

FY 2016/17 – Q2
October – December 2016
Quarterly Report



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Appendices

Appendix A - Broadspectrum Quarterly Report

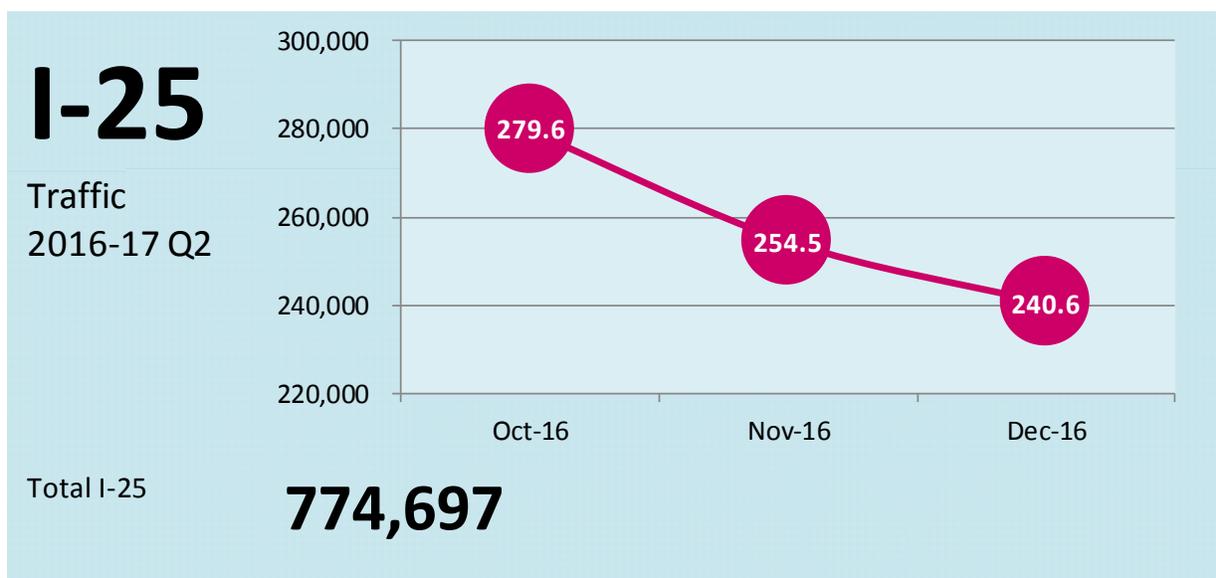
INTRODUCTION

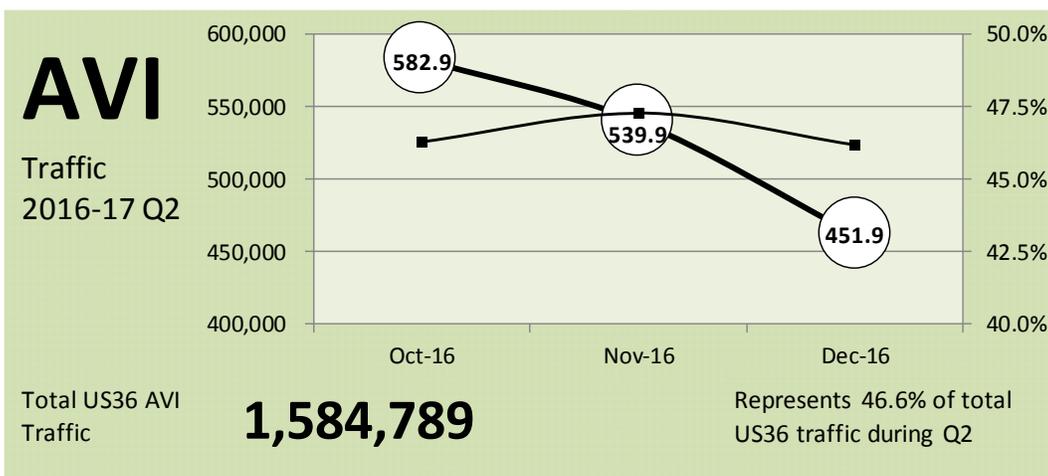
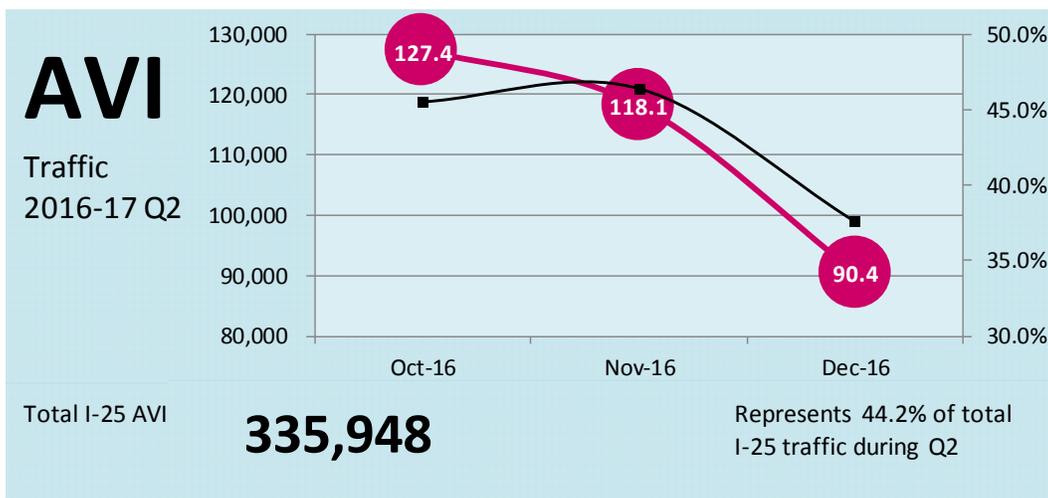
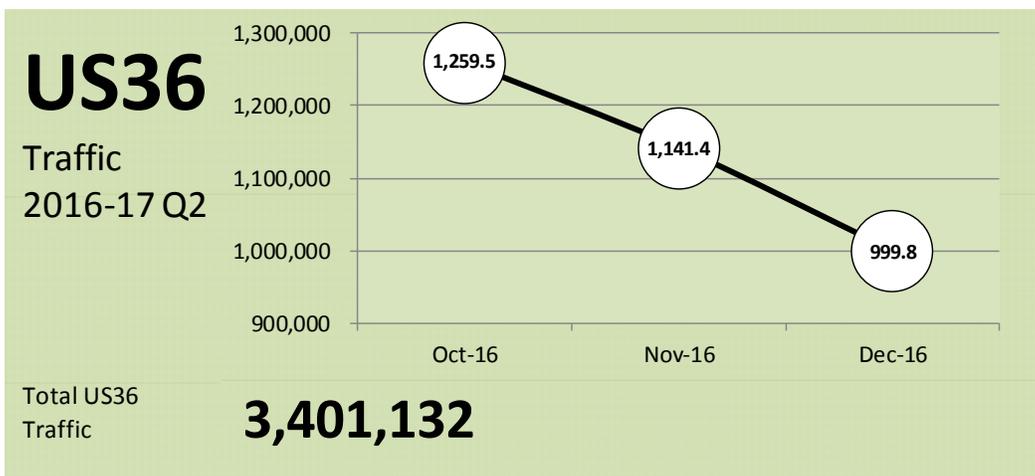
This quarterly report draws upon data from October 1 – December 31, 2016 (the “Quarter” or “Q2”) on the US 36 and I-25 Managed Lanes (collectively, the “Project”). The purpose of the report is to provide an overview of the Project’s operational performance and key events for the reporting period. This will cover items such as traffic reports, customer service levels, environmental monitoring activities and discussion of key events.

