

95 Express Annual Operations Report: Fiscal Year 2023-2024

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 (STMC) in Miami, is responsible for tolling operations for the facility. The District Four Regional Transportation Management Center (RTMC) and District Six STMC 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 521 million trips since opening on December 5, 2008.

In June 2023, in support of 95 Express Phase 3 construction, a temporary traffic control plan took effect for Segments 3S and 3N. Segment 3 is currently a single-lane facility in both directions, with the exception of southbound, north of Pembroke Road, where it becomes two lanes to support the egress lane to Ives Dairy Road. The local lanes facility has a lane shift by the northbound entrance from Pembroke Road. These configurations are expected to change in Fall 2024, restoring the affected sections back to two lanes. Tolling in Segment 3 is not impacted by the temporary traffic control plan since the minimum and maximum toll for Segment 3 is \$0.50.

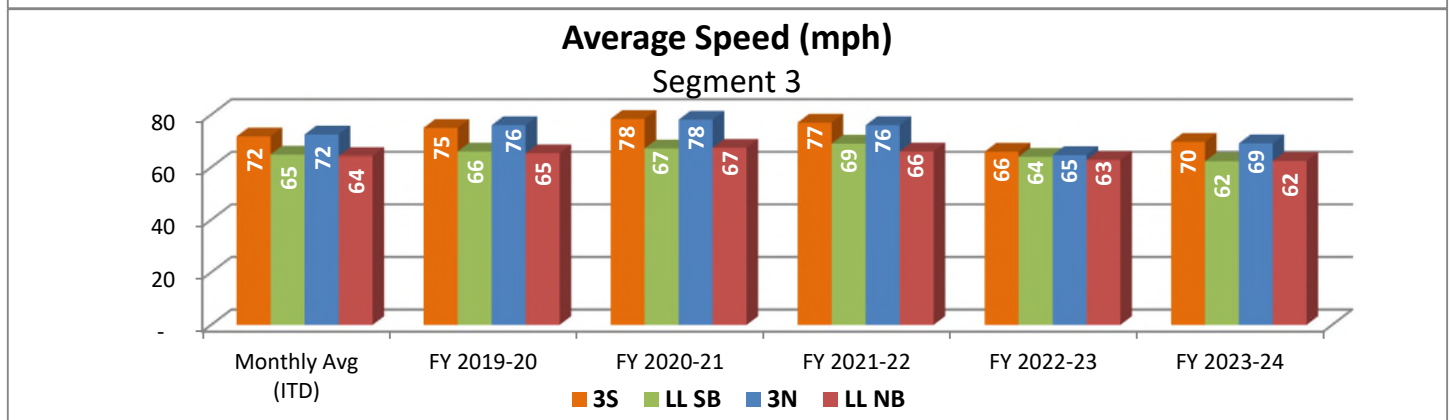
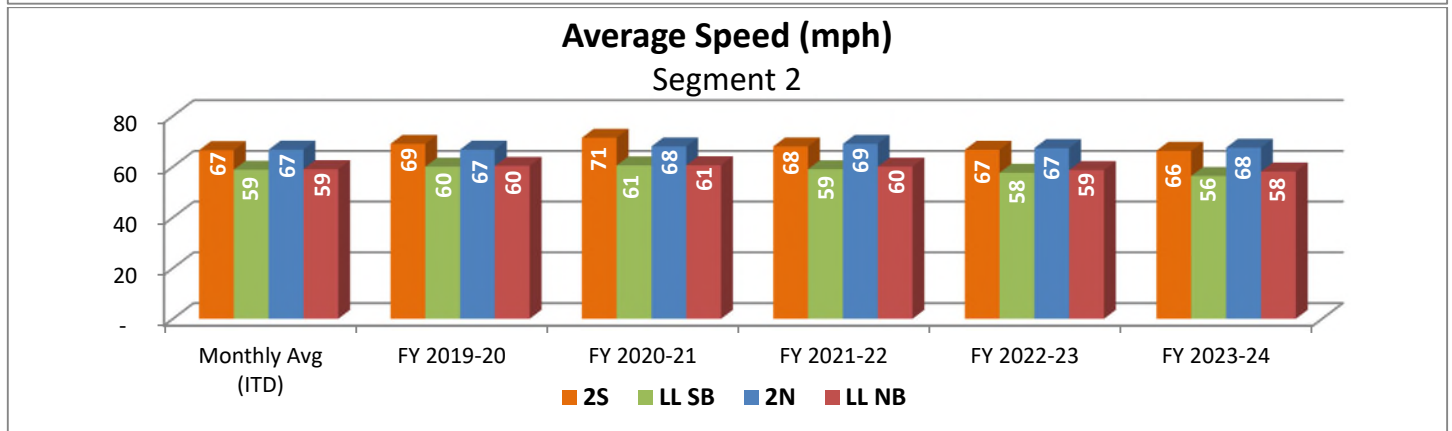
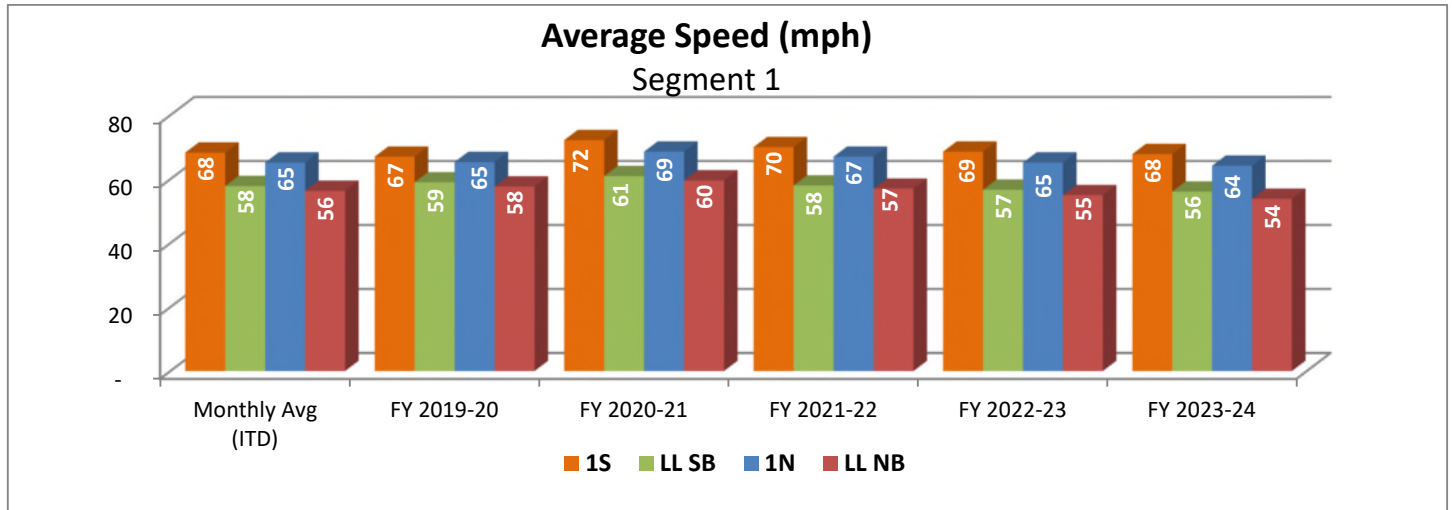
Operations/Traffic Statistics –General Statistics

