12.3 The base material shall be installed on a dry, uniformly compacted subgrade.

12.4 The finished shape of the base course shall be smooth and conform to the established lines and grades shown on the approved drawings or as directed by the CNP representative.

12.5 During compaction the Generator shall use a vibratory plate compactor when within five (5) feet of any structure or in areas determined by CNP to be hazardous due to electrical clearances or crowded conditions.

12.6 Self-propelled vibratory rollers are prohibited within twenty (20) feet of any electrical structure.

12.7 All paving areas with "nests" of segregated coarse or fine material shall be corrected by scarifying or removing and replacing with a well-graded material. The material shall be placed and compacted to meet the requirements as stated in Section 9.0 of this specification.

12.8 The stabilized base shall be compacted to a density of not less than 95% of the maximum density established by the Standard Proctor Density Test ASTM D-689. After completion of compaction, the surface that forms the road and ramp paving shall be thoroughly wetted.

12.9 Prior to each day's construction, a straight joint shall be formed by cutting back into the entire depth of the previously placed material to form a true vertical face, free of loose and shattered materials.

12.10 Not more than one (1) hour shall elapse from the time the cement stabilized limestone arrives on site and the compaction begins.

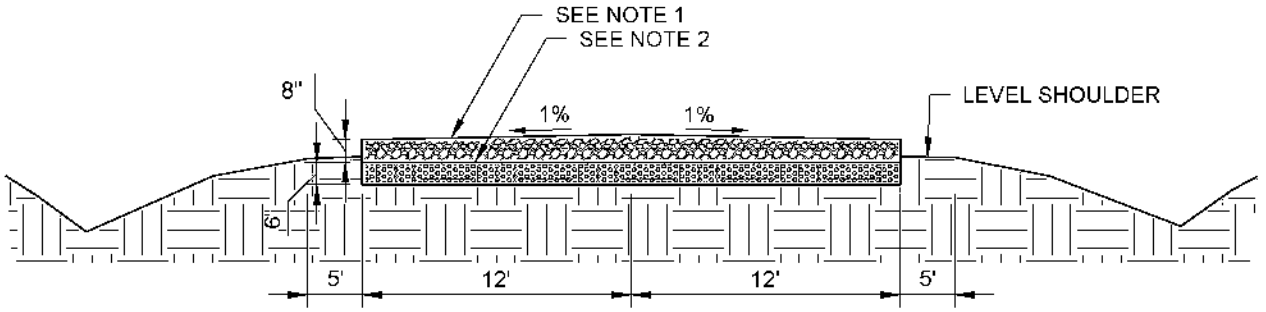
12.11 The compaction of cement stabilized limestone shall be completed within three (3) hours of the time water is added to the mixture.

12.12 The cement stabilized limestone shall be protected against rapid drying for a period of 72 hours.

12.13 The CNP representative may at his discretion reject any base material that he deems is not in accordance with the requirements of this specification.

12.14 The Generator shall erect and maintain sufficient barricades to prevent traffic on newly paved area(s) for a period of 72 hours or as directed by the CNP representative.

EXHIBIT A



NOTES:

1. **BASE MATERIAL** - BASE MATERIAL SHOULD BE COMPOSED OF CRUSHED LIMESTONE OR CRUSHED CONCRETE MEETING THE REQUIREMENTS OF TXDOT 2014 STANDARD SPECIFICATIONS ITEM 247, TYPE A , GRADE 1 . THE BASE MATERIAL SHOULD BE COMPACTED TO AT LEAST 95 PERCENT OF THE MODIFIED EFFORT (ASTM D 1557) MAXIMUM DRY DENSITY AT MOISTURE CONTENT WITHIN 2 PERCENT OF THE OPTIMUM MOISTURE CONTENT.

2. **LIME TREATED SUBGRADE** - WE ANTICIPATE THAT THE PAVEMENT SUBGRADE WILL GENERALLY CONSIST OF ON-SITE MEDIUM TO HIGH PLASTICITY CLAY SOILS. THE PAVEMENT SUBGRADE SHOULD BE TREATED WITH LIME IN ACCORDANCE WITH TXDOT 2014 STANDARD SPECIFICATIONS ITEM 260. BASED ON THE CLASSIFICATION TEST RESULTS, WE RECOMMEND THAT APPROXIMATELY 8 TO 10 PERCENT LIME BY DRY WEIGHT BE USED FOR ESTIMATING AND PLANNING. THE PERCENTAGES ARE GIVEN AS APPLICATION BY DRY WEIGHT AND ARE TYPICALLY EQUIVALENT TO ABOUT 40 TO 50 POUNDS OF LIME PER SQUARE YARD PER 6-INCH DEPTH. THE ACTUAL QUANTITY OF LIME SHOULD BE DETERMINED AT THE TIME OF CONSTRUCTION BASED ON LIME DETERMINATION TESTS CONDUCTED USING BULK SAMPLES OF THE SUBGRADE SOILS. THE PULVERIZATION, MIXING, AND CURING OF THE LIME TREATED SUBGRADE IS OF PARTICULAR IMPORTANCE FOR THE ON-SITE CLAY SOILS. THE SUBGRADE SHOULD BE COMPACTED TO A MINIMUM OF 95 PERCENT OF THE STANDARD EFFORT (ASTM D 698) MAXIMUM DRY DENSITY AT A MOISTURE CONTENT BETWEEN OPTIMUM AND 4 PERCENT WET OF THE OPTIMUM MOISTURE CONTENT.

PRIMARY ACCESS ROAD (24') 1

NOT TO SCALE