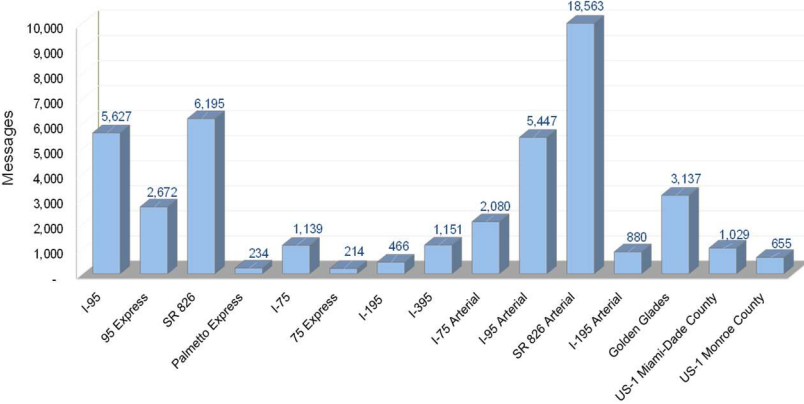


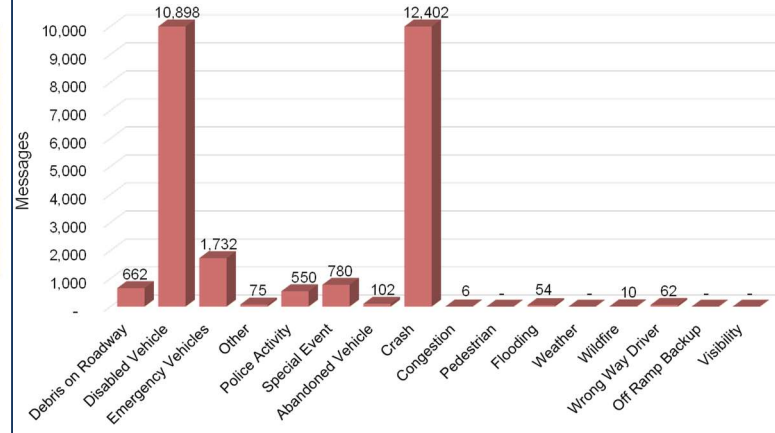
DMS Usage Report – June 2025

DMS Usage to Support District Six Roadways



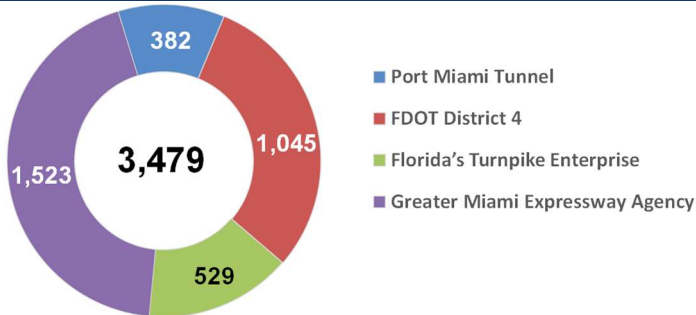
Does not include PSA/safety messages

District Six DMS Usage by Event Type

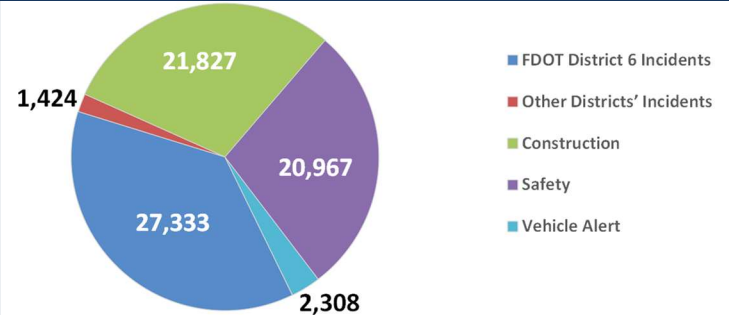


Does not include PSA/safety messages

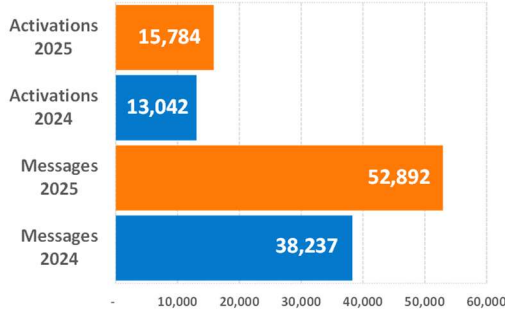
DMS Usage to Support Other Agencies



Total Posted DMS Messages

