

## **95 Express Annual Operations Report: Fiscal Year 2022-2023**

### **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. 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 474 million trips since opening on December 5, 2008.

In March 2023, Segment 1 was returned to its original location near NW 29 Street. Maximum tolling has increased to the original pricing of \$10.50 for Segments 1N and 1S. A temporary reduction in length for Segment 1 had 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 had 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.

## Operations/Traffic Statistics –General Statistics

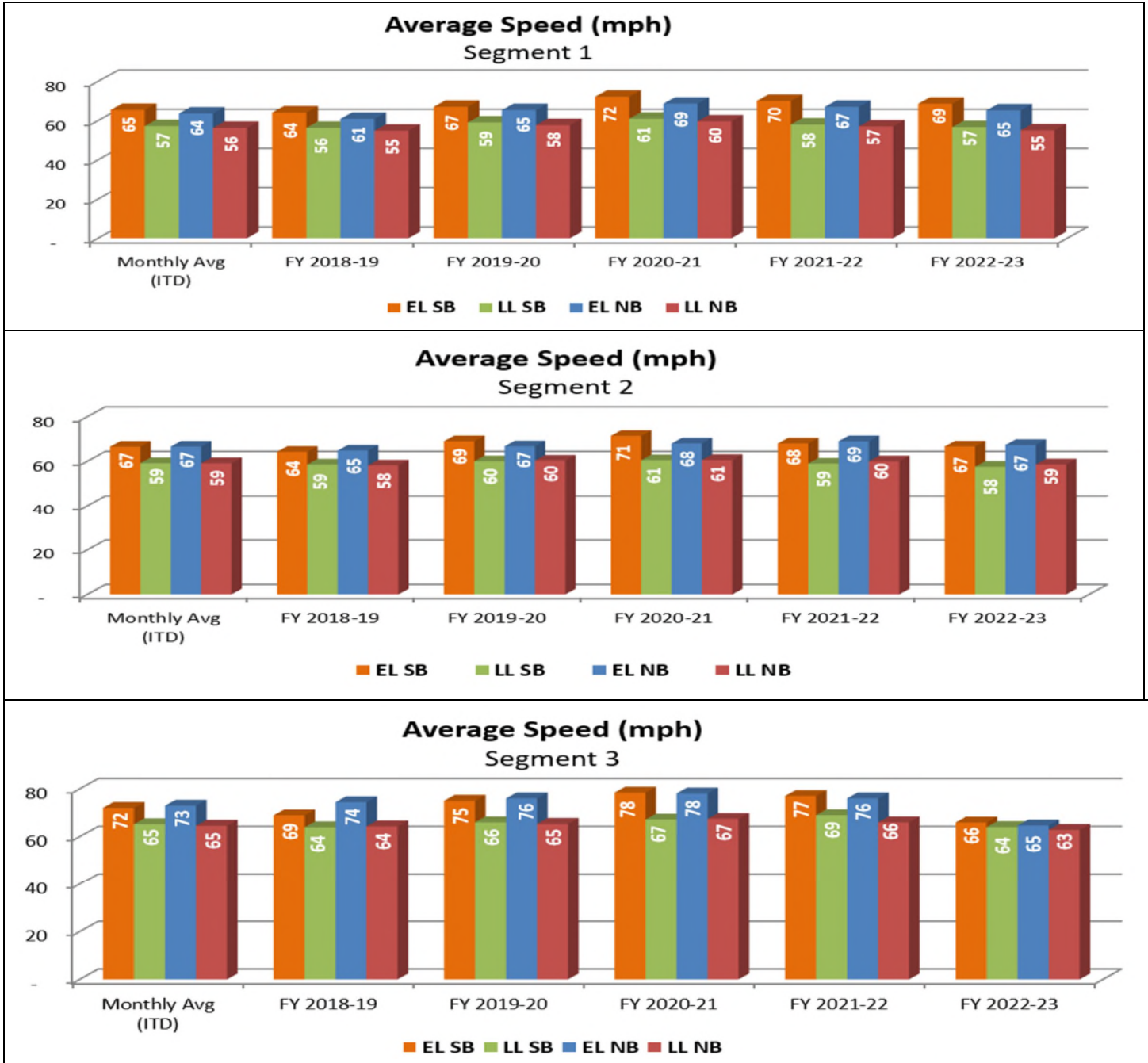
The table below outlines 95 Express performance measures. Each segment is shown individually with comparisons to the previous FY. Colored arrows are used to quickly identify the annual comparisons.

FY 2022-2023 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**	146,730,262		149,077,291		53,827,094		43,641,679		44,558,865		36,357,746	
- FY 2022-2023 Total Trips	12,596,652		11,866,848		8,469,487		6,952,865		6,188,227		4,994,765	
- FY 2022-2023 Average Monthly Trips	1,049,721		988,904		705,791		579,405		515,686		416,230	
- % Increase/Decrease to Previous FY	↑ 2.9%		↑ 3.2%		↓ -3.5%		↑ 2.2%		↓ -10.5%		↓ -10.9%	
<b>Volume (vehicles)</b>												
- FY 2022-2023 Average Weekday	37,443		34,434		25,378		20,492		20,144		15,655	
- % Increase/Decrease to Previous FY	↑ 3.1%		↑ 3.5%		↓ -2.3%		↑ 3.0%		↓ -2.4%		↓ -5.4%	
- FY 2022-2023 Average Peak Period*	8,834		7,426		4,682		4,454		3,810		3,359	
- % Increase/Decrease to Previous FY	↑ 0.2%		↓ -0.3%		↓ -8.8%		↓ -0.7%		↓ -6.4%		↓ -7.8%	
<b>Speed (mph) (EL Target ≥ 45 mph)</b>												
	EL	LL	EL	LL	EL	LL	EL	LL	EL	LL	EL	LL
- Pre-95 Express Peak Period Conditions** <sup>1</sup>	20	15	18	18	24	28	56	40	35	52	68	55
- FY 2022-2023 Average Weekday	69	57	65	55	67	58	67	59	66	64	65	63
- FY 2022-2023 Average Peak Period*	56	38	34	23	51	48	64	54	69	63	65	63
ITD Average Operated Above 45 MPH	99.3%		95.7%		96.5%		99.8%		99.4%		99.4%	
FY 2022-2023 Avg. Operated Above 45 MPH	98.7%		90.4%		95.4%		99.7%		97.6%		98.2%	
- % Increase/Decrease to Previous FY	↓ -0.5%		↓ -2.7%		↓ -1.6%		0.0%		↓ -2.0%		↓ -1.4%	
Remained Open to Motorists	96.4%		96.6%		99.0%		99.6%		70.6%		71.1%	
Number of Construction Events	47		37		24		10		188		185	
Closed due to Planned Construction	1.9%		1.4%		0.7%		0.3%		28.9%		28.6%	
Number of Non-recurring Events	323		405		75		20		129		55	
Closed due to Non-recurring Events (<5% Target)	1.7%		2.0%		0.4%		0.1%		0.5%		0.3%	
- % Increase/Decrease to Previous FY	↓ -15.0%		↓ -13.0%		↓ -20.0%		↓ -50.0%		↓ -61.5%		↓ -57.1%	
  Increase/Decrease vs. Previous Fiscal Year (FY) Average.												
EL (Express Lanes); LL (Local Lanes); ITD (Inception to Date); FY (Fiscal Year); *Peak Period = 6-9 AM (Southbound) and 4-7 PM (Northbound)												
**1N Commenced Tolling on 12/5/2008; 1S on 1/15/2010; 2N, 2S, 3N and 3S on 10/16/2016												
<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"												
All data shown is based on best available information at time of report.												

