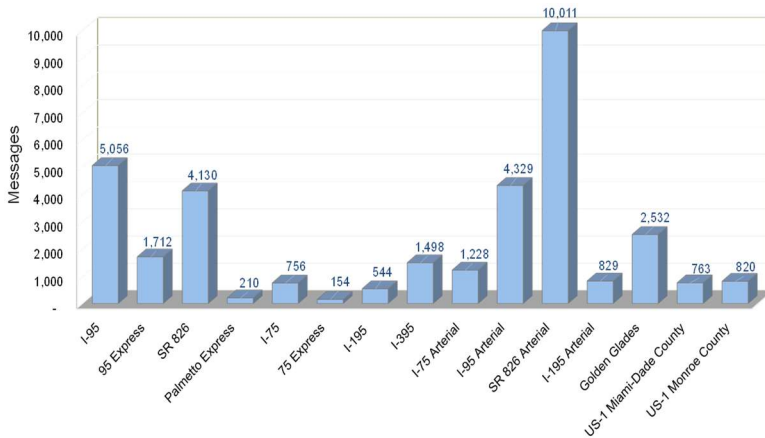


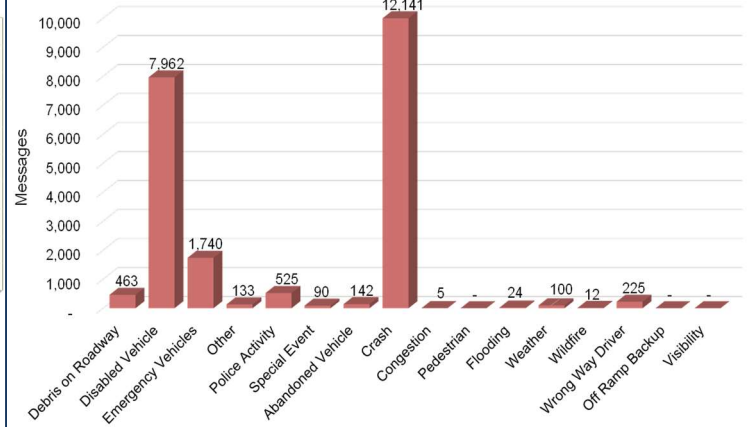
## DMS Usage Report – September 2023

### DMS Usage to Support District Six Roadways



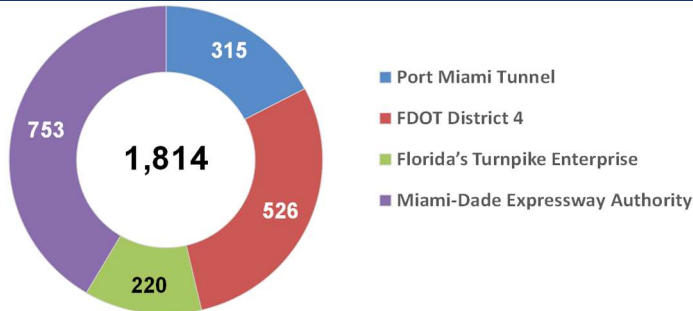
Does not include PSA/safety messages

### District Six DMS Usage by Event Type

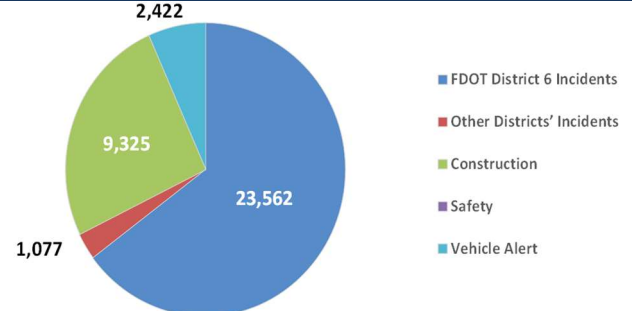


Does not include PSA/safety messages

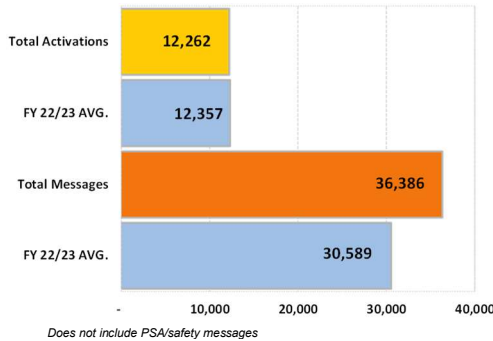