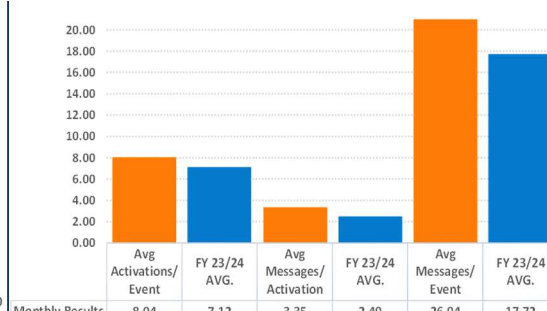


DMS Messages and Activations

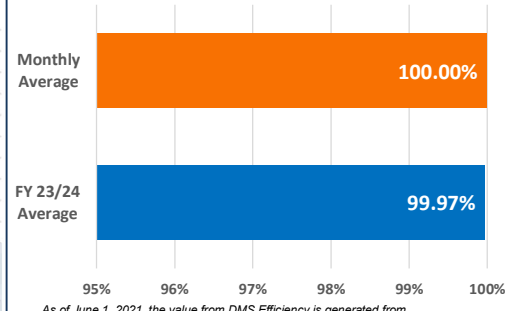


Does not include PSA/safety messages

DMS Average Performance

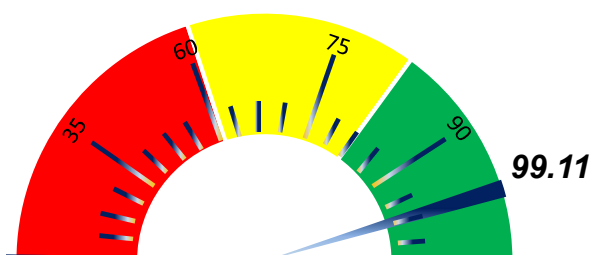


DMS Efficiency



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: 1,837

**DON'T TAILGATE
KEEP A
SAFE DISTANCE**

Total Publications: 1,461

**BE VISIBLE
NO TAILGATING**

DMS Usage by Roadway (Limited Access Facilities)

