

March 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 March 2016. Operationally, March 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. The total monthly gantry traffic volume for March 2016 in the I-25 Central and US 36 Managed Lanes was 237,646 and 702,616, 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	101,344	70,340	54,739	11,223	237,646	3,193
Maximum Weekday Traffic	5,545	4,285	2,536	533	11,770	175
Average Weekday Traffic	4,131	2,672	2,119	465	8,922	133
Average Hourly AM Peak Traffic	615	340	342	67	1,297	N/A
Average Hourly PM Peak Traffic	632	374	327	63	1,333	N/A

Traffic Summary (US 36)						
	AVI	LPT	HOV	Non-Rev & Hybrid	Total	Hybrid
Total Monthly Traffic	298,948	200,510	173,763	29,395	702,616	7,679
Maximum Weekday Traffic	16,724	9,587	8,058	1,654	35,494	448
Average Weekday Traffic	12,090	7,562	5,754	1,220	26,626	311
Average Hourly AM Peak Traffic	1,797	869	652	159	3,477	N/A
Average Hourly PM Peak Traffic	1,842	991	761	152	3,746	N/A

Table 1 – Monthly Traffic Summaries

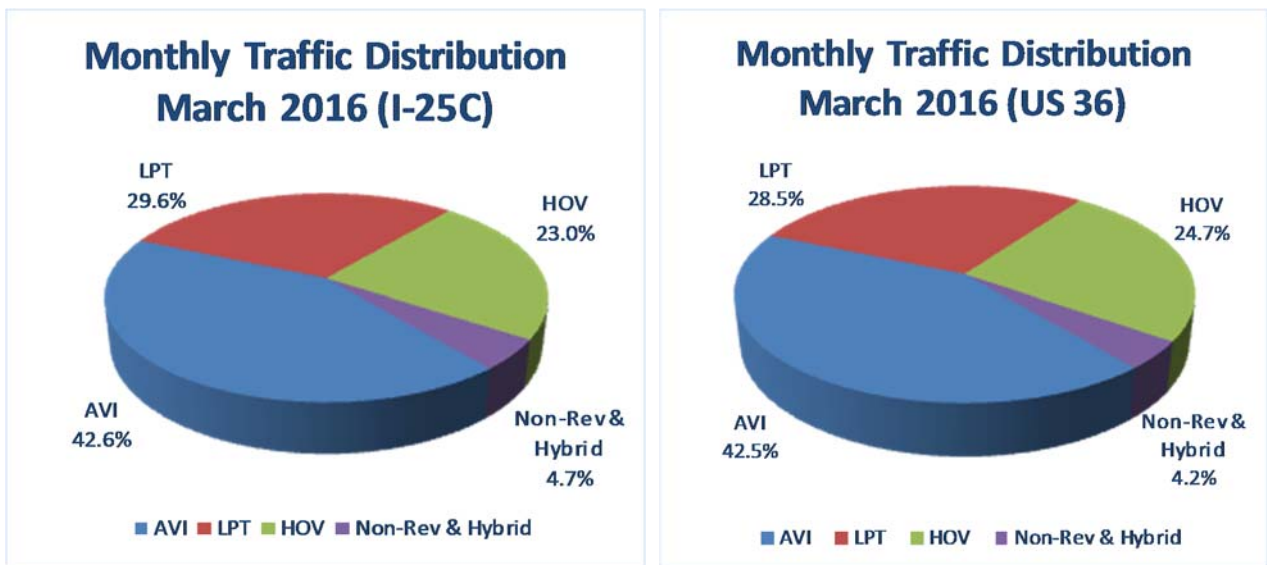
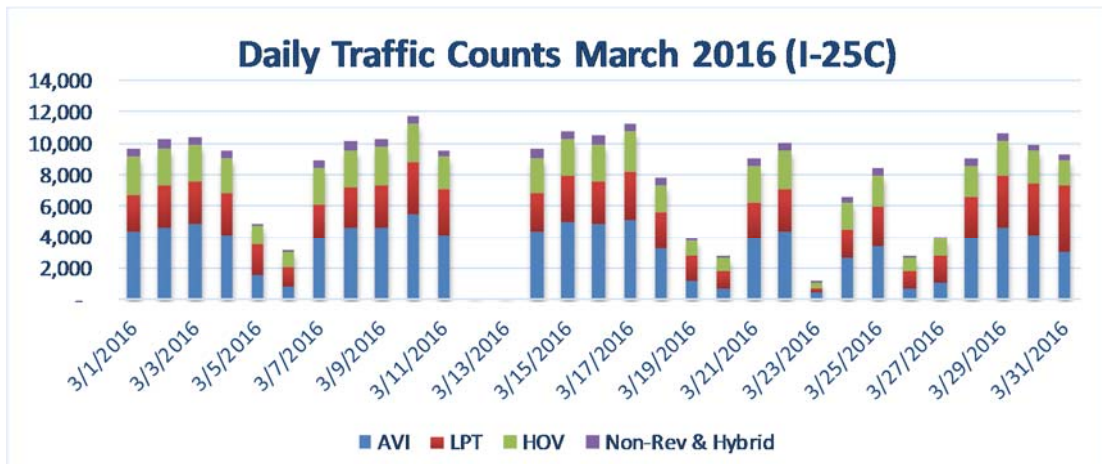


