

August 2015

Monthly Operations Report



Table of Contents

1.0	Volumes and Lane Usage	3
2.0	Revenues	5
3.0	Operational Incidents, Issues, and Closures	5
4.0	Mean Time Between Failure (MTBF) and Mean Time to repair (MTTR)	6
5.0	Hybrid Utilization	7

TABLES

Table 1 - Monthly Traffic Summary	3
Table 2 – Managed Lanes Closures to Date	5
Table 3 – ETCS Issues per CA Schedule 6 Appendix 6-2	5
Table 4 – Mean Time Between Failure & Mean Time To Repair	6
Table 5 – Hybrid Utilization	7

FIGURES

Figure 1 – Monthly Traffic Distribution	4
Figure 2 – Daily Traffic Counts	4

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 August 2015.

1.0 VOLUMES AND LANE USAGE

On July 22, 2015, the Managed Lanes for Phase 1 on US 36 began toll operations. These Managed Lanes had been open to the public at no charge for several weeks prior to this date for toll equipment testing. The total monthly gantry traffic volume for August 2015 in the I-25 Central and US 36 Managed Lanes was 240,319 and 524,749, 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.

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	Total	Hybrid
Total Monthly Traffic	88,517	122,481	29,321	240,319	3,366
Maximum Weekday Traffic	4,588	6,562	1,599	11,604	191
Average Weekday Traffic	3,948	5,101	1,337	10,386	157
Average Hourly AM Peak Traffic	539	596	224	1,359	N/A
Average Hourly PM Peak Traffic	556	625	214	1,395	N/A

Traffic Summary (US 36)					
	AVI	LPT	HOV	Total	Hybrid
Total Monthly Traffic	176,601	254,235	93,913	524,749	7,158
Maximum Weekday Traffic	9,654	13,892	4,036	24,079	386
Average Weekday Traffic	7,441	9,714	3,378	20,533	312
Average Hourly AM Peak Traffic	1,100	1,065	430	2,595	N/A
Average Hourly PM Peak Traffic	1,195	1,425	465	3,085	N/A

