FLORIDA DEPARTMENT OF TRANSPORTATION – DISTRICT SIX
TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSM&O)
1001 N.W. 111 Avenue Miami, Florida 33172
Phone: 305.470.5757 Fax: 305.470.5832 SunGuide.info

MEMORANDUM

ISO: 60509448 (BE193) File Code: 422.2.4.1 Doc ID #: 00763.55

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

FROM: Jose A. Grullon, P.E.

SUBJECT: **95 Express Phase 1 (Segments 1N and 1S) Tubular Markers (TM) Performance Update (Through July 2021)**

DATE: February 11, 2022

CC: Alejandro Motta, P.E., Don Avery, 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**. Note that Express Lane Markers is how Tubular Markers (TM) used to be called.

II. BACKGROUND

The new TM 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 2021.

III. PERFORMANCE CRITERIA

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

1. Tubular Markers Replacement[1]
2. Lane Diving (Warnings plus Citations)[2]
3. Crashes in the Express Lanes[3]
4. Vehicle Throughput[4]

[1]Data provided by District 6's Asset Maintenance Contractor
[2]Data provided by FHP (Though Invoicing for D6 FHP Hireback Program)
[3]Data provided by D6 SunGuide® Transportation Management Center (via SunGuide® Software)
[4]Data provided by Florida's Turnpike (via Monthly Toll Gantry Traffic 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	464
Lane Diving (Citations + Warnings)[2]	152	82	9
Crashes in Express Lanes[3]	81	60	50
Vehicle Throughput[4]	1,874,077	1,816,973	1,722,138

Disclaimers:
- Data for TM replacements 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.
- Vehicle throughput decreased starting April 2020 due to COVID-19.

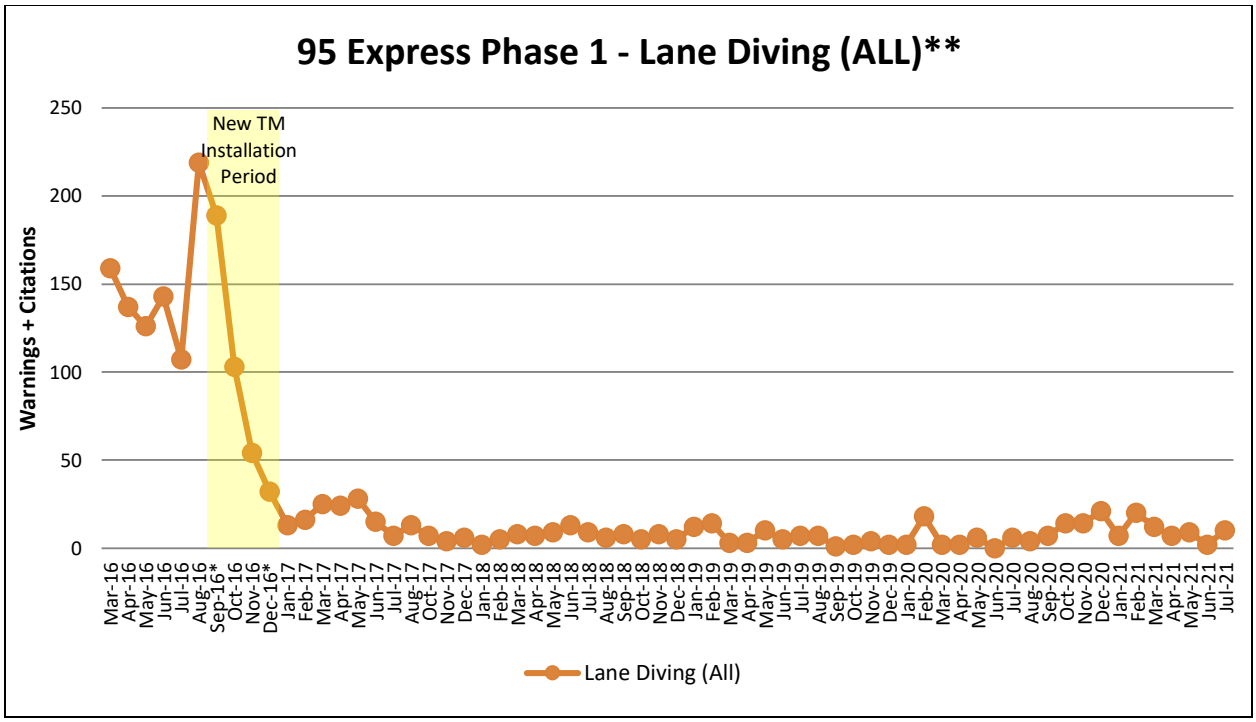
Through July 2021, the new Tubular Markers installation has contributed to the following average monthly improvements for 95 Express Phase 1:

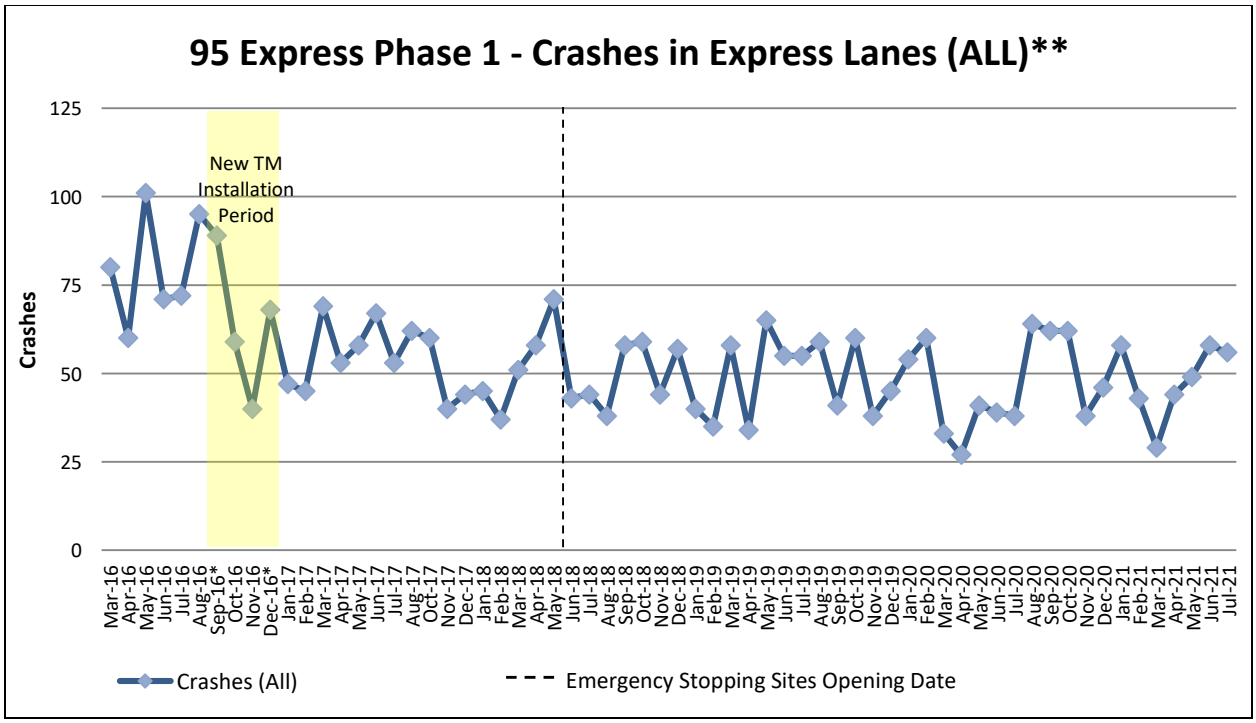
* Tubular Markers Replacement is down 88%
* Lane Diving is down 94%
* Crashes within the facility are down 38%

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 District 6's Asset Maintenance Contractor
[2]Data provided by FHP (Though Bi-weekly Invoicing for D6 FHP Hireback Program)
[3]Data provided by D6 SunGuide® Transportation Management Center (via SunGuide® Software)
[4]Data provided by Florida's Turnpike (via Monthly Toll Gantry Traffic Reports)
[5]Monthly average from December 22, 2016, through July 31, 2021.
[5]Five 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.





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- *Data for September 2017 are not included due to the impact of Hurricane Irma.*
- *Five 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.*