

**Schedule 6**  
**Concessionaire Capital Improvement Projects**  
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**SCHEDULE 6  
CONCESSIONAIRE CAPITAL IMPROVEMENT PROJECTS**

**Section 1. Accelerated Safety Upgrades.**

(a) **Tier 1 Works.** The Concessionaire shall commence work on each of the following improvements as soon as practicable after the Closing Date and shall satisfy all requirements with respect thereto no later than twenty-four (24) months after the Closing Date:

▪ **Drainage upgrades and repairs**

The objective of this work is to ensure the uninterrupted operation of all drainage structures for the prompt removal of any stormwater so as to (i) avoid or eliminate ponding or flooding, (ii) prevent, correct or eliminate areas of scour and erosion, (iii) eliminate potential safety hazards, (iv) ensure that all drainage elements are performing as intended and (v) ensure that the safe and orderly movement of traffic along the Toll Roads is not impeded.

The Concessionaire will be required to upgrade or replace any and all elements that pertain to the drainage system of the Toll Roads, or that currently create, or in the future may cause, stormwater ponding or flooding of the ingress and egress ramps to such roads, including but not limited to curbs, inlets, catch basins, manholes, sewers, scuppers, downspouts, ditches, outlet structures, stormwater management basins and slope erosion control.

▪ **Removal and replacement of existing signage**

The objective of this work is to ensure that all regulatory, warning, guide, informational, advisory and work zone (construction and maintenance) signage and their components are in proper operating condition, including having the proper reflectivity, to be clearly read and understood and to properly regulate and facilitate the safe and orderly movement of traffic along the Toll Roads.

The Concessionaire will be required to remove and replace all signs that are faded, broken or obsolete or that do not meet either current reflectivity standards and the other criteria set forth in the Operating Standards.

This work will include the removal and replacement of the overhead signage trusses only if such trusses are in poor structural condition or represent a hazard to the safety of users of the Toll Roads.

▪ **Replacement of deficient or deteriorated concrete barriers**

The objective of this work is to ensure the safety of the Toll Roads users. The Concessionaire shall be required to remove all deficient or deteriorated concrete

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barriers within the length of the Toll Roads and replace all such concrete barriers with new concrete barriers in accordance with the criteria set forth in the Operating Standards.

- **Repair and replacement of guardrails**

The objective of this work is the repair of damaged or deteriorated guardrails and guardrail end treatments in accordance with the Operating Standards to ensure the safety of the Toll Road users. The Concessionaire will be required to repair, or remove and replace, where necessary, all damaged or deteriorated guardrails and all damaged or substandard guardrail end treatments within the length of the Toll Roads, either in part or in whole (as applicable), and meet the Operating Standards.

- **Enhancement, repair, and replacement of deficient or unsafe areas of roadway lighting**

The objective of this work is to ensure that all elements and components of existing roadway lighting are in optimal condition. The Concessionaire will be required to enhance or install roadway lighting such that poorly lit areas are better lit and improve the safety of the users of the Toll Roads.

The Concessionaire will be required to remove and replace all elements or components of the lighting system that are damaged or deficient or that otherwise do not meet current lighting standards as defined, identified or referenced in the Operating Standards.

- **Facilities (Buildings, Toll Plazas, etc.)**

The objective of this work is to ensure that all elements and components of the facilities are in optimal working condition. The Concessionaire will be required to repair, or remove and replace, where necessary, all damaged or deteriorated building elements and components that are preventing the proper and efficient use of the working areas, toll plazas, parking, entrance and exits. This work will encompass all building systems (electrical, plumbing, sanitary, structural and environmental control, among others). The facilities shall be evaluated for security and safety and any corrective measures shall be performed to remedy the findings. These improvements, either in part or in whole, shall meet the most current practices and standards adopted and utilized within Puerto Rico at the time the work is undertaken and meet the Operating Standards.

- **Perform an initial Seismic Risk Assessment and Prepare a Seismic Risk Assessment Report**

The objective of this work is the development of a Seismic Risk Assessment Report for a representative sample of the bridge inventory located along the Toll Roads. The Seismic Risk Assessment Report will be used to develop a methodology for seismic

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retrofitting for the bridge inventory, obtain an approximate cost for such seismic retrofitting and prepare an initial strategic plan for seismic retrofitting to be submitted by the Concessionaire to the PRHTA for its approval.

