

# October 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 October 2016. Operationally, October was a positive month. Several routine maintenance tasks were completed, there were minimal incidents to maintained elements, and traffic volumes were consistent with expectations.

## 1.0 VOLUMES AND LANE USAGE

In July 2015, the Managed Lanes for Phase 1 on US36 began toll operations. At the same time, HOV vehicles were required to use a switchable transponder in order to travel the I-25 and US36 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 travel, LPT transactions have consistently decreased as a percentage of total traffic volume. The total monthly gantry traffic volume for October 2016 in the I-25 Central and US 36 Managed Lanes was 291,077 and 1,293,266, 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 fourteen gantries, seven gantries in each direction. Therefore, US 36 data will indicate far greater 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
<b>Total Monthly Traffic</b>	127,376	75,888	73,659	14,154	291,077	2,651
<b>Maximum Weekday Traffic</b>	6,044	3,269	2,917	679	12,754	151
<b>Average Weekday Traffic</b>	5,522	2,970	2,782	623	11,274	120
<b>Average Hourly AM Peak Traffic</b>	851	421	427	90	1,699	N/A
<b>Average Hourly PM Peak Traffic</b>	689	368	359	87	1,416	N/A

Traffic Summary (US 36)						
	AVI	LPT	HOV	Non-Rev & Hybrid	Total	Hybrid
<b>Total Monthly Traffic</b>	582,932	330,141	338,186	42,007	1,293,266	8,202
<b>Maximum Weekday Traffic</b>	26,531	15,526	18,720	1,964	52,970	406
<b>Average Weekday Traffic</b>	24,660	12,301	10,514	1,840	49,315	346
<b>Average Hourly AM Peak Traffic</b>	3,802	1,581	1,181	244	6,808	N/A
<b>Average Hourly PM Peak Traffic</b>	3,543	1,612	1,305	251	6,711	N/A

Table 1 – Monthly Traffic Summaries

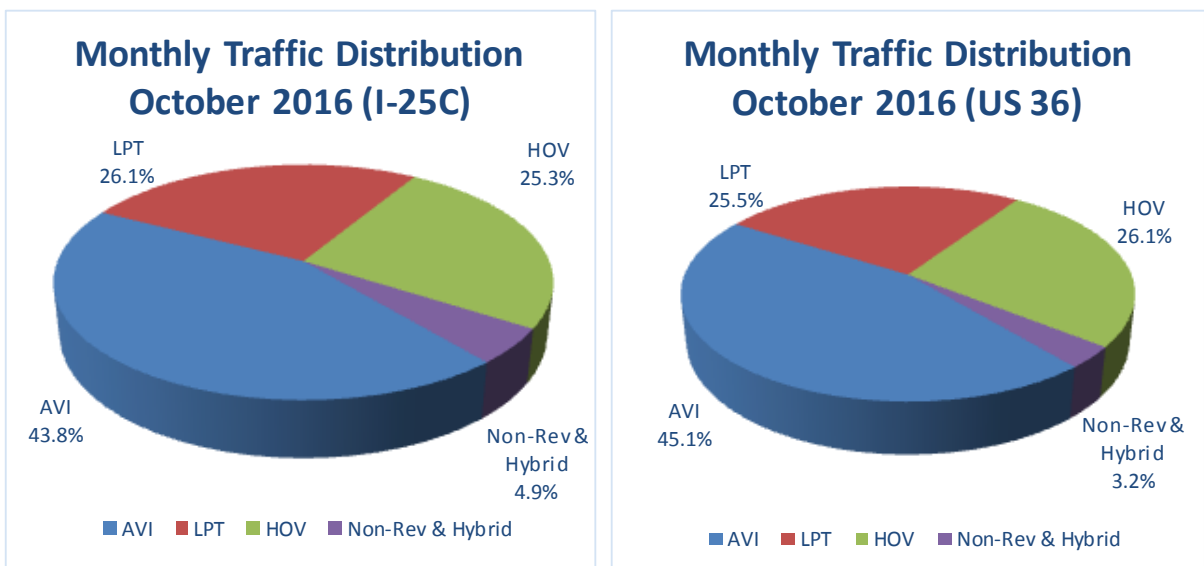
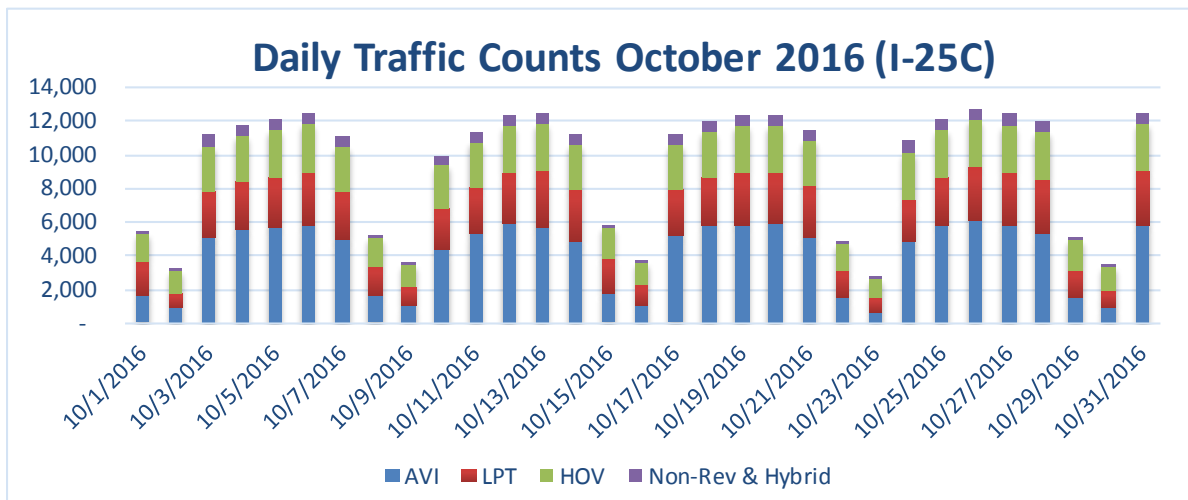


