

## **95 Express Annual Operations Report: Fiscal Year 2021-2022**

### **General**

The Florida Department of Transportation's (FDOT) District Six Transportation Systems Management & Operations (TSM&O) Office operates 21 miles of the 95 Express facility, with three congestion-priced tolling segments in each direction. Segment 1 in Miami-Dade County extends from just north of SR 836 to the Golden Glades Interchange (SR 826/Florida's Turnpike). Segment 2 is also in Miami-Dade County from north of the Golden Glades Interchange to just south of Ives Dairy Road. Segment 3 is in Broward County from Hallandale Beach Boulevard to Stirling Road.



District Six, from its SunGuide® Transportation Management Center (TMC) in Miami, is responsible for tolling operations for the facility. The District Four Regional Transportation Management Center (RTMC) and District Six SunGuide TMC manage resources within their respective districts for incident management. The Florida's Turnpike Enterprise (FTE) is responsible for consolidating the tolls collected by drivers' transponders at the six segments and billing those customers accordingly. All express lanes trip (or traffic volume) information shown herein is provided to the district from FTE SunPass® offices. 95 Express has serviced approximately 423 million trips since opening on December 5, 2008.

Throughout fiscal year (FY) 2021-2022, traffic demand in 95 Express started to return to pre-pandemic levels, showing a 1% trip increase when compared to FY 2018-2019, the last fiscal year before the pandemic. For comparison purposes, there was a 16.6% decrease in total volume for FY 2019-2020 and 18% for FY 2020-2021 when compared to FY 2018-2019.

A temporary reduction in length for Segment 1 has been in place since May 2017. A pavement rehabilitation project on I-95 shortened Segment 1 by approximately 2/3 of a mile for each direction. The ingress to Segment 1N was relocated north in May 2017 and the egress from Segment 1S was relocated north in April 2019. These modifications have been kept in place through FY 2021-2022 by the I-395/SR 836/I-95 Design-Build Project. This reduction of segment length resulted in the reduction of the maximum tolls for both segments (originally \$10.50) with an interim maximum toll of \$10.00 for Segment 1N and \$9.75 for Segment 1S. Segment 1 is expected to return to its original length in 2023.

## Operations/Traffic Statistics –General Statistics

The table below outlines 95 Express performance measures. Each segment is shown individually with comparisons to the previous FY. Colored arrows are used to quickly identify the annual comparisons.

FY 2021-2022 Statistics	Segment 1 (7 miles)				Segment 2 (1 mile)				Segment 3 (4 miles)			
	1S		1N		2S		2N		3S		3N	
<b>Trips (vehicles)</b>												
- ITD Trips**	134,133,610		137,210,443		45,357,607		36,688,814		38,370,638		31,362,981	
- FY 2021-2022 Total Trips	12,240,707		11,503,121		8,777,604		6,801,004		6,916,250		5,606,977	
- FY 2021-2022 Average Monthly Trips	1,020,059		958,593		731,467		566,750		576,354		467,248	
- % Increase/Decrease to Previous FY	↑ 24.6%		↑ 19.9%		↑ 23.9%		↑ 22.2%		↑ 24.5%		↑ 24.7%	
<b>Volume (vehicles)</b>												
- FY 2021-2022 Average Weekday	36,325		33,273		25,693		19,887		20,643		16,546	
- % Increase/Decrease to Previous FY	↑ 22.6%		↑ 17.1%		↑ 19.9%		↑ 19.7%		↑ 21.9%		↑ 22.0%	
- FY 2021-2022 Average Peak Period*	8,818		7,445		5,134		4,487		4,069		3,645	
- % Increase/Decrease to Previous FY	↑ 24.0%		↑ 9.8%		↑ 24.7%		↑ 14.2%		↑ 25.9%		↑ 15.3%	
<b>Speed (mph) (EL Target ≥ 45 mph)</b>												
- Pre-95 Express Peak Period Conditions** <sup>1</sup>	EL	LL	EL	LL	EL	LL	EL	LL	EL	LL	EL	LL
- FY 2021-2022 Average Weekday	20	15	18	18	24	28	56	40	35	52	68	55
- FY 2021-2022 Average Peak Period*	70	58	67	57	68	59	69	60	77	69	77	69
- FY 2021-2022 Average Peak Period*	61	42	41	26	55	53	64	55	76	56	71	57
ITD Average Operated Above 45 MPH	99.4%		96.1%		96.7%		99.8%		99.7%		99.6%	
FY 2021-2022 Avg. Operated Above 45 MPH	99.2%		92.9%		97.0%		99.7%		99.6%		99.6%	
- % Increase/Decrease to Previous FY	↓ -0.7%		↓ -3.8%		↓ -2.6%		↓ -0.1%		↓ -0.2%		↓ -0.3%	
Remained Open to Motorists	95.9%		95.9%		98.4%		99.4%		95.6%		96.7%	
Number of Construction Events	42		35		22		13		43		34	
Closed due to Planned Construction	2.1%		1.8%		1.0%		0.4%		3.1%		2.6%	
Number of Non-recurring Events	346		466		89		37		200		135	
Closed due to Non-recurring Events (<5% Target)	2.0%		2.3%		0.5%		0.2%		1.3%		0.7%	
- % Increase/Decrease to Previous FY	↑ 25.0%		↓ -14.8%		0.0%		0.0%		↑ 30.0%		↓ -12.5%	
  Increase/Decrease vs. Previous Fiscal Year (FY) Average.												
<i>EL (Express Lanes); LL (Local Lanes); ITD (Inception to Date); FY (Fiscal Year); *Peak Period = 6-9 AM (Southbound) and 4-7 PM (Northbound)</i>												
<i>**1N Commenced Tolling on 12/5/2008; 1S on 1/15/2010; 2N, 2S, 3N and 3S on 10/16/2016</i>												
<sup>1</sup> Sources: 1N/1S - FDOT "2008 I-95 Managed Lanes Monitoring Report"; 2N/2S; 3N/3S - FDOT "2012 I-95 Managed Lanes Monitoring Report"												
<i>All data shown is based on best available information at time of report.</i>												

## Operations/Traffic Statistics – Tubular Markers (TMs)

Tubular Markers (TMs) are the flexible plastic tubes that create a buffer separation between the express lanes and the general use lanes. Until fall of 2016, TMs were placed at 10-foot spacing. As traffic volumes increased annually in the express lanes, motorists were observed illegally crossing over the TMs. This dangerous movement (defined as “lane diving”) continued to increase over time. As a result, the Department increased its Florida Highway Patrol (FHP) patrolling presence in the express lanes, ticketing those motorists making the illegal movement.

On December 21, 2016, the Department completed installation of new TMs in both directions of Segment 1. The current TMs are more durable and are now placed five feet apart. The objective was to deter motorists from lane diving and improve operations of the express lanes. The following table shows the comparative values for specific performance criteria that are tracked monthly and compared to the performance of the facility prior to the installation.