### DMS Usage to Support Other Agencies



### DMS Messages

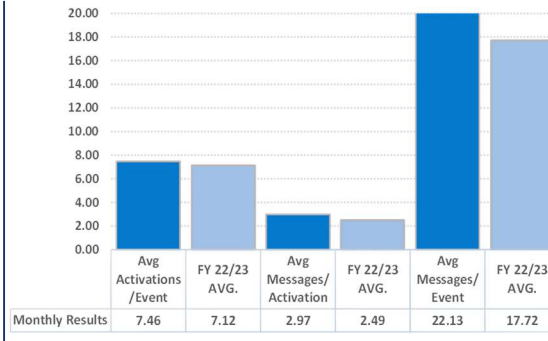


### DMS Messages and Activations

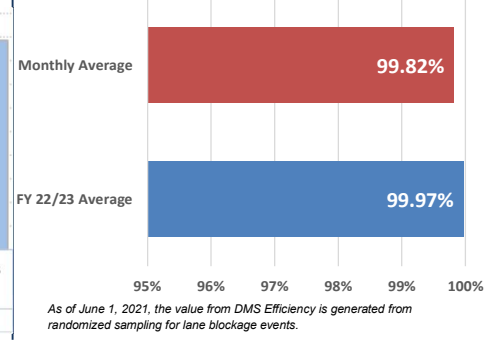


Does not include PSA/safety messages

### DMS Average Performance

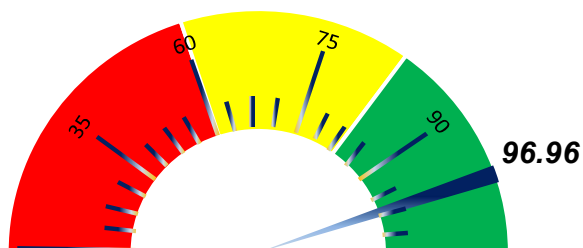


### DMS Efficiency



As of June 1, 2021, the value from DMS Efficiency is generated from randomized sampling for lane blockage events.