## Operations/Traffic Statistics - Speed Data

95 Express average speeds met or exceeded the facility's 45 MPH operational speed target. Facility-wide average speeds for the Express Lanes (EL) decreased 5% when compared to the previous Fiscal Year. For the Local Lanes (LL) the average speeds decreased 3% on average when compared to the previous Fiscal Year.

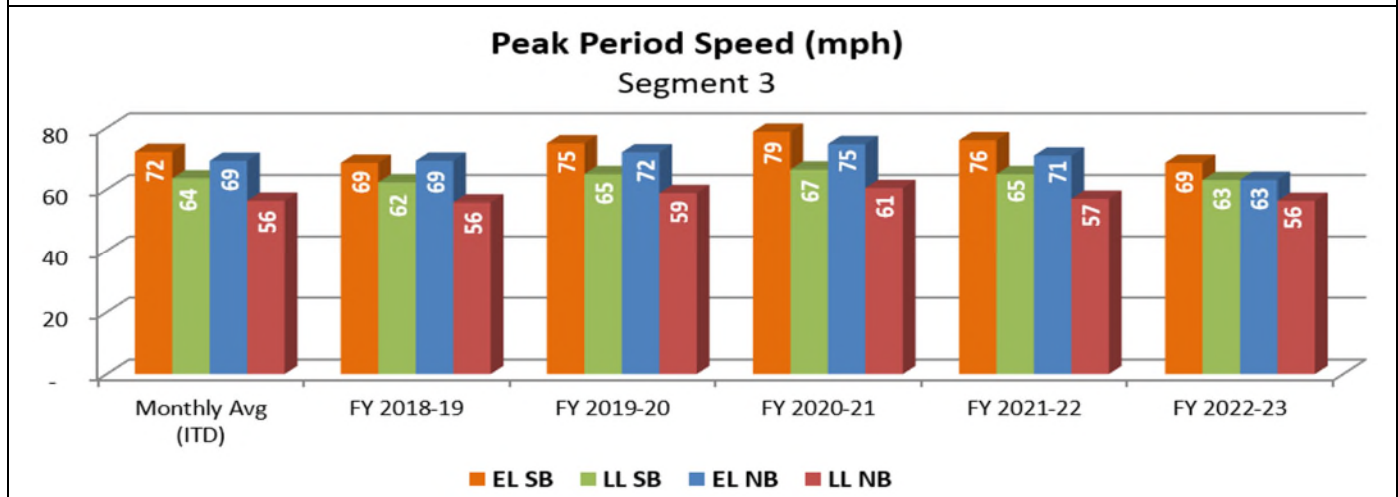
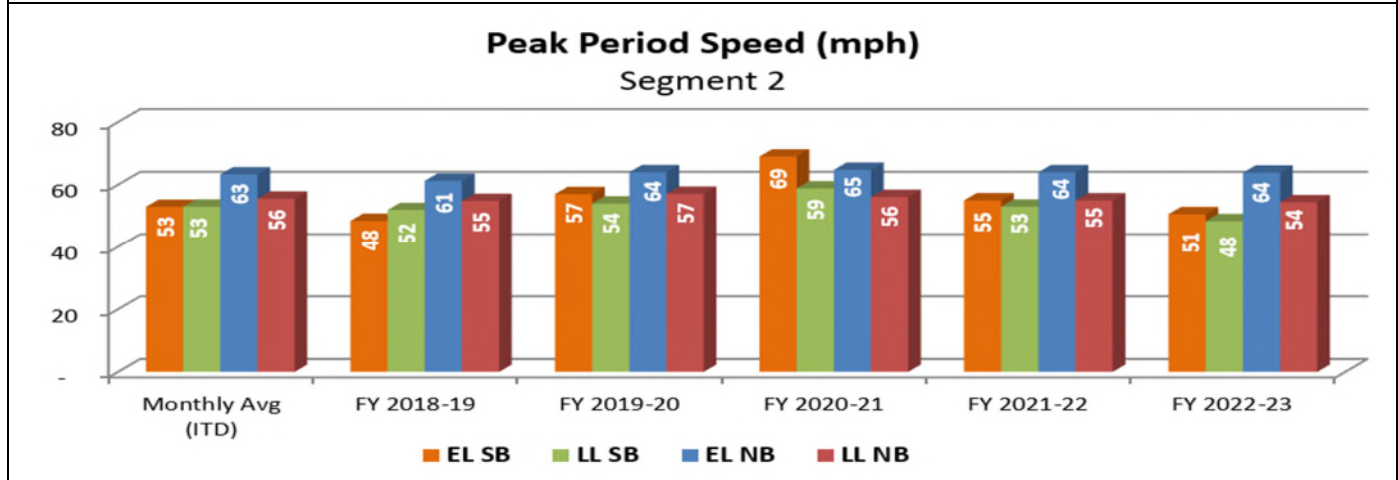
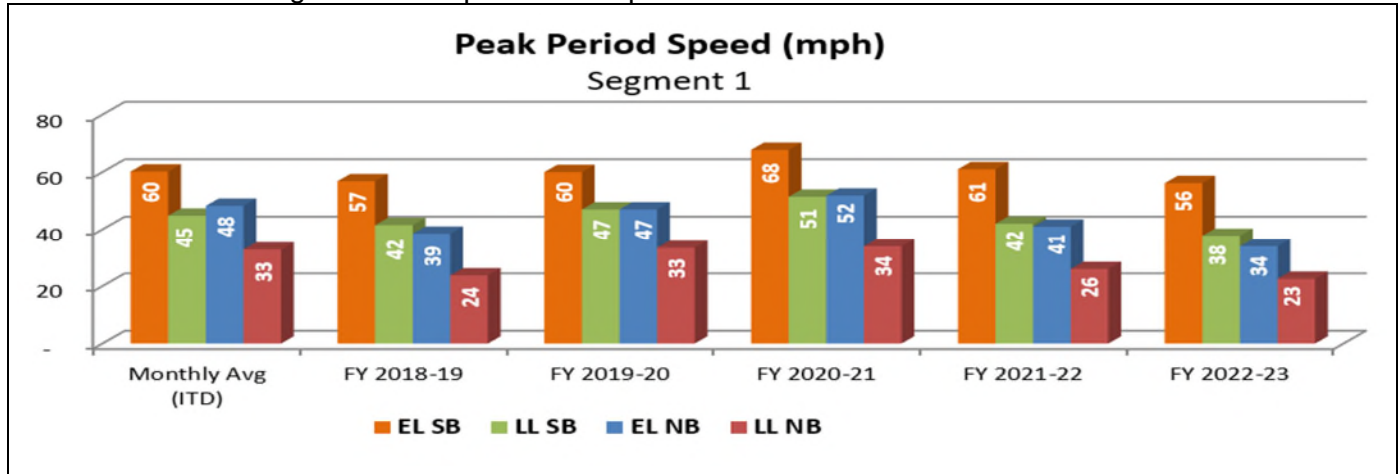
The following graphs show the facility's average speed by segment in both overall (weekdays) and peak periods, by Fiscal Year.