**Pre-, During, and Post-Installation Performance Metric Data (Segment 1)**

Performance Metric	Monthly Avg. for Six Months Before New TM Installation	Monthly Avg. During New TM Installation	Monthly Avg. After New TM Installation <sup>5</sup>
ELM Replacement <sup>1</sup>	4,030	21	435
Lane Diving (Citations + Warnings) <sup>2</sup>	152	82	8
Crashes in Express Lanes <sup>3</sup>	81	60	50
Vehicle Throughput <sup>4</sup>	1,874,077	1,816,973	1,795,891

Through the end of FY 2021-2022 the new TMs have contributed to the following average monthly improvements for 95 Express Segment 1:

- TM replacement has decreased 89%.
- Lane diving has decreased 95%.
- Crashes within the facility have decreased by 39%.

<sup>1</sup>Data provided by District Six's Asset Maintenance Contractor

<sup>2</sup>Data provided by FHP (Though Invoicing for District Six FHP Hireback Program)

<sup>3</sup>Data provided by District Six SunGuide® Center (via SunGuide® Software)

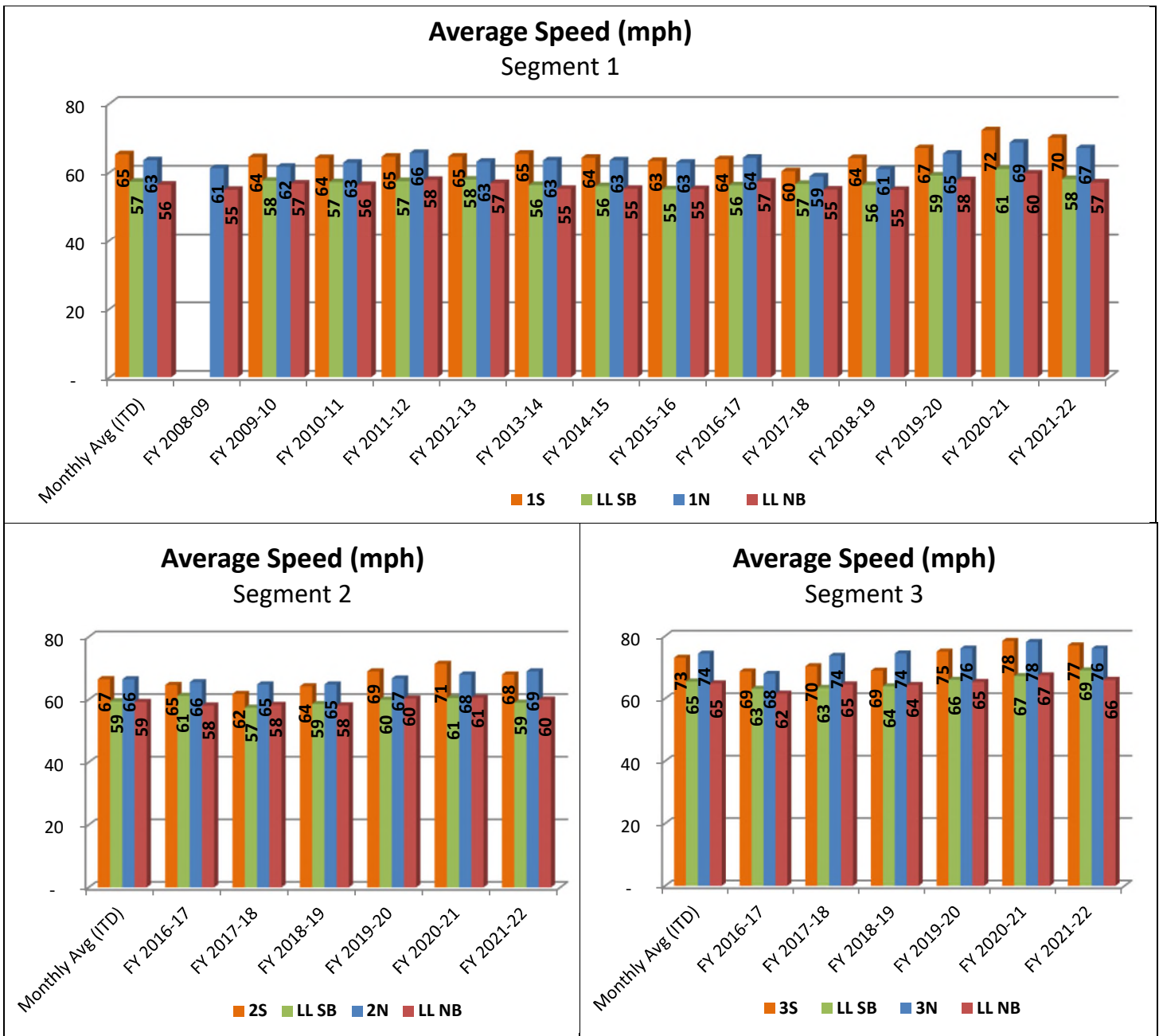
<sup>4</sup>Data provided by Florida's Turnpike (via Monthly Toll Gantry Reports)

<sup>5</sup>Monthly average from December 22, 2016, through June 30, 2022

## Operations/Traffic Statistics - Speed Data

95 Express average speeds met or exceeded the facility's 45 MPH operational speed target. The same can also be said for peak period speeds except for Segment 1N. Facility-wide average and peak period speeds for the Express Lanes (EL) increased 8 and 7 percent when compared to FY 2018-2019 (pre-pandemic). On Local Lanes (LL) the increment was 4 and 3 percent on average when compared to FY 2018-2019.

The following graphs show the facility's average speed by segment in both overall (weekdays) and peak periods, by fiscal year since inception.

