

March 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 March 2015.

1.0 VOLUMES AND LANE USAGE

The total monthly traffic volume for March 2015 was 279,018.

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.

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

Traffic Summary						
	AVI	LPT	HOV	Violation	Total	Hybrid
Total Monthly Traffic	73,489	30,119	174,776	634	279,018	4,144
Maximum Weekday Traffic	3,952	1,635	7,362	42	12,059	218
Average Weekday Traffic	2,371	972	5,638	20	9,001	134
Average Hourly AM Peak Traffic	486	189	751	4	1,430	N/A
Average Hourly PM Peak Traffic	474	204	847	4	1,529	N/A

Table 1 - March 2015 Traffic Summary

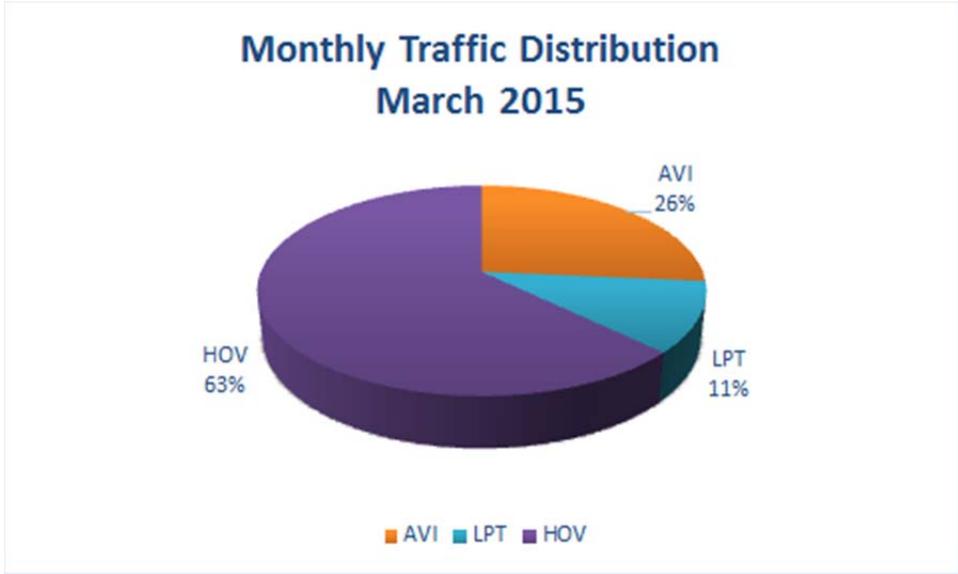


Figure 1 – Daily Traffic Counts

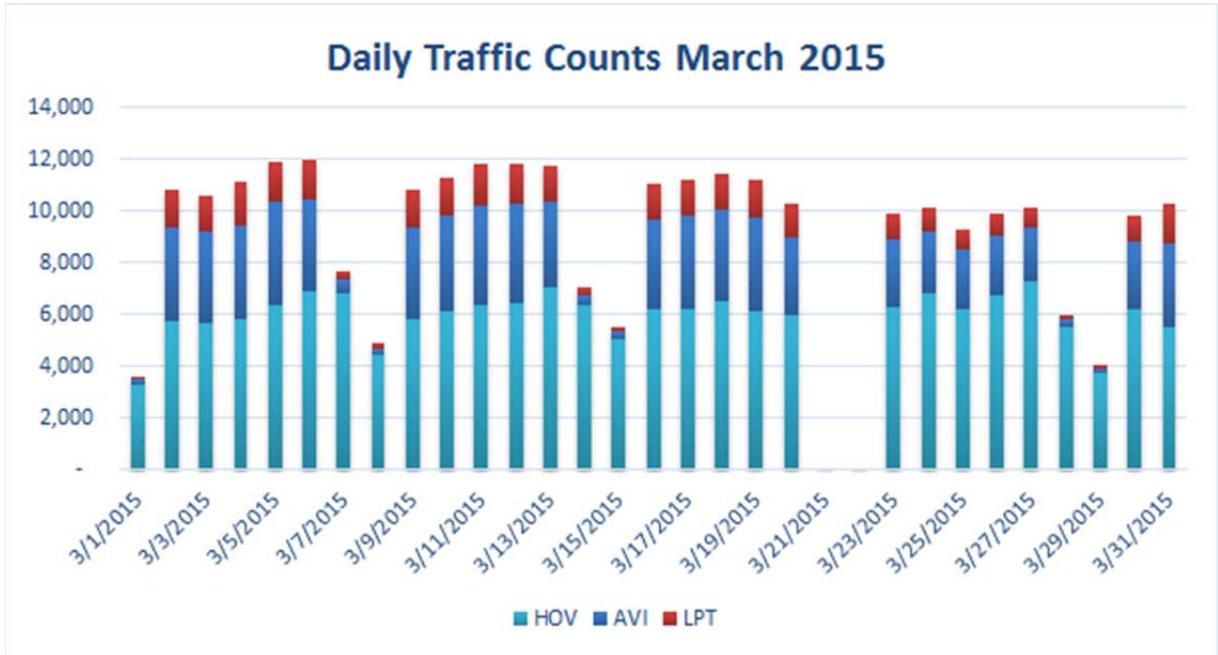


Figure 2 – Monthly Traffic Distribution

2.0 REVENUES

During the month of March 2015, PRD collected \$283,074 from users of the Managed Lanes. 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 experienced one routine sign repair incident and one incident wherein a gate was struck by vehicles. All incidents were responded to and rectified within the allowable timeframes.

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)
040-I25-GAT-GS07-GATE07	2886	1.5

5.0 HYBRID UTILIZATION

Total Hybrid Trips
3,547

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.