

October 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 October 2014.

1.0 VOLUMES AND LANE USAGE

The total monthly traffic volume for October 2014 was 287,573.

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	81,332	34,278	171,208	755	287,573	4,778
Maximum Weekday Traffic	4,000	1,777	6,962	45	12,178	228
Average Weekday Traffic	2,624	1,106	5,523	24	9,277	154
Average Hourly AM Peak Traffic	571	247	779	6	1,603	67
Average Hourly PM Peak Traffic	471	198	828	5	1,501	49

Table 1 - October 2014 Traffic Summary

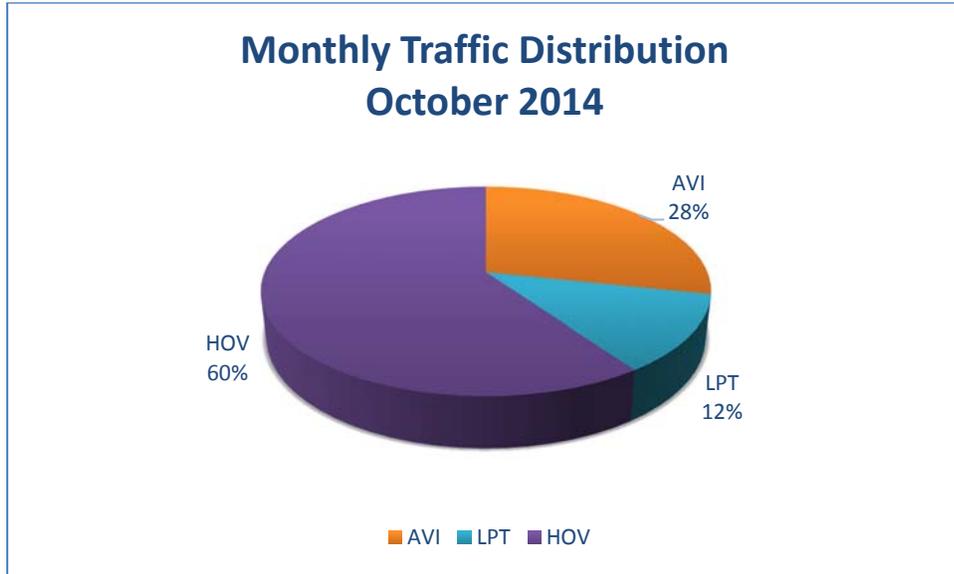


Figure 1 – Daily Traffic Counts

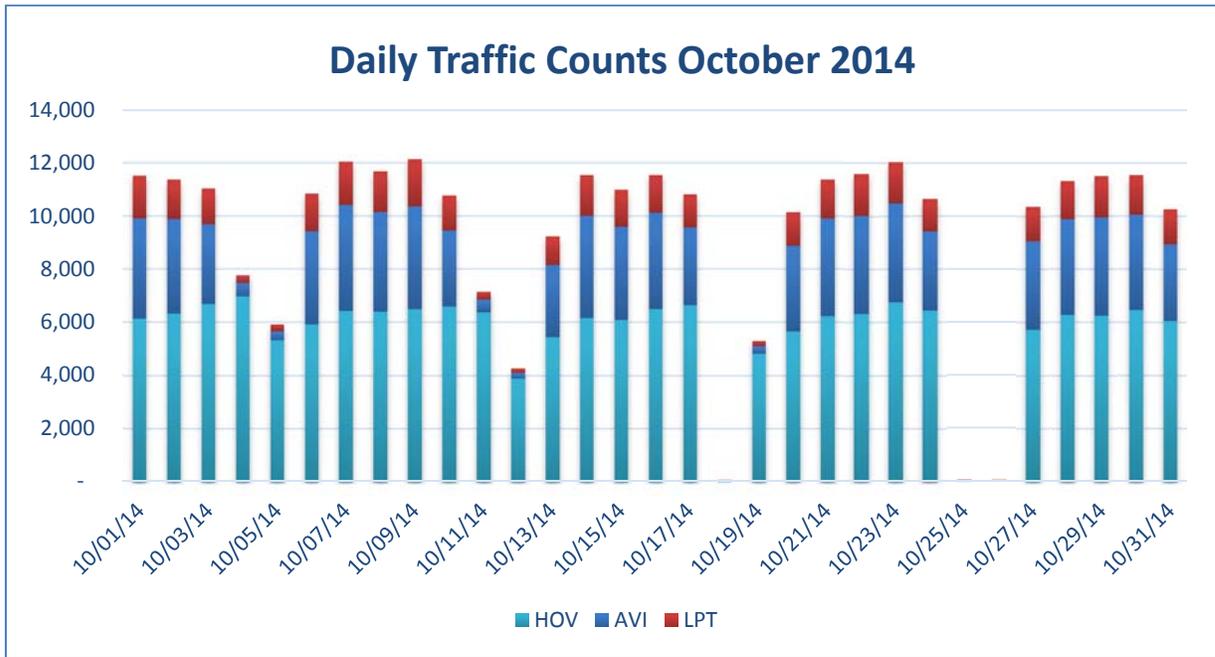


Figure 2 – Monthly Traffic Distribution

2.0 BUS TRAVEL TIME

Beginning in 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 October 2014. Updated TTIs have been procured and will be installed during the coming months.

3.0 REVENUES

During the month of October 2014, PRD collected \$271,677 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 October, the associated revenue is attributed to October.

4.0 OPERATIONAL INCIDENTS, ISSUES, AND CLOSURES

There was an operational incident during October 2014. The incident was addressed within the allowable timelines. A brief description of the incident is provided below:

- **10/28/2014** – at approximately 7:30pm, a gate was struck by a vehicle. The Concessionaire rectified this incident within 30 minutes.

Three scheduled maintenance closures also took place during October for CDOT Project 19590 to replace bridge expansion devices. The closures occurred:

- **10/17/2014** 8:00 PM – **10/19/2014** 4:00 AM
- **10/24/2014** 8:00 PM – **10/27/2014** 5:00 AM
- **10/31/2014** 8:00 PM – **11/3/2014** 5:00 AM

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)
040-125-GAT-GS05-GATE04	2,839	1.4
040-125-GAT-GS05-GATE05	2,857	2.7
040-125-GAT-GS07-GATE03	5,397	0.5
040-125-GAT-GS07-GATE05	5,133	0.5

6.0 HYBRID UTILIZATION

Total Hybrid Trips	Average AM Peak	Average PM Peak
4,778	67	49

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.