The Concessionaire and the PRHTA will agree on the sample of bridges to be used to prepare the Seismic Risk Assessment Report, which will cover at least 80 bridges and take into consideration those bridges identified as critical for emergency routes.

▪ **Rock and Soil Slopes Stabilization**

This work aims to continue maintaining the Unstable Slope Management Program of the Soils Engineering Office of the PRHTA. The Concessionaire will be required to conduct a review and update of the inventory list, provide the inspection reports of all the slopes of the Toll Roads and prepare a 10-year slope stabilization plan (to be submitted by the Concessionaire to the PRHTA for its Approval, such Approval to be obtained in advance of the Tier 1 deadline).

The Concessionaire will also be required to perform remediation projects at rockslide instability situations.

This work is geared towards ensuring that the roadway is properly protected from rockfall and landslide events and maintaining the safe and orderly movement of traffic. The type of events and accidents that can result from downslope rock movements range from minor debris that can damage tires and bodywork, to larger falls that impact vehicles or cause vehicles to swerve off the road, to substantial slope failures that block the roadway. The effect of these events can cause damage to vehicles, injury, or death to drivers, and adversely affect the Toll Roads due to road closures.

(b) **Tier 2 Works.** This work consists of any and all projects related (i) to rock and soil slopes stabilization, (ii) to concrete and asphalt surfaces that require major rehabilitation, reconstruction, or preservation work and (iii) to bridges in all categories (major rehabilitation, minor rehabilitation, and preservation work) required to comply with the Operating Standards.

The Concessionaire shall commence work on each of the following improvements as soon as practicable after the Closing Date and shall satisfy all requirements with respect thereto no later than seven (7) years after the Closing Date.

The projects shall include, but not be limited to, work related to the following:

▪ **Rock and Soil Slopes Stabilization**

This work aims to continue maintaining the Unstable Slope Management Program after Tier 1 as established in the Unstable Slope Management Program for Federal



Land Management Agencies (publication number FHWA-FLH-19-002). The Concessionaire will also be required to perform the works designated as to be completed during the first five (5) years of the 10-year slope stabilization plan developed by the Concessionaire (and Approved by the PRHTA) as part of Tier 1.

This work is geared towards ensuring that the roadway is properly protected from rockfall and landslide events and maintaining the safe and orderly movement of traffic. The type of events and accidents that can result from downslope rock movements range from minor debris that can damage tires and bodywork, to larger falls that impact vehicles or cause vehicles to swerve off the road, to substantial slope failures that block the roadway. The effect of these events can cause damage to vehicles, injury, or death to drivers, and adversely affect the Toll Roads due to road closures.

- **Improvement and upgrade of the existing pavement surface**

This work is intended to ensure that at least 95% of the total length (taking number of lanes into account) of the Toll Road, pavement is brought into compliance with the operating ratings set forth in Volume I, Chapter B of the Operating Standards for both concrete and bituminous roadway wearing surfaces, including pavement international roughness index, rutting, faulting and cracking. This work will ensure the safe and orderly movement of traffic by creating a safe, smooth, durable, able and stable wearing surface and improve the user experience and enhance the aesthetic appearance and safety of the Toll Roads.

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- **Replacement and upgrade of pavement delineation and markings**

This work is intended to ensure that all pavement delineation, markings and lane-striping are clearly visible, possess the proper reflectivity characteristics and conform to the requirements of the Operating Standards. This work will facilitate the safe and orderly movement of traffic and enhance the aesthetic appearance and safety of the Toll Roads, for the full and entire length of each roadway.

- **Removal, replacement and installation of pavement reflectors and pavement markers**

This work is intended to ensure that all pavement reflectors and pavement markers are visible, meet the proper reflectivity requirements and meet the requirements of the Operating Standards. This work will facilitate the safe and orderly movement of traffic and enhance the user experience and safety of the Toll Roads for the full and entire length of each roadway.

- **Installation of rumble strips on shoulders**

The installation of rumble strips along the length of the Toll Roads is intended to provide driver warning and enhance the safety of users of the Toll Roads, all in accordance with the criteria established by the FHWA for interstate highways.

