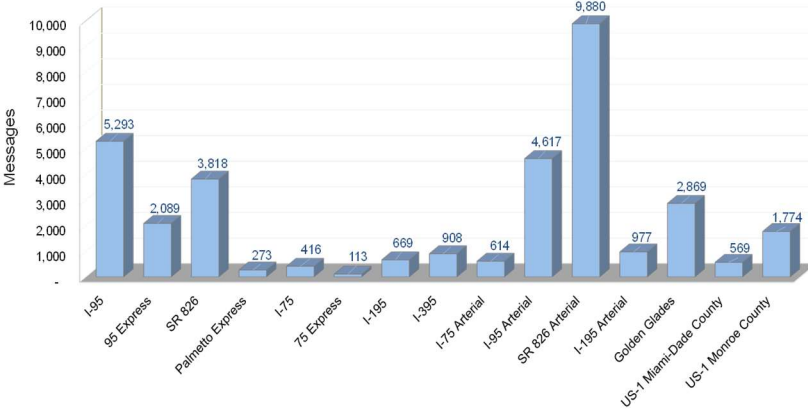


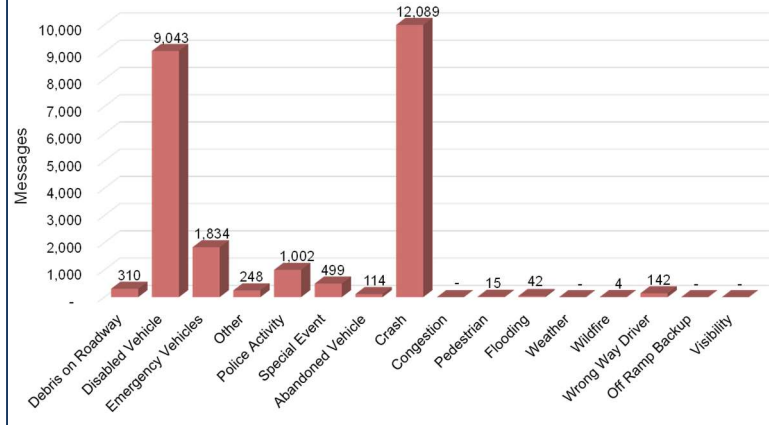
## DMS Usage Report – November 2025

### DMS Usage to Support District Six Roadways



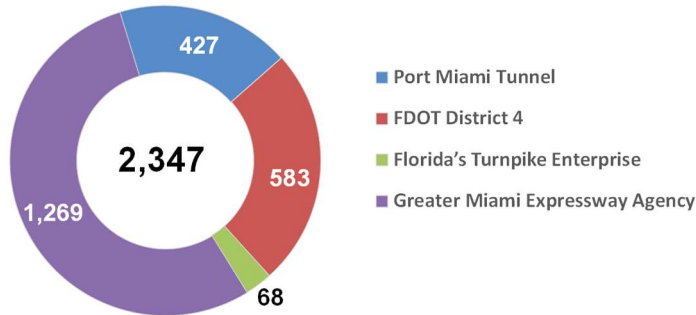
Does not include PSA/safety messages

### District Six DMS Usage by Event Type

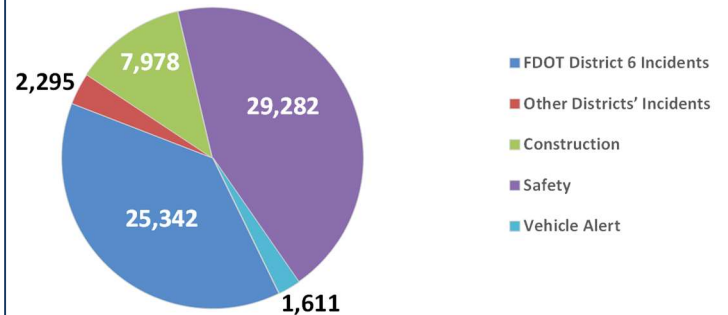


Does not include PSA/safety messages

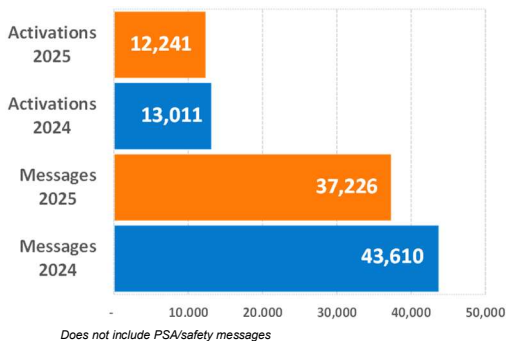
### DMS Usage to Support Other Agencies



### Total Posted DMS Messages

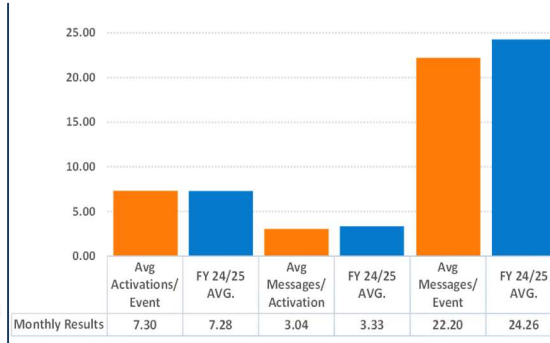


### DMS Messages and Activations

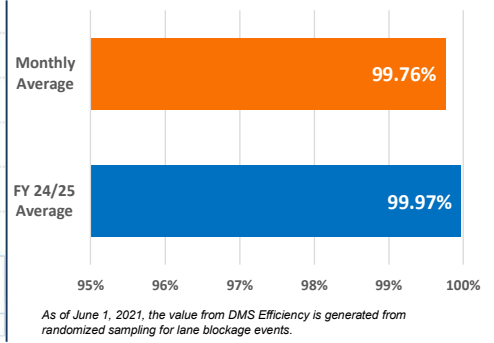


Does not include PSA/safety messages

### DMS Average Performance

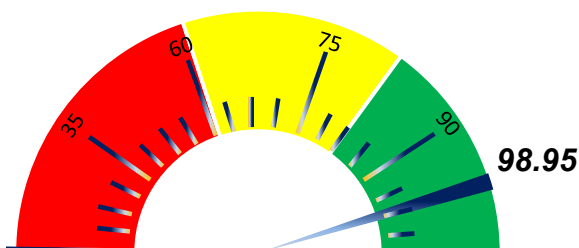


### DMS Efficiency



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: 3,018

**DRIVING ALERT  
CAN KEEP  
YOU SAFE**

Total Publications: 1,486

**DRIVING DROWSY  
IS DANGEROUS**

**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 <sup>‡</sup>	I-95 NB beyond NW 103 St	156	502	321:50:07	N/A
	22	I-95 NB south of NW 62 St	184	573	362:42:20	100.00%
	75*	I-95 NB before SR 112	238	592	205:19:50	N/A
	77	I-95 NB beyond SW 8 St	321	739	811:29:44	100.00%
	2	I-95 SB north of Ives Dairy Rd	274	789	487:22:44	100.00%
	3 <sup>‡</sup>	I-95 SB north of Miami Gardens Dr	211	633	455:51:34	N/A
	095NB013.5LL	I-95 NB north of NW 173 St	70	226	202:12:48	99.83%
