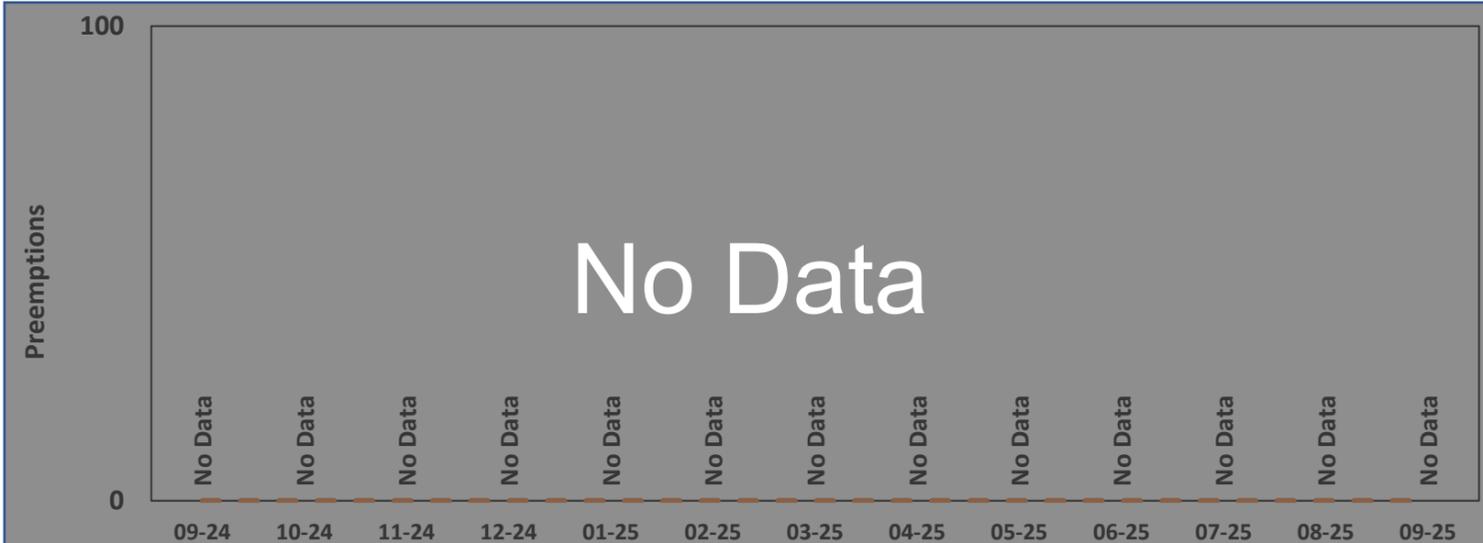
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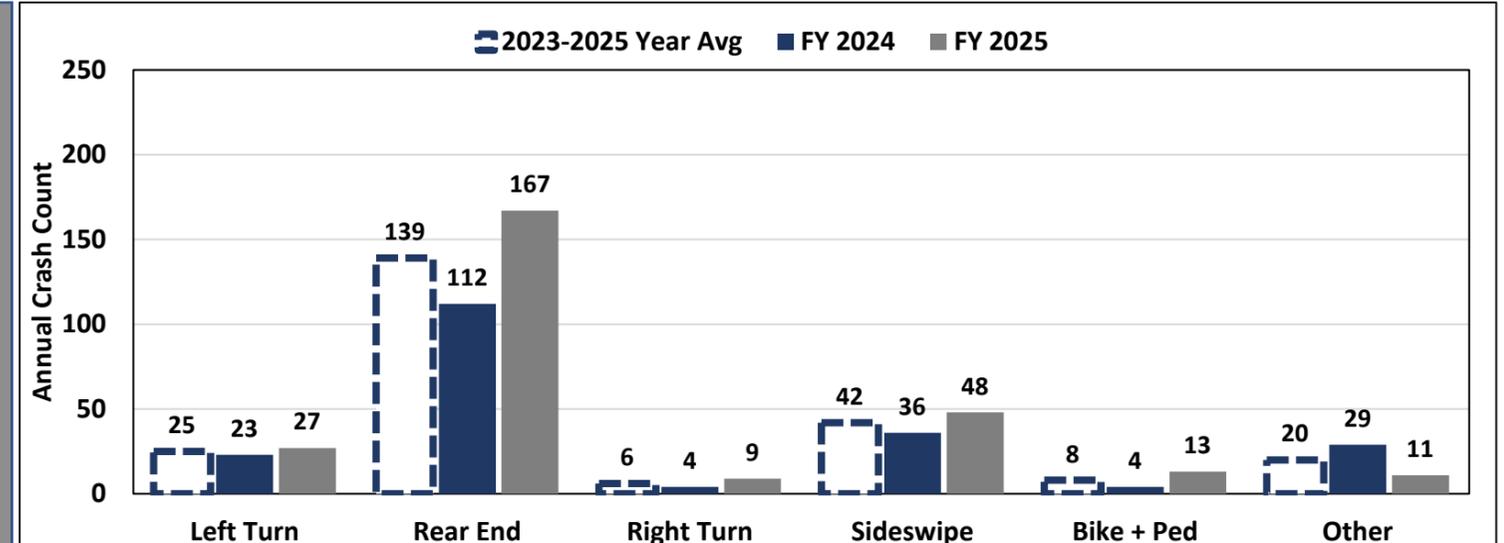
Corridor Volume Information