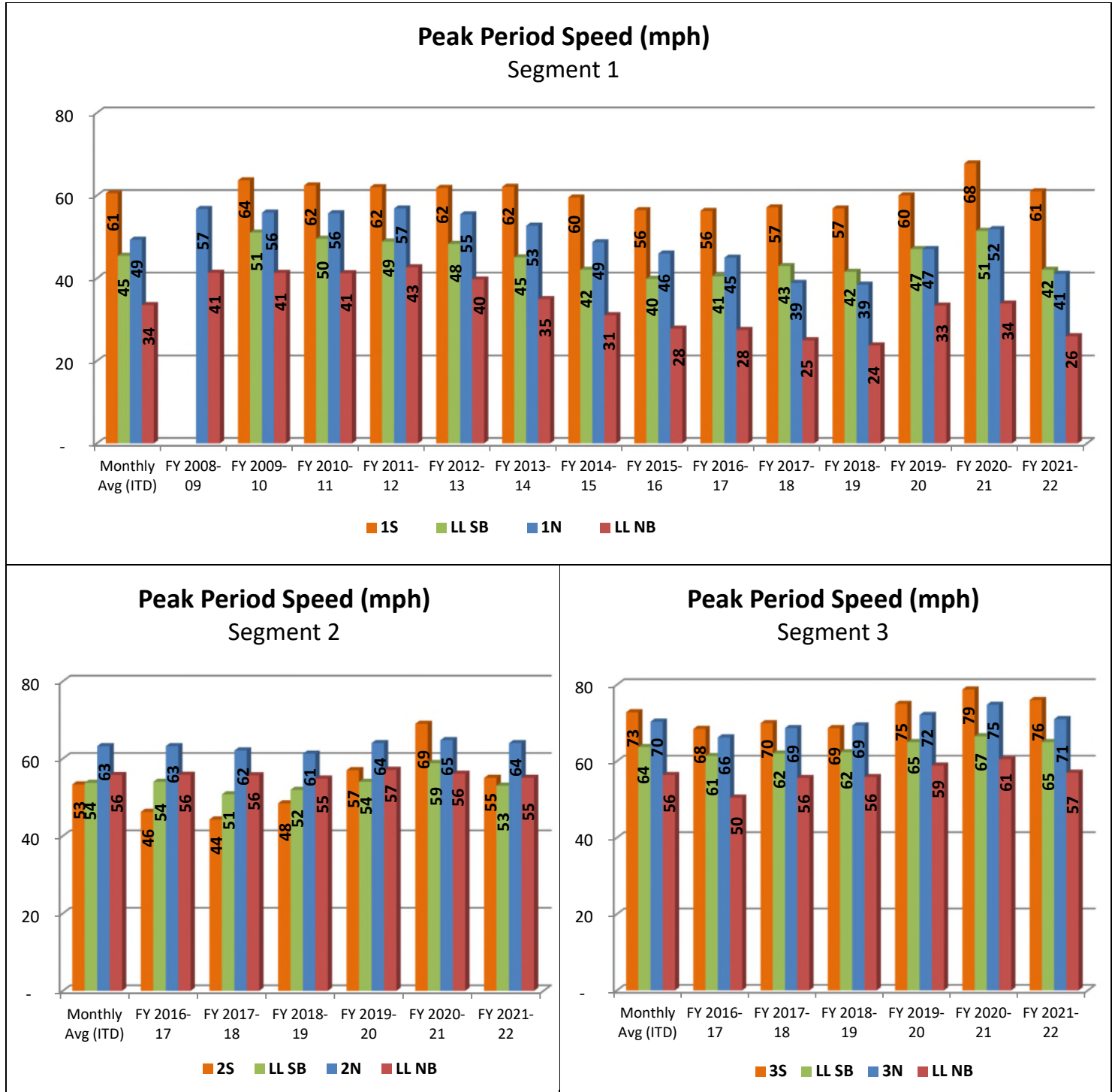


NOTE: ITD = Inception to Date; EL = Express Lanes; LL = Local Lanes (General Purpose Lanes)  
NOTE: 1N Commenced Tolling on 12/5/2008; 1S on 1/15/2010; 2N, 2S, 3N and 3S on 10/16/2016



## Operations/Traffic Statistics - Speed Data (Cont.)

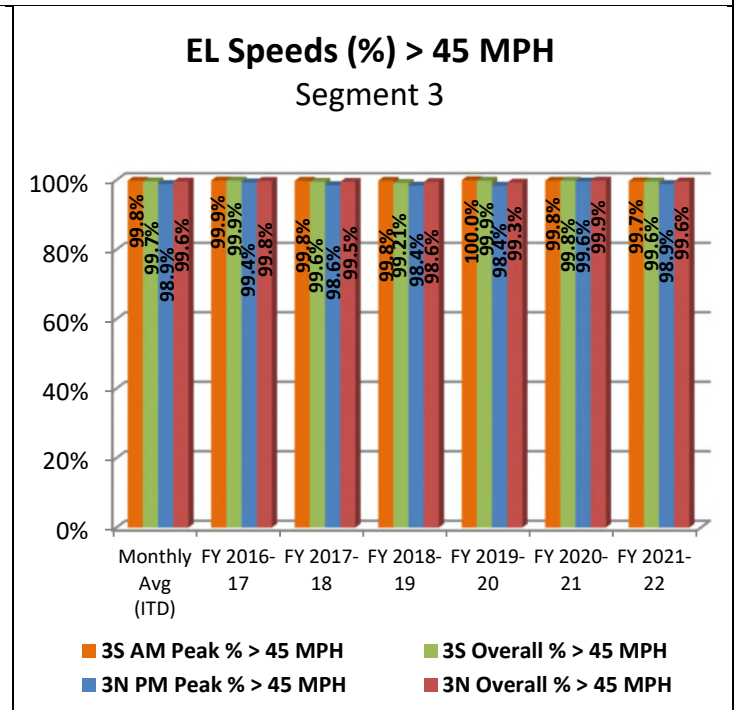
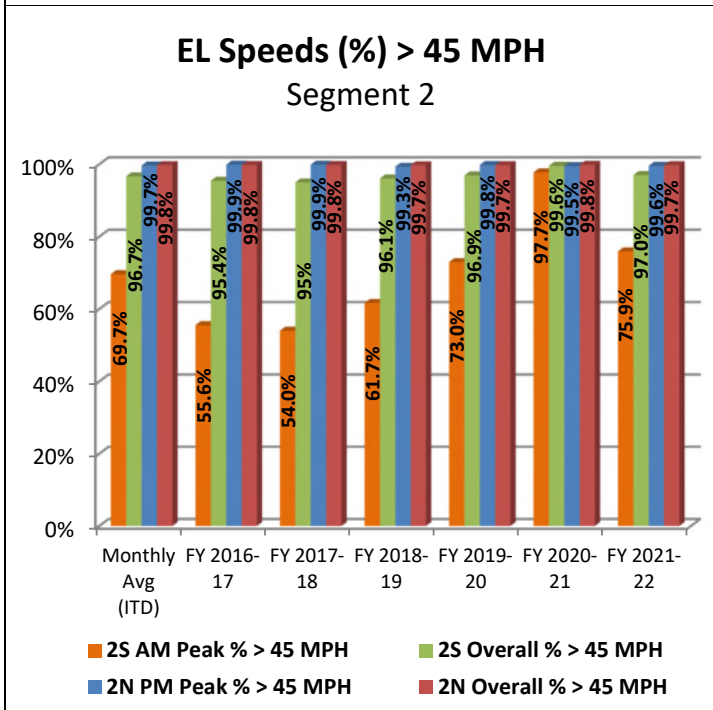
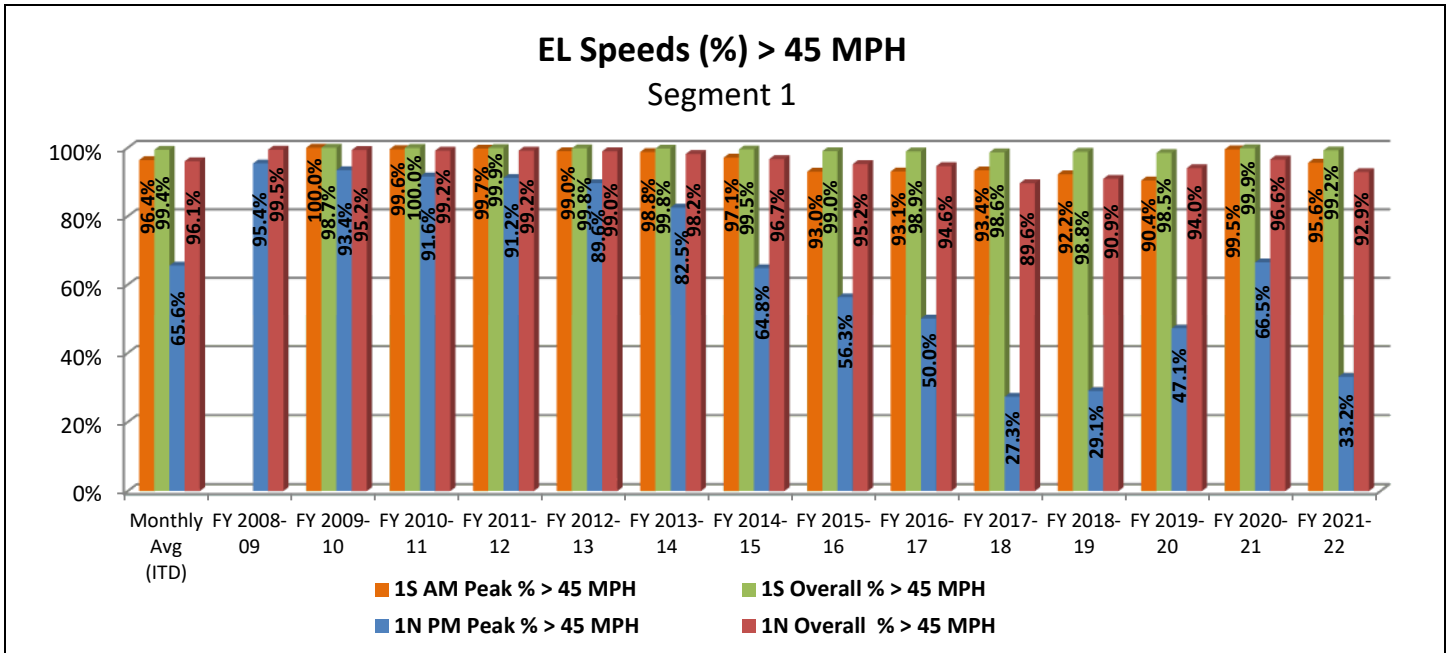
95 Express average peak period speeds met or exceeded the facility's 45 MPH operational speed target on all segments but 1N in the current fiscal year. See below for average peak period speeds for the Express Lanes (EL) and Local Lanes (LL) by segment for all fiscal years from inception.