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 2023-2024 Statistics	Segment 1 (7 miles)				Segment 2 (1 mile)				Segment 3 (4 miles)			
	1S		1N		2S		2N		3S		3N	
Trips (vehicles)												
- ITD Trips**	159,503,921		161,230,452		62,814,869		50,841,025		45,644,824		41,706,198	
- FY 2023-2024 Total Trips	12,773,659		12,153,161		8,987,775		7,199,346		6,922,200		5,348,452	
- FY 2023-2024 Average Monthly Trips	1,064,472		1,012,763		748,981		599,946		576,850		445,704	
- % Increase/Decrease to Previous FY	↑ 1.4%		↑ 2.4%		↑ 6.1%		↑ 3.5%		↑ 11.9%		↑ 7.1%	
Volume (vehicles)												
- FY 2023-2024 Average Weekday	38,200		35,539		26,588		20,944		20,600		15,422	
- % Increase/Decrease to Previous FY	↑ 2.0%		↑ 3.2%		↑ 4.8%		↑ 2.2%		↑ 2.3%		↓ -1.5%	
- FY 2023-2024 Average Peak Period*	9,342		7,400		4,894		4,417		3,918		3,190	
- % Increase/Decrease to Previous FY	↑ 5.8%		↓ -0.4%		↑ 4.5%		↓ -0.8%		↑ 2.8%		↓ -5.0%	
Speed (mph) (EL Target ≥ 45 mph)												
- Pre-95 Express Peak Period Conditions** ¹	EL	LL	EL	LL	EL	LL	EL	LL	EL	LL	EL	LL
- FY 2023-2024 Average Weekday	68	56	64	54	66	56	68	58	70	62	69	62
- FY 2023-2024 Average Peak Period*	54	37	33	21	50	45	63	54	69	61	62	55
ITD Average Operated Above 45 MPH	98.8%		92.4%		96.3%		99.8%		99.2%		99.2%	
FY 2023-2024 Avg. Operated Above 45 MPH	97.9%		89.6%		95.2%		99.8%		98.0%		97.8%	
- % Increase/Decrease to Previous FY	↓ -0.8%		↓ -0.9%		↓ -0.2%		↑ 0.1%		↑ 0.4%		↓ -0.4%	
Remained Open to Motorists	96.9%		96.0%		98.9%		99.2%		91.3%		91.7%	
Number of Construction Events	44		50		22		24		104		101	
Closed due to Planned Construction	1.6%		1.8%		0.5%		0.6%		8.1%		8.1%	
Number of Non-Recurring Events	318		455		96		22		127		33	
Closed due to Non-Recurring Events (<5% Target)	1.5%		2.2%		0.6%		0.2%		0.6%		0.2%	
- % Increase/Decrease to Previous FY	↓ -11.8%		↑ 10.0%		↑ 50.0%		↑ 100.0%		↑ 20.0%		↓ -33.3%	
  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												
¹ 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

