

April 2016

Monthly Operations Report



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INTRODUCTION

Pursuant to Schedule 6, Section 1.8.2(a) of the Concession Agreement, Plenary Roads Denver (“PRD”) is required to submit a monthly report covering all essential statistics related to the Managed Lanes. The following data covers the month of April 2016. Operationally, April was a positive month. Several major maintenance tasks were completed along with routine maintenance tasks, there were minimal incidents to maintained elements, and traffic volumes were consistent with expectations.

1.0 VOLUMES AND LANE USAGE

On July 22, 2015, the Managed Lanes for Phase 1 on US 36 began toll operations. At the same time, HOV vehicles were required to use a switchable transponder in order to travel the I-25 and US 36 Managed Lanes at no charge. The traffic patterns immediately shifted towards more ExpressToll™ (AVI) and License Plate (LPT) vehicles and fewer HOV transactions. Over the last several months as more commuters use the transponders for either AVI or HOV The total monthly gantry traffic volume for April 2016 in the I-25 Central and US 36 Managed Lanes was 260,993 and 918,026, respectively.

The table below provides the monthly summary for each Managed Lanes roadway, along with a detailed breakdown of weekday volumes. For reference, the AM Peak Period is considered to be weekdays from 6:45 am – 8:45 am. The PM Peak Period is considered to be weekdays from 4:30pm – 6:00pm. It should be noted that the I-25 Managed Lane traffic reflects traffic counts from a single gantry and US 36 Managed Lane counts reflect ten gantries, five gantries in each direction. Therefore, US 36 data will indicate higher traffic counts that are not comparative to those of I-25.

The following charts depict the distribution of traffic by type (Figure 1) and the daily traffic counts (Figure 2) and for the month.

Traffic Summary (I-25C)						
	AVI	LPT	HOV	Non-Rev & Hybrid	Total	Hybrid
Total Monthly Traffic	99,719	97,206	53,247	10,821	260,993	2,899
Maximum Weekday Traffic	5,530	5,596	2,741	580	12,340	169
Average Weekday Traffic	4,401	3,791	2,222	486	10,414	132
Average Hourly AM Peak Traffic	781	497	395	77	1,673	N/A
Average Hourly PM Peak Traffic	594	454	315	65	1,363	N/A

Traffic Summary (US 36)						
	AVI	LPT	HOV	Non-Rev & Hybrid	Total	Hybrid
Total Monthly Traffic	402,025	234,943	242,638	38,420	918,026	9,839
Maximum Weekday Traffic	21,267	12,721	11,286	1,982	44,400	514
Average Weekday Traffic	17,645	9,579	8,455	1,708	37,387	431
Average Hourly AM Peak Traffic	2,782	1,264	936	223	5,205	N/A
Average Hourly PM Peak Traffic	2,590	1,251	1,088	223	5,152	N/A