NOTE: ITD = Inception to Date; EL = Express Lanes; LL = Local Lanes (General Purpose Lanes)  
 NOTE: 1N Commenced Tolling on 12/5/2008; 1S on 1/15/2010; 2N, 2S, 3N and 3S on 10/16/2016  
 NOTE: Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound).

## Operations/Traffic Statistics - Speed Data (Cont.)

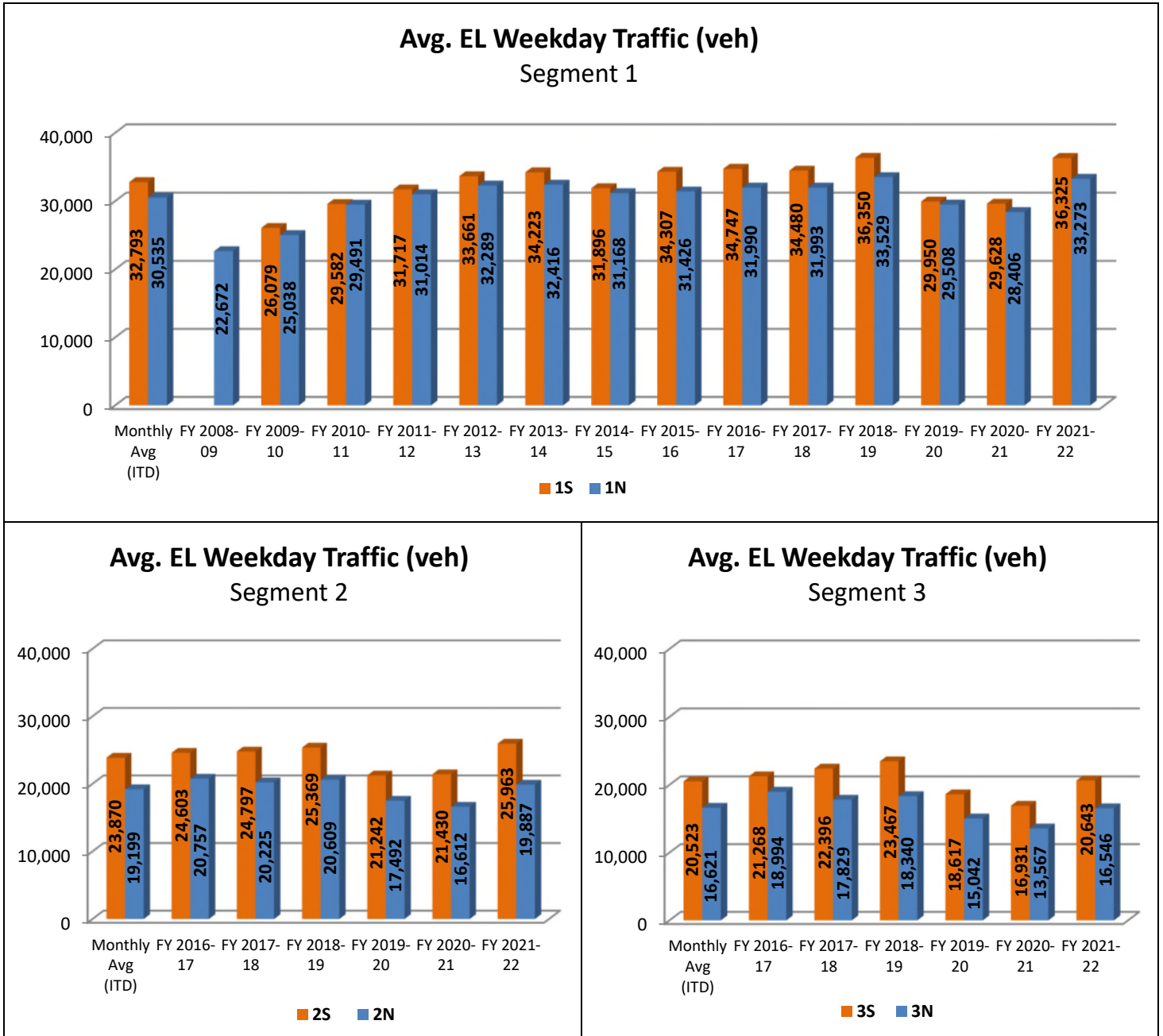
Overall speed reliability for each 95 Express segment exceeded the facility's 90% goal as shown below. However, the graphs show 95 Express speed reliability during the peak period was 33.2% for Segment 1N and 75.9% for 1S. Overall speed reliability for the entire 95 Express facility was 95.7% and 99.2% for the northbound and southbound directions respectively, while speed reliability for the peak periods was 60.6% for the northbound PM peak and 95.3% for the southbound AM peak.