- **General rehabilitation and upgrade of mainline bridge structures**

The general rehabilitation and upgrade of the mainline bridge structures is intended to ensure the stability, safety, durability, strength and structural integrity of all bridge structures that carry the Toll Road roadways. The purpose of this work is to ensure that (i) at least 90% of the total number of Toll Road bridge structures meet or exceed the requirements set forth at Table G.3.4 in Section G.3.4 of Schedule 15A and (ii) at least 90% of the total deck area (determined by the lowest rating of deck, superstructure, substructure or culvert) meet or exceed the requirements set forth at Table G.3.4 in Section G.3.4 of Schedule 15A, at the time that the work is undertaken, increase the useful and functional life of the bridge structures and ensure the safety of all users of the Toll Roads.

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The Concessionaire will also be required to conduct a seismic analysis on each mainline bridge structure and propose to the PRHTA a 30-year seismic bridge rehabilitation plan to be executed by the Concessionaire. This requirement will be considered satisfied once PRHTA approves 30-year seismic bridge rehabilitation plan.

- **General rehabilitation and upgrade of the overpass bridge structures**

The general rehabilitation and upgrade of the overpass bridge structures is intended to ensure the stability, safety, durability, strength and structural integrity of all bridges structures that carry features over the Toll Roads roadways. The purpose of this work is to ensure that (i) at least 90% of the total number of the Toll Road bridge structures meet or exceed the requirements set forth at Table G.3.4 in Section G.3.4 of Schedule 15A, and (ii) at least 90% of the total deck area (determined by the lowest rating of deck, superstructure, substructure or culvert) meet or exceed the requirements set forth at Table G.3.4 in Section G.3.4 of Schedule 15A, at the time that the work is undertaken, increase the useful and functional life of the bridge structures and ensure the safety of all users of the Toll Roads.

The Concessionaire will also be required to conduct a seismic analysis on each overpass bridge structure and include them at the 30-year seismic bridge rehabilitation plan.

(c) *Tier 3 Works.* This work consists of any and all projects related (i) to rock

and soil slopes stabilization, (ii) to concrete and asphalt surfaces that require major rehabilitation, reconstruction, or preservation work and (iii) to bridges in all categories (major rehabilitation, minor rehabilitation, and preservation work) required to comply with the 100% of the Operating Standards.

The Concessionaire shall commence work on each of the following improvements as soon as practicable and shall satisfy all requirements with respect thereto no later than twelve (12) years after the Closing Date.

The projects shall include, but not be limited to, work related to the following:

- **Rock and Soil Slopes Stabilization**

This work aims to continue maintaining the Unstable Slope Management Program after Tier 2 as established in the Unstable Slope Management Program for Federal Land Management Agencies (publication number FHWA-FLH-19-002). The Concessionaire will also be required to perform all work necessary to complete the 10-year slope stabilization plan developed by the Concessionaire (and Approved by the PRHTA) as part of Tier 1.


- **Improvement and upgrade of the existing pavement surface**

This work is intended to ensure that the pavement in 100% of the total length (taking number of lanes into account) of the Toll Road is brought into compliance with the all the operating ratings set forth in Volume I, Chapter B of the Operating Standards for both concrete and bituminous roadway wearing surfaces, including pavement international roughness index, rutting, faulting and cracking. This work will ensure the safe and orderly movement of traffic by creating a safe, smooth, durable, able and stable wearing surface and improve the user experience and enhance the aesthetic appearance and safety of the Toll Roads.

- **General rehabilitation and upgrade of mainline bridge structures**

The general rehabilitation and upgrade of the mainline bridge structures is intended to ensure the stability, safety, durability, strength and structural integrity of all bridge structures that carry the Toll Road roadways. The purpose of this work is to ensure that (i) the 100% of the total number of Toll Road bridge structures meet or exceed the requirements set forth at Table G.3.4 in Section G.3.4 of Schedule 15A and (ii) the 100% of the total deck area (determined by the lowest rating of deck, superstructure, substructure or culvert) meet or exceed requirements set forth at Table G.3.4 in Section G.3.4 of Schedule 15A, at the time that the work is undertaken, increase the useful and functional life of the bridge structures and ensure the safety of all users of the Toll Roads.

