

EXHIBIT 2-A

DEVELOPER'S SCHEMATIC DESIGN

[attached]

Part 1 – CDROM of Schematics

Part 2 – 2 Clarification Letters



January 31, 2014

Indiana Finance Authority
One North Capitol Avenue, Suite 900
Indianapolis, IN 46204
Attention: Ms. Silvia Perez

RE: I-69 Development Partners - Response Letter
I-69 Section 5 – Technical Proposal Clarifications #3

Dear Ms. Perez:

Per the IFA letter dated January 30, 2014, the I-69 Development Partners provides the following responses and information requested:

1. It is unclear in the Technical Proposal, due to the absence of dimensions, that new at-grade separation structures have the full horizontal clear zone required by Technical Provisions Section 9.3.2. Based on the level of detail and design in the Technical Proposal, IFA cannot yet determine whether Proposer's design and approach complies with the PPA Documents. Please confirm that Proposer intends to and will fully comply with the PPA Documents, including the requirements of the Technical Provisions to provide the full horizontal clear zone where required.

Proposer intends to and will fully comply with the PPA Documents, including the requirements of the Technical Provisions to provide the full horizontal clear zone where required. The Proposal design does fully comply with the PPA Documents, including the requirements of the Technical Provisions to provide the full horizontal clear zone where required.

Although in the proposal drawings these dimensions are not numerically specified, only represented at scale, the minimum clear zone requirements have been met per IDM (Indiana Design Manual) Project Standards as follows:

- I-69 Mainline: Clear zone requirement is based on Figure 49-2A of the IDM. For a design speed of 70mph and design ADT > 6000 the minimum clear zone requirement is 30'. The minimum clear zone has been provided throughout the project limits for all crossings.
- Collector/Distributor Roads: Clear zone requirement is based on Figure 49-2A of the IDM. For a design speed of 40mph and design ADT < 6000 the clear zone with 4:1 slopes is 16' (foreslope) and 14' (backslope). The clear zone requirement for CD roads has been met throughout the project limits.

In the detailed design drawings in case of award these dimensions will be shown.



2. In reviewing the Technical Proposal, IFA has noted aspects of the Technical Proposal that may not fully comply with the PPA Documents. By way of example only:

A. Page 84 states "Asset Management and O&M Records will be stored in the INDOT-supplied CMMS." O&M Records are to be stored in accordance with Section 18.4 of the Technical Provisions.

B. Page 81 Section 4.3.1.3.c "Pavement markings will be renewed at specified frequencies..." and other similar statements specify the frequency of replacement of certain Elements which may not be consistent with all of the circumstances under which and replacement work must occur. Elements are to be replaced based on the requirements set forth in the PPA Documents, in particular those in the Technical Provisions.

The above list is not an exhaustive list and the foregoing does not mean that the other aspects of the Technical Proposal have been found compliant or that any deviations from the requirements of the PPA Documents have been accepted or waived. Please confirm that Proposer intends to and will fully comply with all the requirements set forth in the PPA Documents, including with respect to operations and maintenance in particular.

We confirm that it is our intention and will fully comply with all the requirements set forth in the PPA Documents and the Technical Provisions, including with respect to operations and maintenance in particular. Please consider any possible omission/deviation from the requirements as a typo or an editing error.

Regarding our rehabilitation works we would like to clarify that all renewal frequencies set forth within our proposal, conform our preliminary Rehabilitation Work Schedule. We are confident this would be sufficient to fulfill the requirements of the PPA and the Technical Provisions. However, the schedule of rehabilitations will be adapted and reviewed to ensure compliance with all the requirements of the PPA and the Technical Provisions including but not limited to the Section 18, attachment 18-1 and Section 19 of the Technical Provisions.

3. Please clarify the number of snow plows to be provided and confirm that the snow plows will be available for use on the Project as necessary to meet the requirements of the PPA Documents. Table Figure 4.3-7 shows three plows. Figure 4.3-15 shows the need for four snow plows.

We have allowed for 3 snowplows and a track mounted crane which will be also used as a snowplow (attaching a plow to it) in case of Winter Event. This way, we arrive to the 4 snowplows that will be available for the Project as showed in Figure 4.3-15.

Besides, as stated on page 73 of the Preliminary Operations and Maintenance Plan: "*During winter season, I-69 DP will use its own in-house staff and equipment to plow and de-ice the roadway. These efforts will be supported, when necessary, by local subcontractors.*"



4. Please confirm that the 19 days listed on page 81 was inadvertent and that it should be 90 days before the end of the Term.

We confirm that it should be *no later than 90 days before the end of the Term* (as set forth in Section 19.3.3 of the Technical Provisions) and that is what we meant. Please consider 19 is a typo.

5. Please confirm that Figure 4.3-25 on page 82 of the Operations and Maintenance management approach is not intended to be a complete list. As an example, the management plan is not included.

We confirm that Figure 4.3-25 is a summary rather than a complete list, and we will comply with all the reporting requirements of the PPA and the Technical Provisions including deliverables set forth in Section 20 thereof.

6. Please confirm that the Technical Proposal's Construction Period O&M Limits comply with, and it is Proposer's intent to comply with, the PPA Documents, including Technical Provision Section 18.1.4.2.

We confirm that the Technical Proposal's Construction Period O&M Limits comply with, and it is Proposer's intent to comply with the PPA Documents, including Technical Provision Section 18.1.4.2.

7. Please confirm that the Technical Proposal's Operating O&M Limits comply with, and it is Proposer's intent to comply with, the PPA Documents, including Technical Provision Section 18.1.4.3.