Figure 1 – Monthly Traffic Distribution



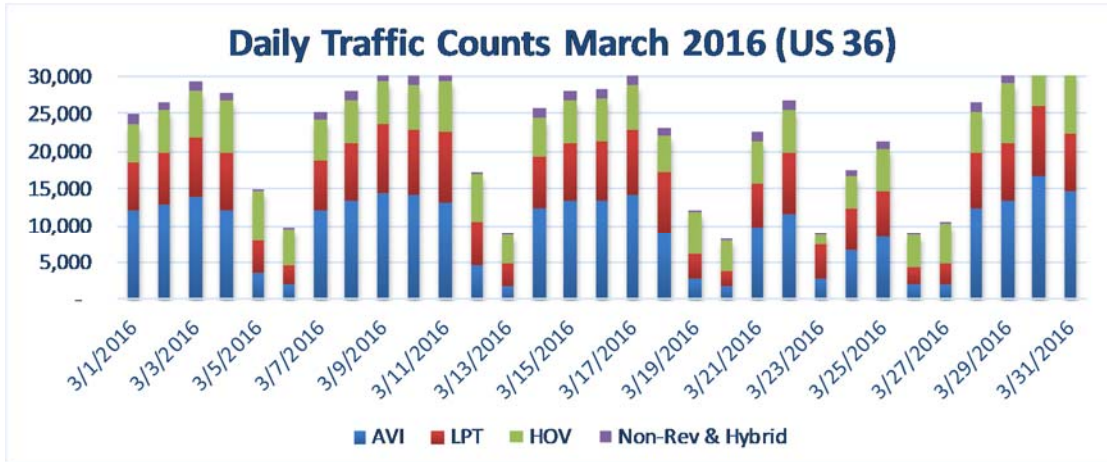


Figure 2 – Daily Traffic Counts

2.0 REVENUES

During the month of March 2016, PRD collected \$471,838 and \$214,311 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, and one attenuator damaged during the month. Six routine lighting repairs from previous months are in progress within the allowable response period. All incidents were responded to and rectified within the allowable timeframes. Eastbound US36 was closed for thirty nine minutes on March 14th at the direction of Westminster Police Department. Transfield assisted Westminster Police Department with incident response in a timely and effective manner. I-25 Central was also closed on March 30th for one hour twenty seven minutes due to a safety hazard with the I-25 North project.

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
Total			11:23
Remaining Closure Hours Available (Ref: CA 29.7)			0:37

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
-	-	-	-	-	-	-

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	3,081
US 36	6,830

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.