- **General rehabilitation and upgrade of the overpass bridge structures**

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The general rehabilitation and upgrade of the overpass bridge structures is intended to ensure the stability, safety, durability, strength and structural integrity of all bridges structures that carry features over the Toll Roads roadways. The purpose of this work is to ensure that (i) 100% of the total number of the Toll Road bridge structures meet or exceed the requirements set forth at Table G.3.4 in Section G.3.4 of Schedule 15A and (ii) 100% of the total deck area (determined by the lowest rating of deck, superstructure, substructure or culvert) meet or exceed the requirements set forth at Table G.3.4 in Section G.3.4 of Schedule 15A, at the time that the work is undertaken, increase the useful and functional life of the bridge structures and ensure the safety of all users of the Toll Roads.

**Section 2. ITS Project.** The Concessionaire shall commence work on each of the following improvements as soon as practicable after the Closing Date and shall satisfy all requirements with respect thereto no later than thirty-six (36) months after the Closing Date:

- **Traffic management center (TMC).**

An existing traffic management center (TMC) is located at the PR-52 Caguas Norte Toll Plaza.

The Concessionaire must expand and update the TMC systems in order to provide all the functionalities and services described in this Section 2. The expanded and updated TMC systems could be at the current TMC facility or another facility proposed to and approved by the PRHTA in the Commonwealth.

The Concessionaire must use Sun Guide ATMS to perform the traffic management activities performed at the TMC, including traffic conditions monitoring and data collection for performance measurement. The Concessionaire must update the Sun Guide ATMS to keep the same version used by the Authority. The Concessionaire must enable Sun Guide's ATMS Center-to-Center module and exchange with the Authority all the video and data processed through Sun Guide.

The Concessionaire must participate in the Waze for Cities Program and perform the integration with the SunGuide ATMS to exchange data automatically with Waze.

- **Intelligent traffic systems (ITS) communications requirements**

The Concessionaire shall provide communications ducts and a communications network with redundant routing capabilities.

The Concessionaire shall provide the following communications ducts:

- Four (4) way duct – tree (3) ducts of 1-½ inch of HDPE for FO and one (1) duct of 4 inch of PVC for electrical conduits for the use of the Concessionaire

along all the Toll Roads.

- Four (4) way duct – tree (3) ducts of 1-½ inch of HDPE for FO and one (1) duct of 4 inch of PVC for electrical conduits for the exclusive use of the Authority along all the Toll Roads.

The Concessionaire shall deploy a communications backbone network along the Toll Roads, with an aim to serve the ITS components. A minimum 144 strand fiber shall be deployed along all the Toll Roads on the Concessionaire conduits. Redundant capabilities and connectivity with the TMC and all the Toll Roads (not applicable for PR-52) could be provided through agreements with telecom carriers.

The Concessionaire conduits and the Authority conduits may use the same conduit duct bank, but shall be completely separated, with separate conduit access points. The Authority conduits shall have a unique color or striping pattern to differentiate the Authority duct bank from the Concessionaire conduits within the corridor. The coloring shall be consistent throughout the Project.

All conduits and junction boxes shall be new. Junction boxes shall be installed at 2,500 feet intervals maximum. The concessionaire shall terminate the Authority conduits and junction boxes at the Authority designated points within the Concession limits. The Authority shall bear the cost of deploying its own optical fiber, in coordination with the Concessionaire. As an option, the Authority, at its own cost, may use the same provider selected by the Concessionaire for the Optical Fiber installation.

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▪ **Closed circuit television (CCTV) cameras**

The Concessionaire must provide CCTV cameras for incident verification, traffic management, emergency management, security and support necessary for maintenance of the system. The system of cameras must accurately identify all vehicles involved in an incident or emergency, the extent of vehicle damage, and, if applicable, the likelihood of personal injury. Operation of the cameras must result in no visual delay in response of the camera pan/tilt/zoom by a user.

The Concessionaire must provide all necessary CCTV equipment, including cameras, camera controls, cables, and connections.

The Concessionaire must provide all the equipment and software necessary for providing interoperability with the new Authority’s TMC to have secondary control of all CCTV cameras. The equipment needed at the Authority’s new TMC located outside the Toll Roads shall be provided by the Authority. The digital format and protocol provided by the Concessionaire must be compatible with systems in use by the new Authority’s TMC.

