

January 2016

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

FIGURES

Figure 1 – Monthly Traffic Distribution	4
Figure 2 – Daily Traffic Counts	5

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 January 2016. Operationally, January 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 an increase in ExpressToll™ (AVI) and License Plate (LPT) transactions and fewer HOV vehicles. The total monthly gantry traffic volume for January 2016 in the I-25 Central and US 36 Managed Lanes was 222,253 and 589,974, 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	89,510	73,211	48,900	10,632	222,253	3,349
Maximum Weekday Traffic	4,762	3,925	2,355	542	10,677	185
Average Weekday Traffic	4,197	2,754	2,170	499	9,121	164
Average Hourly AM Peak Traffic	652	326	371	72	1,349	N/A
Average Hourly PM Peak Traffic	655	405	339	63	1,399	N/A

Traffic Summary (US 36)						
	AVI	LPT	HOV	Non-Rev & Hybrid	Total	Hybrid
Total Monthly Traffic	245,538	161,914	156,067	26,455	589,974	7,751
Maximum Weekday Traffic	13,349	8,514	7,675	1,327	28,810	450
Average Weekday Traffic	11,568	6,879	5,398	1,241	25,086	360
Average Hourly AM Peak Traffic	1,701	791	655	167	3,314	N/A
Average Hourly PM Peak Traffic	2,052	1,142	791	164	4,149	N/A

Table 1 – Monthly Traffic Summaries

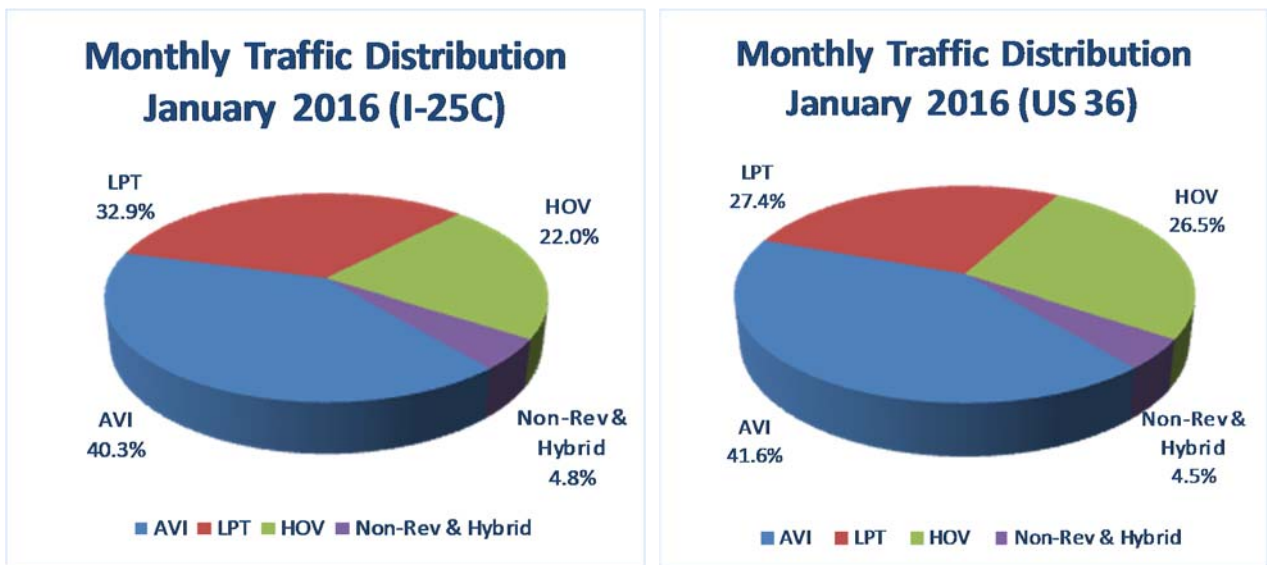
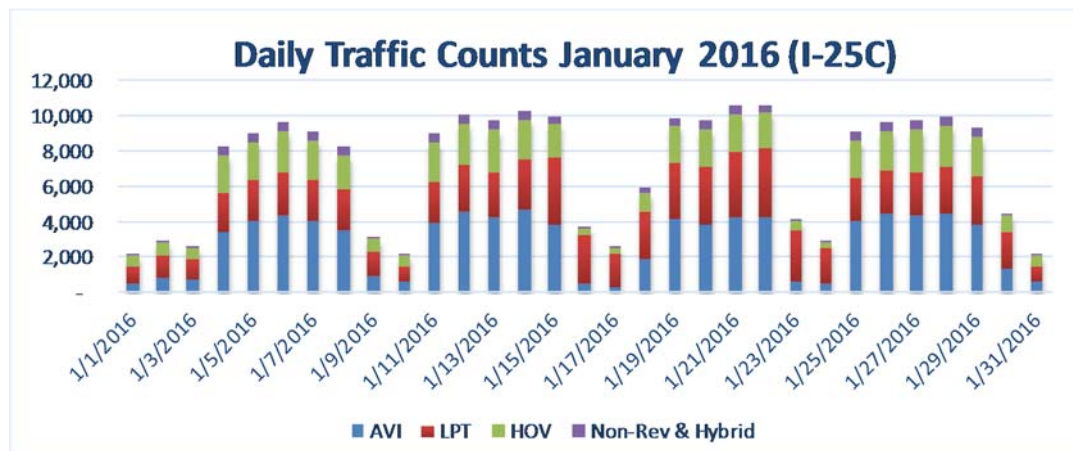