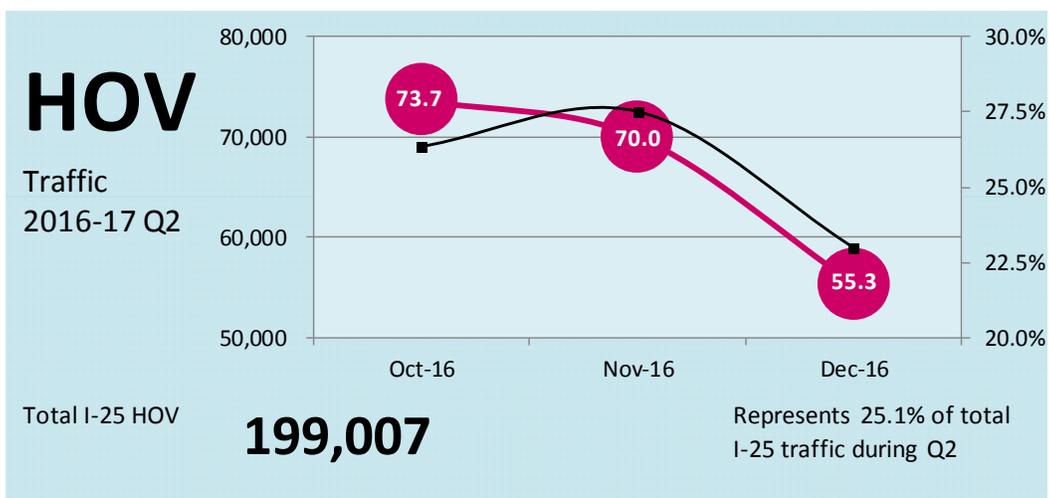
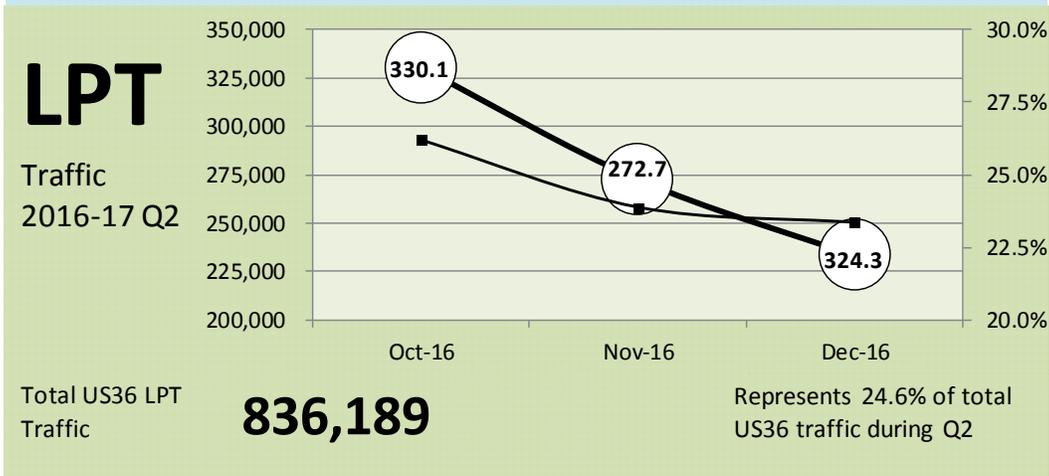
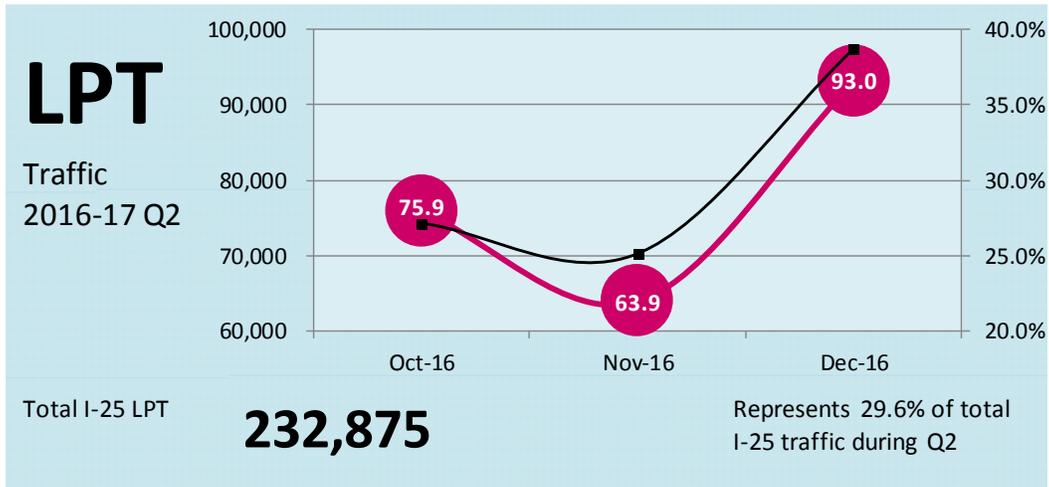
A. SUMMARY OF MANAGED LANES TRAFFIC