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.)

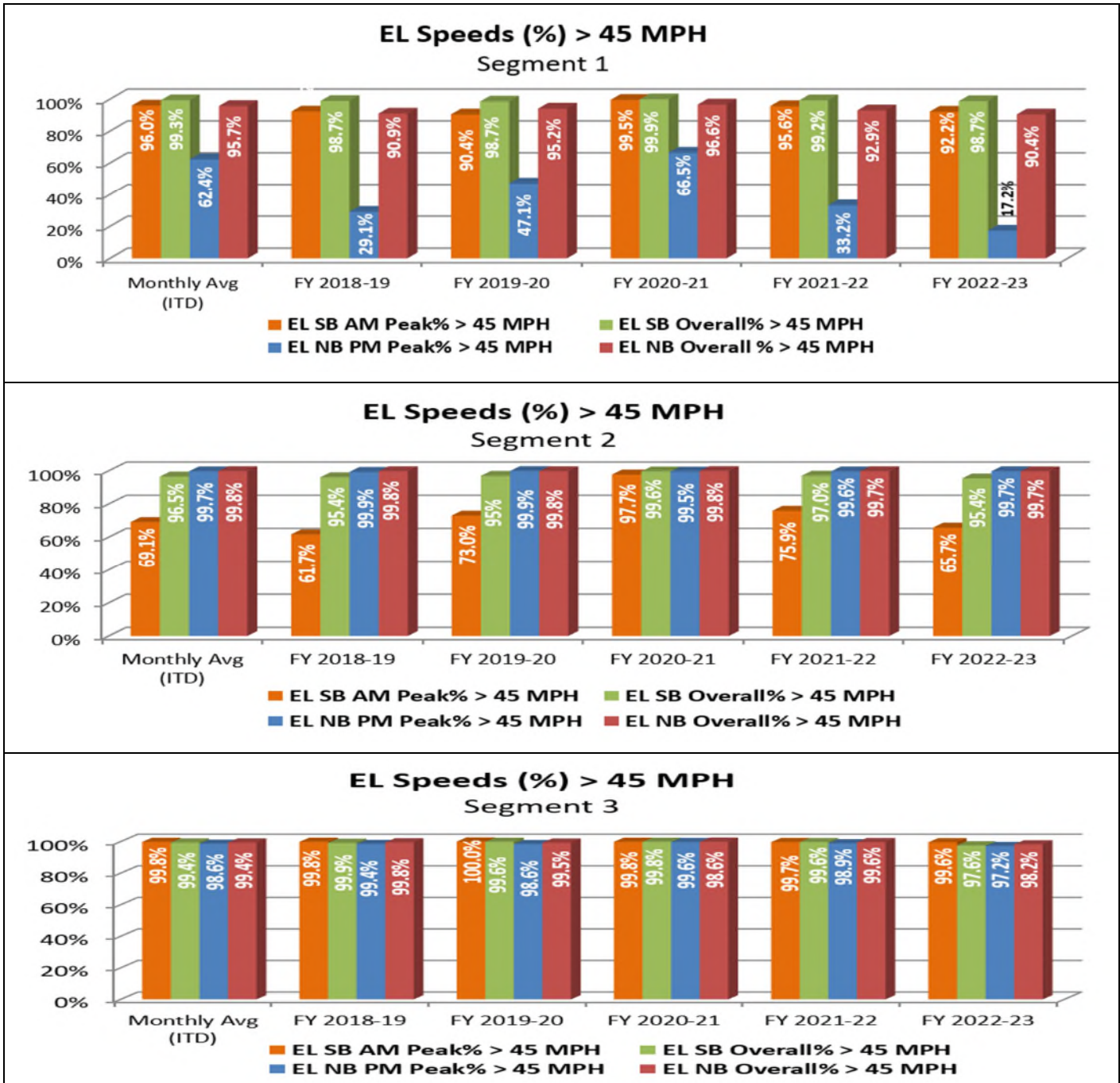
95 Express average peak period speeds met or exceeded the facility's 45 MPH operational speed target on all segments except 1N in the current Fiscal Year. Facility-wide average peak period speeds for the Express Lanes (EL) decreased 9% when compared to the previous Fiscal Year. For the Local Lanes (LL) the average speeds decreased 3% on average when compared to the previous Fiscal Year.



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.)