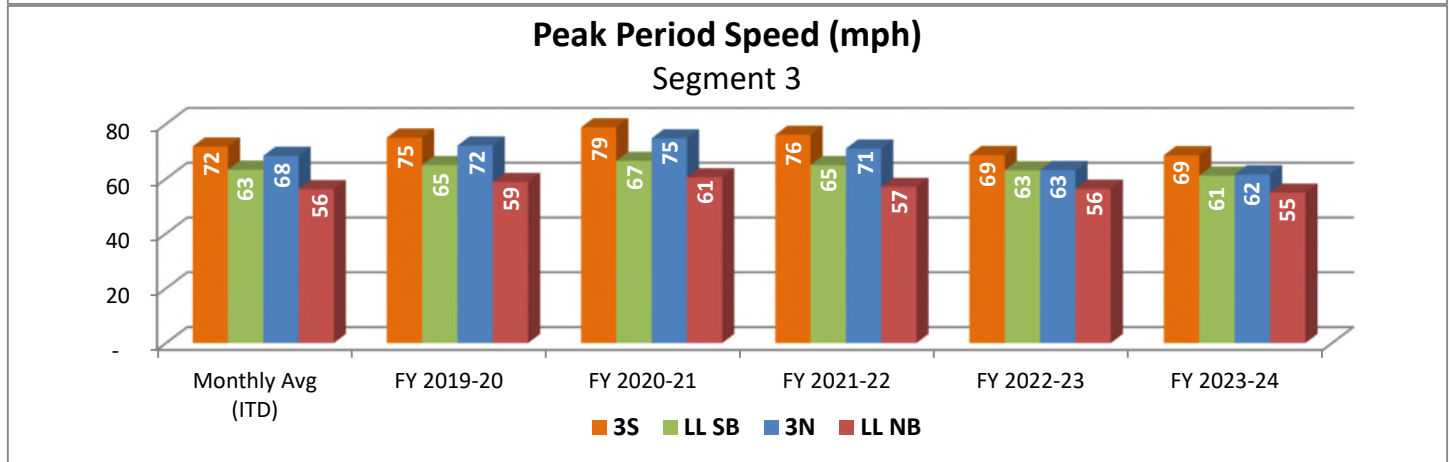
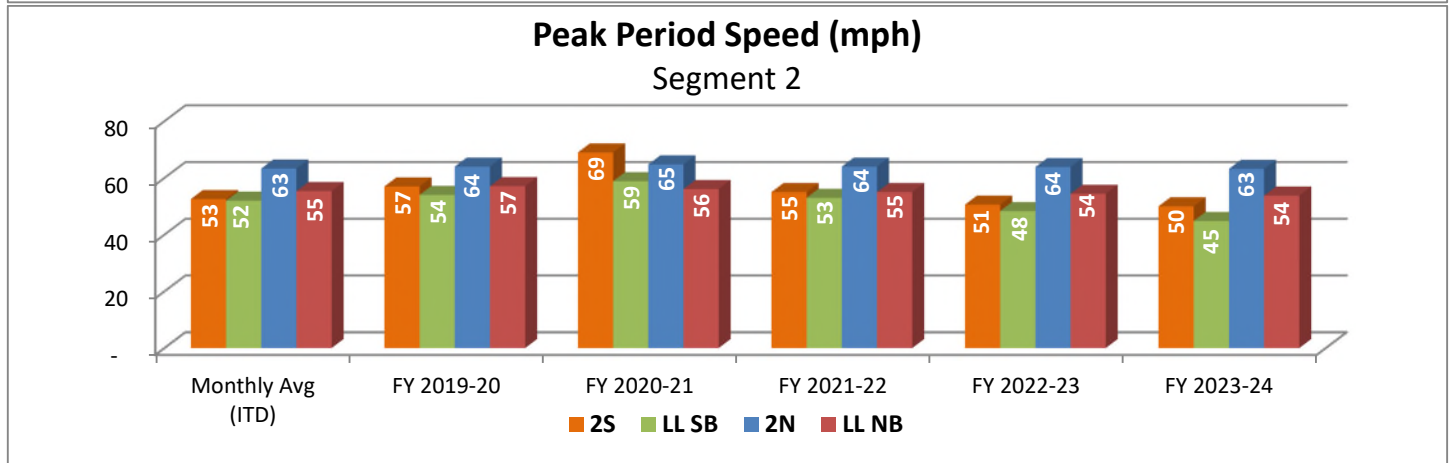
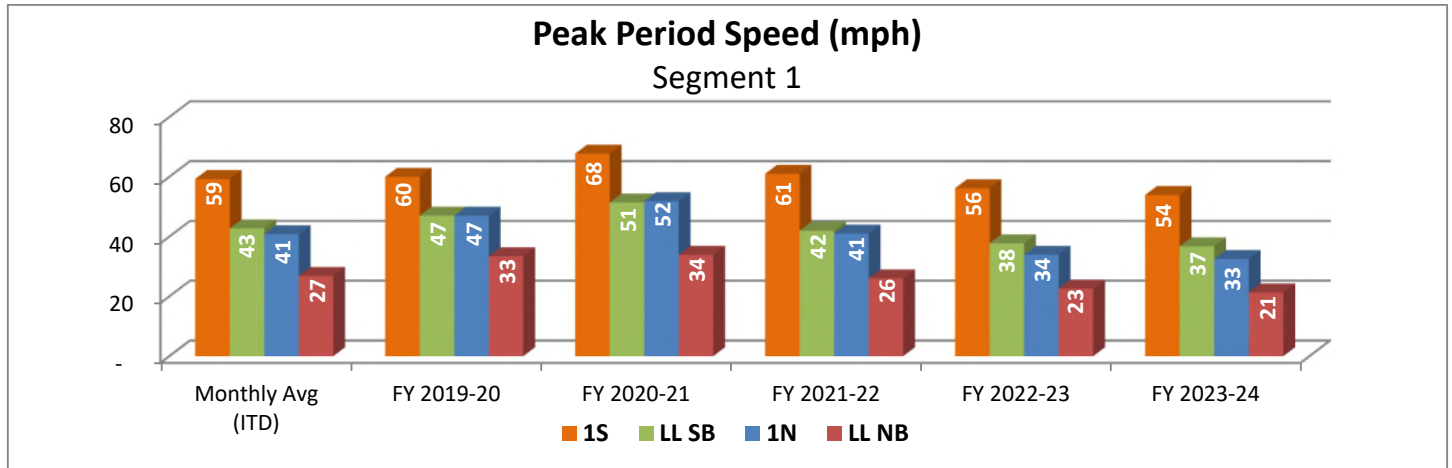
95 Express average speeds met or exceeded the facility's 45 MPH operational speed target. Facility-wide average speeds for the Express Lanes (EL) increased 4% when compared to the previous Fiscal Year. Average speeds for the Local Lanes (LL) decreased 2% when compared to the previous Fiscal Year.



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

Operations/Traffic Statistics - Speed Data (Cont.)