Figure 1 – Monthly Traffic Distribution



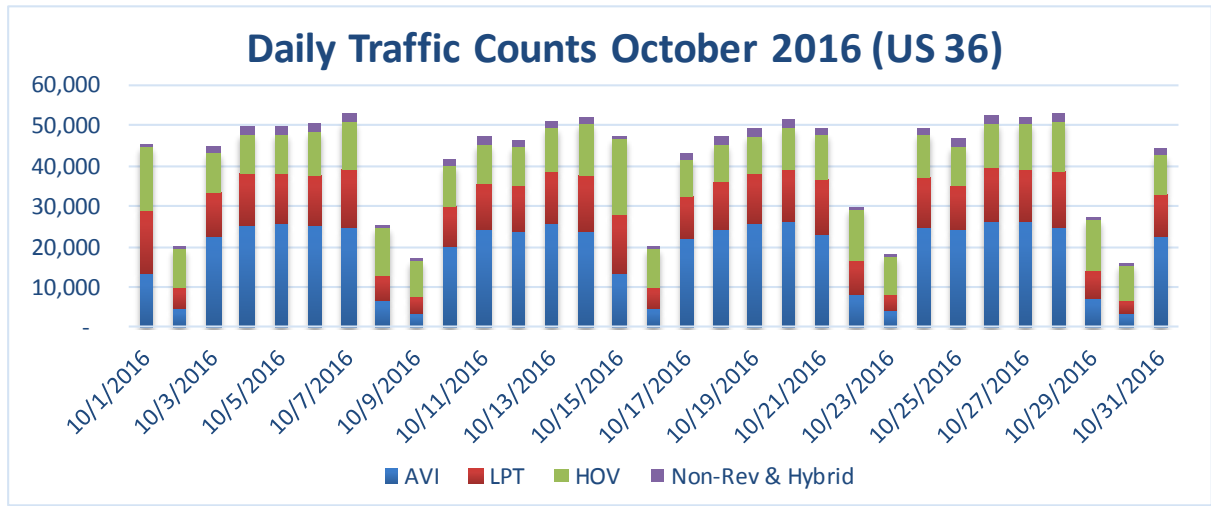


Figure 2 – Daily Traffic Counts

## 2.0 REVENUES

During the month of October 2016, PRD collected \$520,926 and \$407,626 from users of the I-25 Central and US36 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 routine debris removals, lighting incidents, and graffiti control during the month. The routine lighting incidents are planned for repair within the allowable response period and several previously identified lighting incidents were repaired in October. All incidents were responded to and rectified within the allowable timeframes. The managed lanes were closed for three incidents during the month for a total of one hour and twenty two minutes.

Date	Start	Stop	Duration
July 6, 2016	06:53	07:05	0:12
July 12, 2016	16:32	16:54	0:22
July 14, 2016	08:27	08:39	0:12
July 15, 2016	15:47	16:32	0:45
July 20, 2016	17:45	20:15	2:30

July 23, 2016	13:30	14:10	0:40
August 5, 2016	09:13	10:11	0:58
August 26, 2016	16:25	17:36	1:11
September 16, 2016	09:00	09:20	0:20
September 16, 2016	09:54	10:35	0:41
September 28, 2016	09:20	09:31	0:11
October 4, 2016	08:15	08:58	0:43
October 4, 2016	08:26 (8:59 due to overlap)	09:14	0:15
October 26, 2016	08:33	08:57	0:24
<b>Total</b>			<b>9:24</b>
Remaining Closure Hours Available (Ref: CA 29.7)			<b>2:36</b>

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	Refer-ence	Element	Performance Item	PRD Notified	Contractual Cure Period	Cure Achieved
None	N/A	N/A	N/A	N/A	N/A	N/A

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	2,651
US 36	8,202

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.