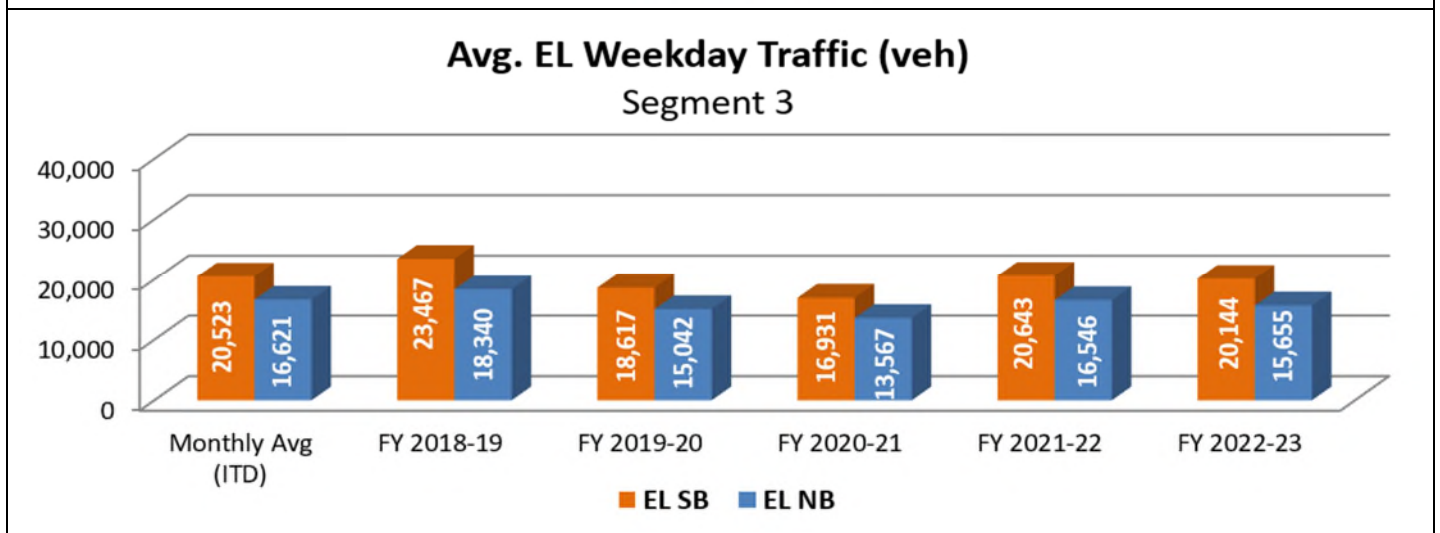
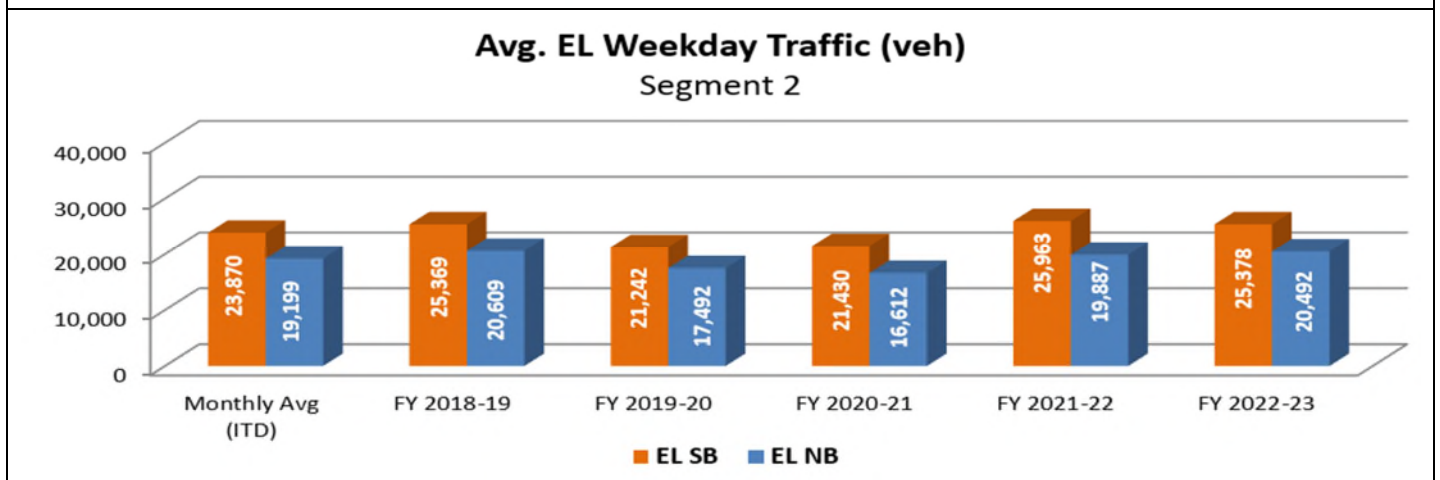
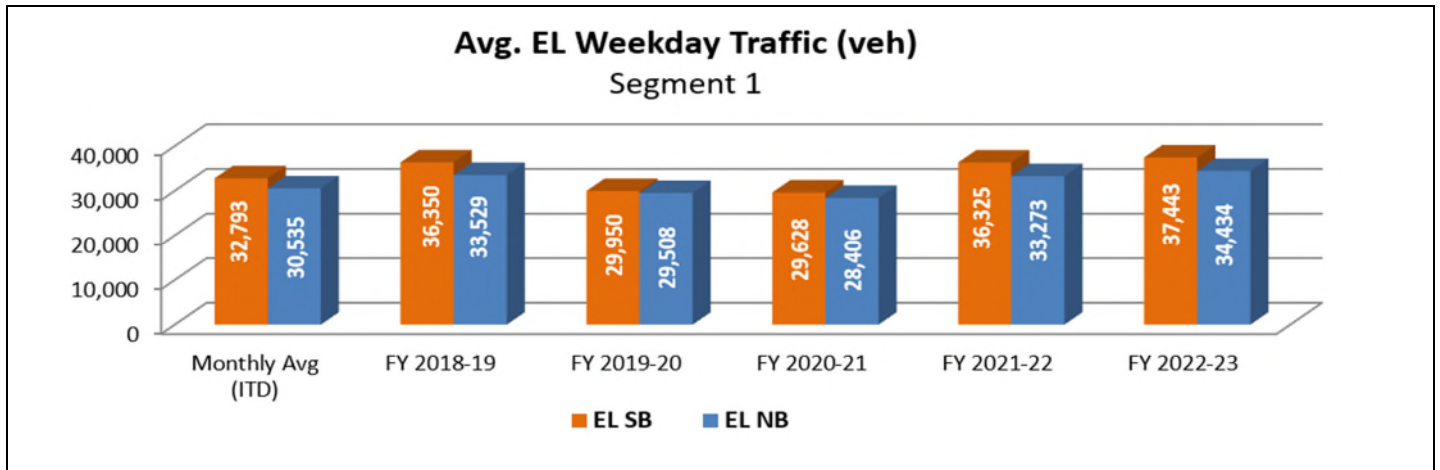
Overall speed reliability for each 95 Express segment exceeded the facility's 90% goal as shown below. However, the graphs show 95 Express speed reliability during the peak period was 17.2% for Segment 1N and 65.7% for 2S. Overall speed reliability for the entire 95 Express facility was 93.7% for northbound and 98.1% for southbound, while speed reliability for the peak periods was 50.7% for the northbound PM peak and 92.5% 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 were relatively consistent with the previous fiscal year averages. Average weekday volumes are depicted below by segment.