Emergency Vehicle Preemption

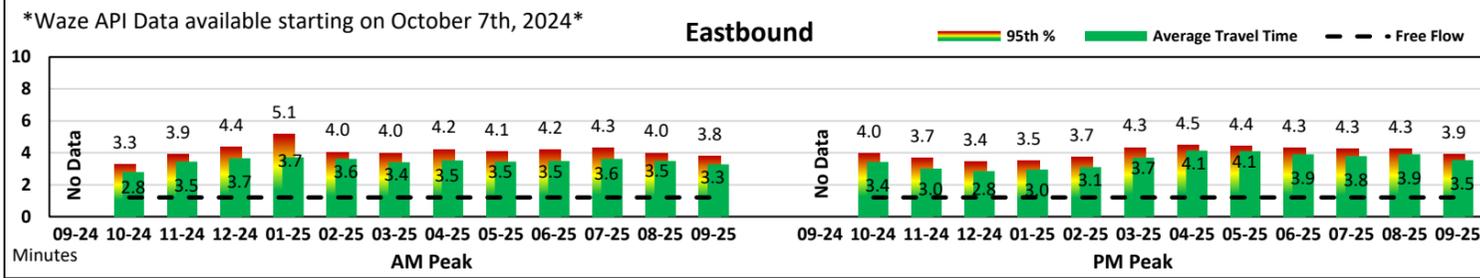


Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

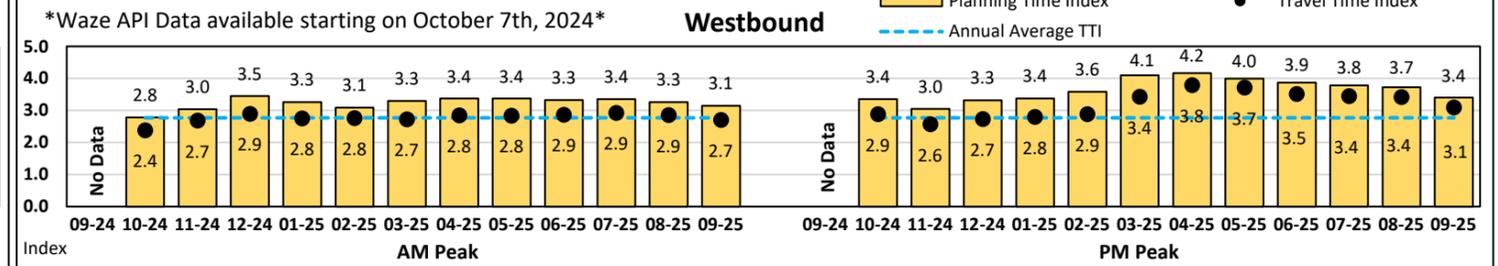
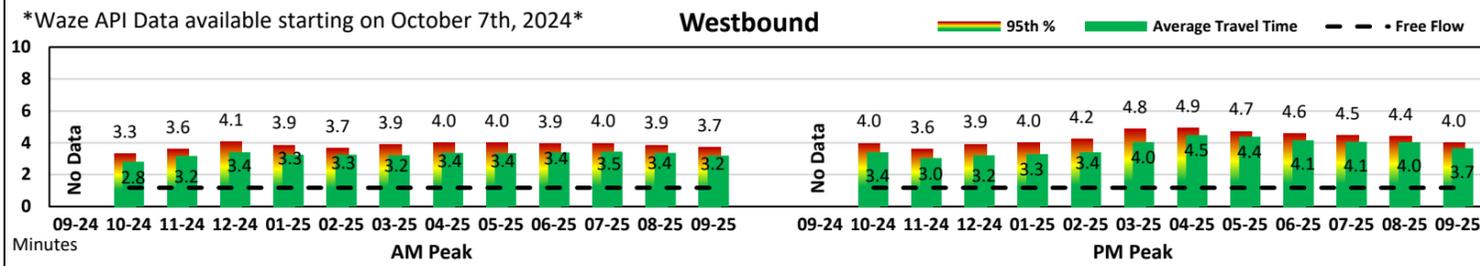
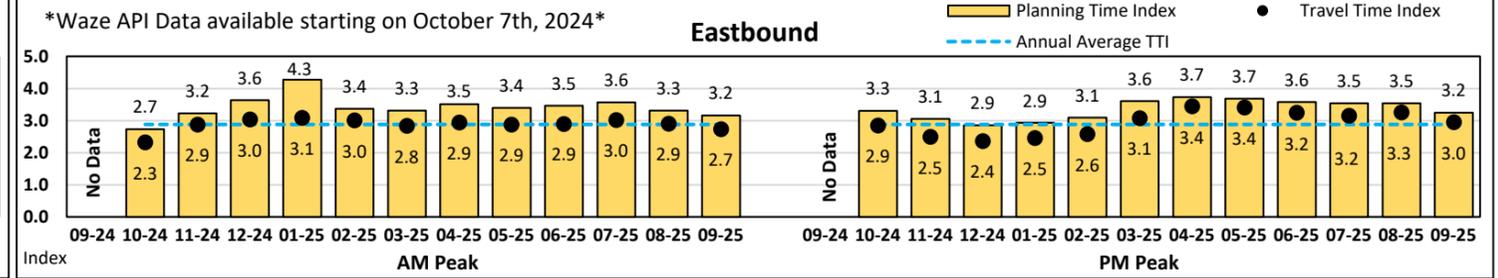