Distance between CCTV cameras must not exceed ten (10) miles and they must cover at least the major interchanges.

- **Vehicle detection**

The Concessionaire must provide permanent detection that measures vehicle classification, vehicular volume, lane occupancy, and speed information on the Toll Roads. The detectors must be non-intrusive to the roadway users and must provide, at a minimum, detection for all Toll Road lanes at one location between interchanges, each entrance ramp lane, and each exit ramp lane.

The Concessionaire must also install bluetooth readers every ten (10) miles for the general-purpose lanes, to be used to determine average segment speeds and travel times.

The Concessionaire may attach detection units to existing structures with prior Authority Approval. Where an existing structure is not available, or in lieu of attaching the detection unit to an existing structure, the Concessionaire must install a mounting pole solely for the vehicle detector. Any mounting poles placed specifically for ITS items must conform to Authority specifications for CCTV mounting poles.

- **Dynamic message sign (DMS)**

The Concessionaire must determine and implement the type, quantity, and design of the conduit above and below ground, ground boxes, and all communication cable and electrical conductors to support the ITS network and operations.

The Concessionaire must provide a comprehensive network of electronic DMS using only light-emitting diode (LED) display technology to allow motorists to safely view the messages being displayed.

Developer must locate the DMS to comply with large guide sign spacing stated in the Manual of Uniform Traffic Control Devices (MUTCD) and, at minimum, the DMS must be deployed at least in major interchanges that allow the roadway users to detour in case of major incidents or highway closures.

DMS must be used to inform motorists of the availability of alternate routes and to advise travelers of adverse road conditions and congestion. DMS must be placed to provide a driver-friendly sign-viewing angle at each DMS location.

DMS must be mounted using a T-mount.

- **Additional requirements**

The Concessionaire must provide a complete and operational ITS network throughout the Toll Roads that utilizes hardware and software components consistent and compatible with the hardware and software utilized by the Authority and other affected Governmental Authorities, and resistant to weather encountered

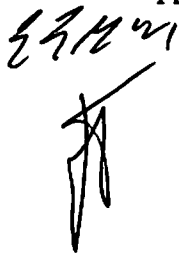
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in the Toll Roads, and the Concessionaire must place components in locations that are not hazardous to users.

The Concessionaire must develop and implement a plan, in coordination with and subject to Approval of the Authority, for the deployment of the ITS Project along the Toll Roads.

The Concessionaire must provide information to the Authority from five (5) continuous traffic counts in compliance with the High-Performance Monitoring System (HPMS) from the Closing Date at following locations: Salinas (PR-52 - km 56.9), Santa Isabel (PR-52, km 79.8), Guayama (PR-53, km 80.1), Naguabo (PR-53 – km 22.9) and Carolina (PR-66, km 6.4).

**Section 3. Concessionaire Bidirectional Project.** The Concessionaire Bidirectional Project consists of the conversion of certain toll plazas identified below with a current uni-directional configuration into a bi-directional tolling configuration. The Concessionaire shall commence design and construction work on the Concessionaire Bidirectional Project as soon as practicable after Final Acceptance of the ORT Improvement Project has occurred: provided, that, following consultation with the Authority, the Concessionaire may commence all or any portion of the design and construction work on the Concessionaire Bidirectional Project prior to Final Acceptance of the ORT Improvement Project so long as such design and construction work does not materially interfere with the performance of the work on the ORT Improvement Project by the Authority. The Concessionaire Bidirectional Project shall consist of the following:



- (a) The only plazas to be converted into a bidirectional configuration are Caguas Sur, Humacao Norte, Hucar and Salinas (the “Concessionaire Reconfigured Toll Plazas”).
- (b) The Concessionaire Bidirectional Project shall not consist of or include the relocation of any toll plazas or of any ORT Improvement Project gantries. Instead, the Concessionaire Bidirectional Project shall consist of the installation of a new tolling point (or gantry) providing for a bi-directional tolling configuration at each of the Concessionaire Reconfigured Toll Plazas.
- (c) The bi-directional tolling points to be installed as described in (b) above shall be configured as open road tolling points (gantries). The design and construction of such open road tolling points (gantries) shall be similar to those gantries provided by the Authority as part of the ORT Improvement Project.
- (d) The currently contemplated location for each of the bi-directional tolling points (gantries) for the Concessionaire Reconfigured Toll Plazas is set forth in Exhibit A to this Schedule 6. The Concessionaire is entitled to propose a new location for one or more of the bidirectional tolling points (gantries) for the Concessionaire Reconfigured Plazas and the Authority shall Approve such proposed new locations within twenty (20) business days of receipt of the Concessionaire’s proposal so long as (i) there is sufficient surface availability for the new location, (ii) the Concessionaire shall continue to comply with the safety standards and applicable technical standards set forth in this Agreement (including the Operating Standards) and (iii) the new location will capture the same traffic flow as the original location set forth in Exhibit A to this Schedule 6.

- (e) The Concessionaire will bear the traffic risk of the Concessionaire Bidirectional Project and is responsible for the design, construction, operation and maintenance of the same in accordance with the terms of this Agreement (including the Operating Standards), subject to any rights and/or protections of or afforded to the Concessionaire hereunder. Further the design, construction, operation and maintenance of the Concessionaire Bidirectional Tolling shall be implemented as contemplated in the relevant designs and drawings to be developed as well as in accordance with any approved plans (including the approved erection plan).
- (f) [Reserved].
- (g) The Concessionaire shall bear the full cost and schedule risk of obtaining all required Authorizations for the Concessionaire Bidirectional Project, including among others and to the extent determined to be required, the Sole Permit from the Permit Management Office (“OGPe”, by its Spanish acronym); the Excavation Permit from the Excavation and Demolition Coordination Center and customary contractors’ permits, and licenses and tariffs, including municipal license tax (Patentes Municipales) and construction excise tax (Arbitrios de Contrucción). For the avoidance of doubt, the Authority shall use Reasonable Efforts to coordinate, cooperate and assist the Concessionaire with any such Authorizations in accordance with Section 3.4 of the Agreement.
- (h) The Concessionaire shall, at its own cost and expense, deploy and operate (or subcontract with another entity to deploy and operate) RSE/BO services in respect of the Concessionaire Bidirectional Project in accordance with the Operating Standards. Such services shall be fully interoperable with the electronic toll collection systems used on the Island Network in accordance with Section 2.3(d) of Schedule 4 and with the ETC Service Provider systems and processes.
- (i) The Concessionaire shall be entitled to select the entity that will implement and provide all services related to the bidirectional tolling at the toll plazas (gantries) for the Concessionaire Reconfigured Toll Plazas, but will coordinate and cooperate (and will require such entity to coordinate and cooperate) with the Authority and the ETC Service Provider to ensure that its electronic toll collection system is interoperable as described in (h) above. Such coordination and cooperation will include (A) incorporating the Authority’s designated personnel in the processes related to the integration and test phase of the new bidirectional tolling points and (B) submission by the Concessionaire to the Authority of a go-live request per each bidirectional tolling point of the Concessionaire Reconfigured Toll Plazas for review and confirmation by the Authority that such bidirectional tolling point complies with the Operating Standards, which confirmation will not be unreasonably delayed, withheld or denied; provided, that, in the event no such confirmation is provided by the Authority within 30 days following submission by the Concessionaire of the go-live request, the same shall be deemed to have been provided by the Authority, unless the Authority shall have provided a response to the Concessionaire within that time period noting that the Operating Standards were not complied with.
- (j) The Concessionaire’s rights and obligations in respect of the tolling of the Concessionaire Reconfigured Toll Plazas shall be as set forth in Schedule 4 hereto as they relate to a

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Reconfigured Toll Plaza.

**Section 4. Requirements Related to the Accelerated Safety Upgrades, the ITS Project and the Concessionaire Bidirectional Project**

(a) *Compliance with Agreement.* All design, plan development and construction work related to the Accelerated Safety Upgrades set forth in Section 1 of this Schedule 6, the ITS Project set forth in Section 2 of this Schedule 6 and the Concessionaire Bidirectional Project set forth in Section 3 of this Schedule 6 shall comply with the requirements of this Agreement, including the applicable chapters of the Operating Standards and the codes, manuals and guidelines contained in the reference documents of each applicable chapter of the Operating Standards.