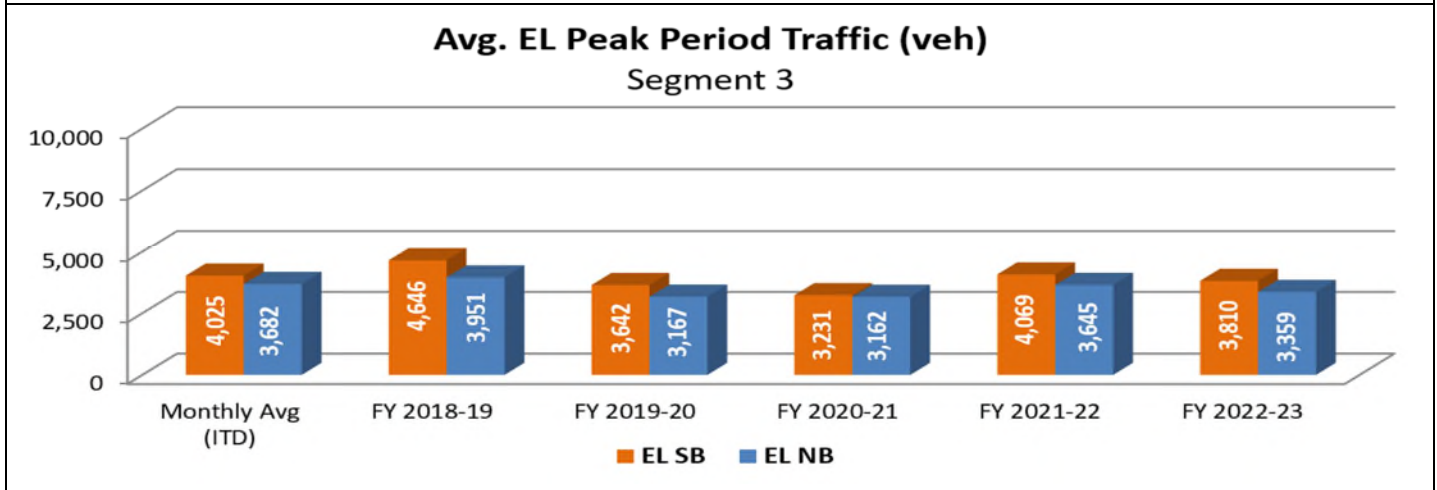
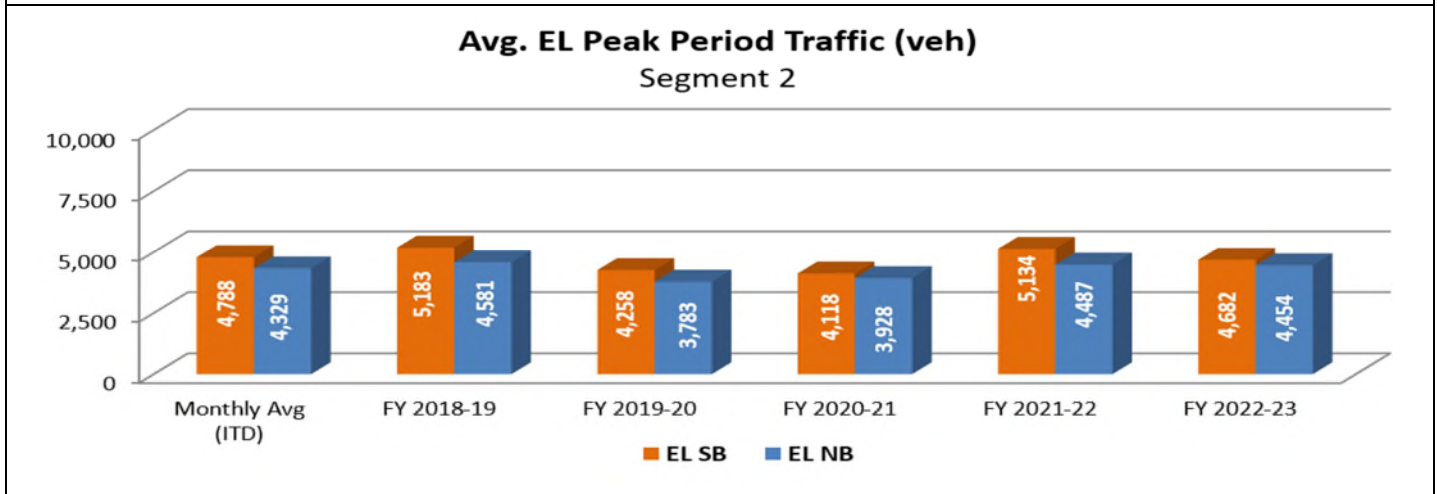
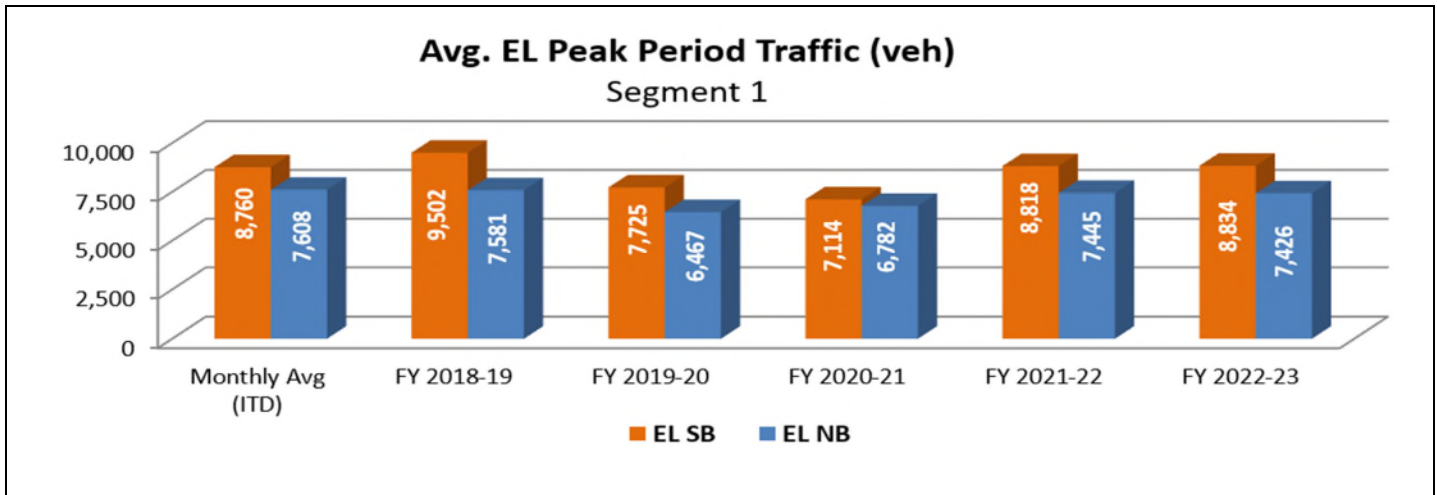