Figure 1 – Monthly Traffic Distribution



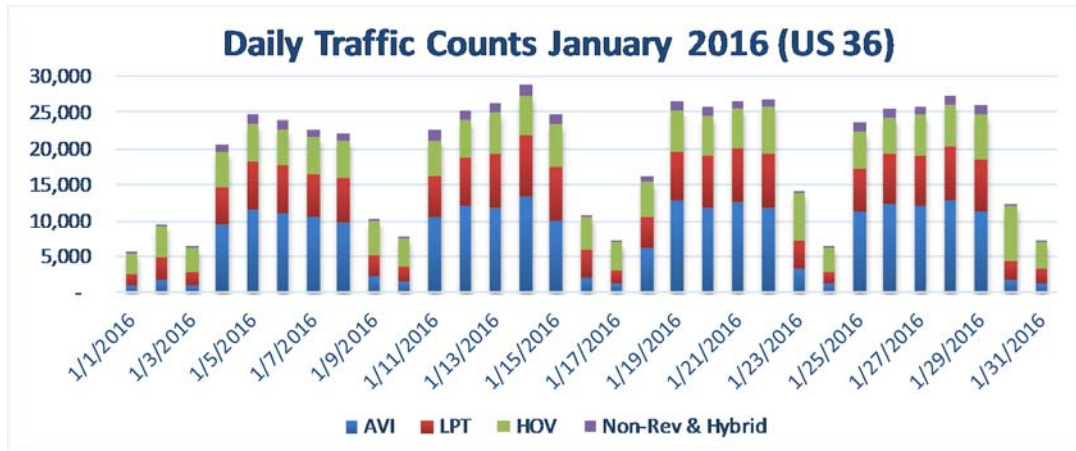


Figure 2 – Daily Traffic Counts

2.0 REVENUES

During the month of January 2016, PRD collected \$426,683 and \$198,402 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, and litter removals during the month. One Wrong Way sign was loose and was corrected. All incidents were responded to and rectified within the allowable timeframes except for seven new lighting incidents and one damaged sign which are still in the allowable response period.

The Managed Lanes were closed by local Police Departments during accidents four times during the month, totaling 1 hour and 21minutes.

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, 2015	16:24:00	16:35:00	0:11
Total			9:20
Remaining Closure Hours Available (Ref: CA 29.7)			2:40

Table 2 – Managed Lanes Closures to Date

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	1.1	WadsworthEB-“Last Image” error in Lane Health Report	ETCS equipment is fully functional	1/16/2016 16:05:00	14 Days	1/16/16 18:30:00 (Duration: 02:25:00)
1. ETCS Equipment	1.1	I-25C-“I25hotbr6910” error in OpManager8 alarm	ETCS equipment is fully functional	1/21/2016 06:50:00	14 Days	1/21/16 09:35:00 (Duration: 02:45:00)
1. ETCS Equipment	1.4	No Power at Lowell Toll Point	All equipment is free of defects and operational problems	1/28/16 10:00:00	2 Hours	1/28/16 12:00:00 (Duration: 2:00:00)

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)
None	N/A	N/A

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

5.0 HYBRID UTILIZATION

Total Hybrid Trips	
I-25 Central	3,349
US 36	7,751

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.