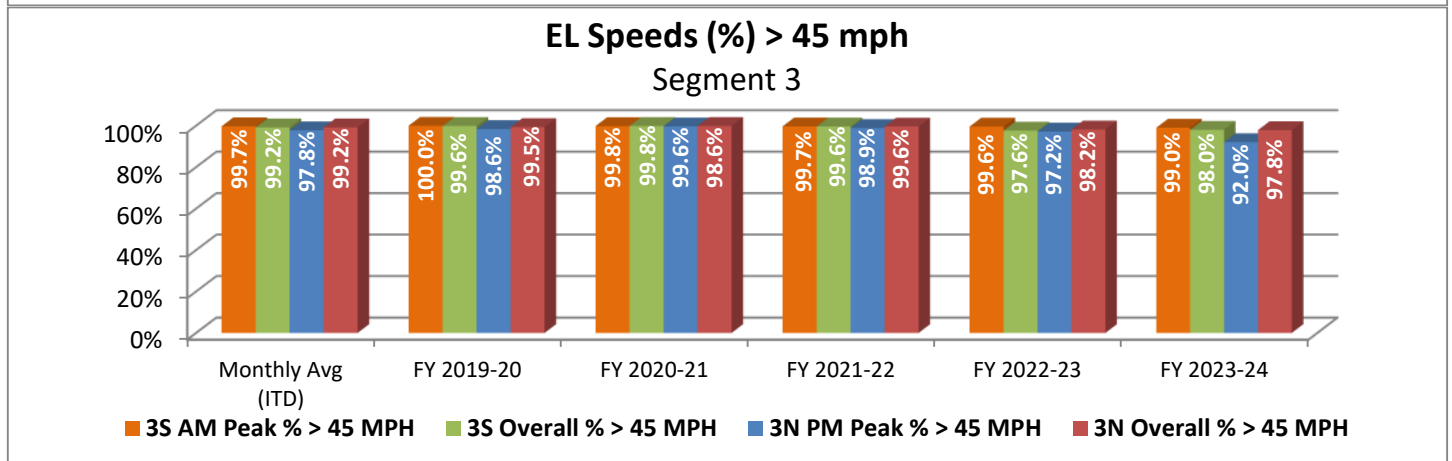
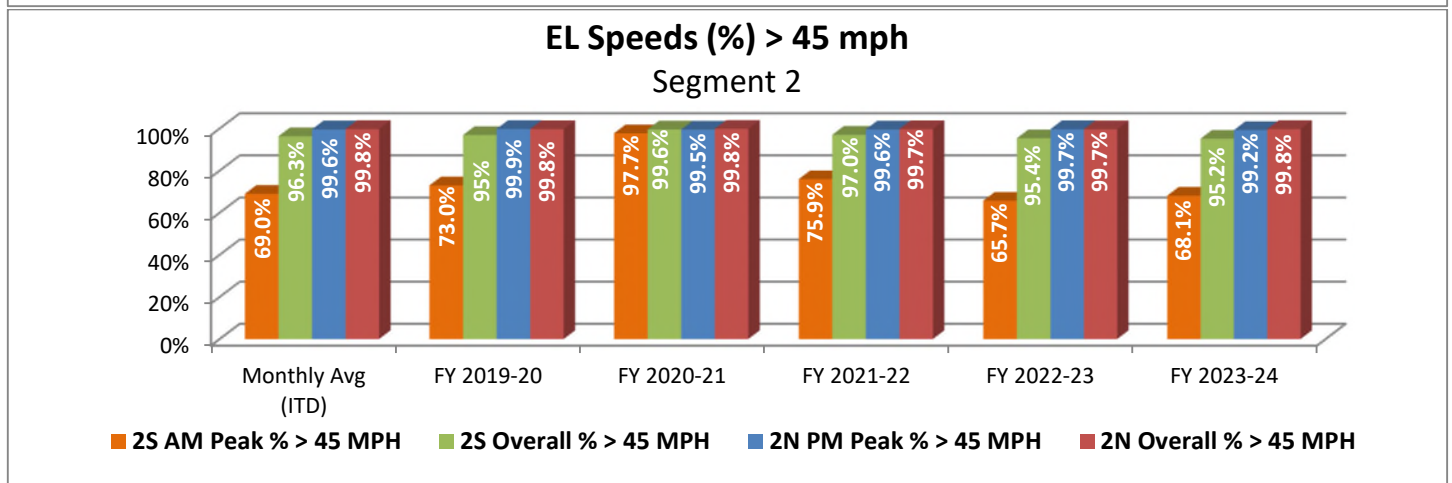
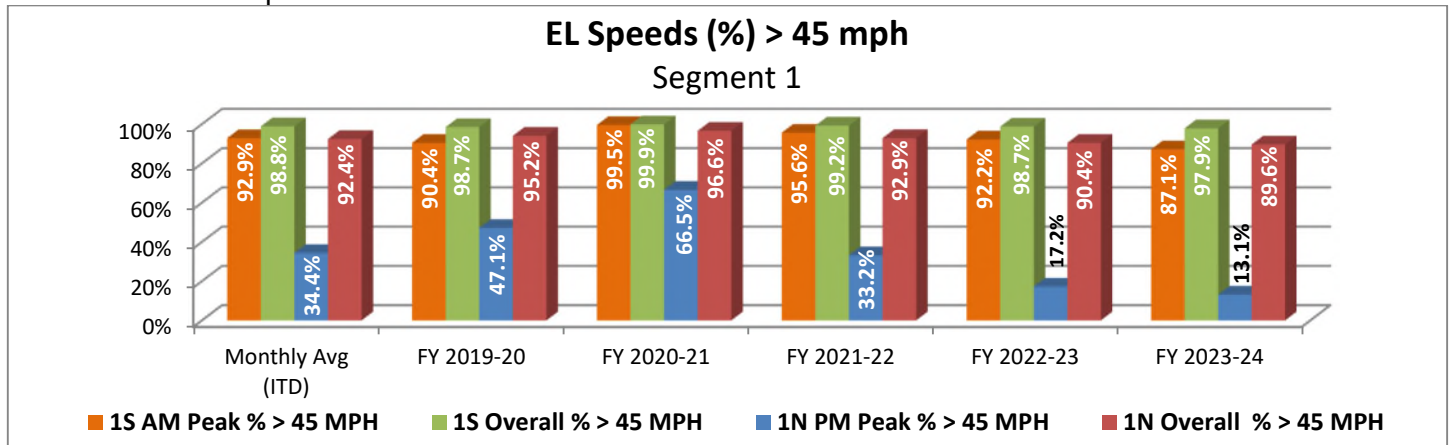
95 Express average peak period speeds met or exceeded the facility's 45 MPH operational speed target on all segments in the current Fiscal Year, with the exception of Segment 1N at 33 MPH. Facility-wide average peak period speeds for the Express Lanes (EL) and Local Lanes (LL) were both consistent with 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.)

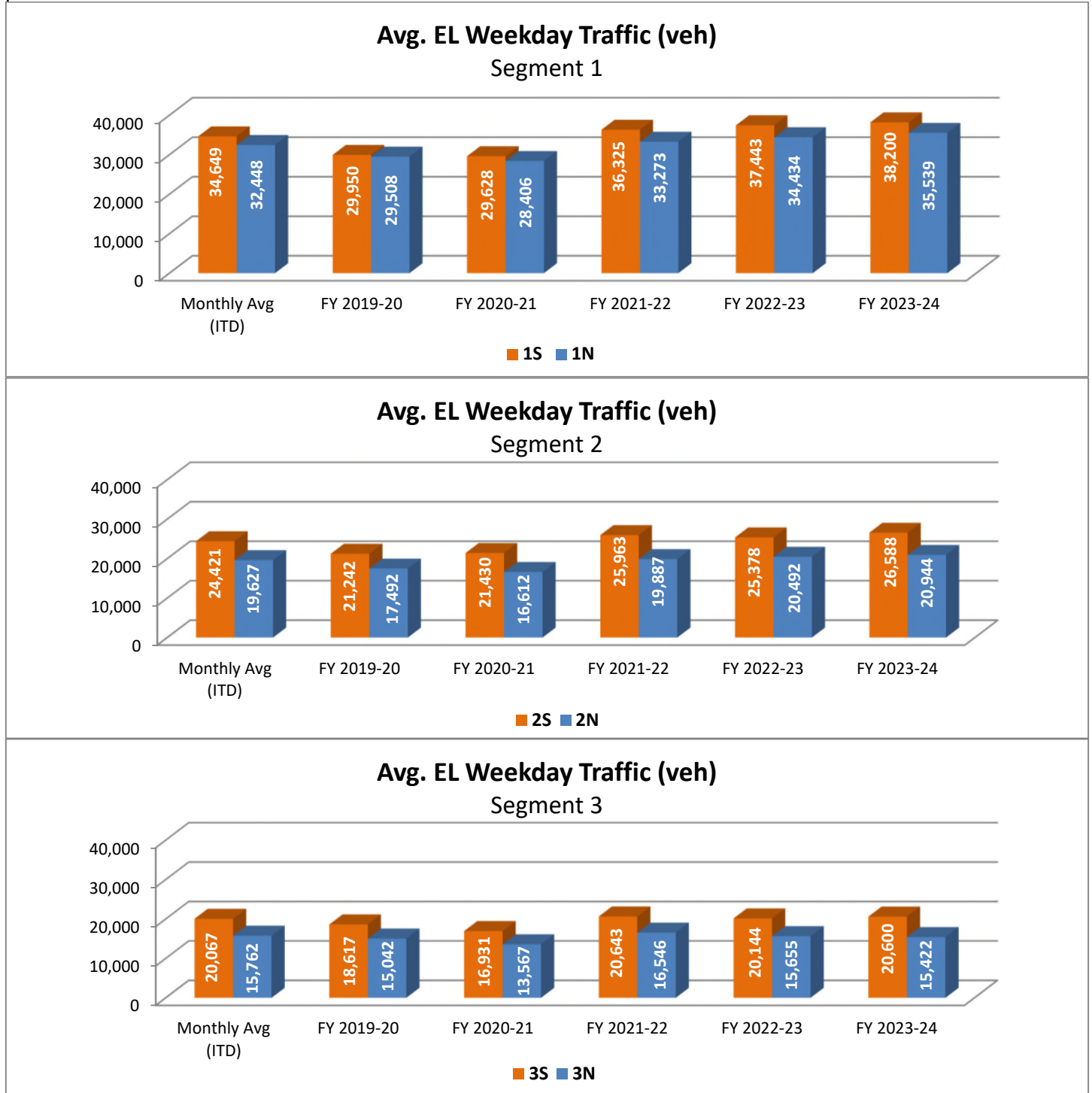
Overall speed reliability for each 95 Express segment exceeded the facility's 90% goal, with the exception of Segment 1N at 89.6%. The graphs show 95 Express speed reliability during the peak period was 87.1% for Segment 1S, 13.1% for Segment 1N, and 68.1% for Segment 2S; all other segments exceeded the facility's 90% goal. Overall speed reliability for the entire 95 Express facility was 97.7% for southbound and 93.2% for northbound, while speed reliability for the peak period was 95.8% for the southbound AM peak and 45.6% for the northbound PM 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 2% when compared to the previous Fiscal Year.