NOTE: ITD = Inception to Date; EL = Express Lanes

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 decreased 3% when compared to the previous Fiscal Year. Average peak period volumes are depicted below by segment.



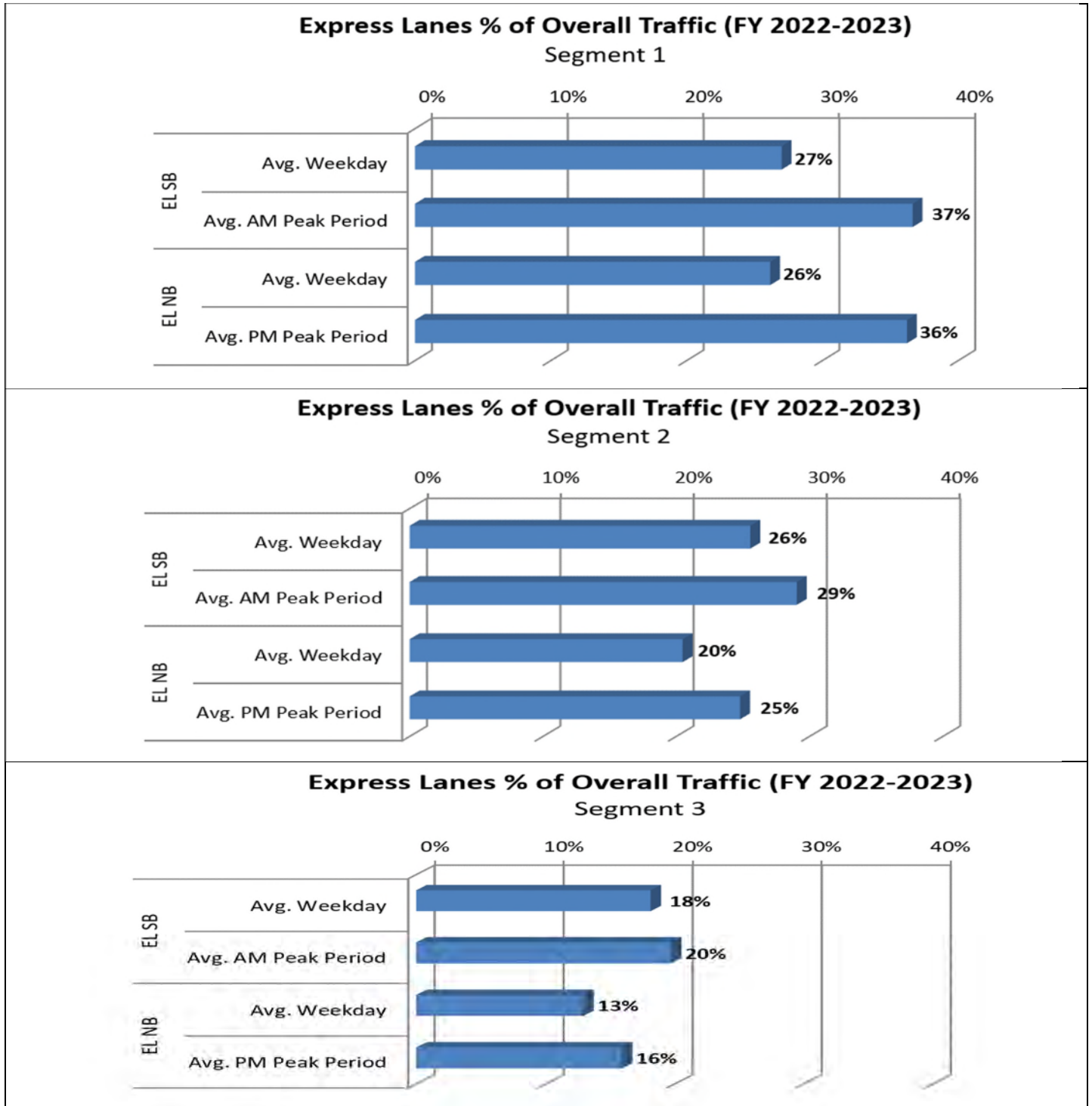
NOTE: ITD = Inception to Date; EL = Express Lane

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.



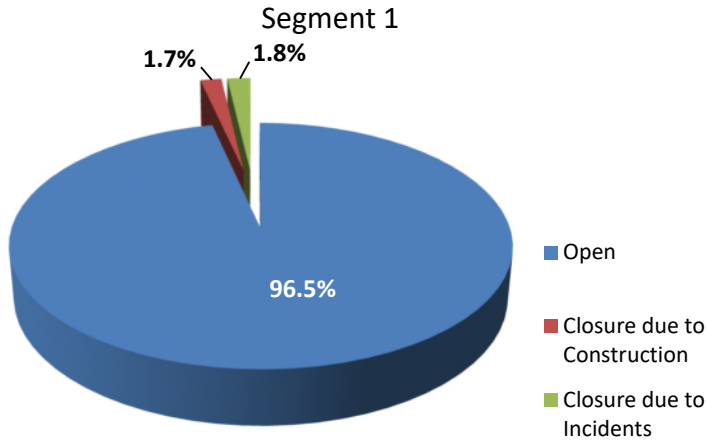
NOTE: Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound).

