

May 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 May 2015.

1.0 VOLUMES AND LANE USAGE

The total monthly traffic volume for May 2015 was 279,782.

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 table and figures depict the daily traffic counts (Table 1) and distribution of traffic by type (Figure 1) for the month. On May 16 and May 17 the I-25 HOV/HOT lanes were closed to install the new toll equipment at the I-25 gantry, therefore no traffic is recorded on those days. The new toll equipment will allow the I-25 gantry to operate consistently with the US36 and I-25 North Express Lanes and switchable transponders. The operational switch will occur the same day that tolling begins on US36 Phase 1.

Traffic Summary						
	AVI	LPT	HOV	Violation	Total	Hybrid
Total Monthly Traffic	68,862	35,652	184,368	563	289,445	3,604
Maximum Weekday Traffic	4,130	3,069	7,739	44	13,760	220
Average Weekday Traffic	2,221	1,150	5,947	18	9,337	116
Average Hourly AM Peak Traffic	495	225	745	3	1,443	N/A
Average Hourly PM Peak Traffic	478	240	851	4	1,573	N/A

Table 1 - May 2015 Traffic Summary

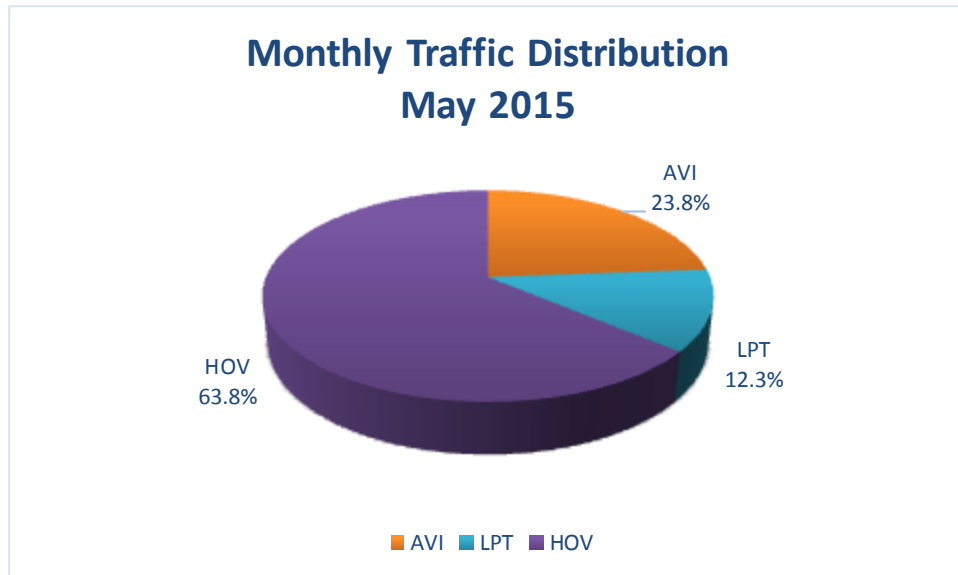


Figure 1 – Daily Traffic Counts

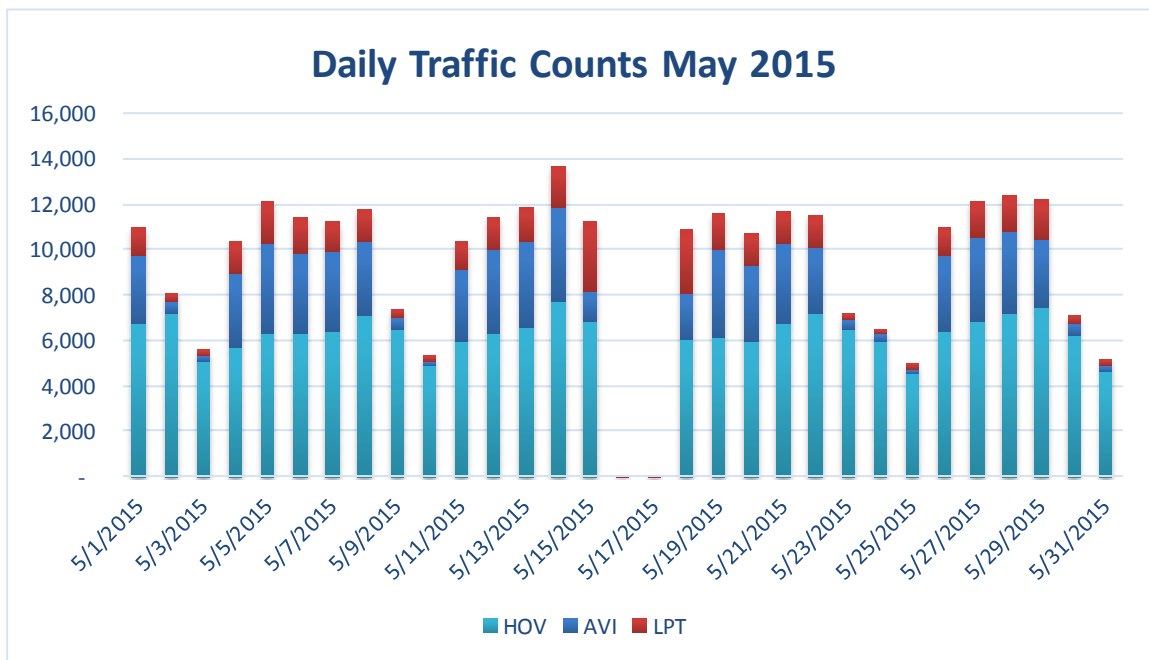


Figure 2 – Monthly Traffic Distribution

2.0 REVENUES

During the month of May 2015, PRD collected \$278,869 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 various routine lighting repair incidents, pothole incidents, and one incident wherein a gate was struck by a vehicle. 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	Description of Observed Failure	Mean Time Between Failure (MTBF) (Hours)	Mean Time To Repair (MTTR) (Hours)
040-U36-LHT-0030	All Bulbs Out	10,014	444
040-U36-LHT-0050	East, West Bulbs Out	10,014	444
040-U36-LHT-0060	East, West, North Bulbs Out	4,166	1,063
040-U36-LHT-0140	East Bulb Out	4,476	753
040-U36-LHT-0150	East, West Bulbs Out	10,014	444
040-U36-LHT-0160	North, South Bulbs Out	10,014	444
040-U36-LHT-0220	Flashing On/Off	10,014	444
040-U36-LHT-0250	East Bulb Out	10,014	444

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.