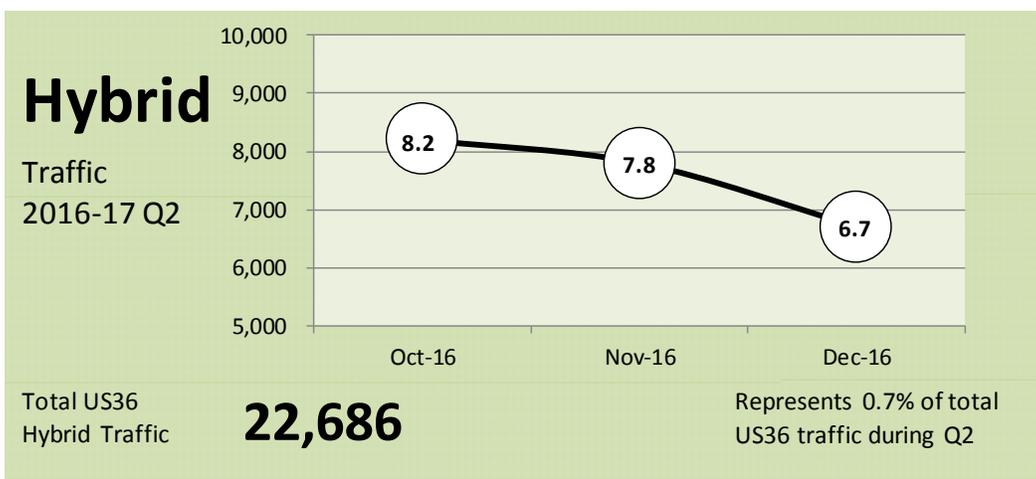
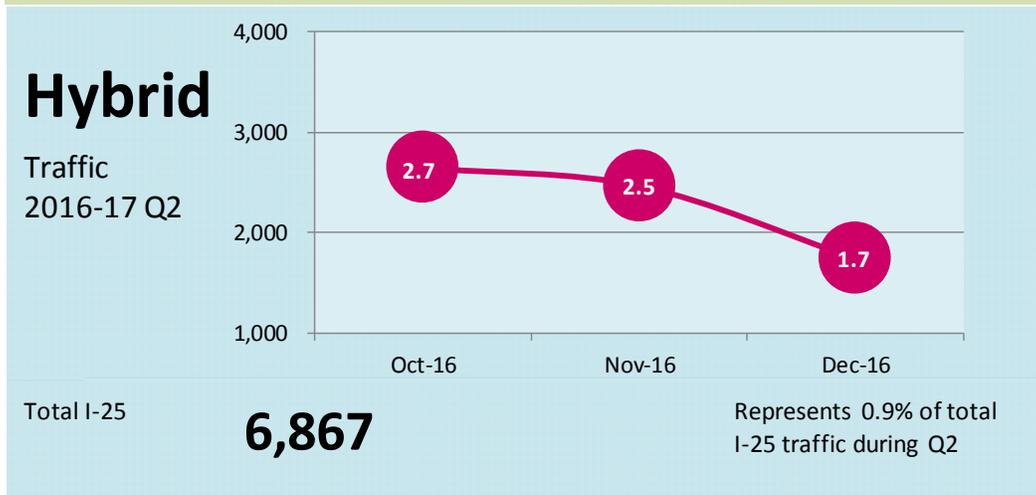
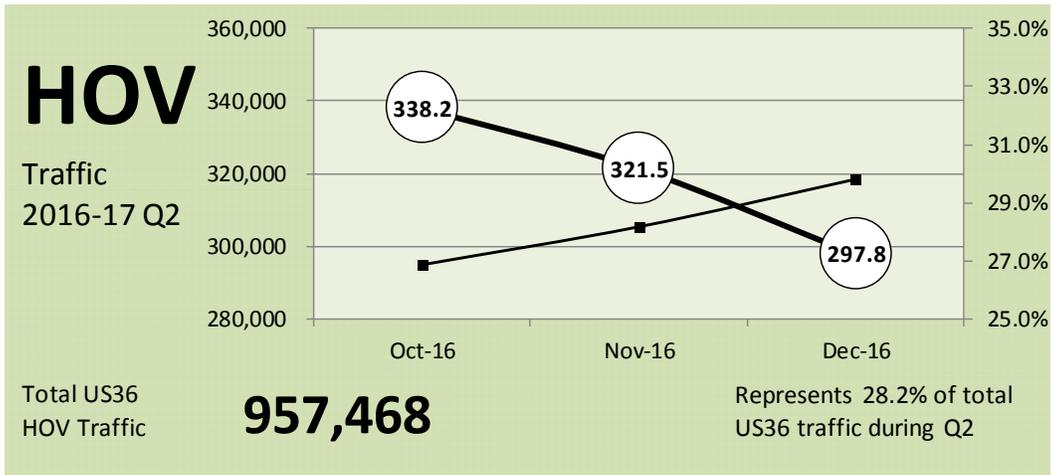
I-25 Managed Lanes traffic volumes during the Quarter were slightly lower compared to the prior quarter and relatively in-line with the prior year. In general, traffic during winter months is lighter compared to fall months when the driving conditions are ideal, along with increased hours of daylight, which offsets the loss of traffic resulting from schools not being in session. Over the last few quarters the average daily License Plate (“LPT”) user counts have fallen and the number of ExpressToll™ (“AVI”) and HOV vehicles has steadily climbed as a percentage of total traffic. This current trend is likely to continue as more commuters purchase transponders in order to pay lower costs as an ExpressToll™ customer or to use the Managed Lanes as an HOV vehicle at no charge. For purposes of this report, non-revenue transactions are omitted.

