

MEMORANDUM

ISO: 60509448 (BE193) File Code: 422.2.4.1 Doc ID #: 00763.07

TO: Javier Rodriguez, P.E., TSM&O Program Engineer

FROM: Gregg Letts, P.E.

SUBJECT: **95 Express Phase 1 ELM Performance Update 6 (Through July 2017)**

DATE: September 18, 2017

CC: Alejandro Motta, P.E., Don Avery, P.E., Jose Grullon, P.E., Alex Mirones, documentcontrol

I. PURPOSE

The purpose of this memorandum is to provide a status update on the performance metrics documented in the **Memorandum – 95 Express Phase 1 Express Lane Markers (ELM) Performance**.

II. BACKGROUND

The new ELM installation occurred between September 21, 2016 and December 21, 2016 (approximately three months). The comparisons shown herein are based on the original agreed analysis period of six months prior to installation (from March 2016) and for a full six months after the completion of the installation (through June 2017). Based on the success of the new markers, the Department has decided to highlight the trends shown herein monthly.

This monthly update is for all available data through July 2017.

III. PERFORMANCE CRITERIA

The four performance metrics that are being tracked for this analysis include:

1. ELM Replacement¹
2. Lane Diving (Warnings plus Citations)²
3. Crashes in the Express Lanes³
4. Vehicle Throughput⁴

¹Data provided by Archer Western (Contractor on I-95 Pavement Rehab Project) and DBI (District 6's Asset Maintenance Contractor)

²Data provided by FHP (Though Bi-weekly Invoicing for D6 FHP Hireback Program)

³Data provided by D6 SunGuide® Center (via SunGuide® Software)

⁴Data provided by Florida's Turnpike (via Monthly Toll Gantry Reports)

IV. RESULTS (UPDATE 6)

Performance Metric	Monthly Avg. for Six Months Before New ELM Installation	Monthly Avg. During New ELM Installation	Monthly Avg. After New ELM Installation ⁵
ELM Replacement ¹	4,030	21	315
Lane Diving (Citations + Warnings) ²	152	82	18
Crashes in Express Lanes ³	81	60	56
Vehicle Throughput ⁴	1,874,077	1,816,973	1,900,353

Through July 2017, the new ELM installation has contributed to the following average monthly improvements for 95 Express Phase 1:

- ELM Replacement is down 92%;
- Lane Diving is down 88%;
- Crashes within the facility are down 31%; and,
- Express Lanes volume has increased by 1.4%.

Graphs showing the positive trends for lane diving and crashes in the express lanes are shown on the following page.

*** End of Memorandum ***

¹ Data provided by Archer Western (Contractor on I-95 Pavement Rehab Project) and DBI (District 6's Asset Maintenance Contractor)

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⁵Through July 2017

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