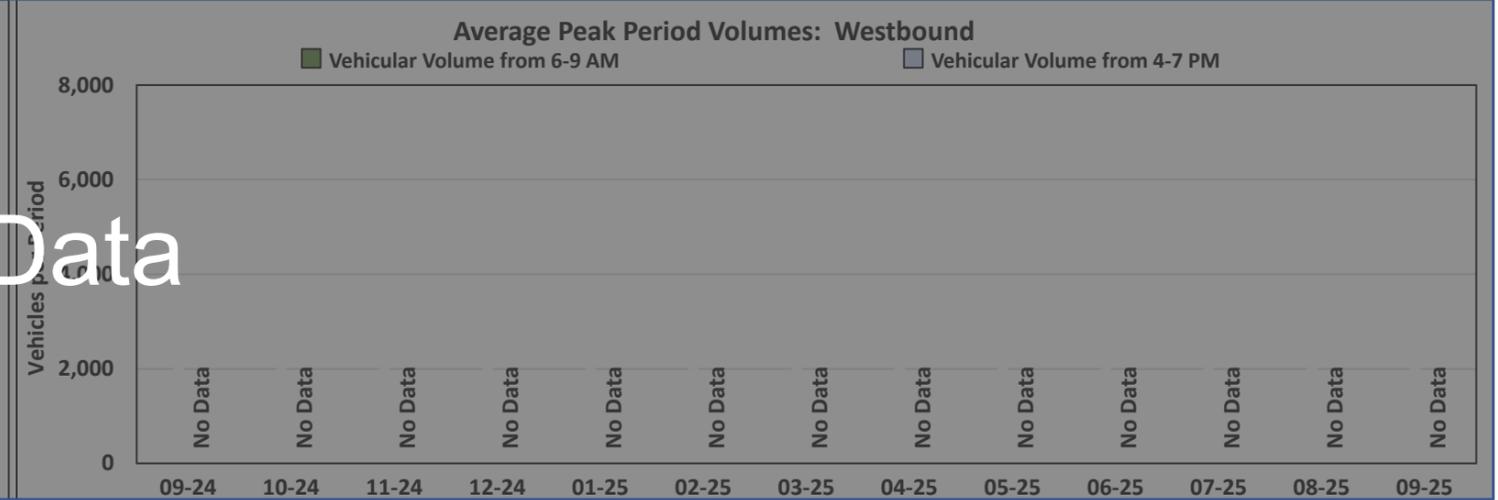
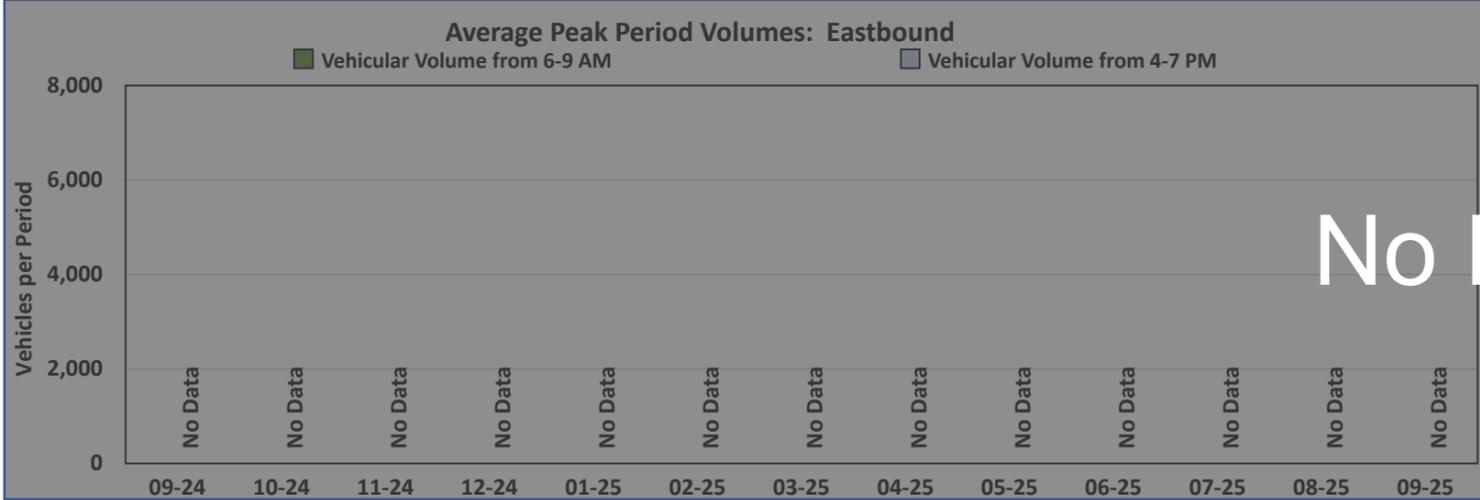
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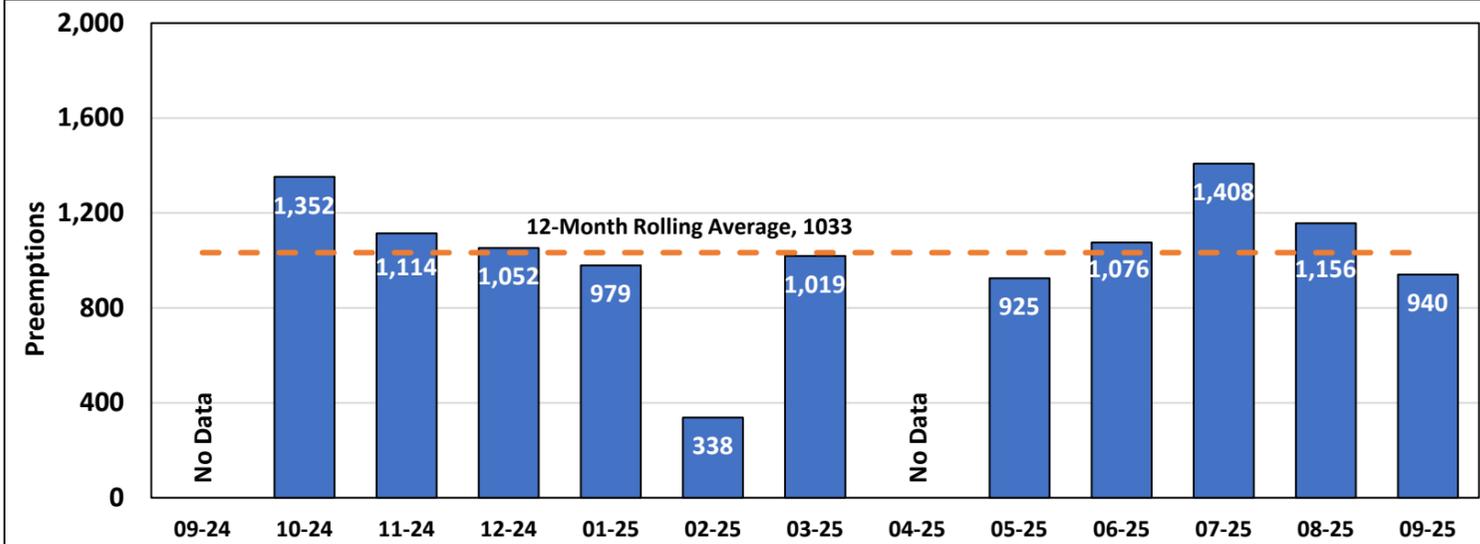
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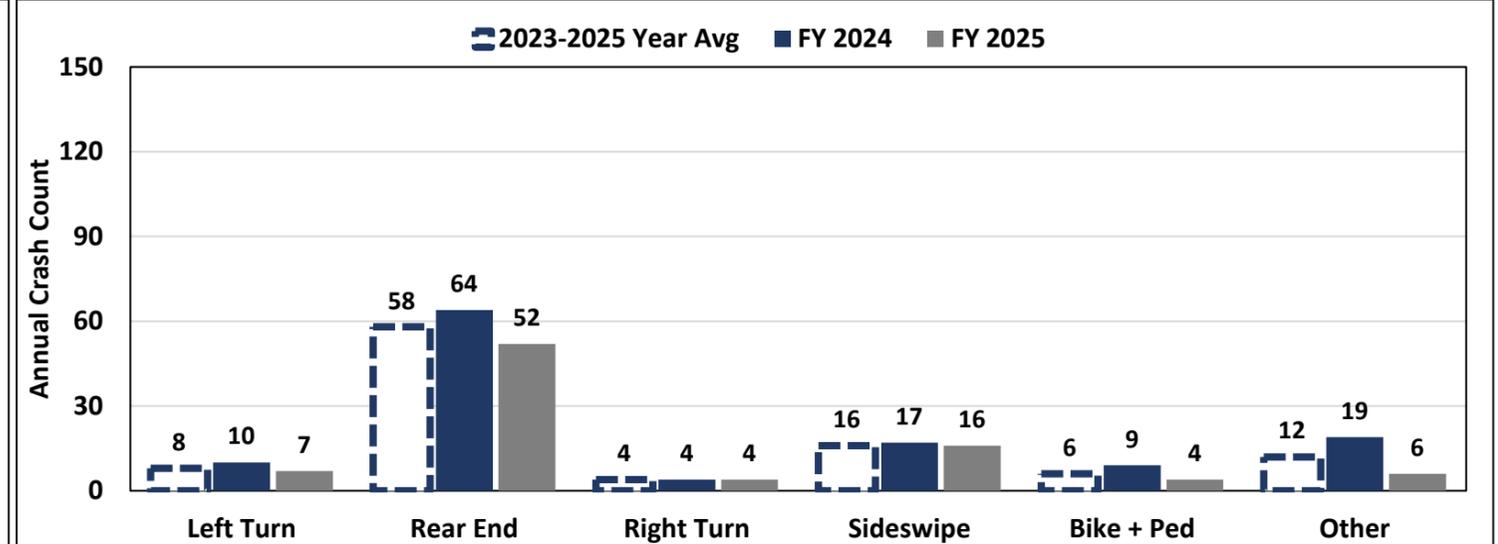
Corridor Volume Information