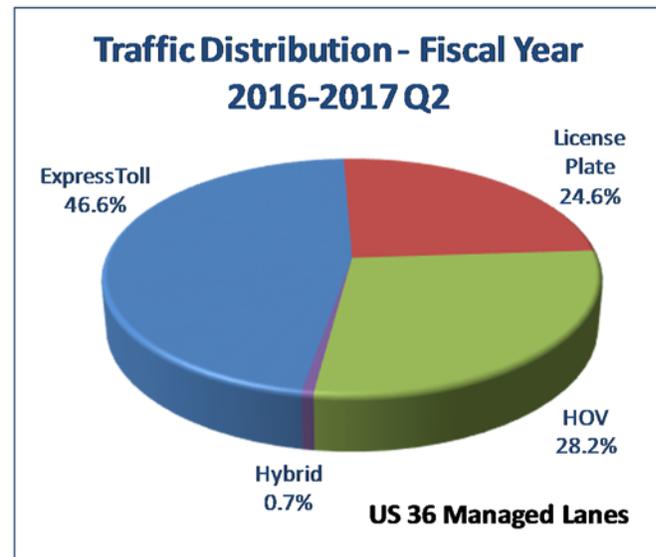
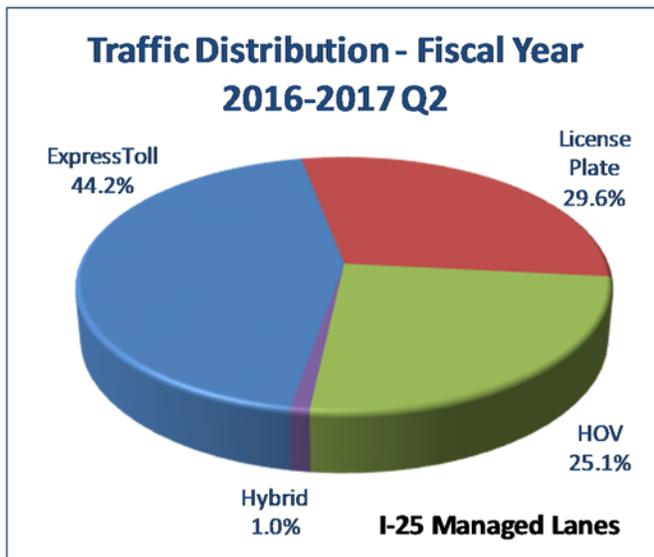
Summary graphs and charts depicting the trends in traffic volume for the Quarter are provided below. It should be noted that the I-25 Managed Lane traffic reflects traffic counts from a single gantry and US 36 Managed Lane counts reflect fourteen gantries, seven gantries in each direction. Therefore, US 36 graphs will indicate higher traffic counts that are not comparative to those of I-25. By way of example, a single vehicle making a journey from Boulder to Denver in the Managed Lanes would be counted seven times on US 36 but only one time on I-25. Therefore, US 36 traffic data will indicate higher traffic counts that are not comparable to those for I-25.



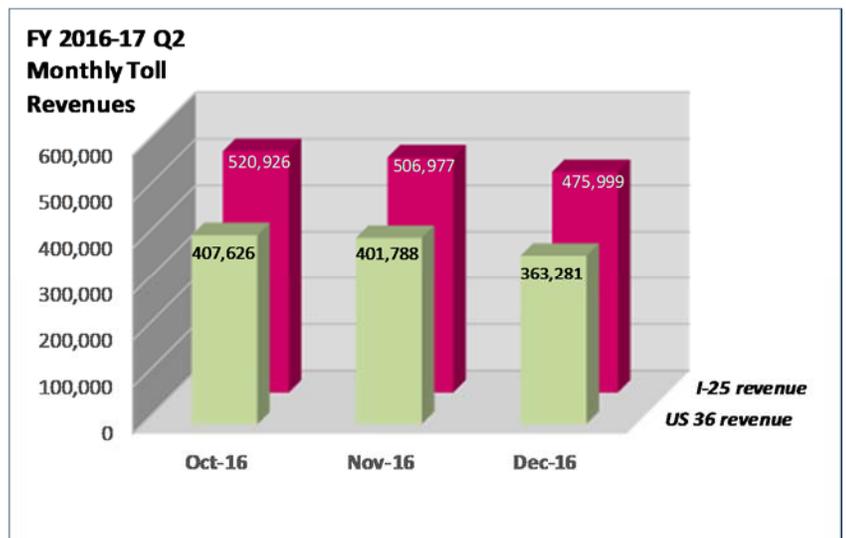








The Project collected \$1,503,902 and \$1,172,695 in toll revenues from users of the I-25 and US 36 Managed Lanes, respectively, during the Quarter. It is important to note that this represents the amount of revenue collected during the period, and not the amount of revenue earned in the period. For example, License Plate transactions are normally paid several weeks, or months, after the journey has taken place. If a customer completes a license plate journey in June, but pays for it in July, that revenue would be included in July's report, not June's.



On an annual basis, HPTE evaluates the expected future cash flows and financial performance of the Project. If certain cash flow thresholds are achieved, HPTE may be entitled to share in such cash flows from toll revenues. The earliest this would begin would be 2020, although currently no such thresholds are projected to be surpassed.

B. OPERATIONAL INCIDENTS

There were 23 operational incidents during the quarter. All incidents were accidents without any damage to maintained elements except for about 10 feet of guardrail and one street sign. Details of each incident are provided in the Broadpectrum Quarterly Report included as Appendix A.

C. NON-COMPLIANCE REPORTS FOR MAINTAINED ELEMENTS

All repairs and responses related to the Performance and Measurement Criteria Table were made within the allowable cure time during the Quarter.