NOTE: ITD = Inception to Date; EL = Express Lanes; LL = Local Lanes (General Purpose Lanes)  
NOTE: 1N Commenced Tolling on 12/5/2008; 1S on 1/15/2010; 2N, 2S, 3N and 3S on 10/16/2016

## Operations/Traffic Statistics - Volume Data

95 Express average weekday volumes for the entire express facility increased 21% compared to FY 2020-2021, decreasing near 3% when comparing to FY 2018-2019 (pre-pandemic). Average weekday volumes are depicted below by segment for all fiscal years from inception.

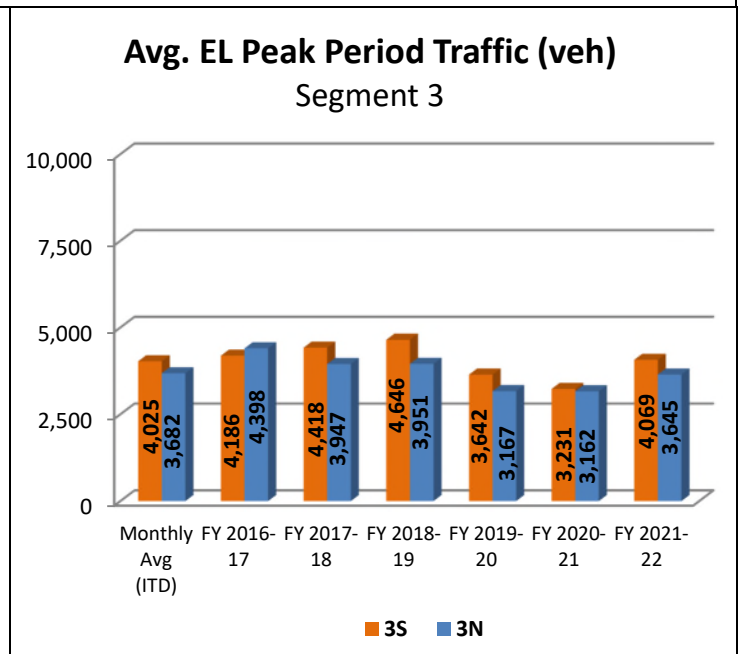
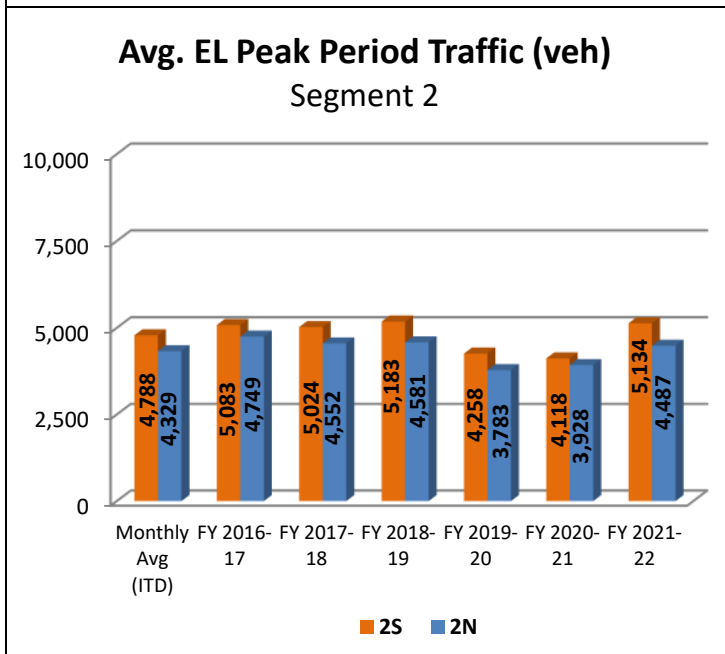
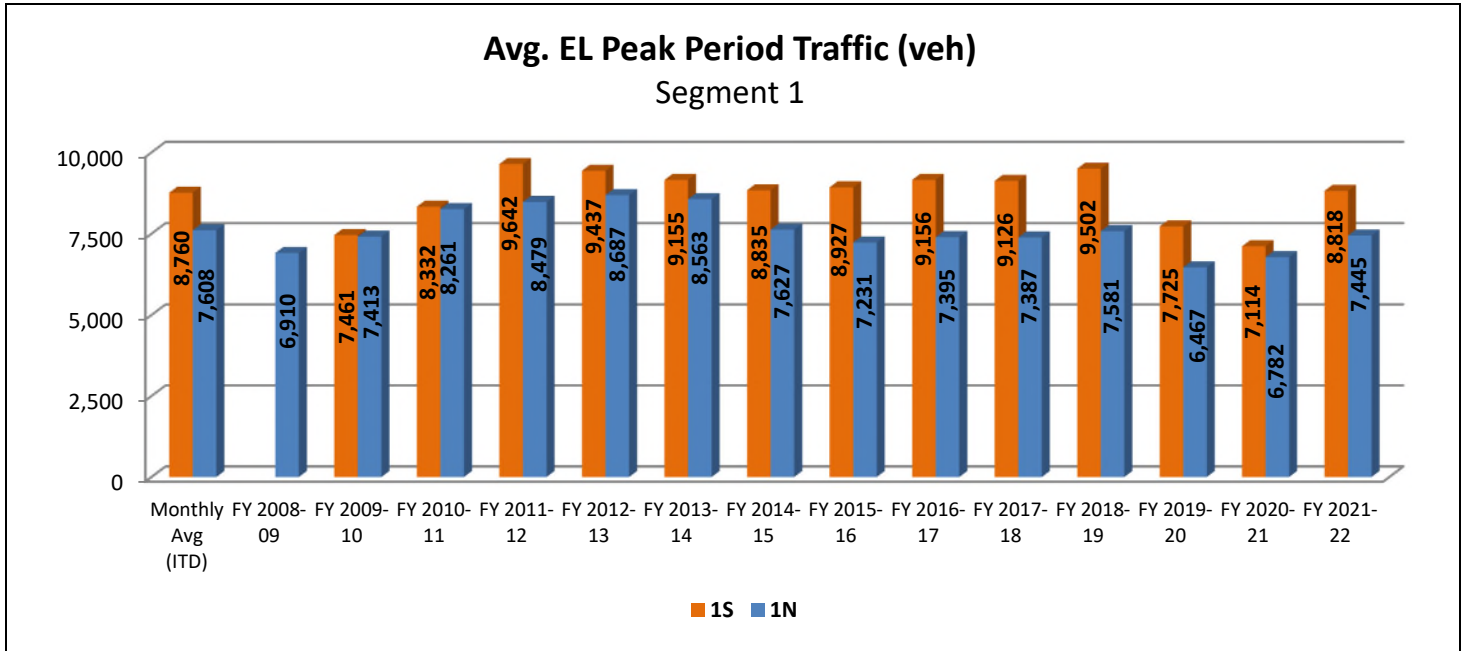