(b) *Submission of Scope of Work.* The Concessionaire shall submit a written and detailed scope of work, including sketches, drawings and other supporting documentation, to the Authority for review, conformance verification with the intended level of work and Approval prior to the start of preliminary and final development of plans and construction documents for each Accelerated Safety Upgrade project, the ITS Project and the Concessionaire Bidirectional Project.

(c) *Submission of Construction Documents.* The Concessionaire shall prepare and submit preliminary and final construction documents to the Authority for review and Approval, and subsequently obtain all applicable Authorizations prior to the start of construction of each Accelerated Safety Upgrade, the ITS Project and the Concessionaire Bidirectional Project.

(d) *Response from the Authority.* The Authority shall provide comments or approval of Scope of Work or Construction Documents on or before 20 (twenty) Business Days after the Concessionaire’s submission.

**Section 5. Liquidated Damages**

In accordance with Section 4.2 of this Agreement, liquidated damages shall be as follows:

(a) for failure to satisfy the requirements set forth in Section 1(a) of this Schedule 6 by the deadline provided therein, liquidated damages shall be \$5,000.00 per day until satisfaction thereof;

(b) for failure to satisfy the requirements set forth in Section 1(b) of this Schedule 6 by the deadline provided therein, liquidated damages shall be \$10,000.00 per day until satisfaction thereof;

(c) for failure to satisfy the requirements set forth in Section 1(c) of this Schedule 6 by the deadline provided therein, liquidated damages shall be \$10,000.00 per day until satisfaction thereof; and

(d) for failure to satisfy the requirements set forth in Section 2 of this Schedule 6 by the deadline provided therein, liquidated damages shall be \$5,000.00 per day until satisfaction thereof.

**Exhibit A**  
(See attached.)

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**ABERTIS INFRAESTRUCTURAS, S.A.**