| Roadway | ID | Location | # of Activations | # of Messages | Duration (hr:mm:ss) | Availability |
|---|-----------------------------|-----------------------------------|------------------|---------------|---------------------|---------------|
| I-95 MAINLINE | 1 | I-95 NB beyond NW 103 St | 253 | 908 | 1063:38:23 | 99.90% |
| | 22* | I-95 NB south of NW 62 St | 126 | 370 | 429:32:02 | N/A |
| | 75** | I-95 NB before SR 112 | 276 | 747 | 589:04:36 | N/A |
| | 77* | I-95 NB beyond SW 8 St | 368 | 1132 | 1766:45:07 | N/A |
| | 2 | I-95 SB north of Ives Dairy Rd | 320 | 941 | 903:16:51 | 100.00% |
| | 3 | I-95 SB north of Miami Gardens Dr | 304 | 923 | 1123:06:45 | 100.00% |
| | 095NB013.5LL | I-95 NB north of NW 173 St | 97 | 366 | 355:37:23 | 100.00% |
| | 20* | I-95 SB south of NW 119 St | 146 | 392 | 243:16:14 | N/A |
| | 21* | I-95 SB south of NW 62 St | 109 | 301 | 154:27:32 | N/A |
| | 74** | I-95 SB beyond SR 112 | 162 | 468 | 842:24:30 | N/A |
| | 76* | I-95 SB before Rickenbacker Cswy | 12 | 19 | 33:06:09 | N/A |
| I-95 MAINLINE SUBTOTAL | | | 2173 | 6567 | 7504:15:32 | 99.98% |
| 95 EXPRESS | 95XNB40 | 95X NB at NW 62 St | 170 | 524 | 770:08:24 | 100.00% |
| | 95XNB45 | 95X NB at NW 125 St | 207 | 759 | 921:35:31 | 99.81% |
| | 95XSB45 | 95X SB at NW 62 St | 144 | 391 | 268:56:41 | 100.00% |
| | 95XSB50 | 95X SB at NW 125 St | 128 | 305 | 287:11:01 | 100.00% |
| | 095SB014.6-EL | 95X SB at Miami Gardens Dr | 301 | 785 | 1094:52:06 | 100.00% |
| | 095NB014.8-EL | 95X NB north of Miami Gardens Dr | 69 | 222 | 237:49:12 | 100.00% |
| 95 EXPRESS SUBTOTAL | | | 1019 | 2986 | 3580:32:55 | 99.97% |
| SR 826 & PALMETTO EXPRESS | 4 | SR 826 EB east of NW 67 Ave | 123 | 624 | 638:21:38 | 99.94% |
| | 5 | SR 826 EB east of NW 37 Ave | 332 | 1163 | 1352:13:33 | 100.00% |
| | 826NB014.38 | SR 826 NB beyond NW 122 St | 112 | 781 | 645:21:00 | 100.00% |
| | 15 [†] | SR 826 WB beyond NW 17 Ave | 77 | 190 | 625:41:45 | N/A |
