

August 2014

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 August 2014.

1.0 VOLUMES AND LANE USAGE

The total monthly traffic volume for August 2014 was 294,619.

The table below provides the monthly summary, 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.

August 2014 Summary						
	Transponder	Hybrid	License Plate	HOV	Violation	Total
Total Monthly Traffic	70,326	4,372	31,177	192,437	679	294,619
Maximum Weekday Traffic	3,717	225	2,132	8,546	44	12,853
Average Weekday Traffic	2,269	141	1,006	6,208	22	9,504
Average AM Peak/Hour	495	61	206	708	4	1,414
Average PM Peak/Hour	437	48	191	828	5	1,460

Table 1 - August 2014 Traffic Summary

The following tables depict the daily traffic counts (Table 1) and distribution of traffic by type (Table 2) for the month.

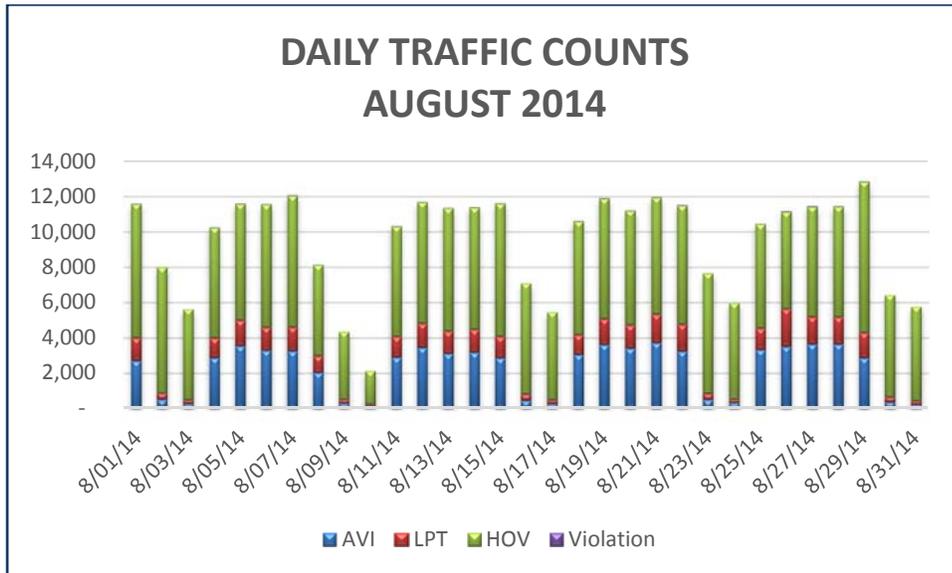


Figure 1 – Daily Traffic Counts

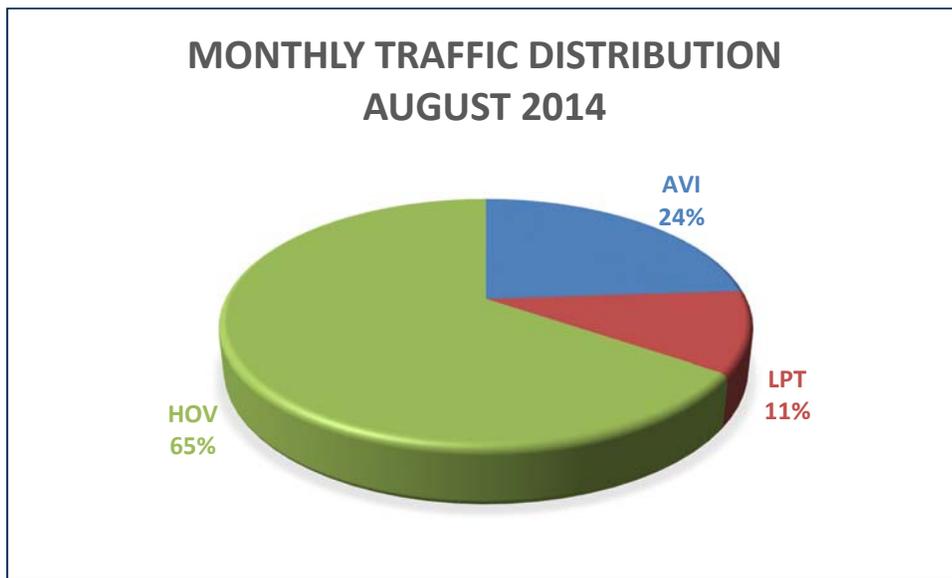


Figure 2 – Monthly Traffic Distribution

2.0 BUS TRAVEL TIME

Beginning in August 2013, RTD has been replacing its old T21 plastic case transponders with new 6C sticker transponders. The travel time indicators (“TTIs”) in the lanes are only able to read the T21 protocol. As a result, there is not an ability to track the travel times of the buses in the Express Lanes during the month of August 2014. Updated TTIs have been procured. The new Pecos TTI is installed

and is currently awaiting field testing that will be performed with Ames Granite Joint Venture and CDOT ITS as part of the Phase 1 project. It is estimated that this will be completed by mid-October. Once the Pecos location passes testing the downtown TTI will be replaced following the same procedures.

3.0 REVENUES

During the month of August 2014, PRD collected \$255,243 from users of the Managed Lanes. For the 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 March but pays in August, the associated revenue is attributed to August.

4.0 OPERATIONAL INCIDENTS, ISSUES, AND CLOSURES

There were four operational incidents during August 2014. All incidents were addressed within the allowable timelines, or remain open and within the allowable timelines. A brief description of each incident is provided below:

- **8/8/2014** – A vehicle traveling the wrong way in the I-25 HOV lanes struck a northbound vehicle in the I-25 HOV lanes. It is believed that the incident occurred at approximately 12:46 PM, likely blocking most of the roadway. Transfield began closing the I-25 HOV lanes at 12:50 PM and reopened the lanes at 4:47 PM. The status of injuries is unknown at this time, but occupants of both vehicles were transported by EMS for treatment. Plenary was not informed of any fatalities.
- **8/15/2014** – Afterhours callout for tire debris in the I-25 HOV lanes.
- **8/20/2014** – Tractor-Trailer working on the I-25 North Project was involved in an incident with a northbound vehicle in the I-25 HOV lanes. Transfield began closing the I-25 HOV lanes at 12:57 AM and reopened them at 2:20 AM. The status of injuries is unknown at this time and Plenary was not informed of any fatalities.
- **8/26/2014** – Tractor-Trailer rollover in the northbound GP lanes of I-25 affected the operation of the I-25 HOV lanes. The I-25 HOV lanes closed automatically at 3:00 AM (Typical Closure). During the closure period, DPD asked Transfield to open the I-25 HOV lanes northbound to relieve traffic congestion in the General Purpose lanes. The I-25 HOV lanes were opened northbound at 5:42 AM with a “Free to All Traffic” message. At 6:45 AM the I-

25 HOV lanes were closed again and reopened at 7:31 AM southbound. The status of the injuries is unknown at this time and Plenary was not informed of any fatalities.

The lighting outages that have been reported in previous months are now scheduled for repair beginning September 15. The repairs should take one week to complete and should be completed within the allowed cure time.

5.0 MEAN TIME BETWEEN FAILURE (MTBF) AND MEAN TIME TO REPAIR (MTTR)

Maintained Element	Mean Time Between Failure (MTBF) (Hours)	Mean Time To Repair (MTTR) (Hours)
040-I25-GAT-GS04-GATE01	3,629	0.5
040-I25-GAT-GS07-GATE06	3,955	32.83
040-I25-GAT-GS07-GATE10	3,548	0.5

6.0 HYBRID UTILIZATION

Total Hybrid Trips	Average AM Peak	Average PM Peak
4,372	61	48

Table 2 - 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.