

January 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)	5
5.0	Hybrid Utilization	6

TABLES

Table 1 - January 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 January 2015.

1.0 VOLUMES AND LANE USAGE

The total monthly traffic volume for January 2015 was 283,487.

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	77,645	32,114	172,970	758	283,487	4,094
Maximum Weekday Traffic	4,187	1,759	7,184	45	12,638	226
Average Weekday Traffic	2,505	1,036	5,580	24	9,145	132
Average Hourly AM Peak Traffic	557	226	750	6	1,539	N/A
Average Hourly PM Peak Traffic	526	211	863	5	1,605	N/A

Table 1 - January 2015 Traffic Summary

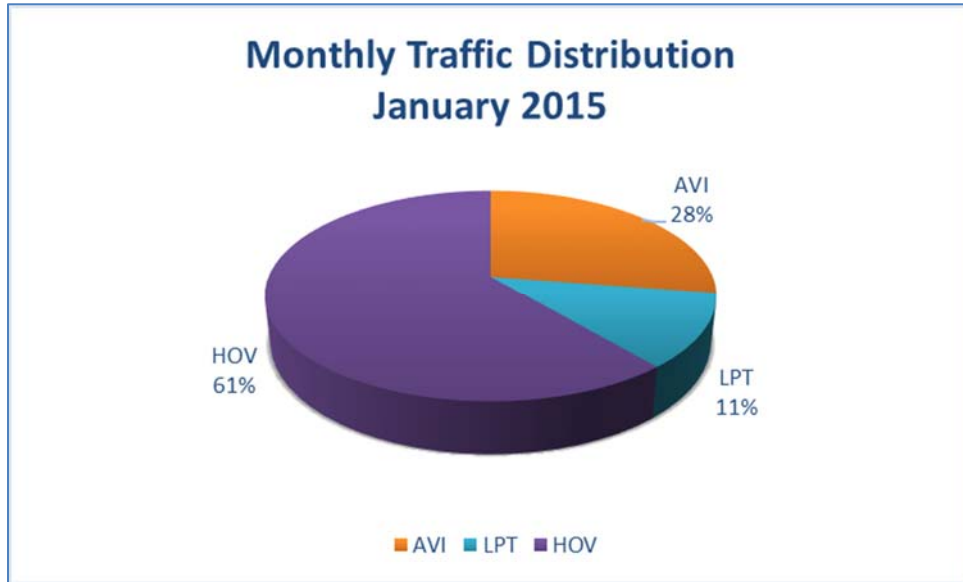


Figure 1 – Daily Traffic Counts

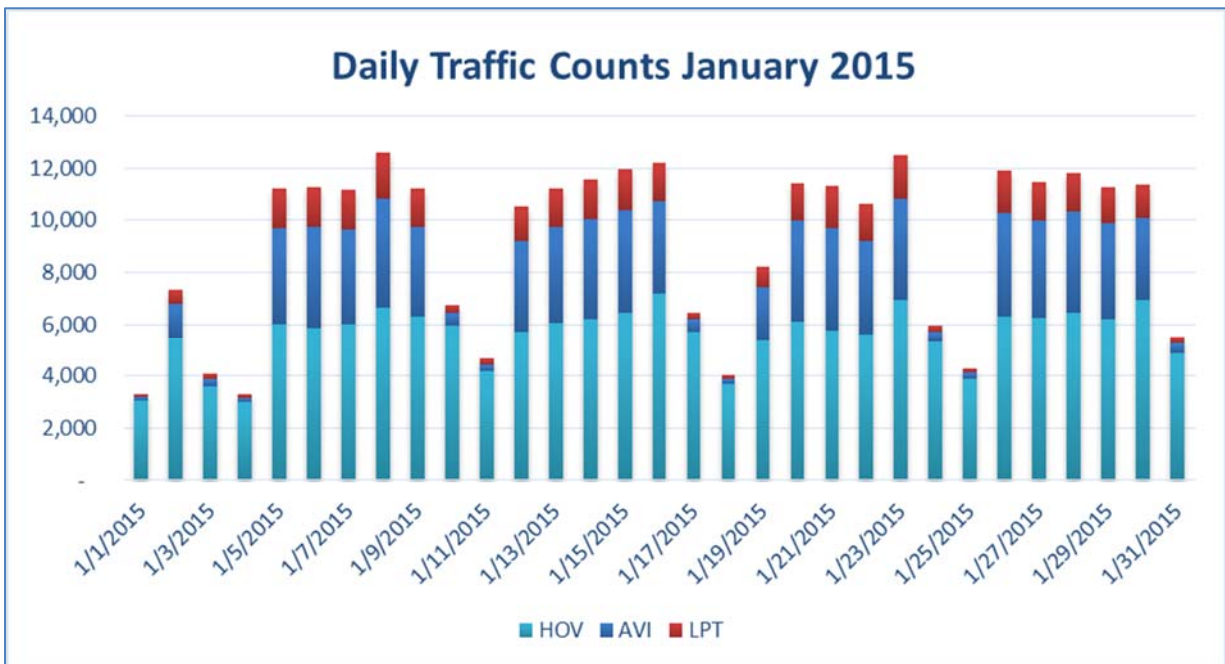


Figure 2 – Monthly Traffic Distribution

2.0 REVENUES

During the month of January 2015, PRD collected \$276,496 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 October but pays in January, the associated revenue is attributed to January.

3.0 OPERATIONAL INCIDENTS, ISSUES, AND CLOSURES

The project experienced various routine lighting repair incidents and three incidents wherein gates were 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-GS05-GATE01	7822.0	7.7
040-I25-GAT-GS05-GATE02	2604.3	5.6
040-I25-GAT-GS05-GATE03	7822.0	7.7
040-I25-LHT-0080	6678.0	1060.0
040-U36-LHT-0070	6678.4	1059.6
040-U36-LHT-0140	6676.6	1061.4
040-U36-LHT-0170	6678.0	1060.0
040-U36-LHT-0240	6678.0	1060.0
040-U36-LHT-0060	6056.3	1681.7
040-U36-LHT-0200	6056.1	1681.9

5.0 HYBRID UTILIZATION

Total Hybrid Trips
4,094

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.