Table 1 – Monthly Traffic Summaries

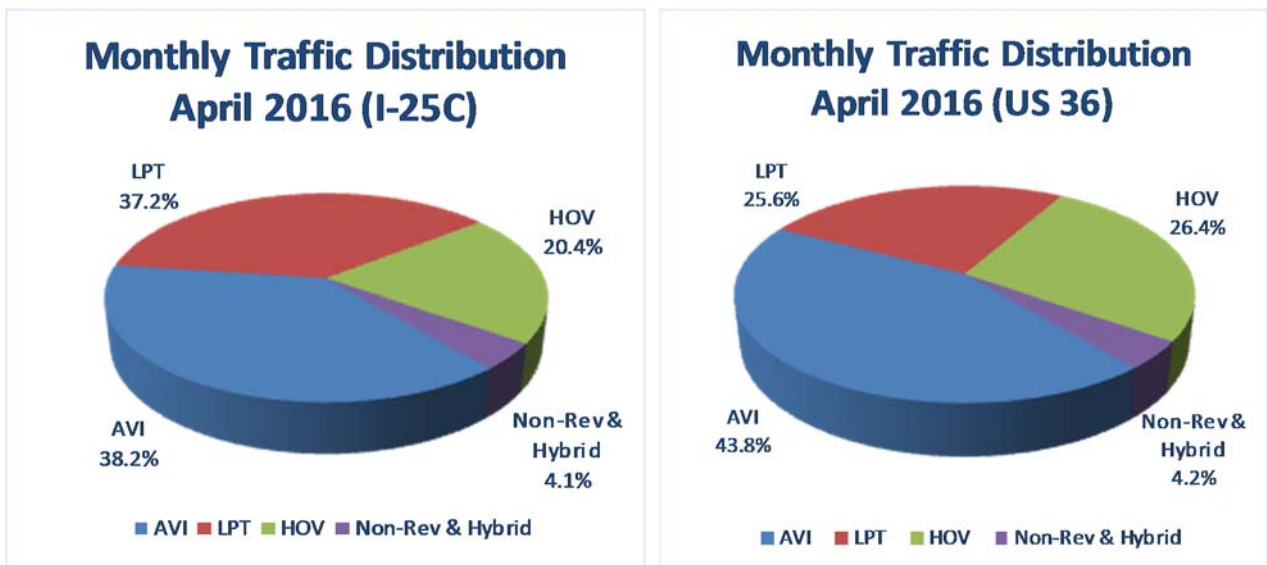
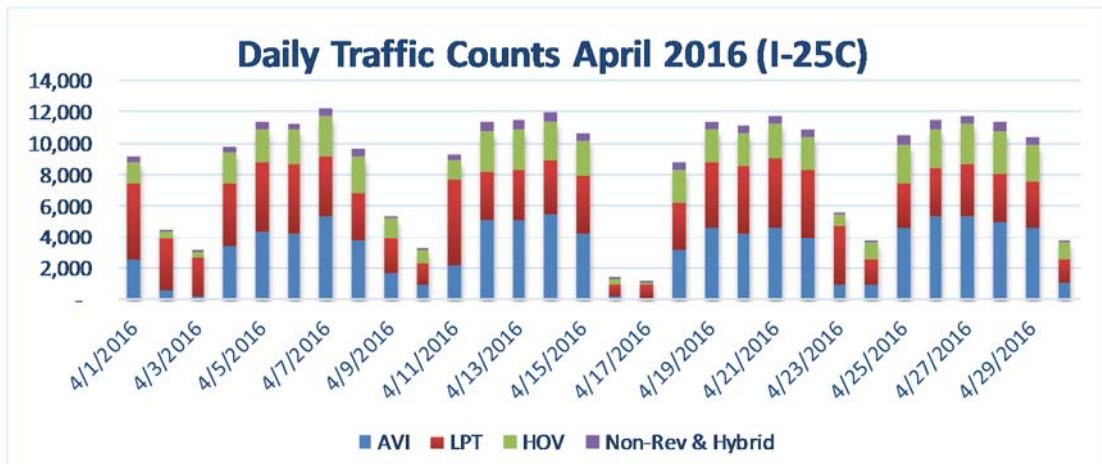


Figure 1 – Monthly Traffic Distribution



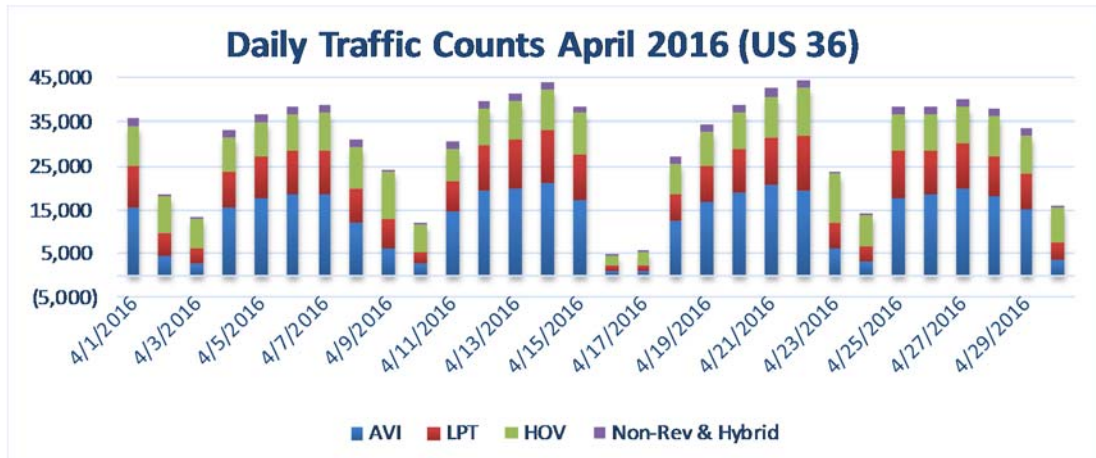


Figure 2 – Daily Traffic Counts

2.0 REVENUES

During the month of April 2016, PRD collected \$505,142 and \$273,202 from users of the I-25 Central and US 36 Managed Lanes, respectively. For purposes of this report, revenues are recognized at the time of collection, which is typically sometime after they have been incurred for those customers who are billed based on their license plate. For example, if a single-occupant vehicle uses the lanes in October but pays in January, the associated revenue is attributed to January.

