Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

May 9, 2008

Mr. Jose Labarra
SH 130 Concession Company, LLC.
7700 Chevy Chase Drive
Chase Park One, Suite 350
Austin, Texas 78752-1562

RE: FCA Book 2 Table 11.3-1

Dear Mr. Labarra:

This letter is being delivered to you in order to amend the Facility Concession Agreement for the SH 130, Segments 5&6 (FCA) dated March 22, 2007, between the Texas Department of Transportation and SH 130 Concession Company, LLC (Developer). Initially capitalized terms not otherwise defined in this letter have the meanings given those terms in the FCA.

Table 11.3-1 in the technical requirements of the FCA contains a formatting error that inadvertently shifted three of the vertical clearance criteria rows. The attached document shows the intended table, with formatting changes highlighted in yellow.

For good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, TxDOT and the Developer hereby agree as follows:

1. Table 11.3-1 of Book 2 (Technical Requirements) of the FCA is deleted and replaced with the attached Table 11.3-1.
2. As hereby amended the FCA is in full force and effect.

If the foregoing correctly reflects your understanding of our mutual agreement, please so indicate by signing this letter in the place indicated below and returning four signed originals to the undersigned.

This letter may be signed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

Sincerely,

Amadeo Saenz, Jr., P.E.
Executive Director

ACCEPTED AND AGREED TO
THIS 20th DAY OF May, 2008

SH 130 CONCESSION COMPANY, LLC

By:_____

Name: Jose Labarra
Title: Chief Executive Officer

Table 11.3-1 Design Criteria

	Main Lanes	Direct Connectors	Ramps
DESIGN SPEED			
Design Speed	80 mph	60 mph	80 mph (high) 70 mph (medium) 60 mph (low)
HORIZONTAL ALIGNMENT			
Minimum radius	5095'[f]	2210'	4605' (high) 3405' (medium) 2210' (low)
Maximum super-elevation	0.06 ft/ft	0.06 ft/ft	0.06 ft/ft
VERTICAL ALIGNMENT[a]			
Maximum grades	3.0 percent (level terrain) 4.0 percent (rolling terrain)	6.0 percent (uphill) 6.5 percent (downhill)	3.0 percent (level terrain) 4.0 percent (rolling terrain)
Minimum grades [b]	0.50 percent	0.50 percent	0.50 percent
Minimum K-value			
Crest	433[f]	151	384 (high) 247 (medium) 151 (low)
Sag	254[f]	136	231 (high) 181 (medium) 136 (low)
CROSS-SECTION			
Lane width	12'	14' (12' for 2 lanes)	14' (12' for 2 lanes)
Shoulder width			
Inside shoulder	6' (BC),10' (UC)	4' [b]	4' [c]
Outside shoulder	10'	8' [b]	6' [c]
Curb offset	N/A	N/A	N/A
Minimum cross-slope 2 lanes [e]	2.0 percent	2.0 percent	2.0 percent
HORIZONTAL CLEARANCE (Minimum)			
Distance measured from edge of outside travel lane	30'	30'	16'
VERTICAL CLEARANCE (Minimum) [d]			
Over/under roadway	16'-6"	16'-6"	16'-6"
Over/under streets	16'-6"	16'-6"	16'-6"
Over railroad	23'-0"	23'-0"	23'-0"
Under railroad	17'-6"	17'-6"	17'-6"
Overhead signs and pedestrian crossings	17'-6"	17'-6"	17'-6"

a) Minimum vertical curve length (ft) shall be at least 3 x Design Speed.

b) To mitigate restrictions on the design imposed by sight distance, it is acceptable to position the 8-foot shoulder on the inside of the curve and the 4-foot shoulder on the outside of the curve for one-lane and two-lane direct connectors.