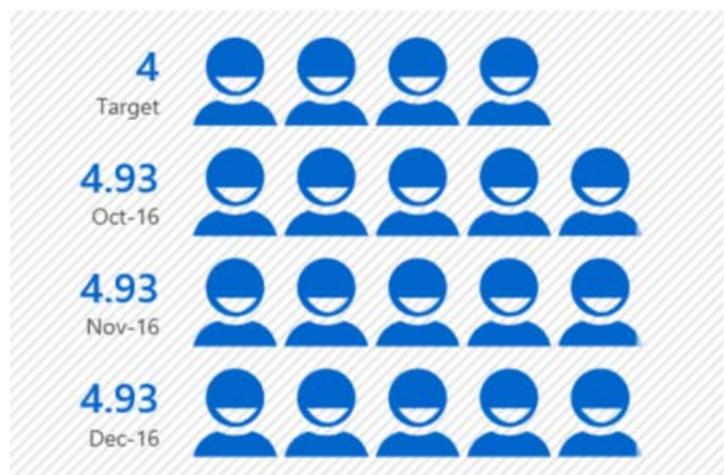
D. CUSTOMER RELATIONS ACTIVITIES

The E-470 contact center performed at a high level during the Quarter and exceeded the Customer Satisfaction and Inbound Call Service Level goals. Overall, the service level has been excellent. As a result, their strong performance during the current and prior quarters reflects the benefits of the improved training and facility expansion in recent years.

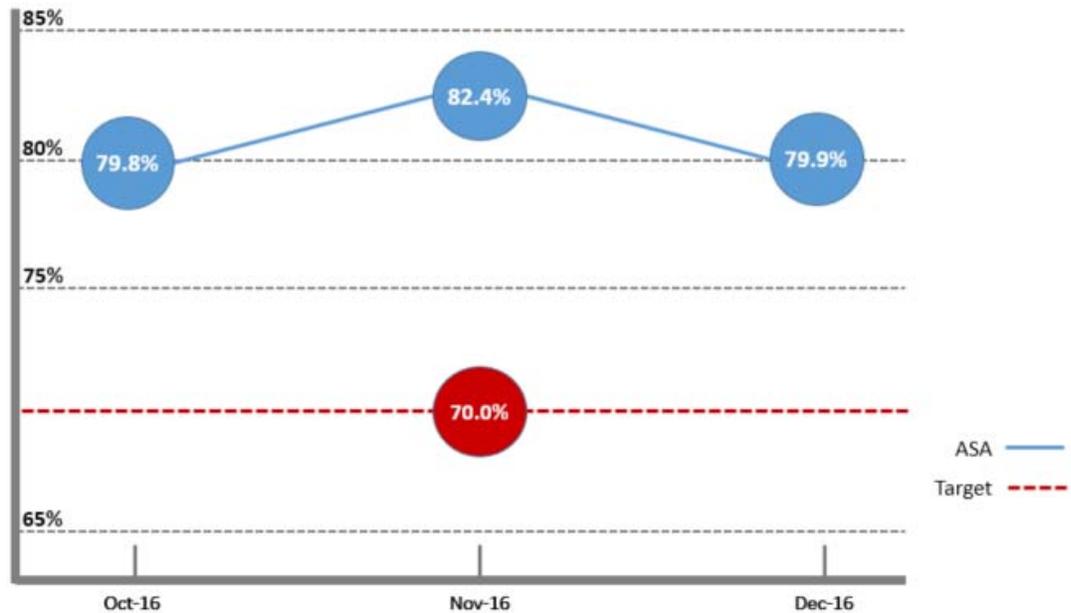
One customer contacted PRD or CDOT regarding their invoices or how to use the Express Lanes. Each customer received a response within the seven days required by Table 3 of Schedule 10.

As our main point of contact with our customer base, the contact center's performance is a key aspect of the overall Project. We expect to continuously maintain this level of service over the life of the Project, building upon its success.

Customer Satisfaction



Contact Center Speed of Answer



E. TRAFFIC REPORTS

Hourly traffic reports are available upon request. For ease of use, this voluminous data has been excluded from the Quarterly Report.

F. QUALITY CONFORMANCE SUMMARY

As stated previously, the handover condition of the I-25 HOV/HOT lanes has been jointly inspected and evaluated by HPTE, PRD, and Broadspectrum and numerous Category 2 defects have been identified. However, pursuant to CA Section 22.10, these Category 2 defects are being repaired as part of the I-25 Initial Work Package and non-compliance penalties do not apply at this time. These joint inspections have replaced the Audit Inspections until the I-25 Initial Works package is completed and Full Service Commencement begins. Items that are not pending the I-25 Initial Work Package are being maintained per the performance criteria listed in Appendix 6-1 of Schedule 6.

G. ENVIRONMENTAL MONITORING ACTIVITIES

No abnormal activities were observed that would have an impact on water quality, air quality, noise, wildlife, paleontology or archaeology.

H. TIGER PERFORMANCE MEASURER

Measurement of the Project's performance against the TIGER performance criteria is scheduled to commence post-construction, per the table below. This report will be revised to include this data when it is completed.

TIGER Performance Goal	Focus	Report Timing
Travel Time Reliability	GP Lanes	Report post construction
	Busses	Report post construction
Improved Speeds	ML Lanes	Report post construction
	ML & GP Lanes	Report post construction
Throughput	ML & GP Lanes	Report post construction
Transit Use	Busses	Report post construction
Carpool Use	ML Lanes	Report post construction
GP Lane Speeds	GP Lanes	Report post construction
GP Lane Travel Time Reliability	GP Lanes	Report post construction
Crash Rates	ML & GP Lanes	Report post construction

OPERATIONS
QUARTERLY REPORT
2ND QUARTER OF FISCAL
YEAR 2017

US 36 and I-25 Express
Lanes Project



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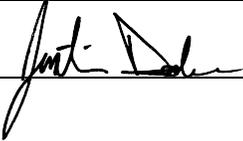
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OPERATIONS – QUARTERLY REPORT, Q2, FY2017
US 36 and I-25 Express Lanes Project

Revision	Date	Approved
Rev. 0	01/19/2017	

This report titled *Operations Quarterly Report, 2nd Quarter of Fiscal Year 2017* has been prepared by Broadspectrum for the exclusive use of Plenary Roads Denver, LLC (PRD). No other party is an intended beneficiary of this report or the information, opinions, and conclusions contained herein. Any use by any party other than PRD of any of the information, opinions, or conclusions is the sole responsibility of said party. The use of this report shall be at the sole risk of the user regardless of any fault or negligence of PRD or Broadspectrum.