	20	I-95 SB south of NW 119 St	169	509	741:17:53	100.00%
	21	I-95 SB south of NW 62 St	217	699	837:48:13	99.71%
	74*	I-95 SB beyond SR 112	214	694	1166:52:14	N/A
	76	I-95 SB before Rickenbacker Cswy	8	22	44:18:17	100.00%
<b>I-95 MAINLINE SUBTOTAL</b>			<b>2062</b>	<b>5978</b>	<b>5637:05:44</b>	<b>99.93%</b>
<b>95 EXPRESS</b>	95XNB40	95X NB at NW 62 St	122	322	279:15:01	100.00%
	95XNB45 <sup>‡‡</sup>	95X NB at NW 125 St	131	403	345:30:27	86.85%
	95XSB45 <sup>‡</sup>	95X SB at NW 62 St	159	495	615:30:55	N/A
	95XSB50 <sup>‡‡</sup>	95X SB at NW 125 St	117	259	222:06:28	87.99%
	095SB014.6-EL	95X SB at Miami Gardens Dr	249	652	585:00:44	100.00%
	095NB014.8-EL	95X NB north of Miami Gardens Dr	42	132	140:01:12	98.89%
<b>95 EXPRESS SUBTOTAL</b>			<b>820</b>	<b>2263</b>	<b>2187:24:47</b>	<b>94.75%</b>
<b>SR 826 &amp; PALMETTO EXPRESS</b>	4	SR 826 EB east of NW 67 Ave	111	365	440:40:28	100.00%
	5	SR 826 EB east of NW 37 Ave	293	922	774:56:47	100.00%
	826NB014.38	SR 826 NB beyond NW 122 St	80	209	114:27:21	100.00%
	15 <sup>**</sup>	SR 826 WB beyond NW 17 Ave	32	86	69:29:57	N/A
	17	SR 826 WB beyond NW 47 Ave	66	130	114:14:12	100.00%
	19	SR 826 WB beyond NW 67 Ave	110	282	152:48:54	99.96%
	826NB010.36	SR 826 NB before NW 58 St	110	307	148:55:58	100.00%
	826SB014.41	SR 826 SB north of NW 122 St	111	307	147:59:28	100.00%
	826SB10.99	SR 826 SB before NW 58 St	83	258	44:43:01	100.00%