### Average DMS Monthly Availability (%)



### Top Two Safety Messages of the Month

Total Publications: 1,355

**AN ALERT DRIVER CAN  
AVOID A CRASH**

Total Publications: 1,224

**MOVE OVER FOR  
EMERGENCY VEHICLES  
IT'S THE LAW**

**DMS Usage by Roadway (Limited Access Facilities)**

| Roadway                                   | ID             | Location                          | # of Activations | # of Messages | Duration (hr:mm:ss) | Availability   |
|---|----------------|-----------------------------------|------------------|---------------|---------------------|----------------|
| <b>I-95 MAINLINE</b>                      | 1              | I-95 NB beyond NW 103 St          | 144              | 390           | 339:20:31           | 100.00%        |
|   | 22             | I-95 NB south of NW 62 St         | 130              | 367           | 198:24:47           | 100.00%        |
|   | 75**           | I-95 NB before SR 112             | 267              | 695           | 255:37:50           | N/A            |
|   | 77             | I-95 NB beyond SW 8 St            | 332              | 1056          | 1714:26:39          | 100.00%        |
|   | 2              | I-95 SB north of Ives Dairy Rd    | 227              | 620           | 314:06:38           | 100.00%        |
|   | 3              | I-95 SB north of Miami Gardens Dr | 253              | 754           | 327:36:34           | 100.00%        |
|   | 095NB013.5LL   | I-95 NB north of NW 173 St        | 79               | 212           | 262:15:56           | 99.95%         |
|   | 20**           | I-95 SB south of NW 119 St        | 123              | 381           | 420:09:15           | 83.37%         |
|   | 21             | I-95 SB south of NW 62 St         | 172              | 466           | 565:11:44           | 100.00%        |
|   | 74**           | I-95 SB beyond SR 112             | 162              | 619           | 1399:03:20          | N/A            |
|   | 76             | I-95 SB before Rickenbacker Cswy  | 37               | 61            | 149:21:43           | 100.00%        |
| <b>I-95 MAINLINE SUBTOTAL</b>             |                |                                   | <b>1926</b>      | <b>5621</b>   | <b>5945:34:57</b>   | <b>98.15%</b>  |
| <b>95 EXPRESS</b>                         | 95XNB40        | 95X NB at NW 62 St                | 123              | 257           | 139:23:15           | 100.00%        |
|   | 95XNB45        | 95X NB at NW 125 St               | 126              | 344           | 237:30:16           | 100.00%        |
|   | 95XSB45        | 95X SB at NW 62 St                | 141              | 389           | 548:39:50           | 99.43%         |
|   | 95XSB50        | 95X SB at NW 125 St               | 121              | 257           | 234:30:57           | 100.00%        |
|   | 095SB014.6-EL  | 95X SB at Miami Gardens Dr        | 235              | 527           | 307:36:09           | 98.33%         |
|   | 095NB014.8-EL  | 95X NB north of Miami Gardens Dr  | 59               | 138           | 238:59:15           | 99.42%         |
| <b>95 EXPRESS SUBTOTAL</b>                |                |                                   | <b>805</b>       | <b>1912</b>   | <b>1706:39:42</b>   | <b>99.53%</b>  |
| <b>SR 826 &amp; PALMETTO EXPRESS</b>      | 4              | SR 826 EB east of NW 67 Ave       | 101              | 256           | 248:40:16           | 99.39%         |
|   | 5              | SR 826 EB east of NW 37 Ave       | 275              | 725           | 447:38:49           | 99.96%         |
|   | 826NB014.38    | SR 826 NB beyond NW 122 St        | 82               | 242           | 179:43:59           | 99.08%         |
|   | 15             | SR 826 WB beyond NW 17 Ave        | 55               | 152           | 132:19:34           | 100.00%        |
