

MEMORANDUM

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

FROM: Jose A. Grullon, P.E.

SUBJECT: **95 Express Phase 1 (Segments 1N and 1S) ELM Performance Update (Through July 2018) _ Revision 1 (Updated with volume data)**

DATE: January 17, 2019

CC: Alejandro Motta, P.E., Don Avery, P.E., Gregg Letts, 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 installation encompassed both directions in Phase 1 (Segments 1N and 1S), from just north of SR 836 to the Golden Glades Interchange (SR 826/Florida's Turnpike). 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). Given the importance of this information, the Department has decided to continue documenting the trends shown herein monthly.

This monthly update is for all available data through July 2018.

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

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	337
Lane Diving (Citations + Warnings) ²	152	82	12
Crashes in Express Lanes ³	81	60	53
Vehicle Throughput ⁴	1,874,077	1,816,973	1,843,116

Disclaimers: Data for ELM replacement for September and October 2017 are not included due to the impact of Hurricane Irma. Also, data for all other performance metrics are not included for September 2017 due to Hurricane Irma.

Through July 2018, 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 92%;
- * Crashes within the facility are down 35%
- * Express Lanes volume has decreased by 1.7%

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

*** End of Memorandum ***

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)

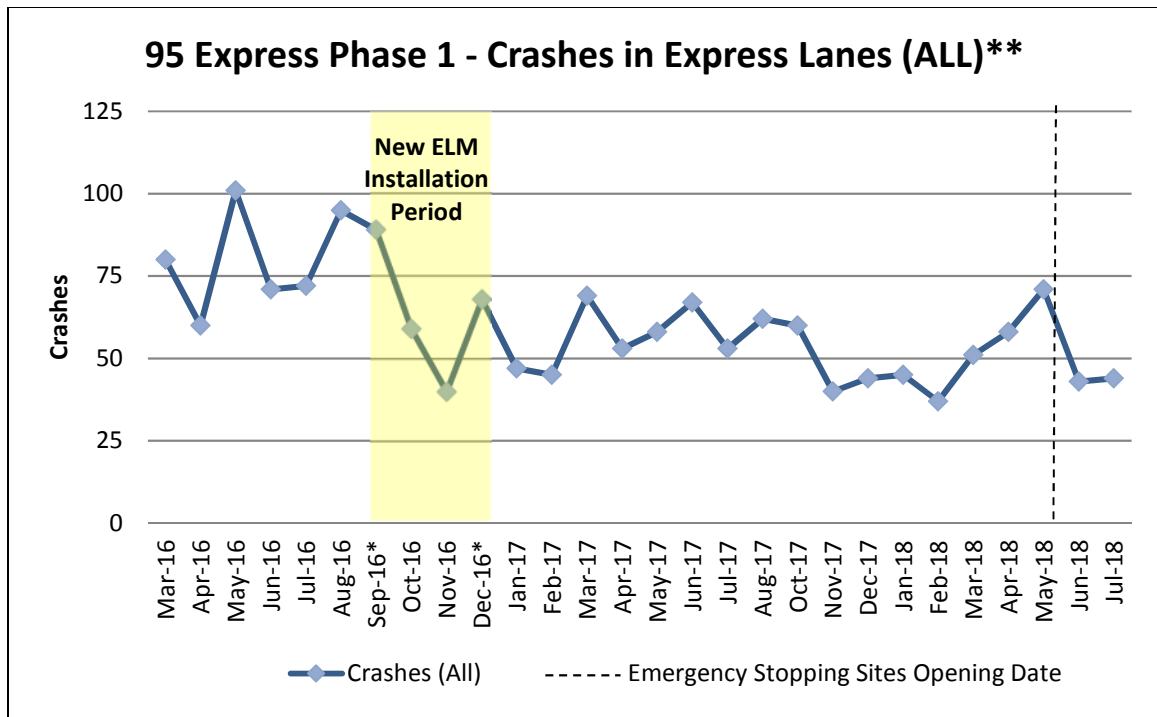
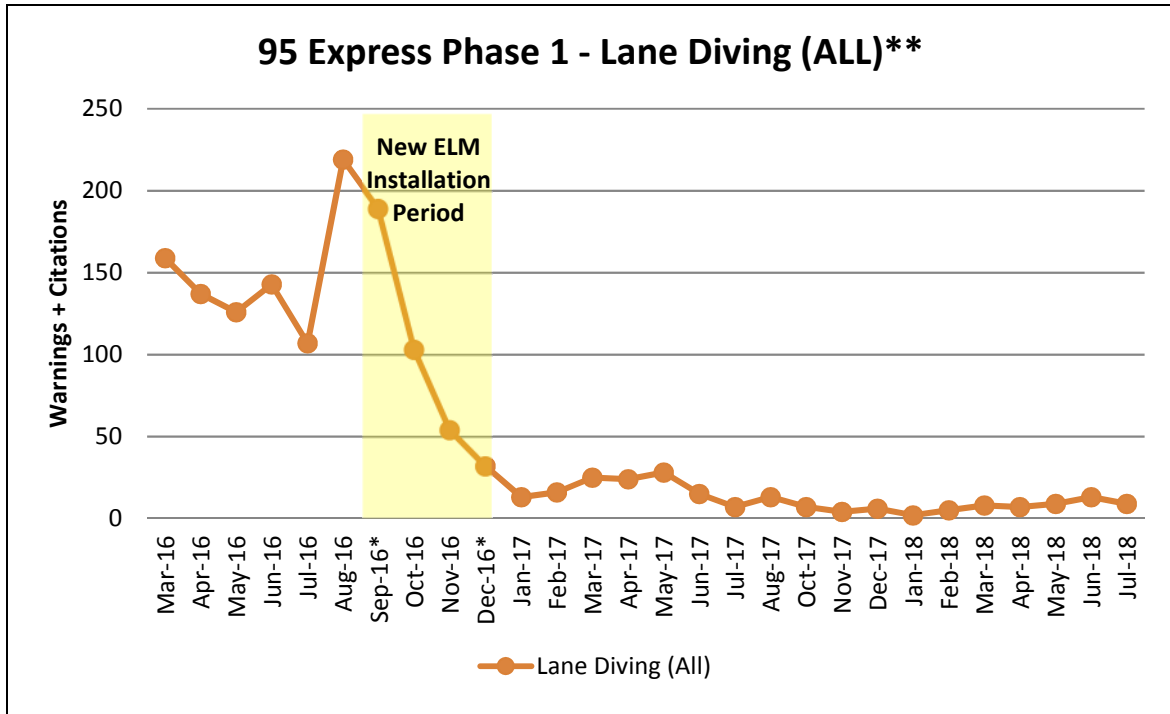
³Data provided by D6 SunGuide® Center (via SunGuide® Software)

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

⁵Monthly average from December 22, 2016 through July 31, 2018.

⁵Five Emergency Stopping Sites (ESS) were opened on 95 Express Phase 1 on May 11, 2018. The ESS consist of 13-foot shoulders, giving motorists and law enforcement more room to pull off the express lanes for emergency stops and enforcement activities.

Memo – 95 Express Phase 1 ELM Performance Update (Through July 2018) _ Revision 1 (Updated with volume data)
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