	826NB008.48	SR 826 NB at NW 25 St	104	306	141:39:43	100.00%
	826ELSB010.84	SR 826 SB at NW 66 St	81	214	93:12:51	100.00%
	826ELNB013.55	SR 826 NB at NW 108 St	34	62	65:05:59	100.00%
	826NB001.3-LL	SR 826 NB before SW 72 St	57	135	85:18:46	100.00%
	826NB004.8-LL	SR 826 NB at SW 24 St	172	466	327:42:47	100.00%
	826SB008.8-LL	SR 826 SB at NW 36 St	144	427	275:03:48	100.00%
<b>SR 826 SUBTOTAL</b>			<b>1588</b>	<b>4476</b>	<b>2996:20:00</b>	<b>100.00%</b>
<b>I-75 &amp; 75 EXPRESS</b>	075NB002.68	I-75 NB before Miami Gardens Dr	22	52	60:57:32	100.00%
	075NB001.32	I-75 AT NW 89 Ave	24	56	61:22:46	100.00%
	075SB001.29	I-75 SB ramp from NW 138 St	110	324	149:33:46	100.00%
	075SB000.4-EL	I-75 SB before HEFT	45	113	102:13:45	95.51%
	075SB004.1-LL	I-75 SB South of Miami Gardens Dr	128	334	175:03:01	100.00%
<b>I-75 SUBTOTAL</b>			<b>329</b>	<b>879</b>	<b>549:10:50</b>	<b>99.10%</b>
<b>I-195 MAINLINE</b>	57	I-195 EB before North Miami Ave	34	64	82:12:22	100.00%
	105	I-195 WB before Alton Rd	201	626	732:19:08	99.49%
<b>I-195 MAINLINE SUBTOTAL</b>			<b>235</b>	<b>690</b>	<b>814:31:30</b>	<b>99.75%</b>
<b>I-395</b>	886WB	Port Blvd WB before US 1	222	495	587:08:30	100.00%
	104*	I-395 WB at Watson Island	305	718	640:46:05	N/A
<b>I-395 SUBTOTAL</b>			<b>527</b>	<b>1213</b>	<b>1227:54:35</b>	<b>100.00%</b>
<b>LIMITED ACCESS FACILITIES SUBTOTAL</b>			<b>5561</b>	<b>15499</b>	<b>13412:27:26</b>	<b>99.07%</b>