Emergency Vehicle Preemption



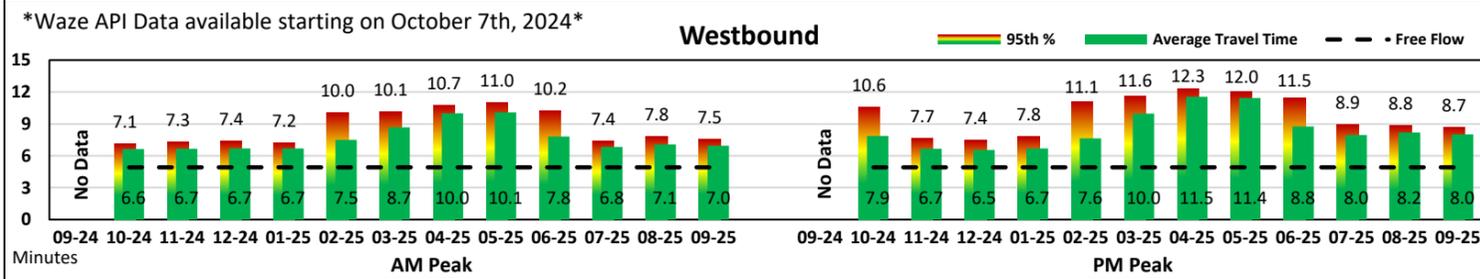
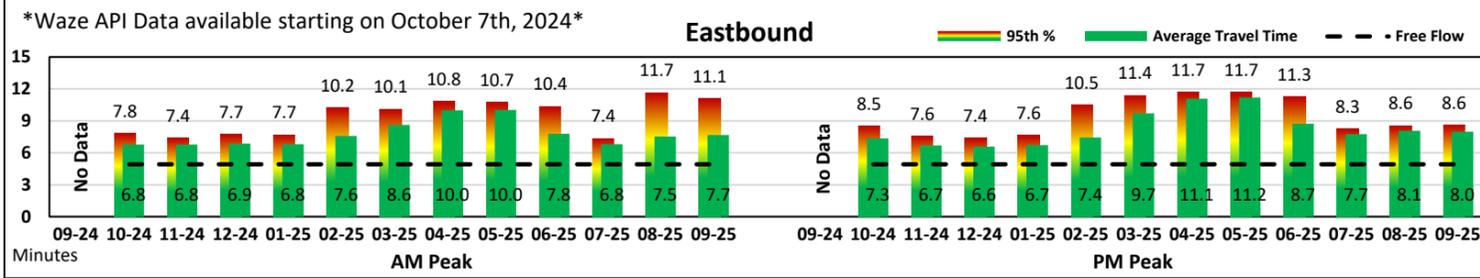
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



