

April 2015

Monthly Operations Report



Table of Contents

1.0	Volumes and Lane Usage	3
2.0	Revenues	5
3.0	Operational Incidents, Issues, and Closures	5
4.0	Mean Time Between Failure (MTBF) and Mean Time to repair (MTTR)	6
5.0	Hybrid Utilization	6

TABLES

Table 1 - April 2015 Traffic Summary	3
Table 2 - Hybrid Utilization	6

FIGURES

Figure 1 - Traffic by Type	4
Figure 2 - Daily Traffic Volumes	4

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 April 2015.

1.0 VOLUMES AND LANE USAGE

The total monthly traffic volume for April 2015 was 292,373.

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	76,471	33,241	182,050	611	292,373	4,010
Maximum Weekday Traffic	3,998	1,832	7,540	35	12,745	205
Average Weekday Traffic	2,467	1,072	5,873	20	9,431	129
Average Hourly AM Peak Traffic	471	177	696	3	1,346	N/A
Average Hourly PM Peak Traffic	488	210	814	3	1,515	N/A

Table 1 - April 2015 Traffic Summary

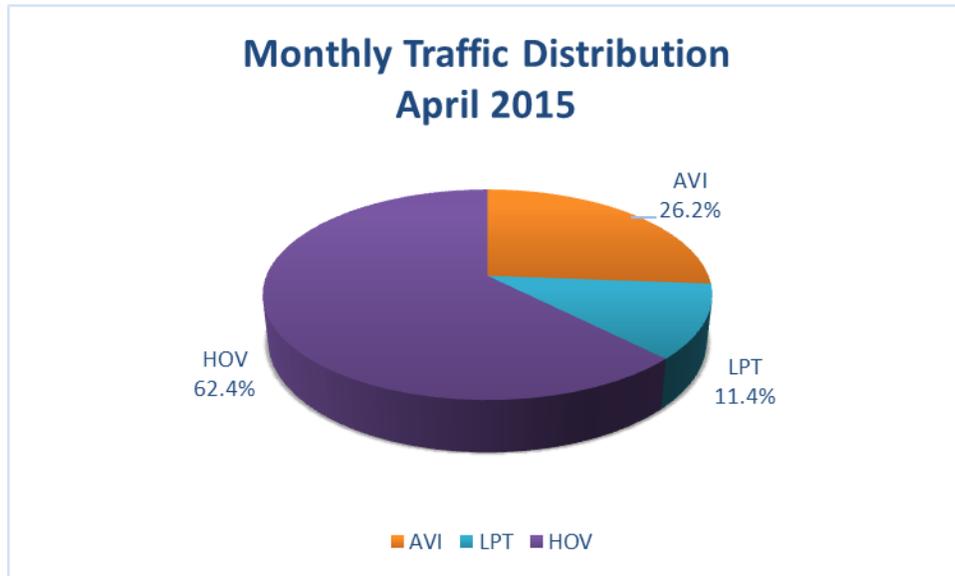


Figure 1 – Daily Traffic Counts

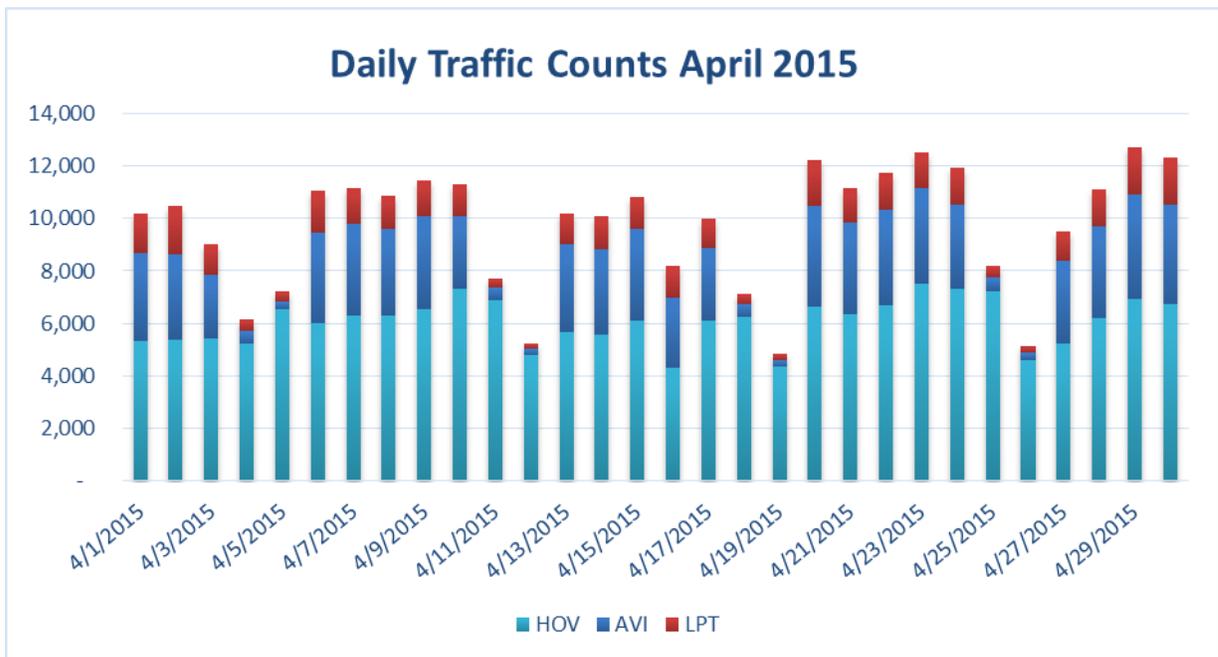


Figure 2 – Monthly Traffic Distribution

2.0 REVENUES

During the month of April 2015, PRD collected \$293,701 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 eight routine lighting repairs to bulbs and one graffiti incident. All incidents were responded to and rectified within the allowable timeframes or are in the process of being corrected and are 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	Description of Failure	Mean Time Between Failure (MTBF) (Hours)	Mean Time To Repair (MTTR) (Hours)
040-I25-GAT-GS02	Red light assembly at upstream side of gate-set was damaged	5001	1.3
040-I25-GAT-GS03-GATE03	Gate light assembly damaged	5014	2.9
040-I25-GAT-GS04-GATE02	Gate light assembly and shear pin damaged	9866	0.5
040-I25-GAT-GS07-GATE01	Gate light assembly damaged	9860	0.5
040-I25-SGN-2155-SB_TOLLN_R	"TOLL LEFT LANE ONLY" sign was damaged, had to be taken down for repairs and then reset	9501	54.5

5.0 HYBRID UTILIZATION

Total Hybrid Trips
4,010

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.