**TOLL ROADS MONETIZATION – CONFIDENTIAL ATC**

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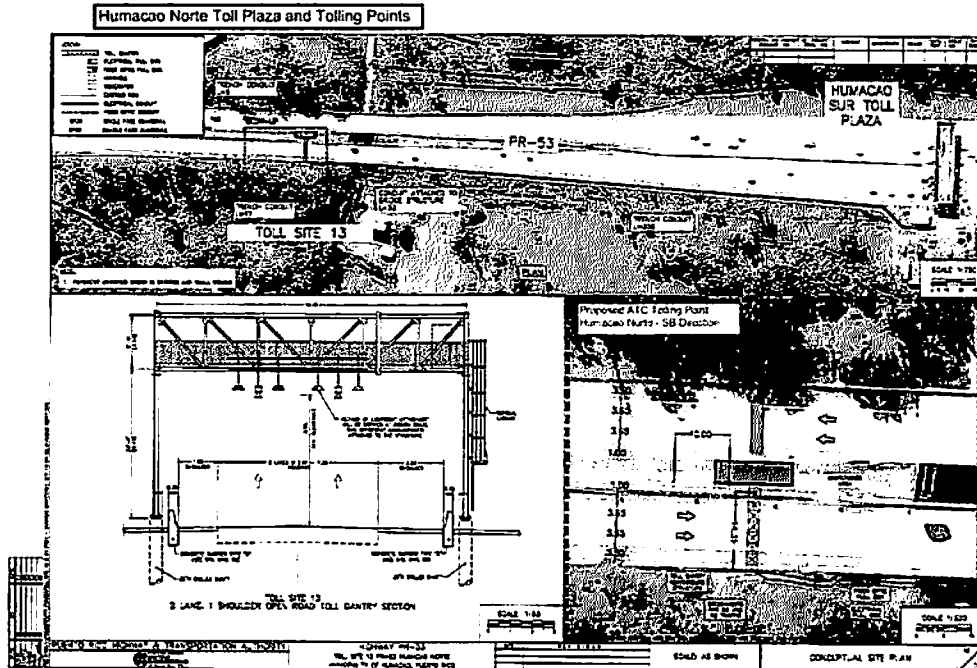
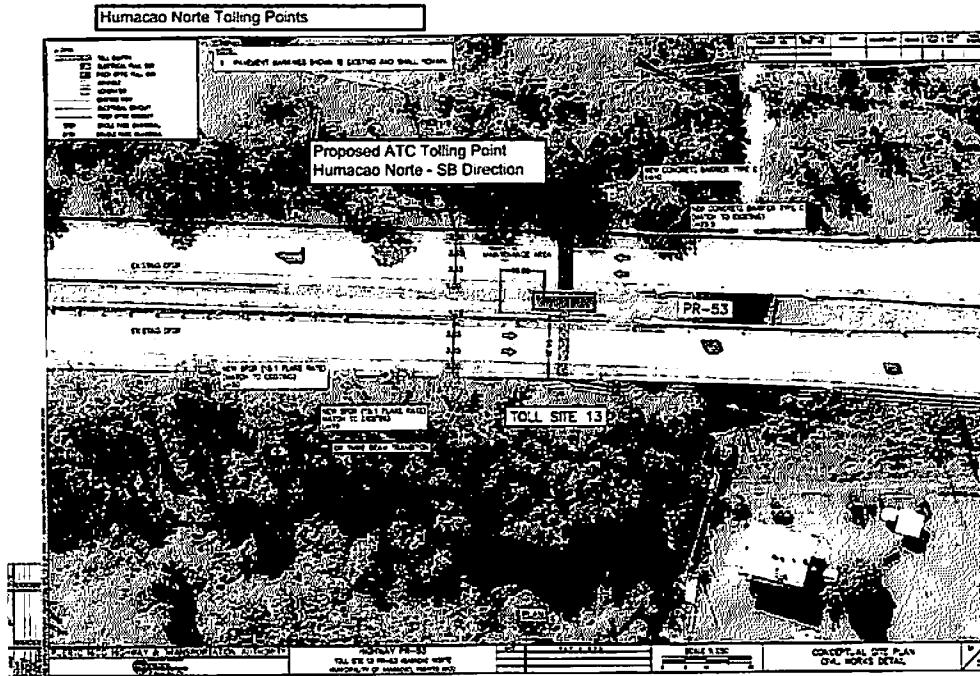
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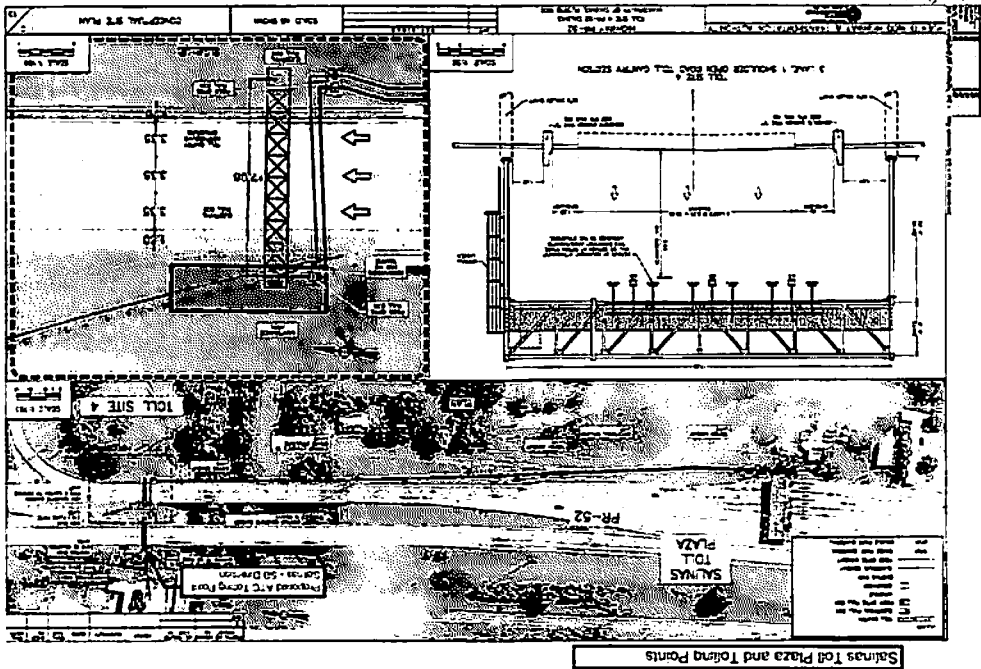

**ANNEX**

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