NOTE: ITD = Inception to Date; EL = Express Lanes

NOTE: 1N Commenced Tolling on 12/5/2008; 1S on 1/15/2010; 2N, 2S, 3N and 3S on 10/16/2016

## Operations/Traffic Statistics – Volume Data (Cont.)

Peak period average volumes increased 19% when compared to the previous FY. However, 95 Express experienced a 5% decrease in peak period average volume compared to FY 2018-2019 (pre-pandemic). Average peak period volumes are depicted below by segment.



NOTE: ITD = Inception to Date; EL = Express Lane

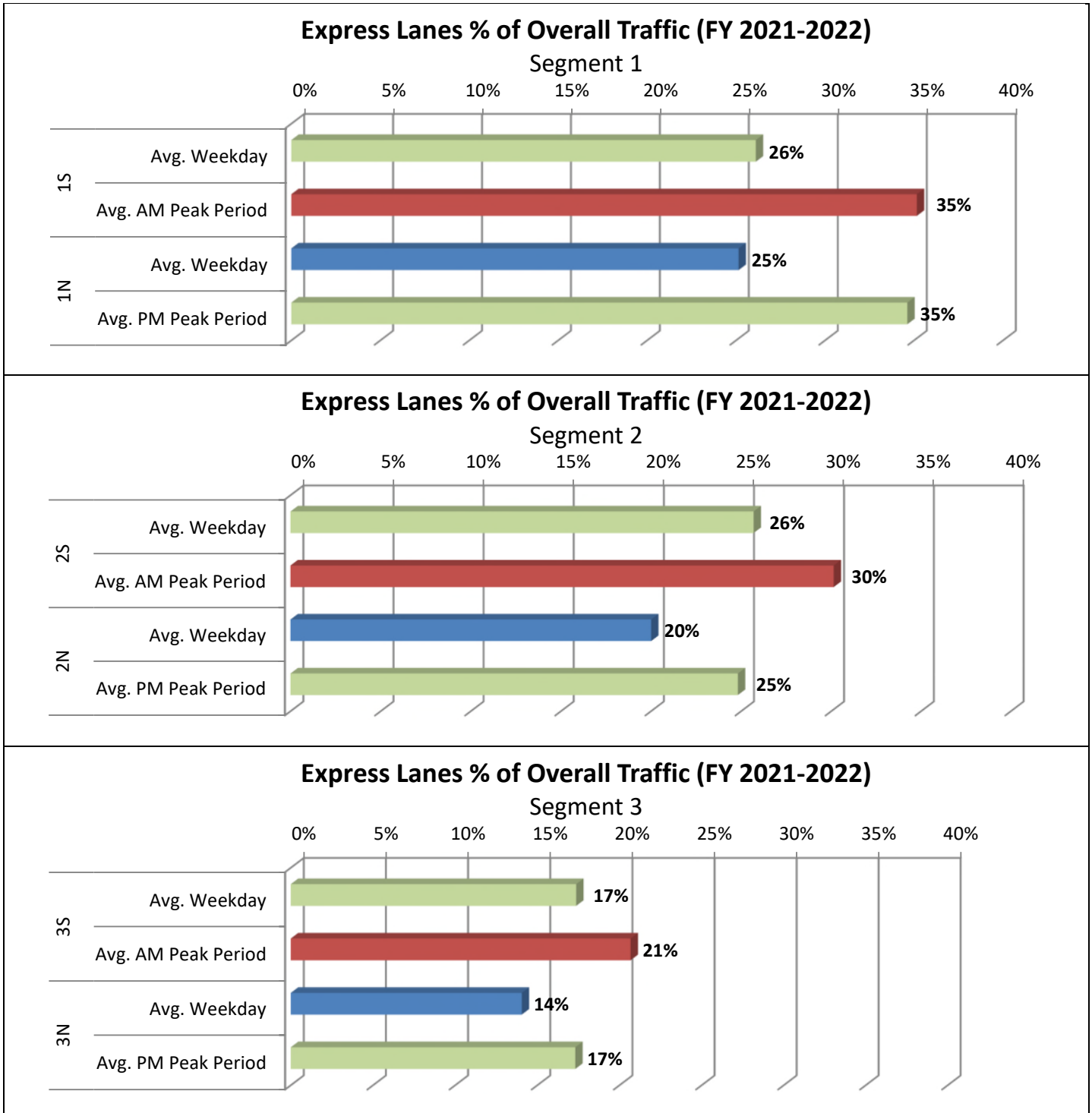
NOTE: Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound).

NOTE: 1N Commenced Tolling on 12/5/2008; 1S on 1/15/2010; 2N, 2S, 3N and 3S on 10/16/2016



## Operations/Traffic Statistics - Volume Data (Cont.)

The following graphs depict the percentage of traffic using 95 Express compared to the overall I-95 corridor volume by direction for each segment.

