

September 2015

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 September 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 that date for toll equipment testing. The total monthly gantry traffic volume for September 2015 in the I-25 Central and US 36 Managed Lanes was 239,590 and 566,602, 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	Non-Rev & Hybrid	Total	Hybrid
Total Monthly Traffic	91,538	100,707	38,280	9,065	239,590	3,499
Maximum Weekday Traffic	4,565	4,919	1,898	459	11,510	189
Average Weekday Traffic	4,072	4,115	1,690	414	9,877	161
Average Hourly AM Peak Traffic	634	549	292	62	1,475	N/A
Average Hourly PM Peak Traffic	551	519	259	58	1,329	N/A

Traffic Summary (US 36)						
	AVI	LPT	HOV	Non-Rev & Hybrid	Total	Hybrid
Total Monthly Traffic	209,829	207,877	123,538	25,358	566,602	8,067
Maximum Weekday Traffic	10,561	10,366	5,330	1,185	26,690	428
Average Weekday Traffic	8,921	7,896	4,301	1,104	22,222	347
Average Hourly AM Peak Traffic	1,387	997	542	165	3,091	N/A
Average Hourly PM Peak Traffic	1,441	1,128	611	154	3,334	N/A

Table 1 - Monthly Traffic Summary

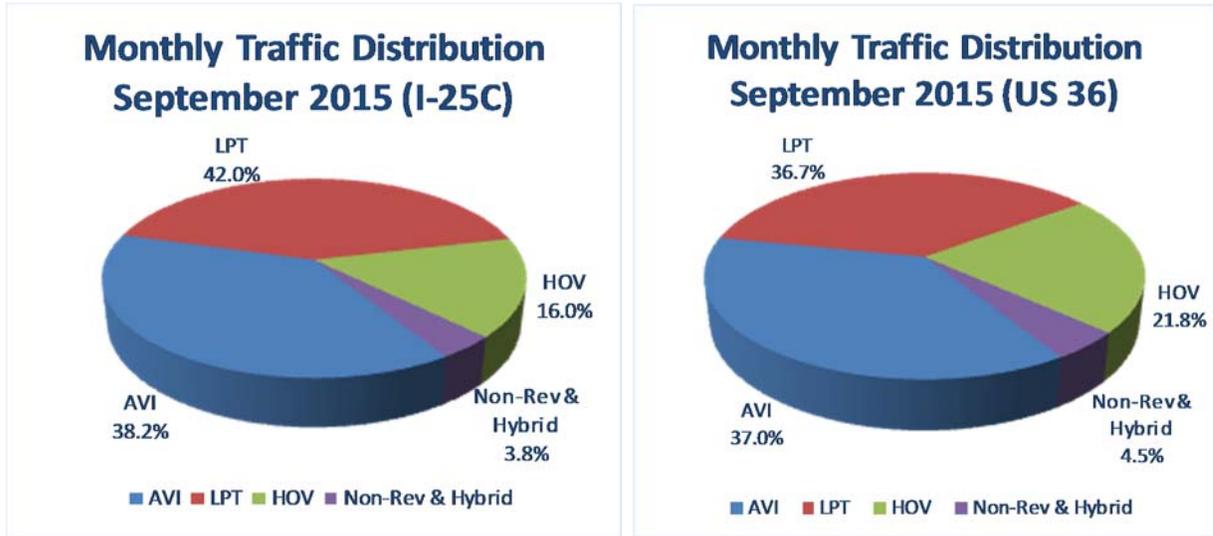


Figure 1 – Monthly Traffic Distribution

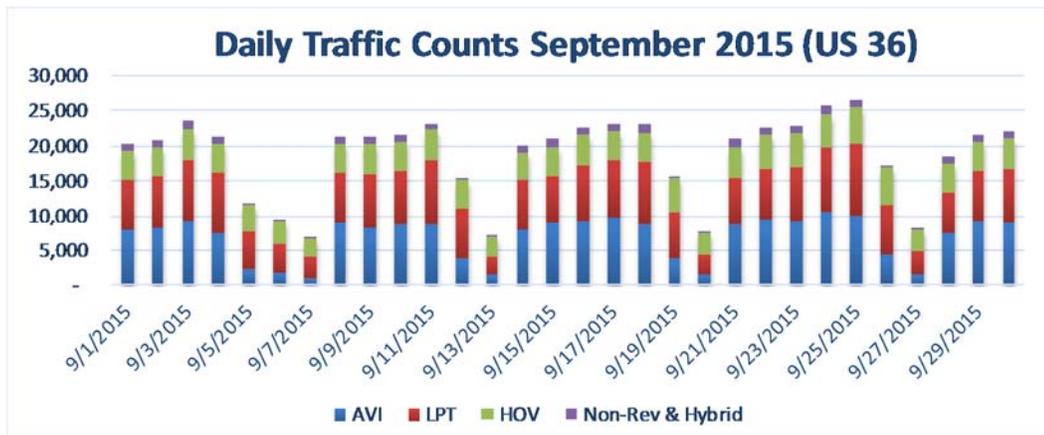
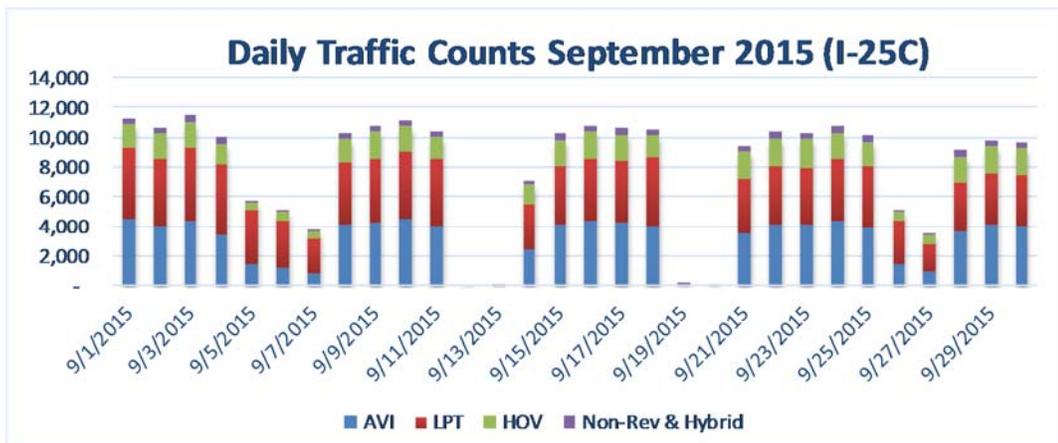


Figure 2 – Daily Traffic Counts

2.0 REVENUES

During the month of September 2015, PRD collected \$494,951 and \$180,590 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 and graffiti removals during the month. Three routine lighting repair incidents from July were completed and three are still in the allowable cure period and will be worked on in October. 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

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	Wadsworth West- Repeat Comm Fail/Comm OK	ETCS equipment is fully functional	8/29/2015 11:00:00	14 Days	8/29/2015 14:00:00 (Duration: 03:00:00)
1. ETCS Equipment	1.1	All Locations-“No Heartbeat” in Lane Health Report	ETCS equipment is fully functional	9/1/2015 6:00:00	14 Days	9/1/15 8:00:00 (Duration: 02:00:00)
1. ETCS	1.4	I-25-Loop cut by	All equipment	9/14/2015	2 Hours (N/A since	9/14/2015

Equipment		Hamon during I-25 pavement repairs (N/A)	free of defects and operational problems such as: i) Inoperable loops	10:30:00	this was caused by the Contractor)	12:30:00 (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	9/28/2015 08:30:00	14 Days	9/28/2015 11:30:00 (Duration: 03:00:00)

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	3,499
US 36	8,067

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.