

MEMORANDUM

ISO: 60509448 (BE193) File Code: 422.2.4.1 Doc ID #: 00763.28

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 April 2019)**

DATE: June 3, 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 April 2019. Vehicle Throughput is currently available through August 2018 and will be updated in the report when data are made available by Florida's Turnpike.

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 (*Currently available through August 2018*)

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® Transportation Management 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	433
Lane Diving (Citations + Warnings) ²	152	82	10
Crashes in Express Lanes ³	81	60	51
Vehicle Throughput ⁴	1,874,077	1,816,973	1,838,863

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 April 2019, the new ELM installation has contributed to the following average monthly improvements for 95 Express Phase 1:

- * ELM Replacement is down 89%;
- * Lane Diving is down 93%;
- * Crashes within the facility are down 37%

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)

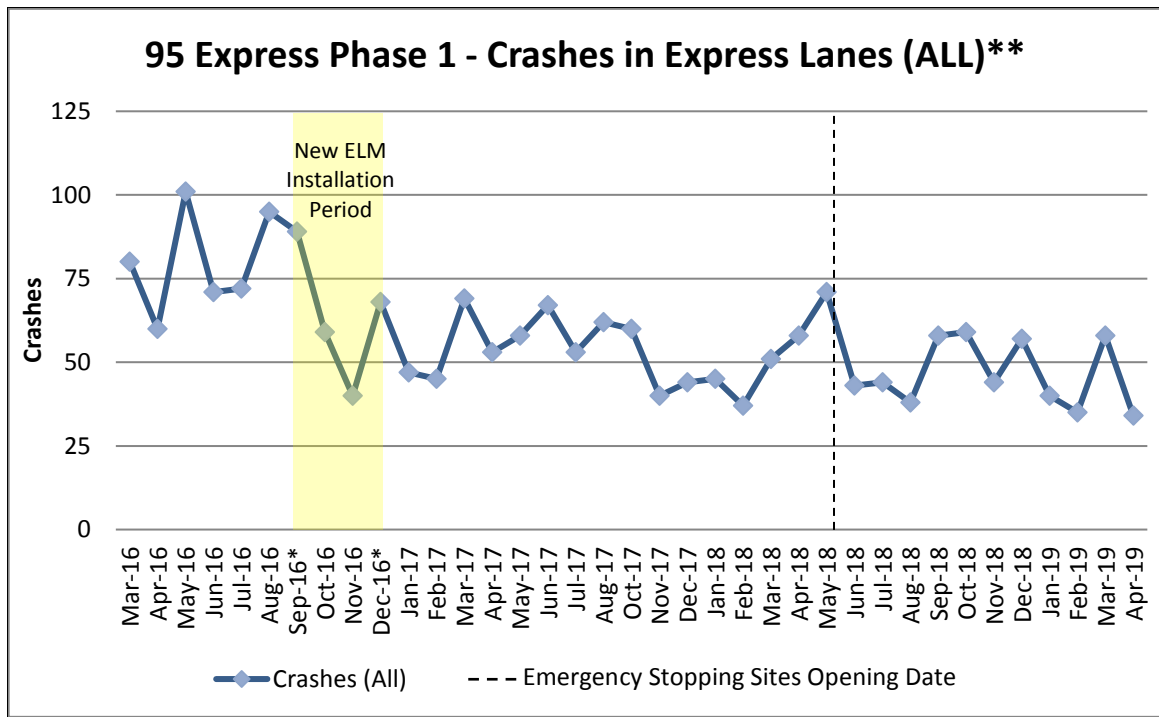
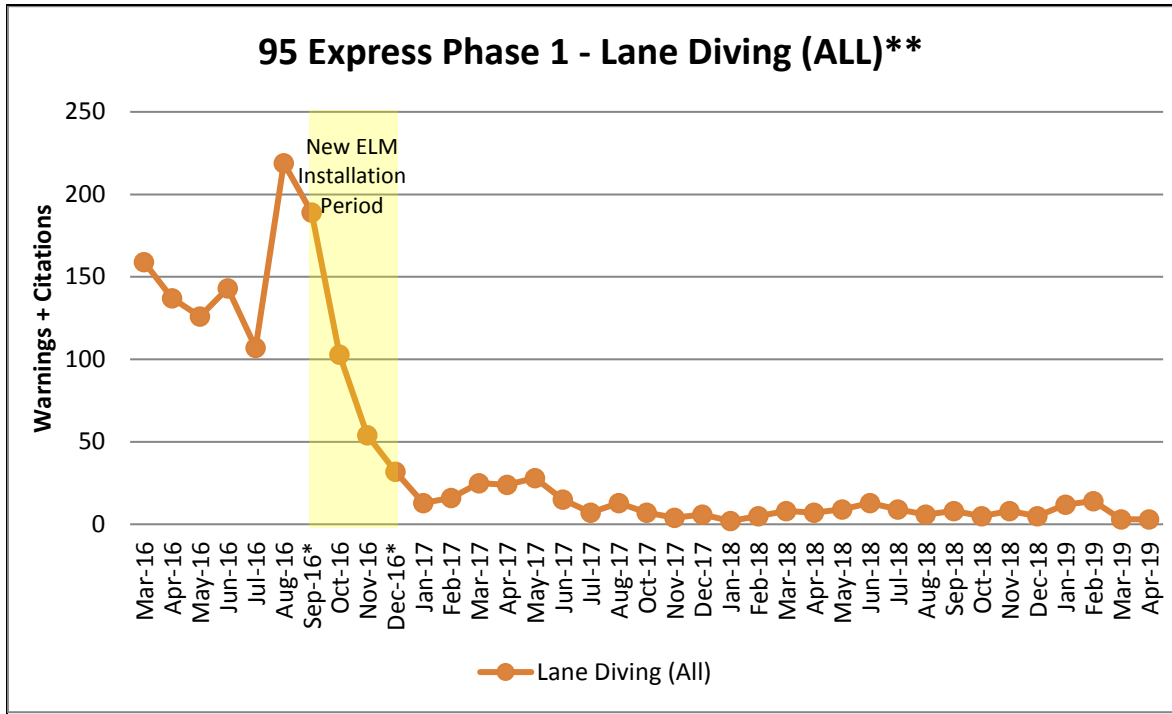
³Data provided by D6 SunGuide® Transportation Management Center (via SunGuide® Software)

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

⁵Monthly average from December 22, 2016 through April 30, 2019, except for Vehicle Throughput data, which is currently available through August 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 April 2019)
 June 3, 2019



**** Disclaimers:**

- 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.