**DMS Usage by Roadway (Arterials)**

Roadway	ID	Location	# of Activations	# of Messages	Duration (hr:mm:ss)	Availability
<b>I-95 ARTERIAL</b>	109 <sup>‡</sup>	Ives Dairy Rd EB before I-95	128	405	262:42:13	N/A
	113	Ives Dairy Rd WB before I-95	159	482	311:12:25	100.00%
	110 <sup>‡</sup>	Miami Gardens Dr EB before I-95	159	506	380:10:51	N/A
	111 <sup>‡</sup>	Miami Gardens Dr WB before I-95	158	514	378:02:55	N/A
	112 <sup>‡</sup>	NW 103 St EB before I-95	222	760	536:54:56	N/A
	106 <sup>‡</sup>	NW 79 St EB before I-95	267	895	665:20:02	N/A
	107 <sup>‡‡</sup>	NW 54 St EB before I-95	320	982	731:21:32	87.31%
	108	SW 8 St EB before I-95	174	379	282:52:29	99.89%
<b>I-95 ARTERIAL SUBTOTAL</b>			<b>1587</b>	<b>4923</b>	<b>3548:37:23</b>	<b>95.73%</b>
<b>GOLDEN GLADES INTERCHANGE</b>	6 <sup>**</sup>	SR 826 WB west of NE 2 Ave	273	893	739:04:41	N/A
	7	Turnpike SB to Golden Glades	251	804	452:14:56	100.00%
	9 <sup>**</sup>	US 441 NB at Tri-Rail	85	313	302:00:10	N/A
	10 <sup>**</sup>	SR 9 NB before Park & Ride	94	347	374:32:15	N/A
	8	US 441 SB at NW 179 St	210	681	485:23:23	99.96%
<b>GOLDEN GLADES INTERCHANGE SUBTOTAL</b>			<b>913</b>	<b>3038</b>	<b>2353:15:25</b>	<b>99.98%</b>
<b>SR 826 ARTERIAL</b>	SW24EB	SW 24 St EB before SR 826	103	337	145:47:03	100.00%
	SW24WB	SW 24 St WB before SR 826	103	336	145:46:59	100.00%
	SW40EB	SW 40 St EB before SR 826	90	294	131:38:14	99.46%
	SW40WB	SW 40 St WB before SR 826	83	268	118:15:47	92.48%
	SW56EB	SW 56 St EB before SR 826	67	197	97:03:32	100.00%
	SW56WB	SW 56 St WB before SR 826	67	197	97:03:52	100.00%
	SW72EB <sup>‡‡</sup>	SW 72 St EB before SR 826	53	138	72:36:58	85.69%
	SW72WB	SW 72 St WB before SR 826	50	147	30:58:14	100.00%
	SR968EB	W Flagler St EB before SR 826	111	371	145:40:40	100.00%
	SR968WB	W Flagler St WB before SR 826	111	371	145:40:45	100.00%
	NW25EB	NW 25 St EB before SR 826	143	460	144:13:39	100.00%
	NW25WB	NW 25 St WB before SR 826	143	455	144:12:16	100.00%
	NW36EB	NW 36 St EB before SR 826	144	471	147:30:32	99.75%
	NW36WB	NW 36 St WB before SR 826	144	473	147:46:45	99.36%
	SW8EB	SW 8 St EB before SR 826	108	354	147:49:01	100.00%
	SW8WB	SW 8 St WB before SR 826	108	352	147:48:52	100.00%
	SW88EB	Kendall Dr EB before SR 826	42	112	27:26:58	100.00%
	SW88WB	Kendall Dr WB before SR 826	42	112	27:26:54	100.00%
	ADMS-103ST-EB	NW 103 St EB before SR 826	138	404	157:59:40	99.96%
	ADMS-103ST-WB	NW 103 St WB before SR 826	133	391	155:00:27	99.96%
	ADMS-122ST-EB	NW 122 St EB before SR 826	144	419	174:27:57	100.00%
	ADMS-122ST-WB	NW 122 St WB before SR 826	143	413	173:09:05	100.00%
	ADMS-154ST-EB	NW 154 St EB before SR 826	107	322	143:32:26	99.86%
	ADMS-154ST-WB	NW 154 St WB before SR 826	107	322	143:32:40	99.71%
	ADMS-58ST-WB	NW 58 St WB before SR 826	166	481	159:25:03	100.00%
	ADMS-74ST-EB	NW 74 St EB before SR 826	141	429	103:26:53	100.00%
	ADMS-74ST-WB	NW 74 St WB before SR 826	154	464	163:02:42	100.00%
	ADMS-US27-EB <sup>***</sup>	US 27 EB before SR 826	61	188	65:35:54	N/A