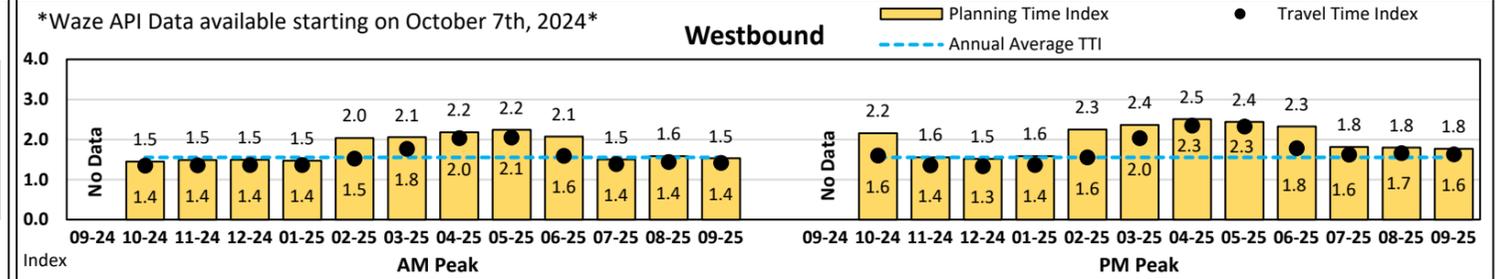
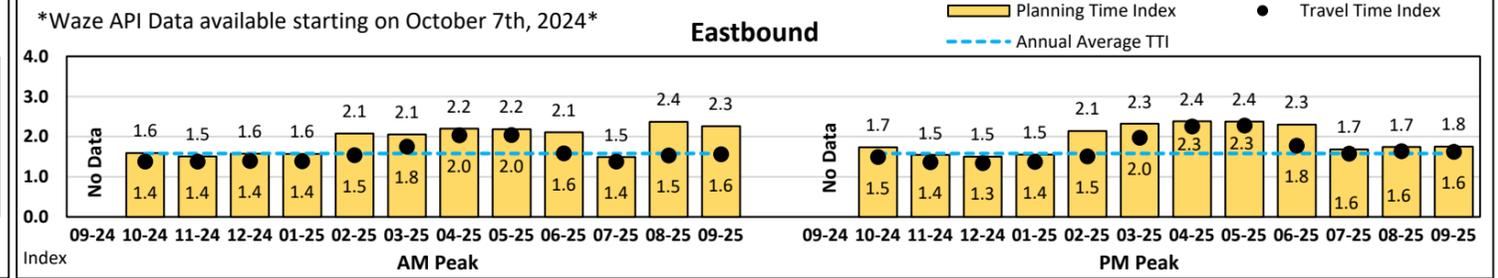


US 192, East-West corridor from Polynesian Isles Blvd. to Old Vineland Rd., 3.6 miles length, 8 traffic signals