3.0 OPERATIONAL INCIDENTS, ISSUES, AND CLOSURES

The project had numerous debris removals, litter removals, lighting, and barrier damaged during the month. Several routine lighting repairs from previous months were made in April and others are in progress within the allowable response period. The previously damaged attenuator was replaced in April. All incidents were responded to and rectified within the allowable timeframes. Eastbound US36 Express Lane was closed for fifty seven minutes on April 27th at the direction of Broomfield Police Department. Broadspectrum assisted Broomfield Police Department with incident response in a timely and effective manner. Closures have now exceeded the twelve hour limit and will be treated according to Section 29.7 (b) of the Concession Agreement.

Date	Start	Stop	Duration
July 3, 2015	12:58:00	13:39:00	0:41
July 6, 2015	05:00:00	06:30:00	1:30
October 2, 2015	10:12:00	12:47:00	2:35
December 7, 2015	08:31:00	09:16:00	0:45

December 10, 2015	08:18:00	09:10:00	0:52
December 10, 2015	14:58:00	15:57:00	0:59
December 17, 2015	08:08:00	08:45:00	0:37
January 5, 2016	17:25:00	18:05:00	0:40
January 11, 2016	18:13:00	18:33:00	0:20
January 14, 2016	07:10:00	07:20:00	0:10
January 20, 2016	16:24:00	16:35:00	0:11
February 1, 2016	08:00:00	08:05:00	0:05
February 25, 2016	16:15:00	17:12:00	0:57
February 26, 2016	06:16:00	6:38:00	0:22
March 14, 2016	17:51:00	18:30:00	0:39
April 27, 2016	18:03:00	19:00:00	0:57
Total			12:20
Remaining Closure Hours Available (Ref: CA 29.7)			(0:20)

Table 2 – Managed Lanes Closures to Date

On April 8, 2016 the eastbound toll points were set to \$0.00 from 4:00 PM to 6:00 PM at the direction of HPTE. This is the first closure case within the last twelve months and it will expire on April 8, 2017.

The table below provides a listing of ETCS items recorded this month, consistent with Appendix 6-2 of Schedule 6.

Element Category	Reference	Element	Performance Item	PRD Notified	Contractual Cure Period	Cure Achieved
1. ETCS Equipment	1.4	I-25 Antennae	All equipment is free of defects and operational problems	4/11/2016 8:30:00	2 Hours	4/11/16 10:15:00 (Duration: 01:45:00)
1. ETCS Equipment	1.1	I-25 Camera Communications	ETCS Equipment is fully functional	4/15/2016 4:31:00	14 Days	4/15/16 10:15:00 (Duration: 05:44:00)

Table 3 – ETCS Issues per CA Schedule 6 Appendix 6-2

The table below provides a status of all Noncompliance categories in accordance with paragraph 1.2 of Schedule 10.

Non-compliance Location	Nature	Cause	Cure Date	Uncured Non-compliance Point	Unexpired Non-compliance Point	365 Day Expiration Date	1095 Day Expiration Date
Promenade West Toll Point	Incorrect toll schedule	Incorrect Toll Schedule was applied during a software update on 3/7/16	3/16/16 (Period II) Customer Accounts Corrected	0	3	3/16/17	3/16/19

Table 4 – Status of Noncompliance Categories

4.0 MEAN TIME BETWEEN FAILURE (MTBF) AND MEAN TIME TO REPAIR (MTTR)

Mean Time Between Failure (MTBF) and Mean Time To Repair (MTTR) data is provided in the table below. Only Maintained Elements that were repaired during the reporting period and had a failure type breakdown are listed in the table. We consider a breakdown to be a failure when the element cannot be used for its intended purpose until repaired.

Maintained Element	Mean Time Between Failure (MTBF) (Hours)	Mean Time To Repair (MTTR) (Hours)
None	N/A	N/A

Table 5 – Mean Time Between Failure & Mean Time To Repair

5.0 HYBRID UTILIZATION

Total Hybrid Trips	
I-25 Central	2,899
US 36	9,839

Table 6 – Hybrid Utilization

Fuel efficient “Hybrid” vehicles are permitted to access the Express Lanes free of charge, regardless of occupant numbers, provided that they have obtained a permit from CDOT, obtained a Hybrid transponder from E-470, and display an E-470 Hybrid decal on the vehicle’s windshield.