	ADMS-US27-WB <sup>***</sup>	US 27 WB before SR 826	156	463	155:40:22	N/A
<b>SR 826 ARTERIAL SUBTOTAL</b>			<b>3162</b>	<b>9741</b>	<b>3659:40:10</b>	<b>99.12%</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	118	340	221:25:41	99.83%
	39	Arthur Godfrey WB before I-195	103	315	161:37:14	99.87%
	40	Alton Rd NB before I-195	106	322	163:48:20	99.86%
<b>I-195 ARTERIAL SUBTOTAL</b>			<b>327</b>	<b>977</b>	<b>546:51:15</b>	<b>99.85%</b>
<b>I-75 ARTERIAL</b>	ADMS-W80ST-NB <sup>††</sup>	Hialeah Grdns Blvd NB before I-75	101	300	128:09:02	86.01%
	ADMS-NW138ST-EB	NW 138th St EB before I-75	114	330	143:15:56	100.00%
<b>I-75 ARTERIAL SUBTOTAL</b>			<b>215</b>	<b>630</b>	<b>271:24:58</b>	<b>93.01%</b>
<b>US 1 FROM I-95 TO BEGINNING OF HEFT</b>	23	US 1 NB beyond SW 17 Ave	197	444	356:01:19	96.73%
	45	US 1 SB before SW 80 St	29	55	79:45:31	99.86%
	47	US 1 SB at Florida's Turnpike	13	23	59:15:52	100.00%
	46	US 1 NB before Killian Dr	38	79	110:07:37	100.00%
	48	US 1 NB at Florida's Turnpike	13	23	59:16:06	100.00%
<b>US 1 FROM I-95 TO BEGINNING OF HEFT SUBTOTAL</b>			<b>290</b>	<b>624</b>	<b>664:26:25</b>	<b>99.32%</b>
<b>US 27 OKEECHOBEE RD</b>	US27KROME-SB	US 27 SB at Krome Ave	2	10	2:14:06	99.92%
	US27NW186ST-NB	US 27 NB at NW 186 St	1	7	7:35:09	99.92%
<b>US 27 TO OKEECHOBEE RD SUBTOTAL</b>			<b>3</b>	<b>17</b>	<b>9:49:15</b>	<b>99.92%</b>
<b>US 1 SOUTH OF BEGINNING OF HEFT</b>	62	US 1 NB at Mile Marker 126	3	12	120:46:55	99.94%
	64	US 1 NB at Mile Marker 106	16	44	221:42:10	100.00%
	66	US 1 NB at Mile Marker 91.5	16	42	215:16:29	100.00%
	68	US 1 NB at Mile Marker 39.5	26	267	828:16:08	100.00%
	71	US 1 NB at Mile Marker 7.5	40	288	861:24:31	97.35%
	61	US 1 SB at Mile Marker 126	28	282	800:38:07	100.00%
	63	US 1 SB at Mile Marker 113	15	264	742:03:33	99.96%
	65	US 1 SB at Mile Marker 106	16	269	747:12:41	100.00%
	67	US 1 SB at Mile Marker 91.5	12	259	739:30:02	100.00%
	69	US 1 SB at Mile Marker 39.5	6	27	134:22:32	98.01%
	70	US 1 SB at Mile Marker 7.5	5	23	110:07:26	97.53%
<b>US 1 SOUTH OF BEGINNING OF HEFT SUBTOTAL</b>			<b>183</b>	<b>1,777</b>	<b>5521:20:34</b>	<b>N/A</b>
<b>TOTAL NUMBER OF DMS</b>			<b>106<sup>†</sup></b>			
<b>ARTERIALS SUBTOTAL</b>			<b>6,680</b>	<b>21,727</b>	<b>16575:25:25</b>	<b>98.88%</b>
<b>LIMITED ACCESS FACILITIES SUBTOTAL</b>			<b>5,561</b>	<b>15,499</b>	<b>13412:27:26</b>	<b>99.07%</b>
<b>GRAND TOTAL</b>			<b>12,241</b>	<b>37,226</b>	<b>29987:52:51</b>	<b>98.95%</b>

\* 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 25/US 27/Okeechobee Rd Improvement Project. System availability is not measured for these devices.

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

†† DMS had equipment malfunctions and repairs were made. System availability is measured for these devices.

‡ DMS had network issues due to regional fiber optic disruption. System availability is not measured for these devices.

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