

## 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 March 2020)**

DATE: June 4, 2020

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**.

### 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 March 2020.*

### III. PERFORMANCE CRITERIA

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

1. ELM Replacement<sup>1</sup>
2. Lane Diving (Warnings plus Citations)<sup>2</sup>
3. Crashes in the Express Lanes<sup>3</sup>
4. Vehicle Throughput<sup>4</sup>

<sup>1</sup>Data provided by Archer Western (Contractor on I-95 Pavement Rehab Project) and DBI (District 6's Asset Maintenance Contractor)

<sup>2</sup>Data provided by FHP (Though Invoicing for D6 FHP Hireback Program)

<sup>3</sup>Data provided by D6 SunGuide® Transportation Management Center (via SunGuide® Software)

<sup>4</sup>Data 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 <sup>5</sup>
ELM Replacement <sup>1</sup>	4,030	21	502
Lane Diving (Citations + Warnings) <sup>2</sup>	152	82	9
Crashes in Express Lanes <sup>3</sup>	81	60	51
Vehicle Throughput <sup>4</sup>	1,874,077	1,816,973	1,816,475

**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 March 2020, the new ELM installation has contributed to the following average monthly improvements for 95 Express Phase 1:

- \* ELM Replacement is down 88%;
- \* Lane Diving is down 94%;
- \* 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 \*\*\*

<sup>1</sup>Data provided by Archer Western (Contractor on I-95 Pavement Rehab Project) and DBI (District 6's Asset Maintenance Contractor)

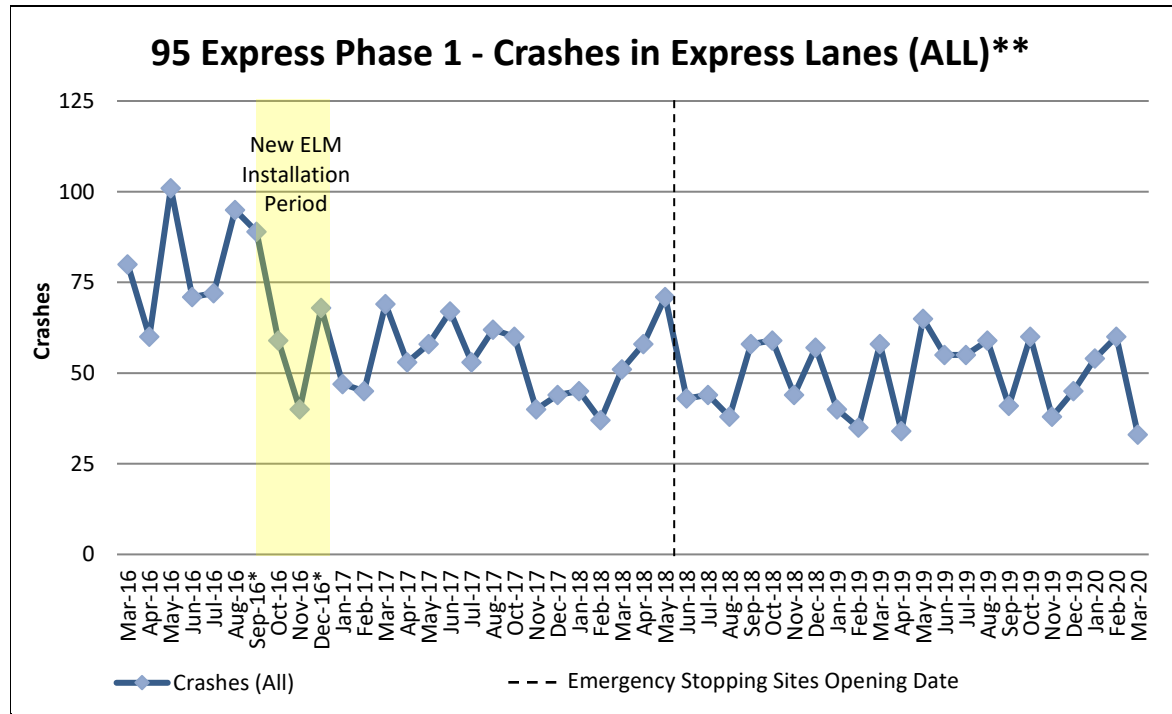
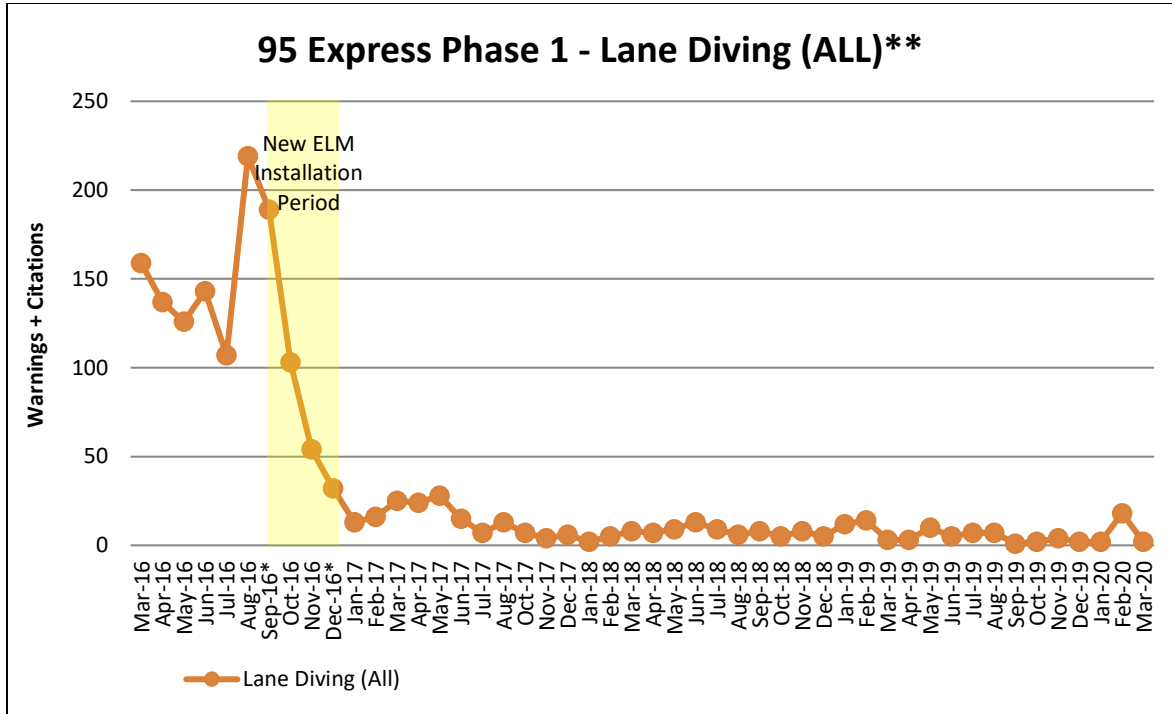
<sup>2</sup>Data provided by FHP (Though Bi-weekly Invoicing for D6 FHP Hireback Program)

<sup>3</sup>Data provided by D6 SunGuide® Transportation Management 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 March 31, 2020.

<sup>5</sup>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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- 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.