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



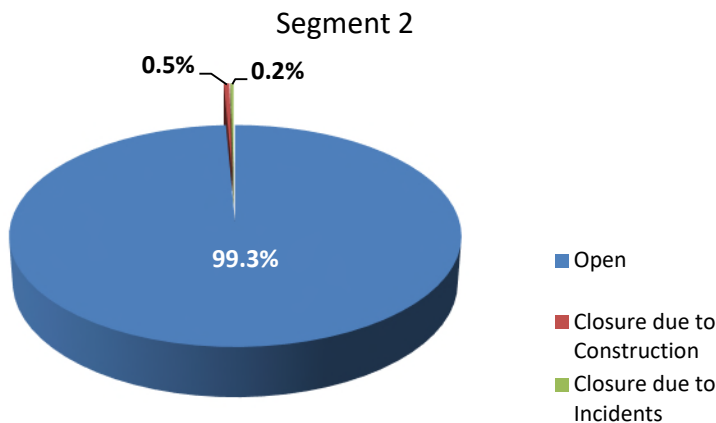
## Facility Availability

**Express Lanes Facility Availability (FY 2022-23)**



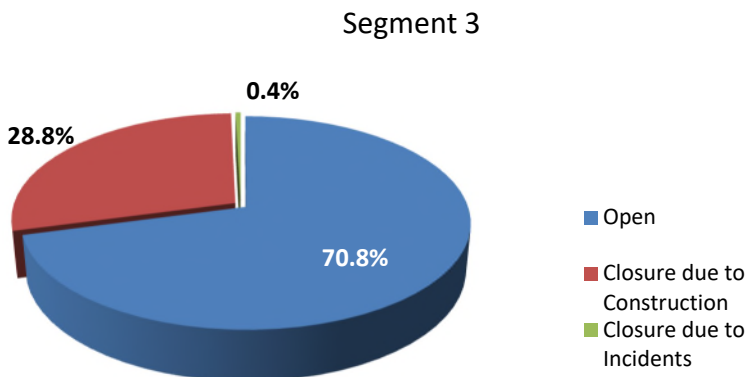
Segment 1 of 95 Express was open to motorists 96.5% of the time, while closed 1.7% due to 84 planned construction and/or maintenance events and 1.8% due to 728 non-recurring events. The construction and maintenance events are typically overnight and each lasted 3.4 hours on average. The non-recurring events caused the express lanes to be closed an average of 25 minutes per event. These annual totals equate to approximately 7 planned events and 64 incidents every month.

**Express Lanes Facility Availability (FY 2022-23)**



Segment 2 of 95 Express was open to motorists 99.3% of the time, while closed 0.5% due to 34 planned construction and/or maintenance events and 0.2% due to 95 non-recurring events. The construction and maintenance events are typically overnight and each lasted 2.4 hours on average. The non-recurring events caused the express lanes to be closed an average of 27 minutes per event. These annual totals equate to approximately 3 planned events and 8 incidents every month.

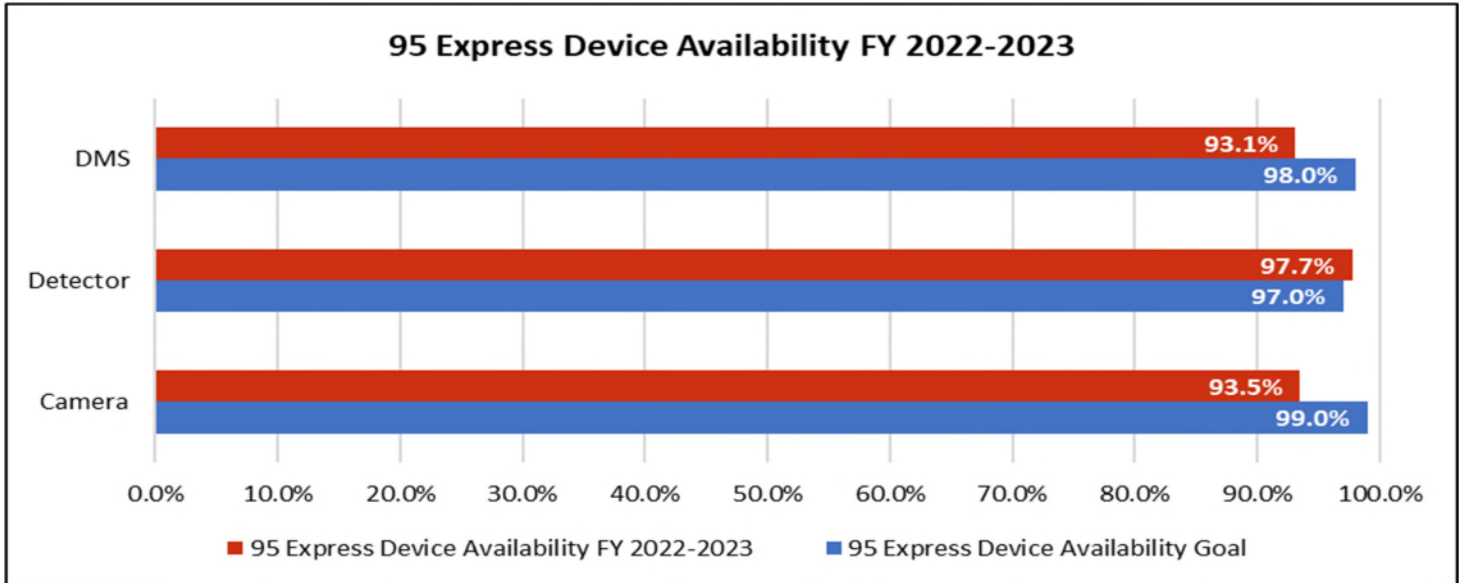
**Express Lanes Facility Availability (FY 2022-23)**



Segment 3 of 95 Express was open to motorists 70.8% of the time, while closed 28.8% due to 373 planned construction and/or maintenance events and 0.4% due to 184 non-recurring events. The construction and maintenance events are typically overnight and each lasted 13 hours on average. The non-recurring events caused the express lanes to be closed an average of 24 minutes per event. These annual totals equate to approximately 32 planned events and 15 incidents every month.