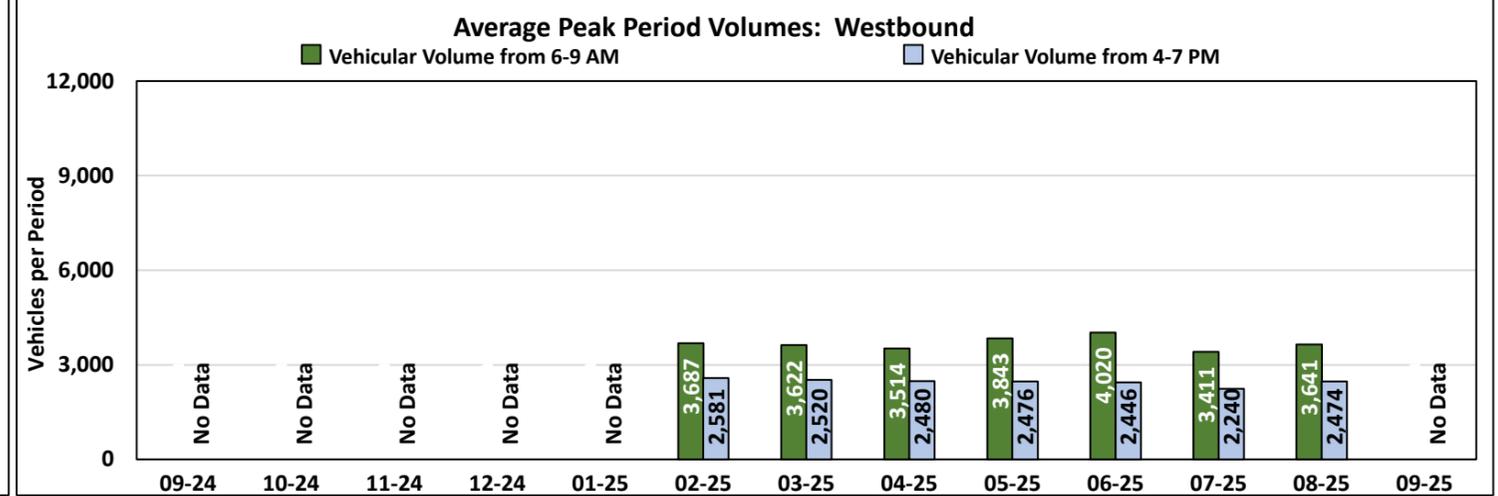
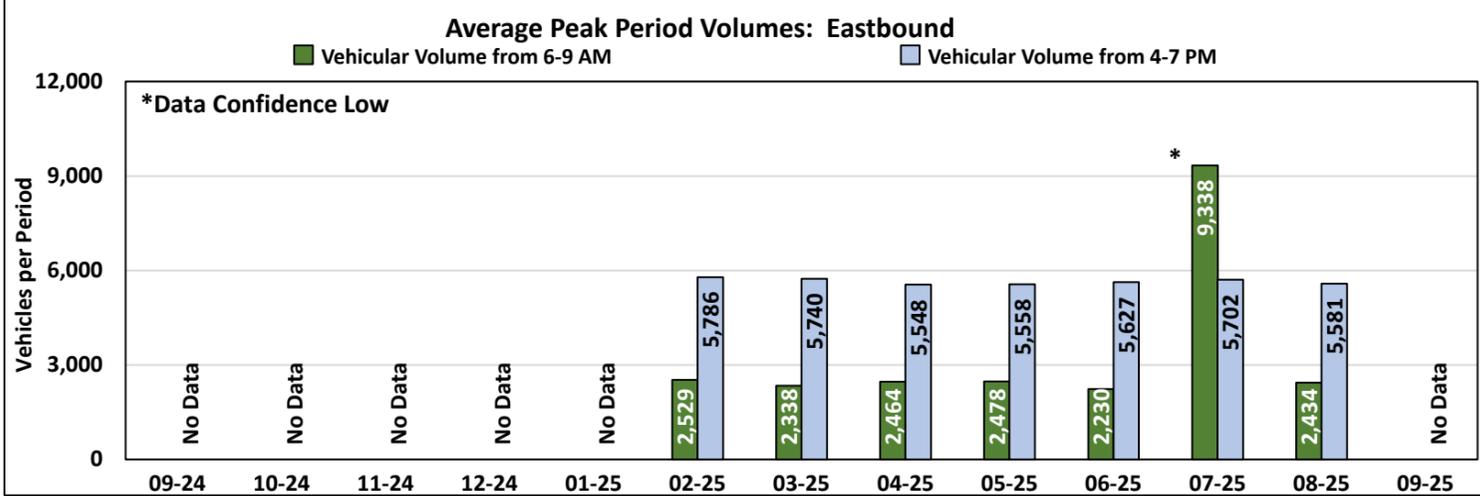
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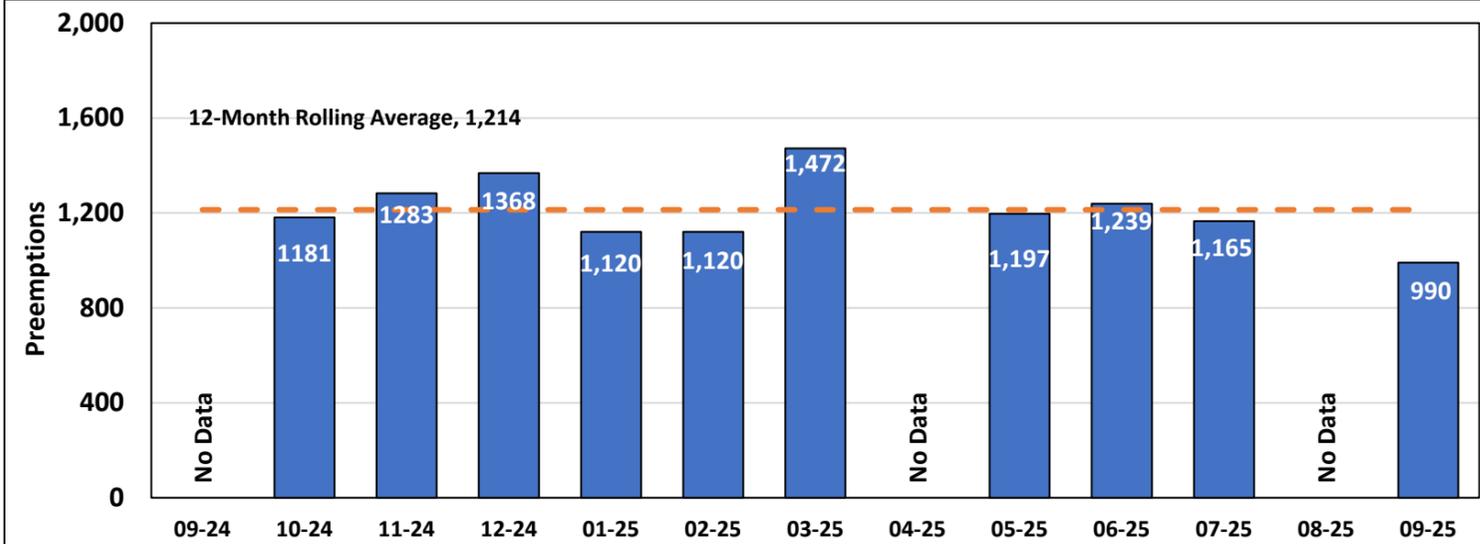
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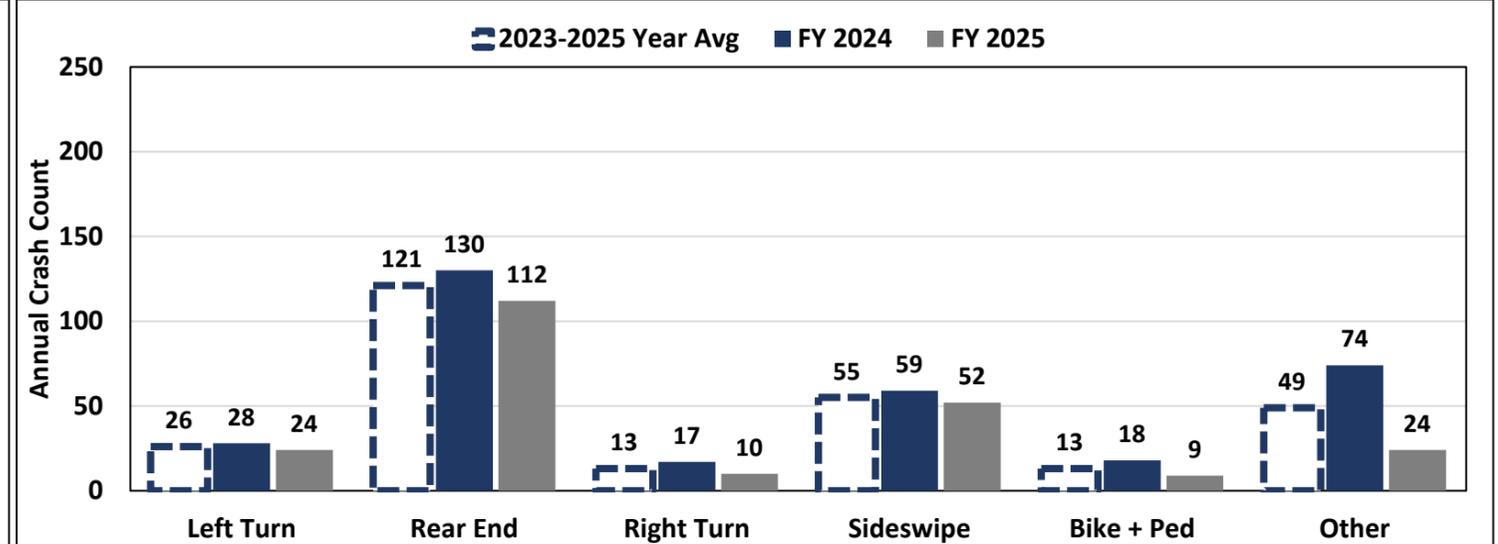
Corridor Volume Information