We confirm that the Technical Proposal's Operating O&M Limits comply with, and it is Proposer's intent to comply with, the PPA Documents, including Technical Provision Section 18.1.4.3.

Thank you for the opportunity to clarify our Technical Proposal submittal. Should you have any questions or require additional information, please contact me at jrballesteros@isoluxinfrastructure.com or you can phone me at 011+34 628 15 34 92.

Very truly yours

A handwritten signature in black ink, appearing to read "J. Ballesteros", is written over a horizontal dashed line.

By: José R. Ballesteros
Proposer Authorized Representative
I-69 Development Partners



February 4, 2014

Indiana Finance Authority
One North Capitol Avenue, Suite 900
Indianapolis, IN 46204
Attention: Ms. Silvia Perez

RE: I-69 Development Partners - Response Letter
I-69 Section 5 – Technical Proposal Clarifications #4

Dear Ms. Perez:

Per the IFA letter dated January 31, 2014, the I-69 Development Partners provides the following responses and information requested:

1. Project schedule calls for "Clearing" during the Summer Action Area restricted timeframes for certain project work. Please confirm that Proposer's clearing activities will not violate the environmental commitments set forth in Technical Provision Section 7.5.4.1.

Proposer confirms that our clearing activities will not violate the environmental commitments set forth in Technical Provision Section 7.5.4.1.

2. Project schedule calls for "Governmental Approvals" to be obtained by July 30th, 2014, but the anticipated approval date for the Section 401/404 permits is not until November 2014. Please confirm that the Proposer intends and will confine all work prior to issuance of the Section 401/404 permits to non-permitted areas.

Proposer confirms that we intend and will confine all work prior to issuance of the Section 401/404 permits to non-permitted areas.

3. Please confirm that the Proposer intends to and will reconstruct (a) the curve located at Acuff and Prow Roads and (b) the hammerhead turnaround at Acuff Road, all in accordance with Technical Provision Table 9-38.

Proposer confirms that we intend to and will reconstruct (a) the curve located at Acuff and Prow Roads and (b) the hammerhead turnaround at Acuff Road, all in accordance with Technical Provision Table 9-38.



4. Please confirm that Proposer intends to and will use in its design the design speeds set forth in Technical Provision Tables 9-2 through 9-36.

Proposer confirms that we intend to and will use in our design the design speeds set forth in the Technical Provision Tables 9-2 through 9-36.

5. Please confirm that Proposer intends to and will comply with the clearance requirements for maintenance of traffic set forth in Technical Provision Section 12.4.1.4a.

Proposer confirms that we intend to and will comply with the clearance requirements for maintenance of traffic set forth in Technical Provision Section 12.4.1.4a.

6. Please confirm that Proposer intends to and will comply with the five mile maximum for daytime lane closures and related conditions set forth in Technical Provision Section 12.4.8.

Proposer confirms that we intend to and will comply with the five mile maximum for daytime lane closures and related conditions set forth in Technical Provision Section 12.4.8.

7. The bridges on I-69 (NB and SB) at Griffy Creek in the Proposer's Technical Proposal do not appear to meet the live load inventory rating required by Technical Provision Sections 14 and 18. Please confirm Proposer intends to and will comply with the live load inventory rating and condition rating requirements set forth in Technical Provision Sections 14 and 18, for all structures, including the bridges I-69 (NB and SB) at Griffy Creek.

Proposer confirms that we intend to and will comply with the live load inventory rating and condition rating requirements set forth in Technical Provision Sections 14 and 18 for all structures, including the bridges I-69 (NB and SB) at Griffy Creek.

8. Proposer provided "Utility Relocation Schematics" that were not required by the ITP. IFA notes that there are multiple locations where the utilities are located within the limited access right of way with the intention to leave the utilities in place, which is not permitted by the PPA Documents, including the Technical Provisions. Proposer submitted ATCs requesting permission not to relocate (leave in place) these utilities. The ATCs were denied by IFA. Please confirm that Proposer intends to and will comply with the requirements of the PPA Documents, including the Technical Provisions, regarding utility relocations.

Proposer confirms that we intend to and will comply with the requirements of the PPA Documents, including the Technical Provisions, regarding utility relocations.



9. Page 55 of Volume 2 of the Technical Proposal identifies several utility features that "should be considered a betterment." Please confirm Proposer acknowledges it is responsible for confirming with utilities what constitutes a betterment to their facilities and that neither the utilities nor IFA are bound by Proposer's assumptions or determinations regarding betterments.

Proposer confirms and acknowledges that we are responsible for confirming with utilities what constitutes a betterment to their facilities and that neither the utilities nor IFA are bound by Proposer's assumptions or determinations regarding betterments.

10. The Technical Proposal does not appear to contain details regarding the Arlington Road overpass. Please confirm Proposer intends to and will comply with the requirements of the PPA Documents, including the Technical Provisions and in particular Technical Provision Section 9.3.2.3(criteria and grades for overpasses), in designing and constructing the Arlington Road overpass.

Proposer confirms that we intend to and will comply with the requirements of the PPA Documents, including the Technical Provisions and in particular Technical Provision Section 9.3.2.3 (criteria and grades for overpasses), in designing and constructing the Arlington Road overpass.

Thank you for the opportunity to clarify our Technical Proposal submittal. Should you have any questions or require additional information, please contact me at irballesteros@isoluxinfrastructure.com or you can phone me at 011+34 628 15 34 92.

Sincerely,
I-69 Development Partners

A handwritten signature in black ink, appearing to read "J. Ballesteros", written over a horizontal line.

Jose R. Ballesteros
Proposer Authorized Representative