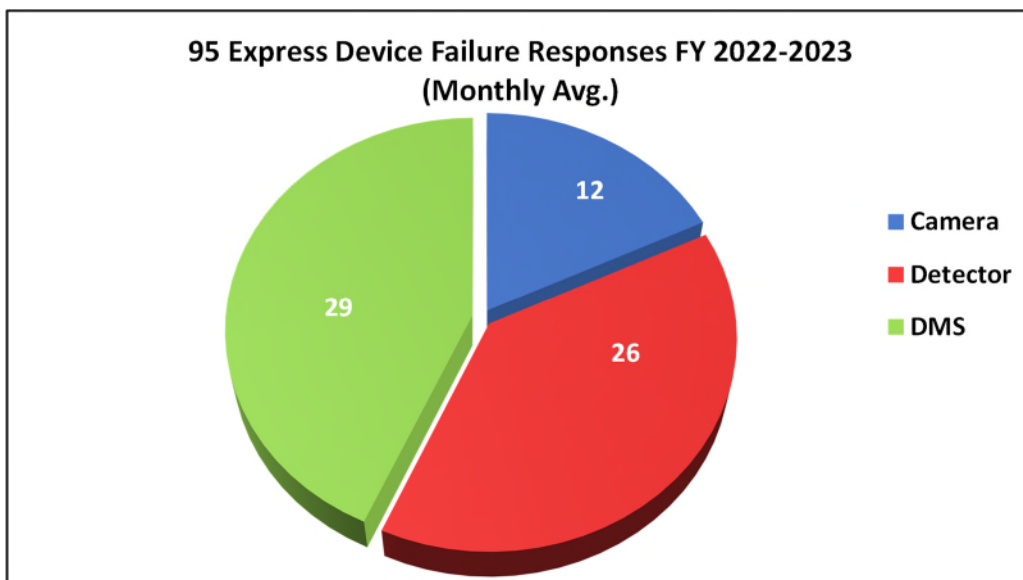
## Equipment Availability

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 186 devices.



NOTE: DMS equals Dynamic Message Sign

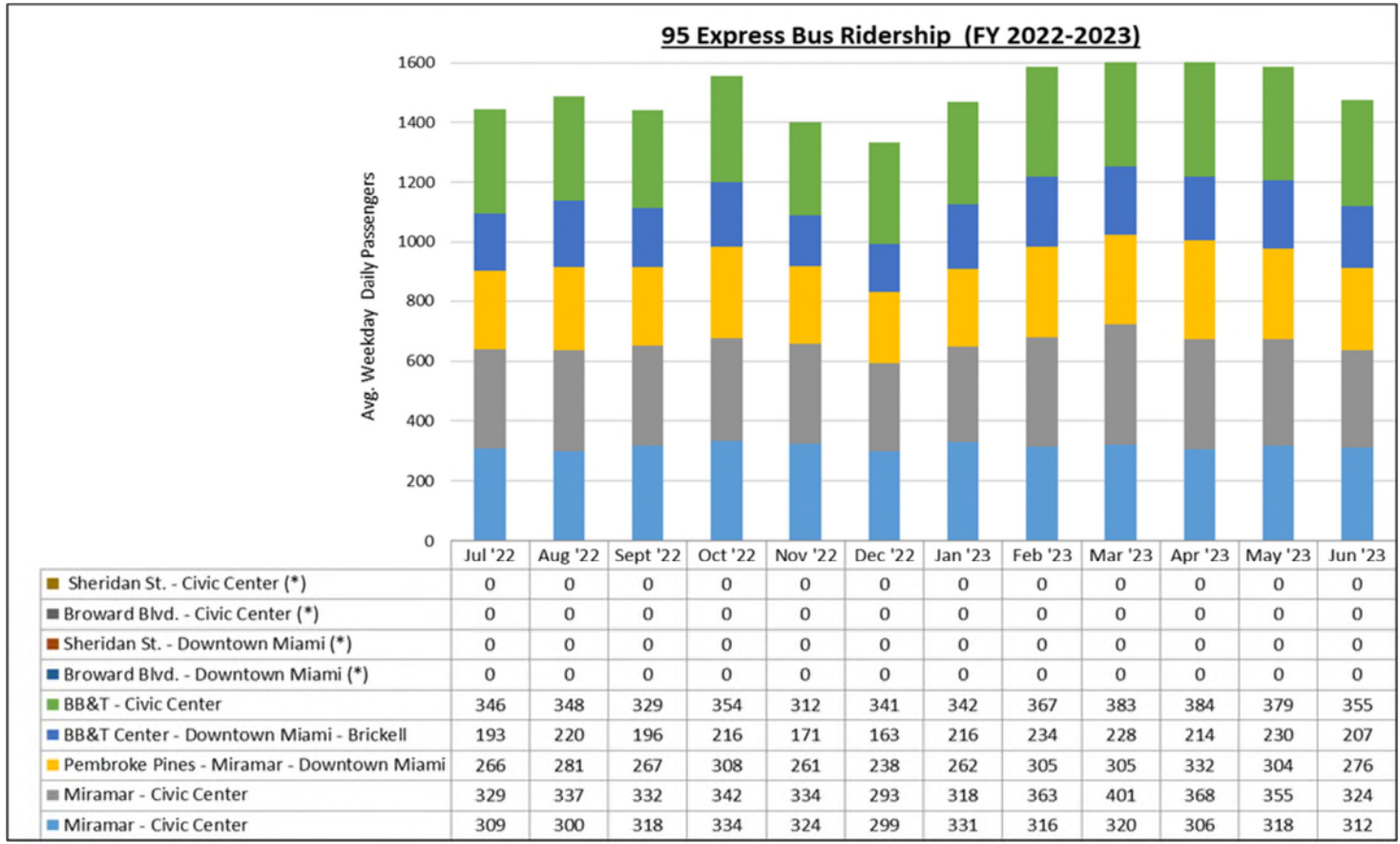
Below are the average monthly failure responses (maintenance crews responding to a device failure ticket) for the 95 Express devices. Failures are either deemed as critical or non-critical. A critical failure is defined as a failure that creates a safety hazard to motorists or impact the operations of 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 2022-2023 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 15% increase in ridership when compared to the previous FY, with 1,501 passenger boardings on an average weekday. Four MDT express routes were suspended at the end of March 2020 due to the pandemic. These MDT express routes have not yet been placed back in service.



(\*) 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 2022-2023. For all previous years' performance, project history, and lessons learned, please visit [95Express.com](http://95Express.com).