|   | 17             | SR 826 WB beyond NW 47 Ave        | 163              | 471           | 974:54:14           | 94.30%         |
|   | 19             | SR 826 WB beyond NW 67 Ave        | 194              | 628           | 1146:32:45          | 100.00%        |
|   | 826NB010.36    | SR 826 NB before NW 58 St         | 110              | 340           | 600:41:49           | 99.81%         |
|   | 826SB013.74    | SR 826 SB before NW 103 St        | 131              | 394           | 615:30:00           | 100.00%        |
|   | 826SB10.99     | SR 826 SB before NW 58 St         | 61               | 169           | 31:07:50            | 100.00%        |
|   | 826NB008.48    | SR 826 NB at NW 25 St             | 104              | 289           | 587:20:09           | 100.00%        |
|   | 826ELSB010.84  | SR 826 SB at NW 66 St             | 67               | 134           | 123:30:40           | 99.75%         |
|   | 826ELNB013.55  | SR 826 NB at NW 108 St            | 39               | 76            | 499:14:28           | 99.82%         |
|   | 826NB001.3-LL* | SR 826 NB before SW 72 St         | 55               | 176           | 130:44:42           | N/A            |
|   | 826NB004.8-LL* | SR 826 NB at SW 24 St             | 138              | 367           | 703:02:01           | N/A            |
|   | 826SB008.8-LL† | SR 826 SB at NW 36 St             | 49               | 109           | 90:53:17            | 40.07%         |
| <b>SR 826 SUBTOTAL</b>                    |                |                                   | <b>1624</b>      | <b>4528</b>   | <b>6511:54:33</b>   | <b>94.78%</b>  |
| <b>I-75 &amp; 75 EXPRESS</b>              | 075NB002.68    | I-75 NB before Miami Gardens Dr   | 25               | 41            | 101:11:26           | 100.00%        |
|   | 075SB002.70*   | I-75 SB beyond Miami Gardens Dr   | 0                | 0             | 0:00:00             | N/A            |
|   | 075NB001.32    | I-75 AT NW 89 Ave                 | 27               | 57            | 102:15:31           | 100.00%        |
|   | 075SB001.29    | I-75 SB ramp from NW 138 St       | 189              | 671           | 768:01:30           | 100.00%        |
|   | 075SB000.4-EL  | I-75 SB before HEFT               | 64               | 154           | 544:44:45           | 99.90%         |
|   | 075SB004.1-LL  | I-75 SB South of Miami Gardens Dr | 169              | 447           | 1047:29:23          | 100.00%        |
| <b>I-75 SUBTOTAL</b>                      |                |                                   | <b>474</b>       | <b>1370</b>   | <b>2563:42:35</b>   | <b>99.98%</b>  |
| <b>I-195 MAINLINE</b>                     | 57             | I-195 EB before North Miami Ave   | 42               | 86            | 124:52:49           | 100.00%        |
|   | 105            | I-195 WB before Alton Rd          | 178              | 483           | 447:55:59           | N/A            |
| <b>I-195 MAINLINE SUBTOTAL</b>            |                |                                   | <b>220</b>       | <b>569</b>    | <b>572:48:48</b>    | <b>100.00%</b> |
| <b>I-395</b>                              | 886WB          | Port Blvd WB before US 1          | 219              | 794           | 2046:54:50          | 100.00%        |
|   | 104**          | I-395 WB at Watson Island         | 340              | 918           | 1393:21:44          | N/A            |
| <b>I-395 SUBTOTAL</b>                     |                |                                   | <b>559</b>       | <b>1712</b>   | <b>3440:16:34</b>   | <b>100.00%</b> |
| <b>LIMITED ACCESS FACILITIES SUBTOTAL</b> |                |                                   | <b>5608</b>      | <b>15712</b>  | <b>20740:57:09</b>  | <b>97.50%</b>  |