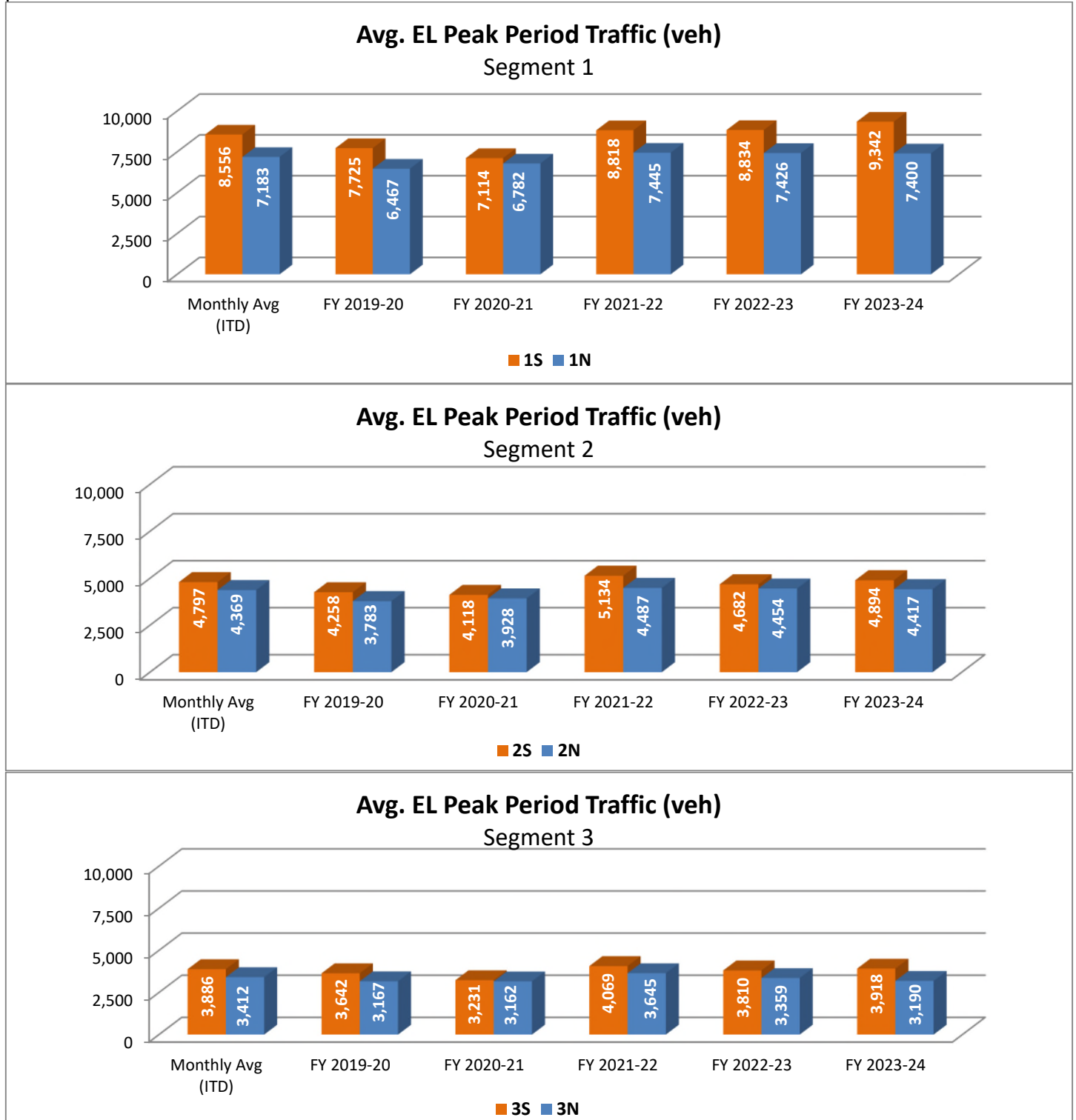


NOTE: ITD = Inception to Date; EL = Express Lanes

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.)

95 Express peak period average volumes for the entire express facility increased 2% when compared to the previous Fiscal Year.