The information and analyses contained herein have been completed to a level of detail commensurate with the objectives of the assignment and in light of the information made available to Broadspectrum at the time of preparation. This report and its supporting documentation have been reviewed and/or checked for conformance with industry-accepted norms. To the best of the information and belief of Broadspectrum, the information presented in this report is accurate to within the limitations specified herein.

This report is Broadspectrum pdf file: *Operations Report Q2 FY2017.pdf*. Any reproductions or modifications of this report are uncontrolled and may not be the most recent revision.

The O&M Monthly Report contains all relevant information for the 2nd quarter of fiscal year 2017 as required in Schedule 6, Section 1.8.2 of the Operating Contract.

A. Summary of Managed Lanes

Intentionally deleted, please see PRD's Report Section A.

B. Monthly Incident Reports

Below is a summary of incidents this quarter that resulted in damage to Maintained Elements and/or required emergency medical services:

#	Nature of Incident	Parties Involved	Actions
1	<p>Vehicle #1 was traveling W/B on US36 ramp to Broadway Street. Vehicle #1 made a left turn onto Broadway Street and collided its left side with a concrete bridge structure. Vehicle #1 came to final rest up against the bridge structure, on all tires, and facing south.</p> <p>Time: 6:21 PM Date: 10/05/2016 Location: US36, MP 55.5 W.B.</p>	Unknown	No assistance from Broadspectrum requested.



#	Nature of Incident	Parties Involved	Actions
2	<p>All vehicles were traveling W/B on US36 at Broadway Street, Vehicle #1 was in front of the other three vehicles. A piece of equipment/debris fell off Vehicle #1 into the roadway. Vehicle #2 collided with the debris to its undercarriage. Vehicle #3 then collided with the debris to its undercarriage. Vehicle #4 then collided with the debris to its undercarriage and drivers side front. Moderate damage to 10 ft section of guard rail.</p> <p>Time: 2:04 AM Date: 10/06/2016 Location: US36, MP 57.0 W.B.</p>	Unknown	No assistance from Broadspectrum requested.
#	Nature of Incident	Parties Involved	Actions
3	<p>Vehicle #1 was travelling W/B US36 in lane #1. Vehicle #2 and #3 were W/B on US36 in front of Vehicle #1. Vehicle #2 and #3 were slowing for traffic, Vehicle #1 struck the rear of Vehicle #2 pushing it into Vehicle #3. Vehicle #1 travelled across the W/B lanes off the right side and struck a concrete barrier where it came to rest. Vehicle #2 and #3 came to rest in the #1 lane.</p> <p>Time: 2:05 PM Date: 10/10/2016 Location: US36, MP 57.1 W.B.</p>	Unknown	No assistance from Broadspectrum requested.



#	Nature of Incident	Parties Involved	Actions
4	<p>Vehicle #1 travelling W/B on the US36 exit ramp at Sheridan Blvd Vehicle #1 continued W/B across Sheridan Blvd and entered US36 on-ramp to get back onto W/B US36. Vehicle #1 ran off the left side of the roadway and collided with traffic light pole 000113. Vehicle #1 then rotated counter clockwise before coming to rest facing southeast.</p> <p>Time: 5:29 AM Date: 10/12/2016 Location: US36, MP 52.6 W.B.</p>	Unknown	No assistance from Broadspectrum requested.
#	Nature of Incident	Parties Involved	Actions
5	<p>Vehicle #1 travelling E/B US36 east of Federal Blvd number two thru lane. Vehicle #1 drifts to the right and collides with street sign. Vehicle #1 continues E/B on paved shoulder and collides with guardrail.</p> <p>Time: 6:09 PM Date: 10/19/2016 Location: US36, MP 54.9 E.B.</p>	Unknown	No assistance from Broadspectrum requested.
#	Nature of Incident	Parties Involved	Actions
6	<p>Vehicle #1 travelling E/B US36 #1 lane approaching Federal Blvd, driving recklessly at excessive speeds, possibly racing with other vehicles, loses control of vehicle striking rear of Vehicle #2 also E/B #1 lane. Vehicle #2 loses control post impact and is sent into concrete highway divider and sent back into roadway coming to rest.</p> <p>Time: 7:48 PM Date: 10/22/2016 Location: US36, MP 54.9 E.B.</p>	Unknown	No assistance from Broadspectrum requested.

#	Nature of Incident	Parties Involved	Actions
7	<p>Vehicle #1 stopped in number 3 lane of W/B US36 west of 80th Avenue. Vehicle #2 traveling W/B on US36 in #3 lane. Vehicle #1 remained stopped in #3 lane of W/B traffic with no emergency lights activated and no headlamps or tail lamps activated. Vehicle #2 swerved to avoid collision with vehicle #1 and collided with concrete barrier on west side of roadway.</p> <p>Time: 4:23 AM Date: 11/06/2016 Location: US36, MP 53.0 W.B.</p>	Unknown	No assistance from Broadspectrum requested.
#	Nature of Incident	Parties Involved	Actions
8	<p>Vehicle #1 was traveling E/B US36, just east of I-25, in the #1 lane of travel. Vehicle #1 attempt to avoid a collision and lost control. Vehicle #1 front end collided with the concrete highway barrier. Vehicle #1 was moved from final rest.</p> <p>Time: 2:42 AM Date: 11/17/2016 Location: US36, MP 57.0 E.B.</p>	Unknown	No assistance from Broadspectrum requested.
#	Nature of Incident	Parties Involved	Actions
9	<p>Vehicle #1 was E/B on US36 at Mile Post #56. Vehicle #1 driver lost control of his vehicle and traveled off the right side of the roadway. Vehicle #1 collided with the concrete barrier. Vehicle #1 moved prior to investigation.</p> <p>Time: 4:00 PM Date: 11/24/2016 Location: US36, MP 56.0 E.B.</p>	Unknown	No assistance from Broadspectrum requested.



