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Addendum No. 02

Project: **Women's Toilet Facility, Ford Park Softball Complex**
Jefferson County, Texas
Job# 0935

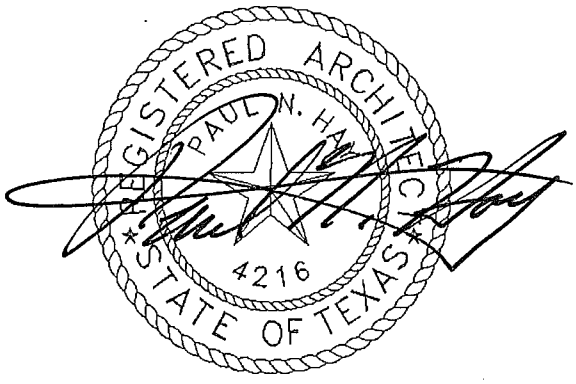
Date: **06-09-09**

All bidders are herewith notified of the following additions, deletions, changes or clarifications to the drawings dated May 29, 2009 and shall be acknowledged as received on the proposal.

SPECIFICATIONS:

1. **GEOTECHNICAL INVESTIGATION**
   12 Field Fast Pitch Softball Facility
   Jefferson County, Texas

   a. **Attached, you will find the missing page (6) that was excluded from the original specifications.**



End of Addendum # 02

GENERAL AREA PAVEMENT

Based on the results of the boring and laboratory tests, the following sections may be considered for use in the parking area of the proposed structures. Economics should dictate which section is used.

PORTLAND CEMENT CONCRETE

Surface parking may be constructed using a Portland Cement Reinforced Concrete Pavement, five-inch (5") minimum thickness should be used.

In order to control vertical displacement and resulting cracking, which may occur due to potential swelling of the surface clays, it is recommended that the subgrade beneath the concrete pavement be stabilized by hydrated lime.

Subgrade preparation should consist of removing all existing vegetation and roots larger than ½-inch in diameter to a depth of six (6) inches. Then scarify the subgrade to a depth of six-inches and stabilize with six to eight (6-8) percent of hydrated lime by dry unit weight is usually sufficient for similar clay soils; however, the actual lime quality needed to stabilize on-site clays should be determined prior to construction. The soil-lime mixture should be compacted to a minimum of 95% of Standard Proctor Density (ASTM D-698).

Lime stabilization should conform to Texas Highway Department 1993 Standard Specifications Item 260, which describes material and construction methods for lime treatment of materials in place.

ASPHALTIC CONCRETE

The upper subgrade soil at the site are clays with high Plasticity Index and will exhibit swell characteristics when subjected to changes in the moisture content under pavements. If asphaltic concrete is considered, and in order to minimize maintenance, it is recommended that lime stabilization should be used in subgrade preparation.

The following sections are recommended for use at the site if asphaltic concrete is used:

Type Pavement	Vehicle Traffic	Heavy Traffic
Asphaltic Concrete	1.5"	2.0"
Limestone Base	6.0"	8.0"
Stabilized Subgrade	6.0"	6.0"