**DMS Usage by Roadway (Arterials)**

| Roadway                                   | ID                   | Location                        | # of Activations | # of Messages | Duration (hr:mm:ss) | Availability  |
|---|----------------------|---------------------------------|------------------|---------------|---------------------|---------------|
| <b>I-95<br/>ARTERIAL</b>                  | 109                  | Ives Dairy Rd EB before I-95    | 145              | 472           | 315:50:38           | 99.18%        |
|   | 113                  | Ives Dairy Rd WB before I-95    | 141              | 453           | 314:10:40           | 95.82%        |
|   | 110                  | Miami Gardens Dr EB before I-95 | 180              | 599           | 325:51:31           | 99.51%        |
|   | 111                  | Miami Gardens Dr WB before I-95 | 183              | 639           | 331:27:04           | 99.16%        |
|   | 112                  | NW 103 St EB before I-95        | 216              | 664           | 504:01:58           | 100.00%       |
|   | 106                  | NW 79 St EB before I-95         | 233              | 745           | 547:14:04           | 100.00%       |
|   | 107                  | NW 54 St EB before I-95         | 230              | 687           | 474:33:45           | 99.64%        |
|   | 108                  | SW 8 St EB before I-95          | 144              | 455           | 658:02:58           | 99.40%        |
| <b>I-95 ARTERIAL SUBTOTAL</b>             |                      |                                 | <b>1472</b>      | <b>4714</b>   | <b>3471:12:38</b>   | <b>99.09%</b> |
| <b>GOLDEN<br/>GLADES<br/>INTERCHANGE</b>  | 6                    | SR 826 WB west of NE 2 Ave      | 261              | 794           | 409:47:17           | 96.10%        |
|   | 7                    | Turnpike SB to Golden Glades    | 242              | 720           | 264:52:29           | 99.84%        |
|   | 9                    | US 441 NB at Tri-Rail           | 86               | 254           | 279:28:08           | 100.00%       |
|   | 10*                  | SR 9 NB before Park & Ride      | 86               | 254           | 279:28:54           | N/A           |
|   | 8*                   | US 441 SB at NW 179 St          | 204              | 655           | 205:19:52           | N/A           |
| <b>GOLDEN GLADES INTERCHANGE SUBTOTAL</b> |                      |                                 | <b>879</b>       | <b>2677</b>   | <b>1438:56:40</b>   | <b>98.65%</b> |
| <b>SR 826<br/>ARTERIAL</b>                | SW24EB*              | SW 24 St EB before SR 826       | 115              | 338           | 589:30:59           | N/A           |
|   | SW24WB*              | SW 24 St WB before SR 826       | 115              | 336           | 589:29:47           | N/A           |
|   | SW40EB*              | SW 40 St EB before SR 826       | 65               | 178           | 99:30:45            | N/A           |
|   | SW40WB*              | SW 40 St WB before SR 826       | 81               | 224           | 134:39:39           | N/A           |
|   | SW56EB*              | SW 56 St EB before SR 826       | 66               | 213           | 131:05:14           | N/A           |
|   | SW56WB*              | SW 56 St WB before SR 826       | 66               | 213           | 131:05:00           | N/A           |
|   | SW72EB*              | SW 72 St EB before SR 826       | 59               | 186           | 126:08:45           | N/A           |
|   | SW72WB*              | SW 72 St WB before SR 826       | 38               | 162           | 26:08:54            | N/A           |
|   | SR968EB              | W Flagler St EB before SR 826   | 113              | 307           | 532:13:00           | 98.91%        |
|   | SR968WB <sup>‡</sup> | W Flagler St WB before SR 826   | 68               | 195           | 264:16:53           | 53.79%        |
|   | NW25EB*              | NW 25 St EB before SR 826       | 54               | 140           | 68:22:32            | N/A           |
|   | NW25WB               | NW 25 St WB before SR 826       | 134              | 346           | 190:14:08           | 100.00%       |
|   | NW36EB <sup>†</sup>  | NW 36 St EB before SR 826       | 43               | 120           | 44:02:22            | 38.70%        |
|   | NW36WB*              | NW 36 St WB before SR 826       | 40               | 115           | 35:58:23            | N/A           |
|   | SW8EB*               | SW 8 St EB before SR 826        | 118              | 322           | 579:41:31           | N/A           |
|   | SW8WB*               | SW 8 St WB before SR 826        | 80               | 221           | 378:41:01           | N/A           |
|   | SW88EB <sup>‡</sup>  | Kendall Dr EB before SR 826     | 25               | 101           | 17:51:10            | 83.58%        |
|   | SW88WB <sup>‡</sup>  | Kendall Dr WB before SR 826     | 27               | 119           | 20:36:20            | 87.59%        |
|   | ADMS-103ST-EB        | NW 103 St EB before SR 826      | 157              | 449           | 498:19:00           | 99.95%        |
|   | ADMS-103ST-WB        | NW 103 St WB before SR 826      | 162              | 513           | 588:37:17           | 99.95%        |
|   | ADMS-122ST-EB        | NW 122 St EB before SR 826      | 180              | 605           | 702:30:44           | 98.68%        |
|   | ADMS-122ST-WB        | NW 122 St WB before SR 826      | 181              | 616           | 714:45:01           | 99.86%        |
|   | ADMS-154ST-EB        | NW 154 St EB before SR 826      | 188              | 657           | 727:43:09           | 98.76%        |
|   | ADMS-154ST-WB        | NW 154 St WB before SR 826      | 195              | 676           | 765:50:33           | 100.00%       |
|   | ADMS-58ST-WB         | NW 58 St WB before SR 826       | 161              | 481           | 614:51:19           | 99.11%        |
|   | ADMS-74ST-EB         | NW 74 St EB before SR 826       | 138              | 444           | 520:24:47           | 100.00%       |
|   | ADMS-74ST-WB         | NW 74 St WB before SR 826       | 163              | 482           | 621:48:52           | 100.00%       |
|   | ADMS-US27-EB         | US 27 EB before SR 826          | 145              | 419           | 216:11:17           | 99.44%        |
|   | ADMS-US27-WB         | US 27 WB before SR 826          | 146              | 425           | 216:36:11           | 100.00%       |
| <b>SR 826 ARTERIAL SUBTOTAL</b>           |                      |                                 | <b>3123</b>      | <b>9603</b>   | <b>10147:14:33</b>  | <b>91.67%</b> |