Emergency Vehicle Preemption



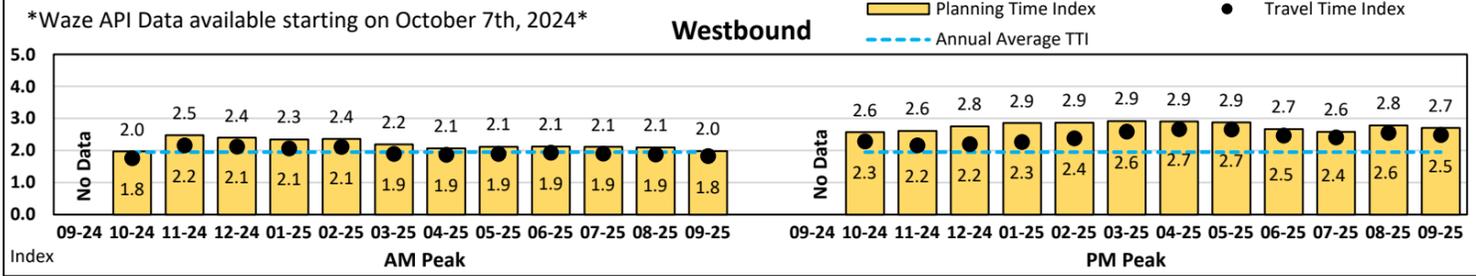
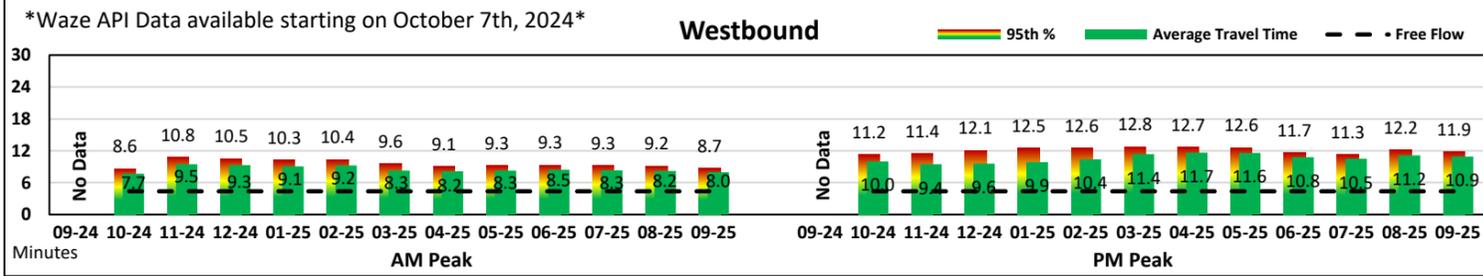
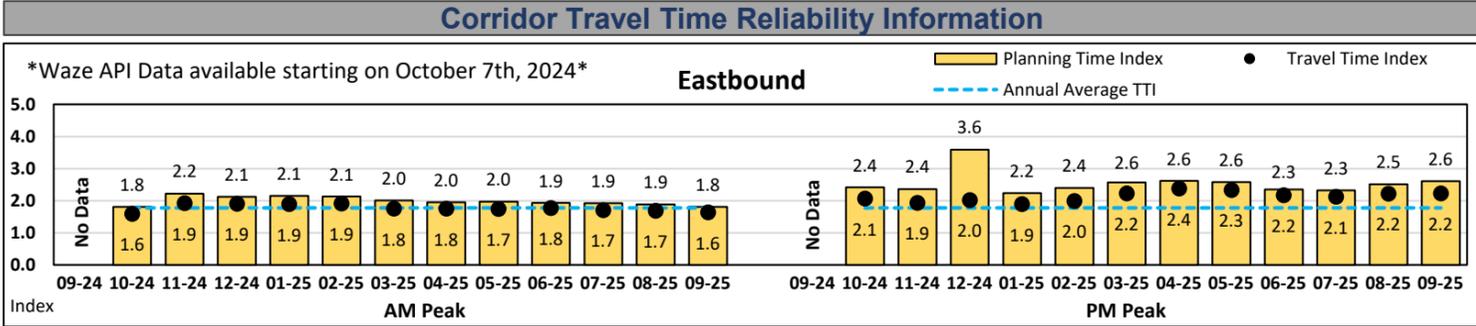
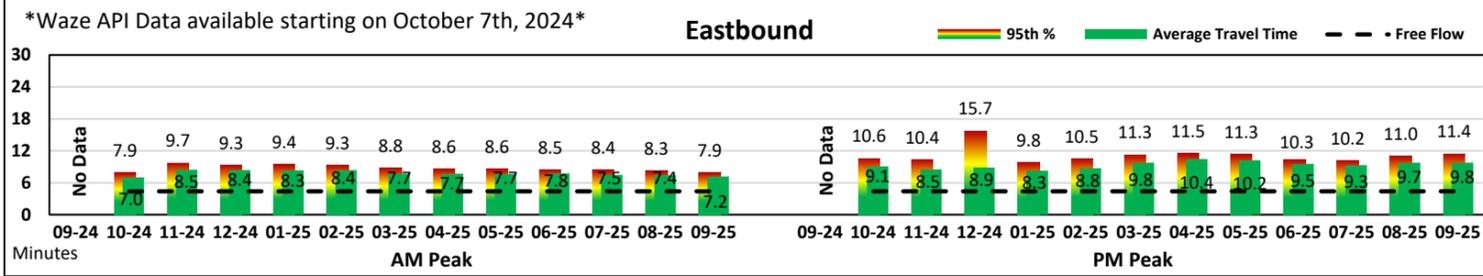
Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)