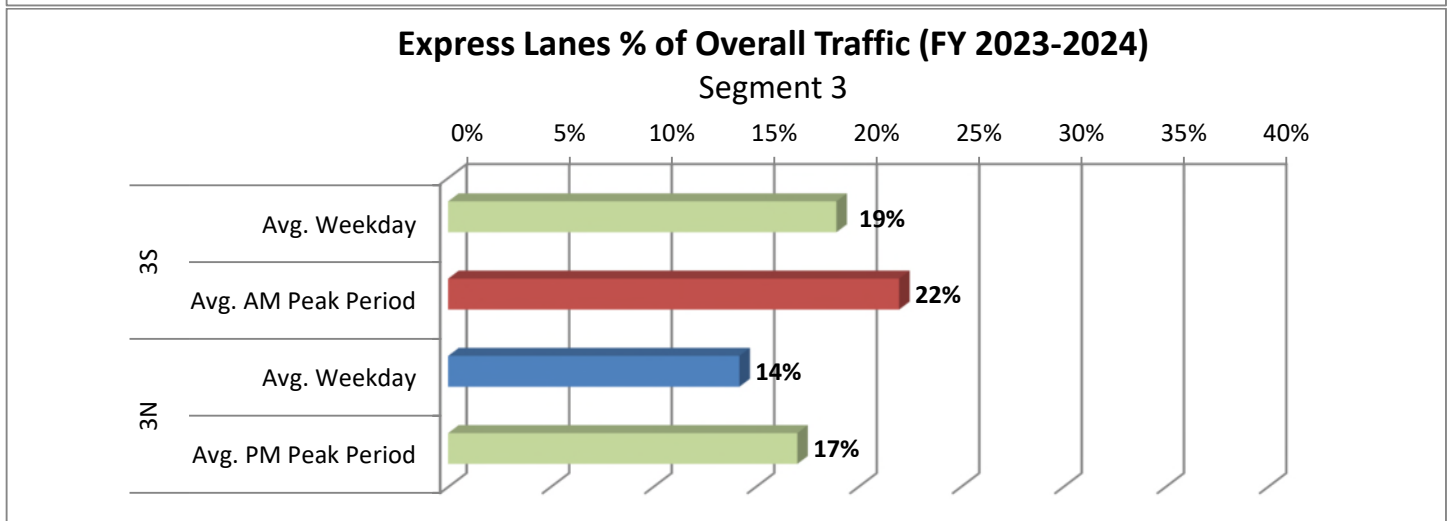
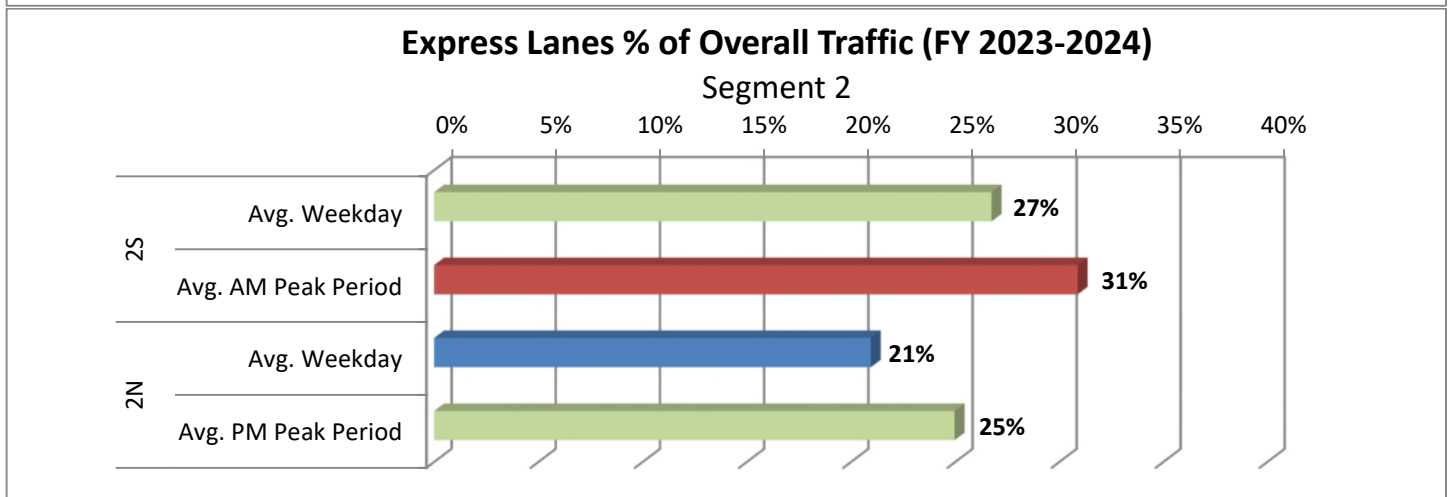
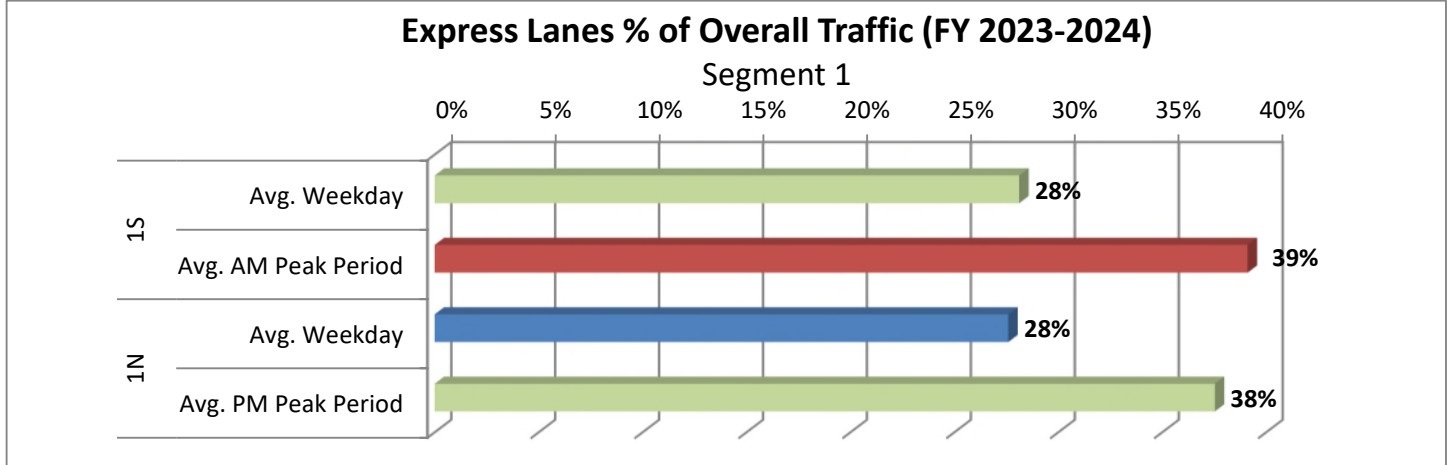
NOTE: ITD = Inception to Date; EL = Express Lane

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.