Table 1 - Monthly Traffic Summary

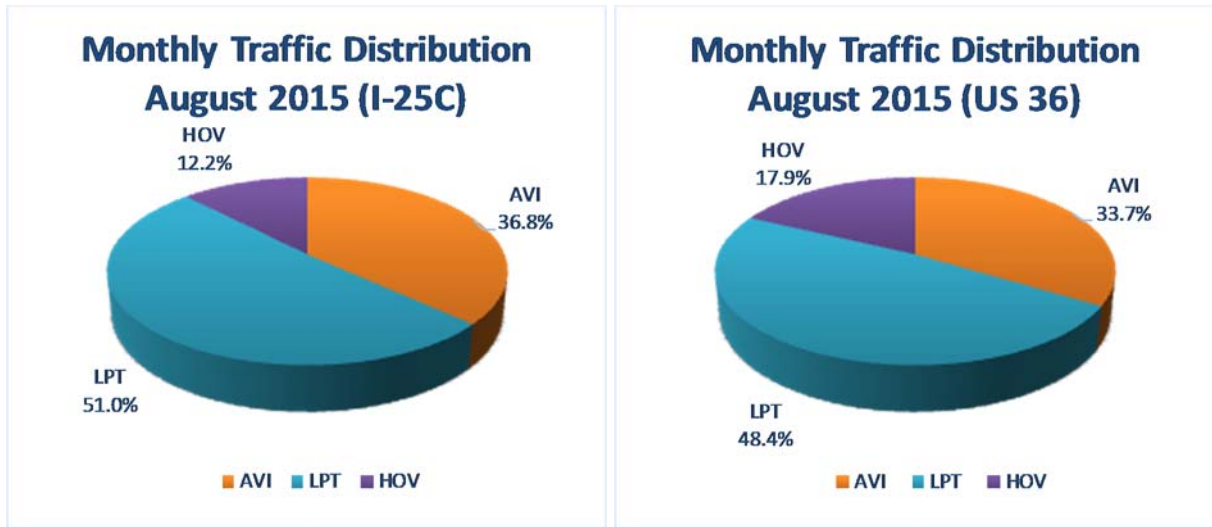


Figure 1 – Monthly Traffic Distribution

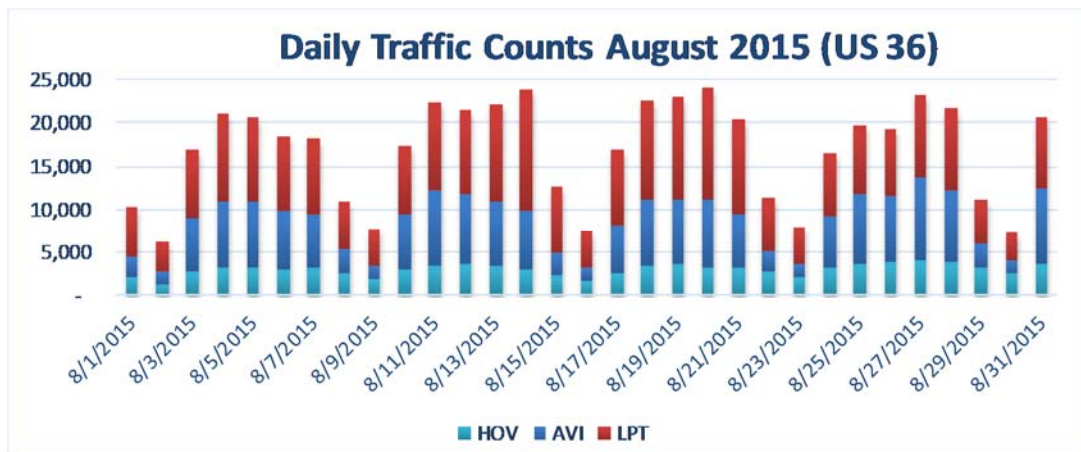
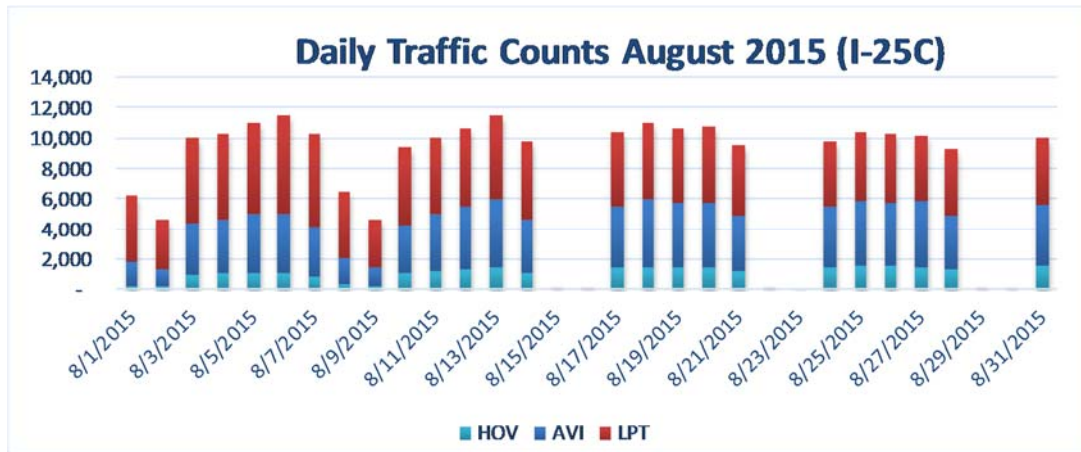


Figure 2 – Daily Traffic Counts

2.0 REVENUES

During the month of August 2015, PRD collected \$410,776 and \$117,434 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, graffiti removals, vegetation control, litter removals, and sand and sediment removals during the month. Six routine lighting repair incidents from July are in the allowable cure period and will be worked on in September. All incidents were responded to and rectified within the allowable timeframes.

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
Total			2:11
Remaining Closure Hours Available (Ref: CA 29.7)			9:49

Table 2 – Managed Lanes Closures to Date

Element Category	Reference	Element	Performance Item	PRD Notified	Contractual Cure Period	Cure Achieved
1. ETCS Equipment	1.1	Lowell East-Loose Network Cable	ETCS equipment is fully functional	8/2/2015 15:20:00	14 Days	8/2/2015 17:40:00 (Duration: 2:20:00)
1. ETCS Equipment	1.1	Sheridan East-“Reserved” error in Lane Health Report	ETCS equipment is fully functional	8/13/2015 11:12:00	14 Days	8/13/15 15:15:20 (Duration: 04:03:20)

1. ETCS Equipment	1.4	Lowell West-Loops cut by Ames Granite JV during punchlist pavement repairs (N/A)	All equipment free of defects and operational problems such as: i) Inoperable loops	8/14/2015 04:30:00	2 Hours (N/A since this was caused by the Phase 1 Contractor)	8/18/2015 04:00:00 (Duration: 95:30:00)
1. ETCS Equipment	1.1	Promenade East-Camera picking up occasional plate from GP Lane 2.	ETCS equipment is fully functional	8/26/2015 08:08:00	14 Days	8/26/2015 14:30:00 (Duration: 06:22:00)
1. ETCS Equipment	1.3	VMS 8-Lost Communications	Toll Message Sign is free from faults	8/27/2015 10:00:00	24 Hours	8/28/2015 09:00:00 (Duration: 23:00:00)

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

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)
040-125-VMS-0008-CPU Card	12,514	23

Table 4 – Mean Time Between Failure & Mean Time To Repair

5.0 HYBRID UTILIZATION

Total Hybrid Trips	
I-25 Central	3,366
US 36	7,158

Table 5 - 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.