| Roadway   | ID              | Location                            | # of Activations | # of Messages | Duration (hr:mm:ss) | Availability   |
|---|-----------------|-------------------------------------|------------------|---------------|---------------------|----------------|
| <b>I-195 ARTERIAL</b>                               | 38*             | Alton Rd SB before I-195            | 113              | 308           | 185:50:31           | N/A            |
|   | 39              | Arthur Godfrey WB before I-195      | 85               | 261           | 83:16:25            | 100.00%        |
|   | 40              | Alton Rd NB before I-195            | 89               | 263           | 84:56:22            | 100.00%        |
| <b>I-195 ARTERIAL SUBTOTAL</b>                      |                 |                                     | <b>287</b>       | <b>832</b>    | <b>354:03:18</b>    | <b>100.00%</b> |
| <b>I-75 ARTERIAL</b>                                | ADMS-W80ST-NB   | Hialeah Gardens Blvd NB before I-75 | 182              | 615           | 752:06:50           | 100.00%        |
|   | ADMS-NW138ST-EB | NW 138th St EB before I-75          | 182              | 615           | 752:06:30           | 100.00%        |
| <b>I-75 ARTERIAL SUBTOTAL</b>                       |                 |                                     | <b>364</b>       | <b>1230</b>   | <b>1504:13:20</b>   | <b>100.00%</b> |
| <b>US 1 FROM I-95 TO BEGINNING OF HEFT</b>          | 23              | US 1 NB beyond SW 17 Ave            | 215              | 569           | 744:30:17           | 94.90%         |
|   | 45*             | US 1 SB before SW 80 St             | 0                | 0             | 0:00:00             | N/A            |
|   | 47              | US 1 SB at Florida's Turnpike       | 25               | 45            | 115:37:04           | 100.00%        |
|   | 46*             | US 1 NB before Killian Dr           | 37               | 105           | 104:48:03           | N/A            |
|   | 48              | US 1 NB at Florida's Turnpike       | 36               | 78            | 131:19:26           | 99.70%         |
| <b>US 1 FROM I-95 TO BEGINNING OF HEFT SUBTOTAL</b> |                 |                                     | <b>313</b>       | <b>797</b>    | <b>1096:14:50</b>   | <b>98.20%</b>  |
| <b>US 1 SOUTH OF BEGINNING OF HEFT</b>              | 62              | US 1 NB at Mile Marker 126          | 6                | 12            | 14:32:30            | 100.00%        |
|   | 64              | US 1 NB at Mile Marker 106          | 7                | 16            | 11:39:22            | 100.00%        |
|   | 66              | US 1 NB at Mile Marker 91.5         | 8                | 18            | 15:50:15            | 100.00%        |
|   | 68              | US 1 NB at Mile Marker 39.5         | 25               | 111           | 706:05:01           | 100.00%        |
|   | 71              | US 1 NB at Mile Marker 7.5          | 48               | 151           | 809:14:05           | 100.00%        |
|   | 61              | US 1 SB at Mile Marker 126          | 48               | 154           | 811:20:11           | 100.00%        |
|   | 63              | US 1 SB at Mile Marker 113          | 25               | 120           | 708:11:59           | 100.00%        |
|   | 65              | US 1 SB at Mile Marker 106          | 23               | 116           | 701:05:15           | 100.00%        |
|   | 67              | US 1 SB at Mile Marker 91.5         | 22               | 109           | 706:08:43           | 100.00%        |
|   | 69              | US 1 SB at Mile Marker 39.5         | 3                | 11            | 3:45:05             | 100.00%        |
|   | 70              | US 1 SB at Mile Marker 7.5          | 1                | 3             | 0:57:01             | 100.00%        |
| <b>US 1 SOUTH OF BEGINNING OF HEFT SUBTOTAL</b>     |                 |                                     | <b>216</b>       | <b>821</b>    | <b>4488:49:27</b>   | <b>100.00%</b> |
| <b>ARTERIALS SUBTOTAL</b>                           |                 |                                     | <b>6,654</b>     | <b>20,674</b> | <b>22500:44:46</b>  | <b>96.56%</b>  |
| <b>LIMITED ACCESS FACILITIES SUBTOTAL</b>           |                 |                                     | <b>5,608</b>     | <b>15,712</b> | <b>20740:57:09</b>  | <b>97.50%</b>  |
| <b>GRAND TOTAL</b>                                  |                 |                                     | <b>12,262</b>    | <b>36,386</b> | <b>43241:41:55</b>  | <b>96.96%</b>  |

\* DMS under the ITS DMS Replacement Project. System availability is not measured for these devices.

\*\* DMS under the I-395/SR 836/I-95 Design Build Contractor. System availability is not measured for these devices.

† DMS had fiber link missing in cabinet and repairs were made. System availability is measured for these devices.

†† DMS had power issues and repairs were made. System availability is measured for these devices.

‡ DMS had communication issues and repairs were made. System availability is measured for these devices.