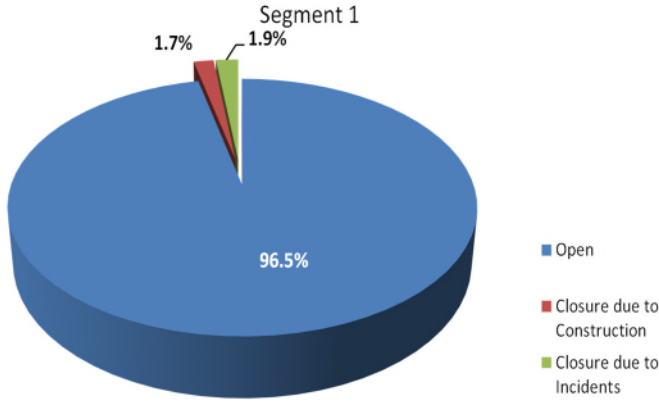


NOTE: Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound).

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

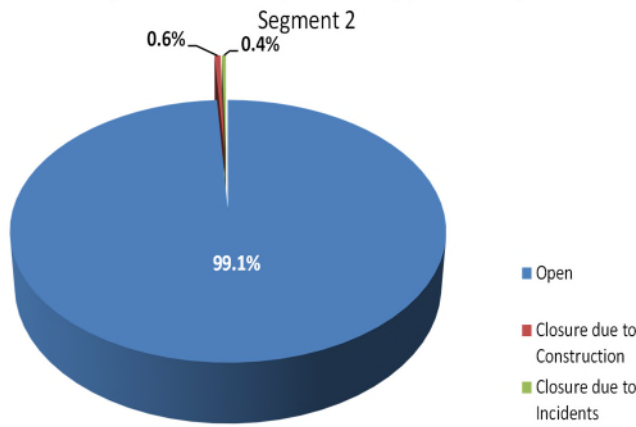
Facility Availability

Express Lanes Facility Availability (FY 2023-24)



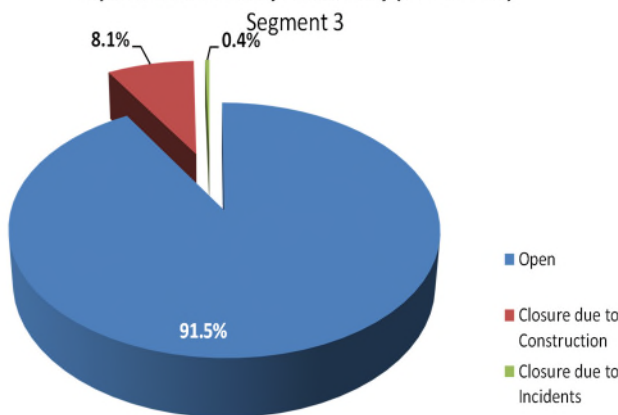
Segment 1 of 95 Express was open to motorists 96.5% of the time, while closed 1.7% due to 94 planned construction and/or maintenance events and 1.9% due to 773 non-recurring events. The construction and maintenance events are typically overnight and each lasted 3.1 hours on average. The non-recurring events caused the express lanes to be closed 25 minutes on average. These annual totals equate to approximately 4 planned events and 38 incidents every month.

Express Lanes Facility Availability (FY 2023-24)



Segment 2 of 95 Express was open to motorists 99.1% of the time, while closed 0.6% due to 46 planned construction and/or maintenance events and 0.4% due to 118 non-recurring events. The construction and maintenance events are typically overnight and each lasted 2.1 hours on average. The non-recurring events caused the express lanes to be closed 33 minutes on average. These annual totals equate to approximately 4 planned events and 10 incidents every month.

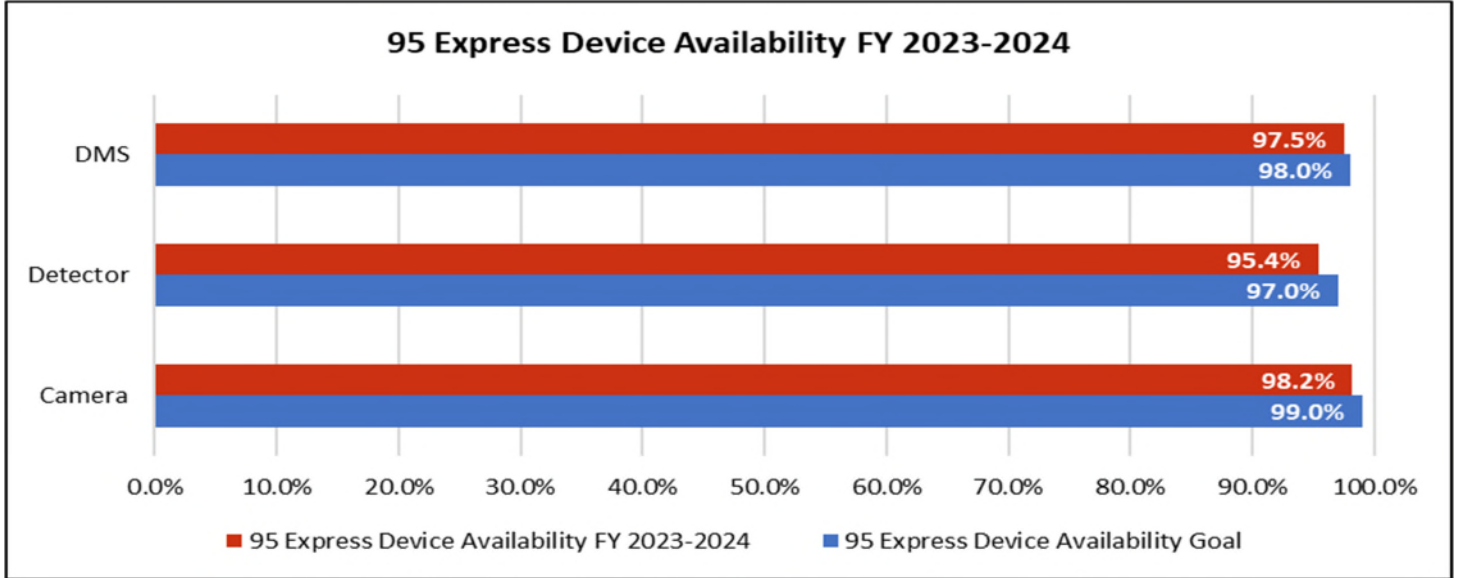
Express Lanes Facility Availability (FY 2023-24)



Segment 3 of 95 Express was open to motorists 91.5% of the time, while closed 8.1% due to 205 planned construction and/or maintenance events and 0.4% due to 160 non-recurring events. The construction and maintenance events are typically overnight and each lasted 7 hours on average. The non-recurring events caused the express lanes to be closed 26 minutes on average. These annual totals equate to approximately 17 planned events and 13 incidents every month.