#	Nature of Incident	Parties Involved	Actions
10	<p>Vehicle #1 travelling E/B on US36 approaching Federal Blvd Driver of Vehicle #1 wanted another vehicle to pass. Driver of Vehicle #1 collided into a concrete barrier. No injuries. Driver of Vehicle #1 put in for dl re-test/no summons</p> <p>Time: 12:01 AM Date: 12/03/2016 Location: US36, MP 54.9 E.B.</p>	Unknown	No assistance from Broadspectrum requested.
#	Nature of Incident	Parties Involved	Actions
11	<p>Vehicle #1 was heading E/B on US36 at Federal Blvd. Vehicle #1 was driving too fast and spun out. Vehicle #1 hit the concrete barrier on the right shoulder. The driver of the vehicle left the scene.</p> <p>Time: 11:41 PM Date: 12/06/2016 Location: US36, MP 54.9 E.B.</p>	Unknown	No assistance from Broadspectrum requested.
#	Nature of Incident	Parties Involved	Actions
12	<p>Vehicle #1 traveling east in the #1 thru lane. Vehicle #1 abruptly changes lanes into the #2 thru lane colliding side to side with Vehicle #2. Vehicle #2 loses control and begins to spin colliding side to side with Vehicle #3. Vehicle #2 then collides with barrier. Vehicle #1 flees the scene</p> <p>Time: 11:50 PM Date: 12/06/2016 Location: US36, MP 55.4 E.B.</p>	Unknown	No assistance from Broadspectrum requested.



#	Nature of Incident	Parties Involved	Actions
13	<p>Vehicle #1 was traveling east on US36. Vehicle #1 lost control and traveled off of the right side of the roadway for 18.8 feet. Vehicle #1 collided its front end with a guardrail at mile point 44.55. Vehicle #1 came to final rest on all four wheels facing east by southeast against the guardrail under the bridge.</p> <p>Time: 5:45 AM Date: 12/6/2016 Location: US36, MP 44.55 E.B.</p>	Unknown	No assistance from Broadspectrum requested.
#	Nature of Incident	Parties Involved	Actions
14	<p>Vehicle #1 travelling E/B US36 in the left through lane. Vehicle #1 lost control and rolled 1/4 time onto its drivers side and slid front-end into the west side guard rail and bounced off the guard rail coming to rest facing north east on its drivers side of the vehicle.</p> <p>Time: 8:28 AM Date: 12/07/2016 Location: US36, MP 51.0 E.B.</p>	Unknown	No assistance from Broadspectrum requested.
#	Nature of Incident	Parties Involved	Actions
15	<p>Vehicle #1 E/B US36 in the left through lane. Vehicle #1 left lane and collided with center median barrier, driver #1 self reported he fell asleep.</p> <p>Time: 6:35 AM Date: 12/09/2016 Location: US36, MP 50.8 E.B.</p>	Unknown	No assistance from Broadspectrum requested.

#	Nature of Incident	Parties Involved	Actions
16	<p>Vehicle #1 traveling east on US 36 in the right through lane lost control and slid across the #2 and #1 lanes and collided with the cement barrier.</p> <p>Time: 10:06 PM Date: 12/17/2016 Location: US36, MP 53.5 E.B.</p>	Unknown	No assistance from Broadspectrum requested.
#	Nature of Incident	Parties Involved	Actions
17	<p>Vehicle #1 traveling east on US 36 in the right through lane lost control and slid across the #2 and #1 through lanes colliding with the cement barrier with its front portion. Vehicle #1 then rotated to the left and collided with the barrier with its rear right portion before coming to rest facing southwest.</p> <p>Time: 10:26 PM Date: 12/17/2016 Location: US36, MP 53.5 E.B.</p>	Unknown	No assistance from Broadspectrum requested.



#	Nature of Incident	Parties Involved	Actions
18	<p>Vehicle #1 traveling on the US 36 W/B onramp from Federal Blvd lost control and veered into the #3 through lane of W/B US36 striking Vehicle #2. Vehicle #2 then began to rotate into the # 2 through lane. Vehicle #2 then struck Vehicle #3. Vehicle #2 continued to rotate back across the #3 through lane and off the right side of the road striking the highway Barrier. Vehicle #2 came to rest facing south on the barrier. Vehicle #2 was traveling west in the #3 through lane when the collision occurred. Vehicle #3 was traveling west in the #2 through lane when the collision occurred.</p> <p>Time: 3:45 PM Date: 12/18/2016 Location: US36, MP 54.9 W.B.</p>	Unknown	No assistance from Broadspectrum requested.
#	Nature of Incident	Parties Involved	Actions
19	<p>Vehicle #1 was E/B on US36. Vehicle #1 spun out of control and rotated clockwise. Vehicle #1 continued E/B, rotating clockwise and traveled off the right side of the roadway. Vehicle #1 collided with its left rear with the concrete highway barrier on the right side of the roadway. Vehicle #1 came to rest, on the shoulder, against the concrete highway barrier, facing northwest.</p> <p>Time: 3:18 PM Date: 12/18/2016 Location: US36, MP 55.4 E.B.</p>	Unknown	No assistance from Broadspectrum requested.

#	Nature of Incident	Parties Involved	Actions
20	<p>Vehicle #1 was travelling E/B on US36 at Pecos St. Vehicle #1 lost control, started to rotate counter-clockwise and slid off the left side of the roadway. Vehicle #1 collided with the concrete median barrier. Vehicle #1 continued to rotate counter-clockwise and came back partially onto the roadway. Vehicle #1 came to final rest partially on the left shoulder and #1 lane. Driver #1 fled the scene. This is a final report - there is no information on driver #1. The listed registered owner was not found at the listed address.</p> <p>Time: 2:45 PM Date: 12/18/2016 Location: US36, MP 56.0 E.B.</p>	Unknown	No assistance from Broadspectrum requested.
#	Nature of Incident	Parties Involved	Actions
21	<p>Vehicle #1 was S/B in the HOV lanes of Interstate 25. Vehicle #1 spun out of control and left the right side of the roadway. Vehicle #1 collided with its front right with a concrete highway barrier. Vehicle #1, after impact, traveled to the left side of the roadway and collided with a guard rail. Vehicle #1 came to rest on the left shoulder against the guard rail.</p> <p>Time: 2:04 PM Date: 12/19/2016 Location: I25, MP 216.1 S.B.</p>	Unknown	No assistance from Broadspectrum requested.