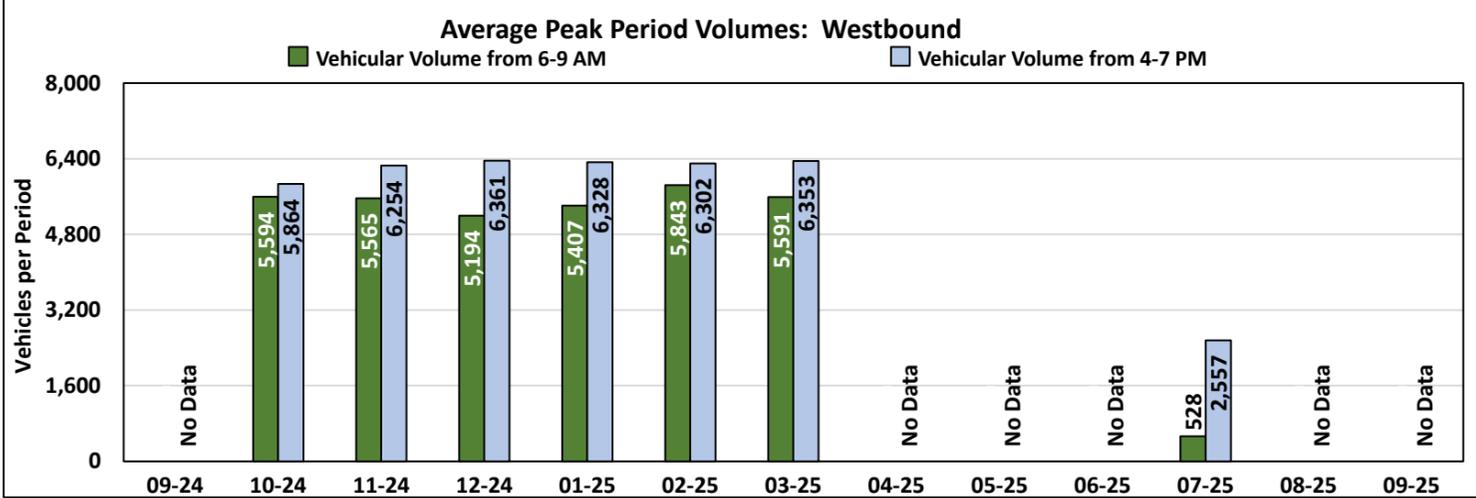
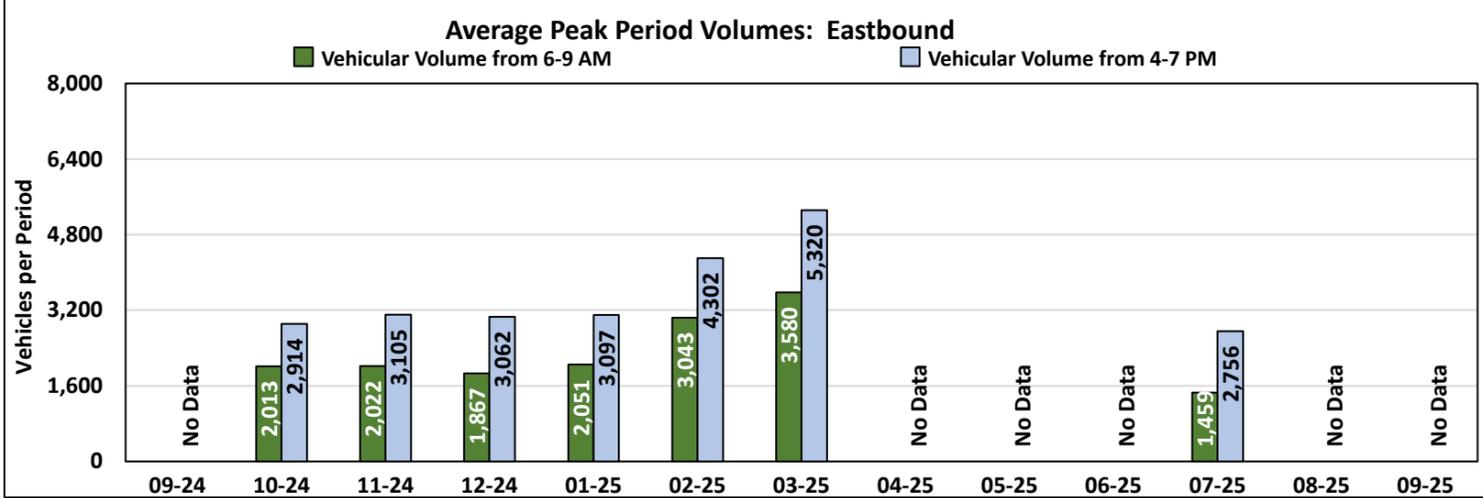


US 192, East-West corridor from Hoagland Blvd. to Michigan Ave., 3.3 miles length, 11 traffic signals

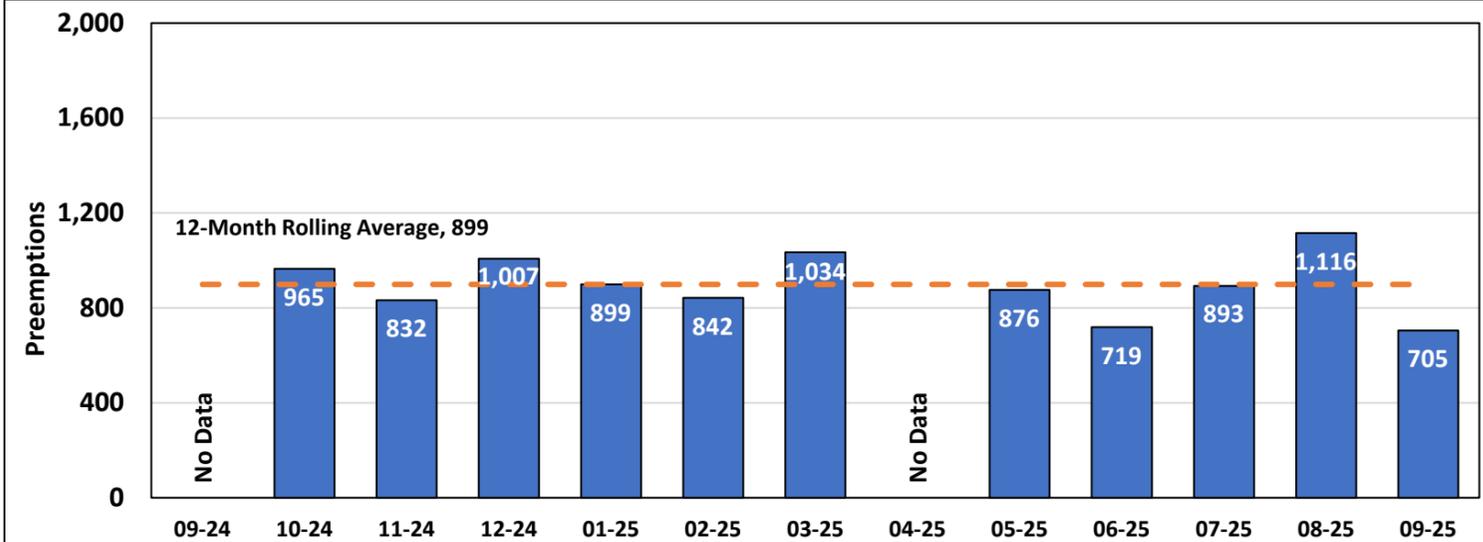
Corridor Travel Time Information



Corridor Volume Information



Emergency Vehicle Preemption



Annual Crash Count by Type (Source: Signal Four Analytics, FY 2024-2025 Data)