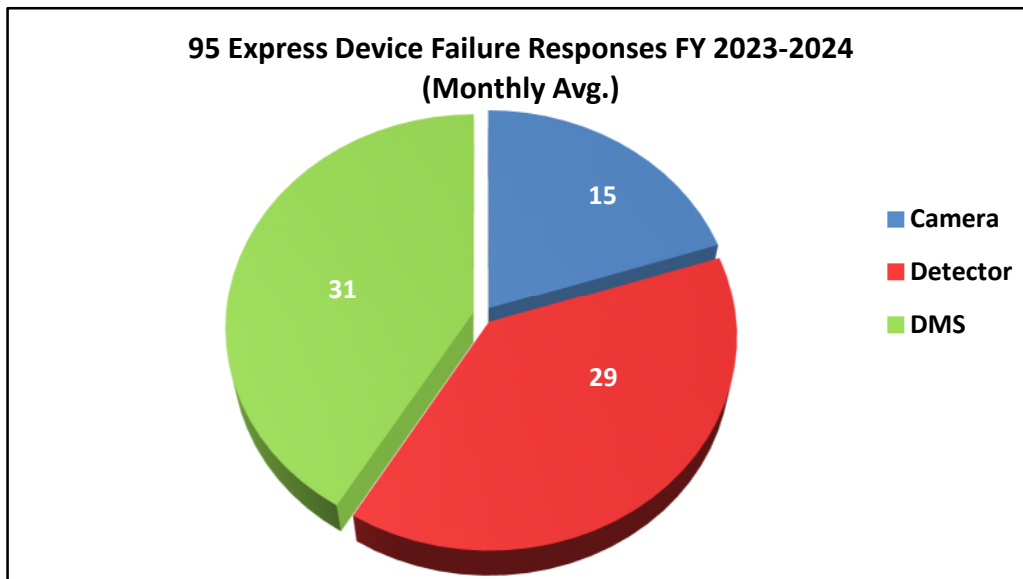
Equipment Availability

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 183 devices.



NOTE: DMS equals Dynamic Message Sign

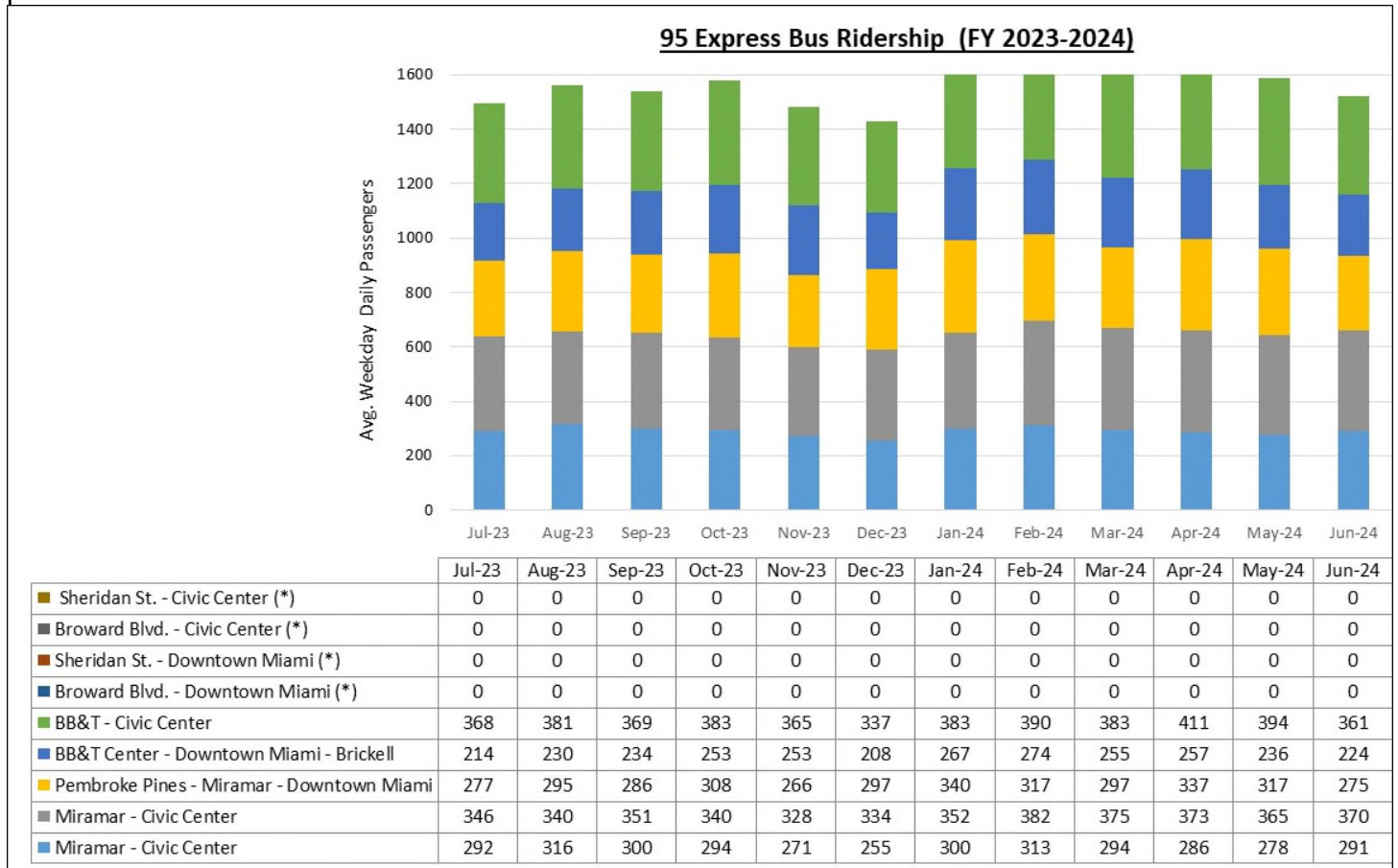
Below are the average monthly failure responses (maintenance crews responding to a device failure ticket) for the 95 Express devices. Failures are either deemed as critical or non-critical. A critical failure is defined as a failure that creates a safety hazard to motorists or impact the operations of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



NOTE: DMS means Dynamic Message Sign

Transit

The graphic below shows the average weekday boardings in FY 2023-2024 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 4% increase in ridership when compared to the previous FY, with 1,566 passenger boardings on an average weekday. 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 2023-2024. For all previous years' performance, project history, and lessons learned, please visit 95Express.com.