| | 17 | SR 826 WB beyond NW 47 Ave | 121 | 329 | 1416:29:58 | 99.06% |
| | 19 | SR 826 WB beyond NW 67 Ave | 182 | 543 | 1338:11:21 | 91.94% |
| | 826NB010.36 | SR 826 NB before NW 58 St | 157 | 685 | 1360:44:58 | 100.00% |
| | 826SB014.41 ^{††} | SR 826 SB north of NW 122 St | 200 | 601 | 1413:34:55 | N/A |
| | 826SB10.99 | SR 826 SB before NW 58 St | 103 | 266 | 67:08:46 | 99.45% |
| | 826NB008.48 | SR 826 NB at NW 25 St | 132 | 350 | 1037:04:12 | 100.00% |
| | 826ELSB010.84 | SR 826 SB at NW 66 St | 105 | 201 | 121:02:09 | 99.94% |
| | 826ELNB013.55 ^{††} | SR 826 NB at NW 108 St | 25 | 35 | 86:53:45 | N/A |
| | 826NB001.3-LL | SR 826 NB before SW 72 St | 84 | 197 | 110:21:52 | 100.00% |
| | 826NB004.8-LL | SR 826 NB at SW 24 St | 191 | 535 | 1172:25:23 | 94.51% |
| | 826SB008.8-LL | SR 826 SB at NW 36 St | 185 | 527 | 414:10:57 | 100.00% |
| SR 826 SUBTOTAL | | | 2129 | 7027 | 11799:46:12 | 98.74% |
| I-75 & 75 EXPRESS | 075NB002.68 | I-75 NB before Miami Gardens Dr | 28 | 54 | 91:04:36 | 100.00% |
| | 075NB001.32 | I-75 AT NW 89 Ave | 27 | 53 | 84:54:49 | 100.00% |
| | 075SB001.29 | I-75 SB ramp from NW 138 St | 194 | 1053 | 1378:34:54 | 100.00% |
| | 075SB000.4-EL | I-75 SB before HEFT | 63 | 214 | 642:02:16 | 99.93% |
| | 075SB004.1-LL | I-75 SB South of Miami Gardens Dr | 223 | 1174 | 1883:12:44 | 100.00% |
| I-75 SUBTOTAL | | | 535 | 2548 | 4079:49:19 | 99.99% |
| I-195 MAINLINE | 57 | I-195 EB before North Miami Ave | 34 | 47 | 67:50:54 | 95.91% |
| | 105* | I-195 WB before Alton Rd | 166 | 446 | 267:14:24 | N/A |
| I-195 MAINLINE SUBTOTAL | | | 200 | 493 | 335:05:18 | 95.91% |
| I-395 | 886WB | Port Blvd WB before US 1 | 223 | 580 | 904:06:48 | 99.58% |
| | 104** | I-395 WB at Watson Island | 327 | 931 | 1213:18:38 | N/A |
| I-395 SUBTOTAL | | | 550 | 1511 | 2117:25:26 | 99.58% |
| LIMITED ACCESS FACILITIES SUBTOTAL | | | 6606 | 21132 | 29416:54:42 | 99.31% |