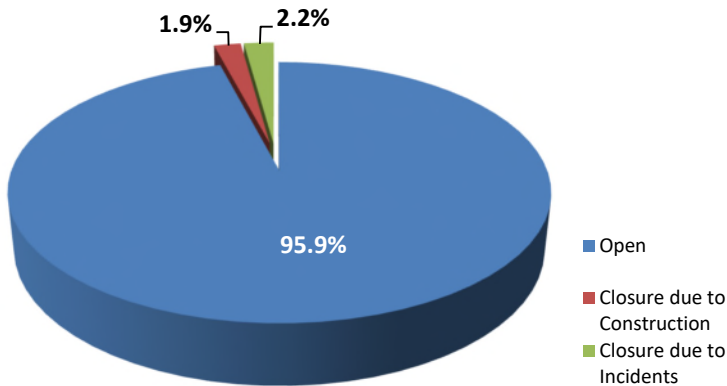


NOTE: Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound).  
 NOTE: 1N Commenced Tolling on 12/5/2008; 1S on 1/15/2010; 2N, 2S, 3N and 3S on 10/16/2016

## Facility Availability

### Express Lanes Facility Availability (FY 2021-22)

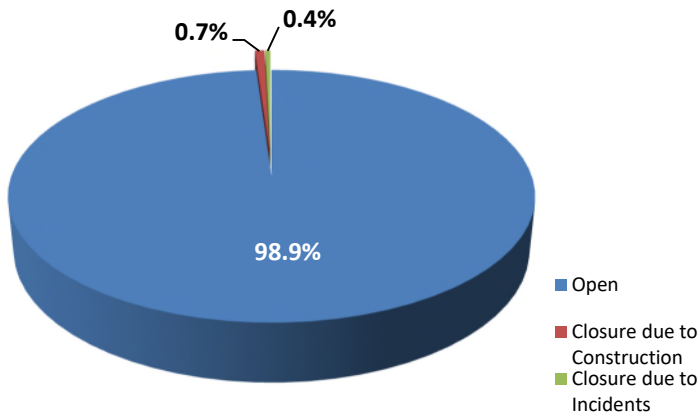
#### Segment 1



Segment 1 of 95 Express was open to motorists 95.9% of the time, while closed 1.9% due to 77 planned construction and/or maintenance events and 2.2% due to 812 non-recurring events. The construction and maintenance events are typically overnight and each lasted 4.4 hours on average. The non-recurring events caused the express lanes to be closed 28 minutes per event. These annual totals equate to approximately 6 planned events and 68 incidents every month.

### Express Lanes Facility Availability (FY 2021-22)

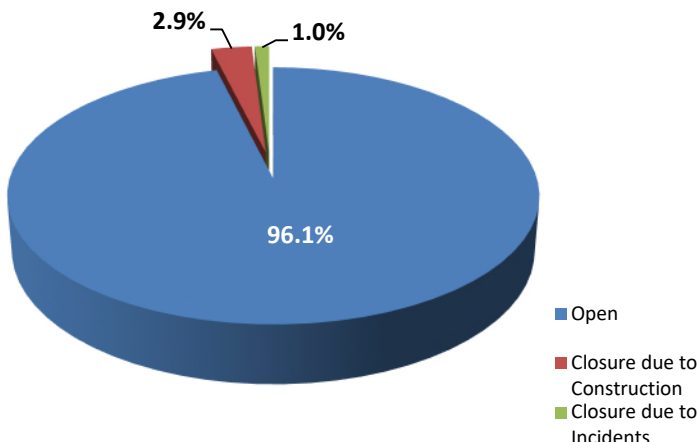
#### Segment 2



Segment 2 of 95 Express was open to motorists 98.9% of the time, while closed 0.7% due to 35 planned construction and/or maintenance events and 0.4% due to 126 non-recurring events. The construction and maintenance events are typically overnight and each lasted 3.5 hours on average. The non-recurring events caused the express lanes to be closed 31 minutes per event. These annual totals equate to approximately 3 planned events and 11 incidents every month.

### Express Lanes Facility Availability (FY 2021-22)

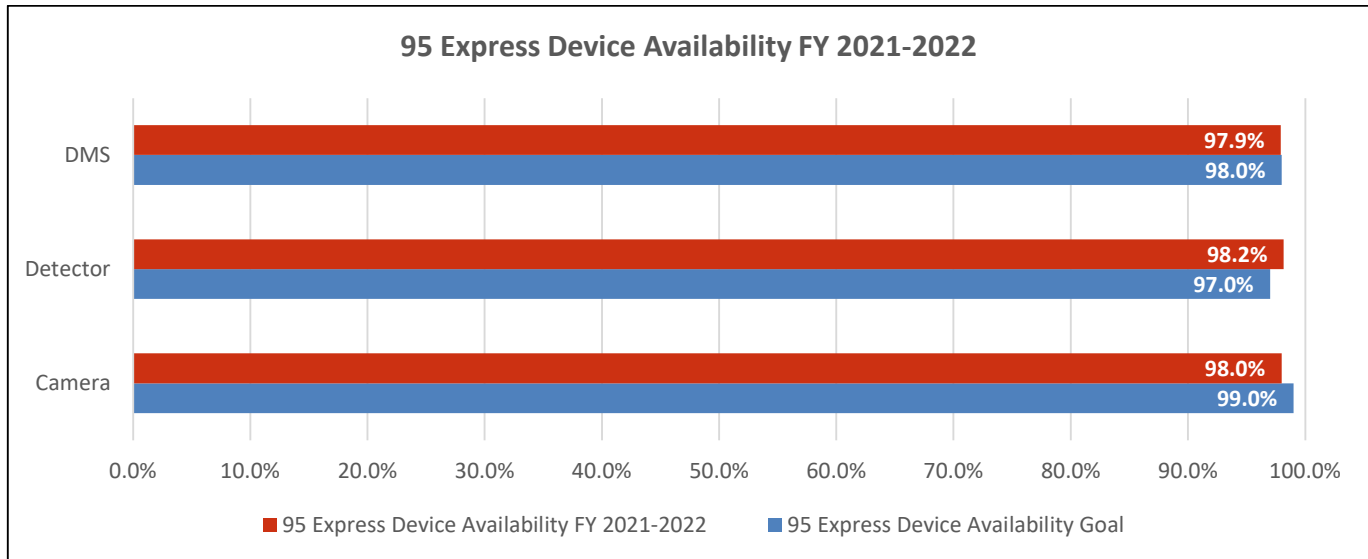
#### Segment 3



Segment 3 of 95 Express was open to motorists 96.1% of the time, while closed 2.9% due to 77 planned construction and/or maintenance events and 1.0% due to 335 non-recurring events. The construction and maintenance events are typically overnight and each lasted 6.5 hours on average. The non-recurring events caused the express lanes to be closed 32 minutes per event. These annual totals equate to approximately 6 planned events and 28 incidents every month.