#	Nature of Incident	Parties Involved	Actions
22	<p>Vehicle #1 was on US36 E/B in the #3 lane approaching the Broadway overpass. Vehicle #1 lost control and rotated 1/4 turn counter clockwise. Vehicle #1 slid across the #2 lane, the #1 lane, and off the left side of the roadway. The front of vehicle #1 collided with the concrete barrier. Vehicle #1 continued sliding E/B colliding with the concrete barrier 2 more times before coming to final rest on its wheels facing north.</p> <p>Time: 7:10 PM Date: 12/22/2016 Location: US36, MP 56.9 E.B.</p>	Unknown	No assistance from Broadspectrum requested.
#	Nature of Incident	Parties Involved	Actions
23	<p>Vehicle #1 was travelling W/B on US36 in the #4 lane. Vehicle #2 was W/B in the #3 lane. Vehicle #1 then changed lanes into Vehicle #2, causing Vehicle #1 to rotate counter clockwise after impact. Vehicle #1 then drifted into the middle concrete barrier. After colliding with the wall, vehicle #1 rotated 90 degrees and came to final rest on its wheels facing east. Vehicle #2 continued to the shoulder of the roadway.</p> <p>Time: 5:14 PM Date: 12/31/2016 Location: US36, MP 56.6 W.B.</p>	Unknown	No assistance from Broadspectrum requested.

The number of incidents shown is reflective of what was either observed by Broadspectrum or was reported to Broadspectrum at the time of preparing this report. Broadspectrum has requested that local response agencies notify Broadspectrum of any serious incidents within the lanes. The information presented for each incident is either from agency accident reports or from

Broadspectrum’s observations. The information shown is not intended to be official documentation of the incident but rather just to provide a briefing of qualifying occurrences as listed in the Contract.

C. Non-Compliance Reports

All repairs and responses related to the Performance and Measurement Criteria listed in Appendix 6-1 of the Operating Contract were made within the allowed response time. Items that have repairs in progress are still within the allowed response time.

D. Customer Relations Activities

Below is a summary of the customer relations activities for this quarter:

#	Description	Parties Involved	Response
1	<p>A US36 driver complained about traffic congestion on EB 36 between Pecos and I25 and suggested a new lane configuration to alleviate the problem.</p> <p>Method: Call to CDOT Time: 11:30 AM Date: 10/04/2016 Location: US36</p>	<p>Don (US36 Driver)</p>	<p>The customer was contacted by a representative from Broadspectrum. His complaint and suggested new lane configuration were recorded and passed along to CDOT traffic personnel, HPTE and Plenary Roads Denver. The suggestion was discussed by these stakeholders and determined no further action should be taken. At the time of this report, no lane configuration changes have been authorized.</p>
2	<p>A resident living near US36 and 76th Ave notified CDOT of graffiti on the back side of a sound wall facing her property and requested it be removed.</p> <p>Method: Call to CDOT Time: 3:42 PM Date: 11/21/2016 Location: US36</p>	<p>C. Bissell (Resident)</p>	<p>Broadspectrum crews cleaned up the graffiti and followed up with the resident to make sure her expectations were met.</p>

#	Description	Parties Involved	Response
3	<p>A resident living near US36 and 74th Way notified CDOT of graffiti on the back side of a sound wall facing private property and requested it be removed.</p> <p>Method: Call to CDOT Time: 11:59 AM Date: 12/06/2016 Location: US36</p>	J. Swaw (Resident)	Broadspectrum crews cleaned up the graffiti and followed up with the resident to make sure his expectations were met.
4	<p>A resident living near 76th Ave and Vallejo notified CDOT of graffiti on the back side of a sound wall facing private property and requested it be removed.</p> <p>Method: Call to CDOT Time: 12:15 PM Date: 01/03/2016 Location: US36</p>	T. Tice (Resident)	Broadspectrum crews cleaned up the graffiti and followed up with the resident to make sure his expectations were met.

E. Traffic Reports

Intentionally deleted, please see PRD's Report Section E.

F. Quality Conformance Summary

Representatives of HPTE, Broadspectrum, and Plenary have conducted site visits of the Managed and General Purpose Lanes throughout the quarter. During the site visits, broad visual inspections of the Maintained Elements were conducted. However, given that this portion of the project is still pending work related to the Initial Work Package, an Asset Condition Score could not be assessed. The following was concluded from the visits:

- Items pending the Initial Work Package are being maintained to the same or higher level as when the project commenced.
- Items that are not pending the Initial Work Package are being maintained per the performance criteria listed in Appendix 6-1 of the Operating Contract.



G. Environmental Monitoring Activities

Water

Broadspectrum observed no abnormal activities in the Managed or General Purpose Lanes that would have an impact on water quality. Broadspectrum sweeps the lanes periodically to help reduce the potential for particulate matter getting into the water.

Air

Broadspectrum observed no abnormal activities in the Managed or General Purpose Lanes that would have an impact on air quality this quarter. Broadspectrum sweeps the lanes periodically to help reduce the potential for particulate matter getting into the air.

Noise

Broadspectrum observed no abnormal activities in the Managed or General Purpose Lanes that would have an impact on noise levels this quarter. Maintenance activities typically meet the criteria for a Type III project as established in 23CFR772 and therefore no analysis for highway traffic noise impacts is necessary.

Wildlife

Broadspectrum observed no abnormal activities in the Managed or General Purpose Lanes that would have an impact on wildlife this quarter.

Paleontology and Archaeology

Broadspectrum observed no abnormal activities in the Managed or General Purpose Lanes that would have an impact on prehistoric plant, animal, or human artifacts.

H. TIFIA Performance Measure

Intentionally deleted, please see PRD's Report Section H.