DMS Usage by Roadway (Arterials)

| Roadway | ID | Location | # of Activations | # of Messages | Duration (hr:mm:ss) | Availability |
|---|-----------------|---------------------------------|------------------|---------------|---------------------|---------------|
| I-95 ARTERIAL | 109 | Ives Dairy Rd EB before I-95 | 200 | 595 | 495:31:10 | 98.11% |
| | 113 | Ives Dairy Rd WB before I-95 | 202 | 607 | 502:04:31 | 100.00% |
| | 110 | Miami Gardens Dr EB before I-95 | 243 | 790 | 519:25:22 | 99.41% |
| | 111 | Miami Gardens Dr WB before I-95 | 240 | 814 | 515:36:30 | 99.48% |
| | 112 | NW 103 St EB before I-95 | 298 | 923 | 446:23:01 | 100.00% |
| | 106 | NW 79 St EB before I-95 | 307 | 917 | 450:56:46 | 99.95% |
| | 107 | NW 54 St EB before I-95 | 309 | 851 | 385:52:07 | 99.78% |
| | 108 | SW 8 St EB before I-95 | 180 | 599 | 781:45:55 | 100.00% |
| I-95 ARTERIAL SUBTOTAL | | | 1979 | 6096 | 4097:35:22 | 99.59% |
| GOLDEN GLADES INTERCHANGE | 6 ⁺ | SR 826 WB west of NE 2 Ave | 307 | 1049 | 1329:05:28 | N/A |
| | 7 [*] | Turnpike SB to Golden Glades | 273 | 856 | 857:13:02 | N/A |
| | 9 ⁺ | US 441 NB at Tri-Rail | 125 | 430 | 602:58:45 | N/A |
| | 10 ⁺ | SR 9 NB before Park & Ride | 130 | 454 | 687:51:42 | N/A |
| | 8 | US 441 SB at NW 179 St | 234 | 720 | 1006:36:31 | 99.94% |
| GOLDEN GLADES INTERCHANGE SUBTOTAL | | | 1069 | 3509 | 4483:45:28 | 99.94% |
| SR 826 ARTERIAL | SW24EB | SW 24 St EB before SR 826 | 153 | 403 | 1022:35:04 | 100.00% |
| | SW24WB | SW 24 St WB before SR 826 | 153 | 407 | 1022:35:21 | 100.00% |
| | SW40EB | SW 40 St EB before SR 826 | 103 | 242 | 128:57:04 | 100.00% |
| | SW40WB | SW 40 St WB before SR 826 | 99 | 235 | 128:20:13 | 100.00% |
| | SW56EB | SW 56 St EB before SR 826 | 86 | 229 | 120:12:07 | 100.00% |
| | SW56WB | SW 56 St WB before SR 826 | 86 | 229 | 120:10:54 | 100.00% |
| | SW72EB | SW 72 St EB before SR 826 | 86 | 225 | 115:58:06 | 100.00% |
| | SW72WB | SW 72 St WB before SR 826 | 67 | 198 | 37:08:11 | 100.00% |
| | SR968EB* | W Flagler St EB before SR 826 | 144 | 377 | 999:56:44 | N/A |
| | SR968WB* | W Flagler St WB before SR 826 | 144 | 377 | 999:56:49 | N/A |
| | NW25EB* | NW 25 St EB before SR 826 | 183 | 451 | 589:48:39 | N/A |
| | NW25WB* | NW 25 St WB before SR 826 | 185 | 453 | 589:54:03 | N/A |
| | NW36EB* | NW 36 St EB before SR 826 | 201 | 506 | 593:01:06 | N/A |
| | NW36WB | NW 36 St WB before SR 826 | 202 | 507 | 593:20:16 | 100.00% |
| | SW8EB | SW 8 St EB before SR 826 | 154 | 424 | 1037:47:24 | 100.00% |
| | SW8WB | SW 8 St WB before SR 826 | 153 | 421 | 1037:32:12 | 100.00% |
| | SW88EB* | Kendall Dr EB before SR 826 | 57 | 170 | 29:54:45 | N/A |
| | SW88WB* | Kendall Dr WB before SR 826 | 57 | 170 | 29:55:05 | N/A |
| | ADMS-103ST-EB | NW 103 St EB before SR 826 | 205 | 953 | 1199:01:05 | 91.69% |
| | ADMS-103ST-WB | NW 103 St WB before SR 826 | 229 | 1041 | 1258:04:59 | 100.00% |
| | ADMS-122ST-EB | NW 122 St EB before SR 826 | 243 | 1185 | 1431:31:14 | 99.65% |
| | ADMS-122ST-WB | NW 122 St WB before SR 826 | 244 | 1177 | 1432:29:46 | 100.00% |
| | ADMS-154ST-EB | NW 154 St EB before SR 826 | 198 | 1082 | 1442:26:14 | 100.00% |
| | ADMS-154ST-WB | NW 154 St WB before SR 826 | 198 | 1086 | 1451:34:48 | 100.00% |
| | ADMS-58ST-WB | NW 58 St WB before SR 826 | 237 | 891 | 1345:41:42 | 99.78% |
| | ADMS-74ST-EB | NW 74 St EB before SR 826 | 213 | 877 | 1595:52:07 | 99.88% |
| | ADMS-74ST-WB | NW 74 St WB before SR 826 | 237 | 926 | 1679:49:16 | 99.88% |
| | ADMS-US27-EB | US 27 EB before SR 826 | 251 | 1124 | 1556:49:54 | 100.00% |
| | ADMS-US27-WB | US 27 WB before SR 826 | 265 | 1136 | 1582:36:47 | 100.00% |
| SR 826 ARTERIAL SUBTOTAL | | | 4833 | 17502 | 25173:01:55 | 99.59% |