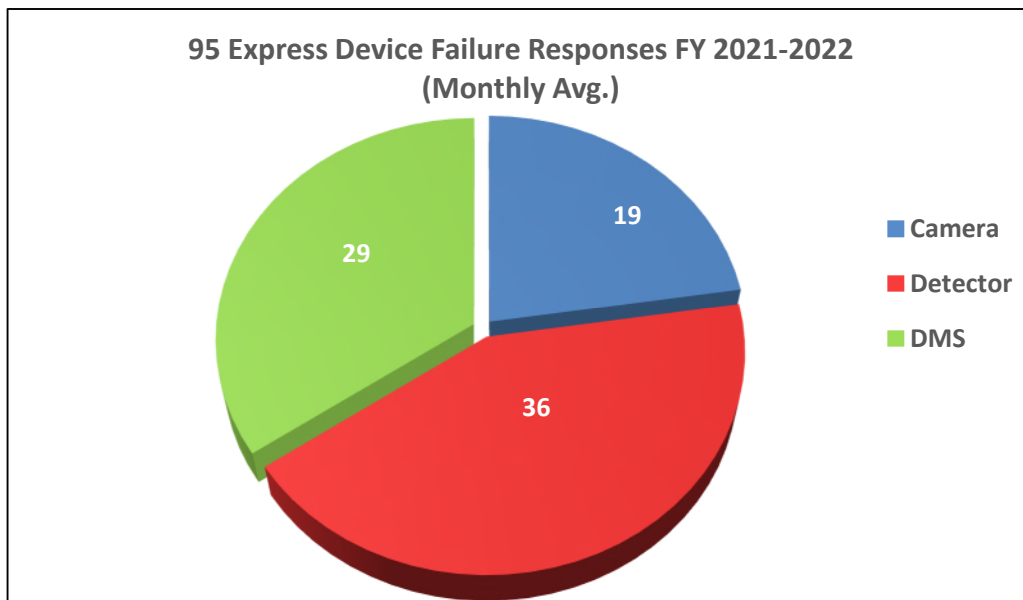
## Equipment Availability

95 Express devices are deemed by the District as critical since all combine to provide accurate and timely information to the driver including toll amounts, congestion and closure information, and incident management messaging. The graph below depicts the availability of the 194 devices.



NOTE: DMS equals Dynamic Message Sign

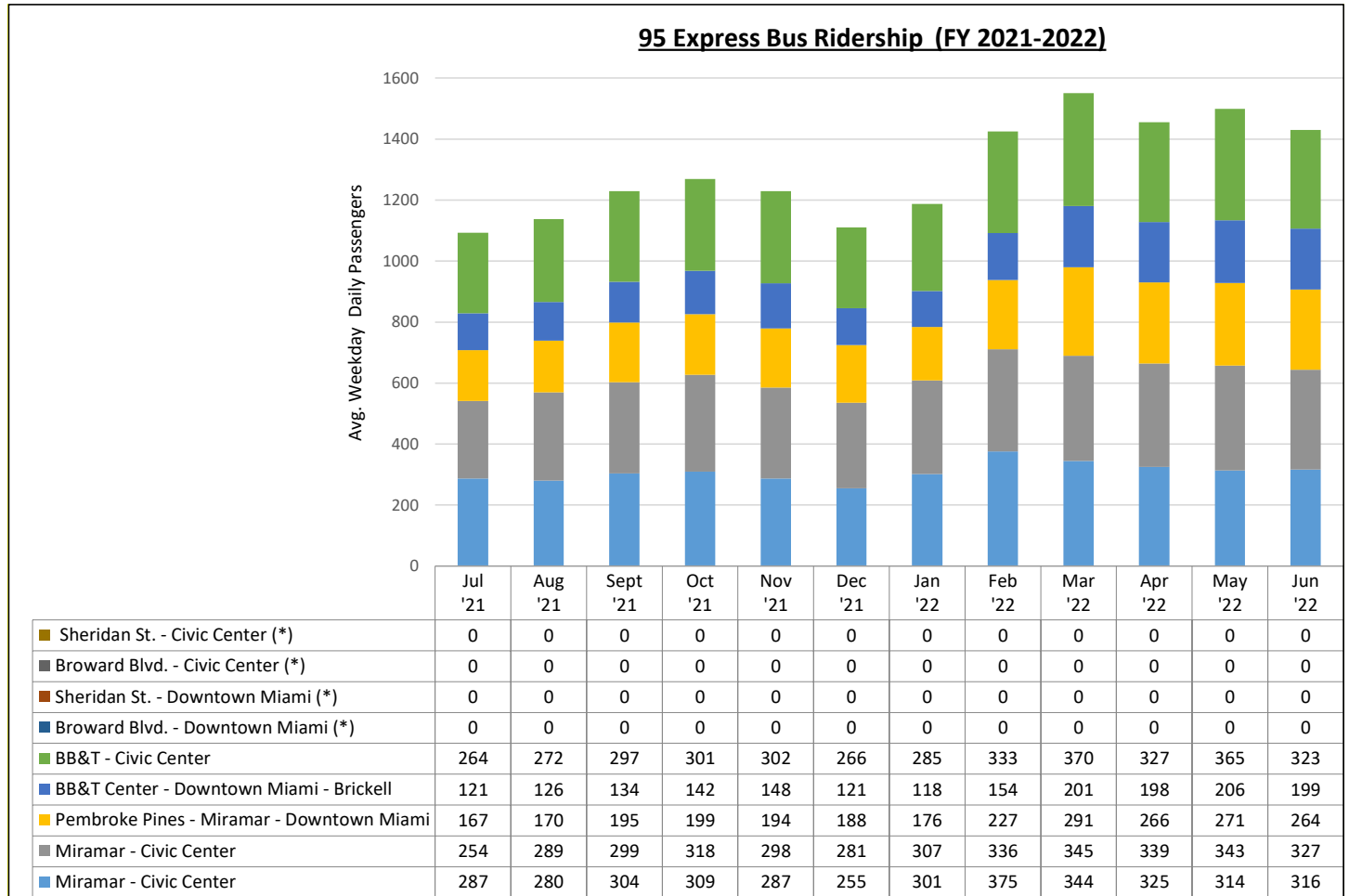
Below are the average monthly failure responses (maintenance crews responding to a device failure ticket) for the 95 Express devices. Failures are either deemed as critical or non-critical. A critical failure is defined as a failure that creates a safety hazard to motorists or impact the operations of several devices in the region. Since all 95 Express devices are deemed critical devices, their failures are also regarded as critical.



NOTE: DMS equals Dynamic Message Sign

## Transit

The graphic below shows the average weekday boardings in FY 2021-2022 for the Miami-Dade Transit (MDT) and Broward County Transit (BCT) express bus routes that utilize 95 Express. Bus service along 95 Express experienced a 125% increase in ridership when compared to the previous FY, with 1301 passenger boardings on an average weekday. However, weekday ridership on the 95 Express bus routes has yet to return to pre-pandemic levels, with around 65% loss in ridership when compared against FY 2018-2019 (pre-pandemic). Four MDT express routes are still suspended since the end of March 2020 due to the pandemic.



(\*) Several MDT express routes were suspended at the end of March or the beginning of April 2020, due to the pandemic.

This concludes the 95 Express Annual Report for Fiscal Year 2021-2022. For all previous years' performance, project history, and lessons learned, please visit [95Express.com](http://95Express.com).