| Roadway | ID | Location | # of Activations | # of Messages | Duration (hr:mm:ss) | Availability |
|---|-----------------|-----------------------------------|-------------------------|---------------|---------------------|----------------|
| I-195 ARTERIAL | 38 | Alton Rd SB before I-195 | 119 | 316 | 216:51:03 | 99.34% |
| | 39 | Arthur Godfrey WB before I-195 | 98 | 285 | 137:42:05 | 99.43% |
| | 40 | Alton Rd NB before I-195 | 99 | 286 | 137:57:18 | 99.30% |
| I-195 ARTERIAL SUBTOTAL | | | 316 | 887 | 492:30:26 | 99.36% |
| I-75 ARTERIAL | ADMS-W80ST-NB | Hialeah Grdns Blvd NB before I-75 | 191 | 1055 | 1356:51:07 | 100.00% |
| | ADMS-NW138ST-EB | NW 138th St EB before I-75 | 191 | 1055 | 1356:50:41 | 100.00% |
| I-75 ARTERIAL SUBTOTAL | | | 382 | 2110 | 2713:41:48 | 100.00% |
| US 1 FROM I-95 TO BEGINNING OF HEFT | 23 | US 1 NB beyond SW 17 Ave | 242 | 765 | 1047:01:09 | 96.41% |
| | 45 | US 1 SB before SW 80 St | 28 | 54 | 102:30:44 | 100.00% |
| | 47 | US 1 SB at Florida's Turnpike | 21 | 39 | 80:46:48 | 100.00% |
| | 46 | US 1 NB before Killian Dr | 64 | 158 | 132:47:08 | 100.00% |
| | 48 | US 1 NB at Florida's Turnpike | 23 | 35 | 79:54:58 | 100.00% |
| US 1 FROM I-95 TO BEGINNING OF HEFT SUBTOTAL | | | 378 | 1051 | 1443:00:47 | 99.28% |
| US 27 OKEECHOBEE RD | US27KROME-SB | US 27 SB at Krome Ave | 7 | 14 | 68:53:10 | 100.00% |
| | US27NW186ST-NB | US 27 NB at NW 186 St | 2 | 12 | 27:34:33 | 100.00% |
| US 27 TO OKEECHOBEE RD SUBTOTAL | | | 9 | 26 | 96:27:43 | 100.00% |
| US 1 SOUTH OF BEGINNING OF HEFT | 62 [‡] | US 1 NB at Mile Marker 126 | 8 | 29 | 74:45:26 | 87.38% |
| | 64 | US 1 NB at Mile Marker 106 | 20 | 69 | 113:09:46 | 98.60% |
| | 66 | US 1 NB at Mile Marker 91.5 | 19 | 66 | 96:10:19 | 99.32% |
| | 68 | US 1 NB at Mile Marker 39.5 | 22 | 79 | 107:29:20 | 99.41% |
| | 71 | US 1 NB at Mile Marker 7.5 | 42 | 109 | 195:41:40 | 99.89% |
| | 61 [‡] | US 1 SB at Mile Marker 126 | 40 | 99 | 182:02:16 | 87.38% |
| | 63 | US 1 SB at Mile Marker 113 | 13 | 44 | 81:58:51 | 100.00% |
| | 65 | US 1 SB at Mile Marker 106 | 14 | 47 | 99:16:52 | 93.97% |
| | 67 | US 1 SB at Mile Marker 91.5 | 11 | 40 | 80:25:32 | 99.31% |
| | 69 | US 1 SB at Mile Marker 39.5 | 11 | 36 | 85:00:40 | 99.40% |
| | 70 | US 1 SB at Mile Marker 7.5 | 12 | 37 | 94:23:11 | 99.85% |
| TOTAL NUMBER OF DMS | | | 106^{‡‡} | | | |
| US 1 SOUTH OF BEGINNING OF HEFT SUBTOTAL | | | 212 | 655 | 1210:23:53 | 96.77% |
| ARTERIALS SUBTOTAL | | | 9,178 | 31,836 | 39710:27:22 | 99.01% |
| LIMITED ACCESS FACILITIES SUBTOTAL | | | 6,606 | 21,132 | 29416:54:42 | 99.31% |
| GRAND TOTAL | | | 15,784 | 52,968 | 69127:22:04 | 99.11% |

* 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 under Golden Glades Interchange Enhancement Project. System availability is not measured for these devices.

†† DMS under SR 826/Palmetto Express Capacity Improvement Project. System availability is not measured for these devices.

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

‡‡ DMS-826SB013.74 was removed by the SR 826/Palmetto Express Capacity Improvement Project.