PLEASANTDALE DRIVE IMPROVEMENTS

ADDENDUM NO. 1

DATE: March 3, 2023 Bid Number: 142173388

This addendum forms a part of the Specifications and modifies the original Document as noted. Acknowledge receipt of this Addendum in the appropriate portion of Section 00300 with the submitted bid. Failure to do so may subject the proposer to disqualification.

1. Are core borings available?

   Response: Please reference the geotechnical report that's included as part of the specs. The geotechnical report is attached it to this addendum for ease of reference.

2. What is the number of days to complete the project? It appears section 00300 contradicts section 00500 in the specifications.

   Response: Section 00500 is correct. The Contractor will commence the work required by the Contract Documents within ten (10) calendar days after the date of the Notice to Proceed and will achieve Substantial Completion (operational) within 120 calendar days of the Notice to Proceed. The date of Final Completion will be 30 calendar days following the date of Substantial Completion. Total construction duration is 150 consecutive calendar days. Unless the period for Substantial Completion is extended otherwise by the Contract Documents, the Contractor will be assessed liquidated damages in the amount of $500 per calendar day past the date of Substantial Completion. In addition, for Final Completion, the Contractor will be assessed liquidated damages in the amount of $500 per calendar day past the date of Final Completion.

3. Will a bid bond be required for the above referenced project?

   Response: Section 00020 of the specification's states under the title PERFORMANCE AND PAYMENT BOND: The Owner will require that the Contractor furnish a Performance and Payment Bond in an amount equal to 100% of the Contract Price. All Payment and Performance Bonds shall be secured from or countersigned by an agency or surety company recognized in good standing and authorized to do business in the State of Florida.

ATTACHMENTS: Geotechnical Report

END OF SECTION

Report
Pavement and Geotechnical Engineering Services
Pleasantdale Drive
Wildwood, Sumter County, Florida
PSI Project No. 07572600

Project Number: 07572600
May 10, 2021

Professional Service Industries, Inc.
1748 33rd Street, Orlando, FL 32839
Phone: (407) 304-5560
Fax: (407) 304-5561

Mr. Nicholas J. Mora, P.E.
Kimley-Horn
101 E Silver Springs Boulevard,
Suite 400, Ocala, FL, 34470

RE: Report
Pavement and Geotechnical Engineering Services
Pleasantdale Drive
Wildwood, Sumter County, Florida

Dear Mr. Mora:

In general accordance with PSI Proposal No. 0757-320880 dated September 4, 2021 and your authorization, **Professional Service Industries, Inc. (PSI), an Intertek company,** has completed pavement and geotechnical engineering evaluations at the site of the referenced project. The subsurface exploration was conducted to develop design-level geotechnical engineering recommendations for the rehabilitation of proposed roadway and construction of the proposed new stormwater pond.

PROJECT INFORMATION

The project involves the existing flexible pavement of Pleasantdale Drive (a dead-end road) in Wildwood, Sumter County, Florida. More specifically, the project starts from the intersection of Cleveland Avenue with Pleasantdale Drive and extends approximately 1,200 lineal feet to the north. The referenced roadway is rural roadway approximately 19 feet wide with no drainage curb/gutter. We understand the proposed improvements include rehabilitation of the existing distressed pavement, as well as roadway drainage improvements by addition of curb and gutters to the side of the existing pavement and construction of a new dry bottom stormwater pond. PSI was requested to conduct a pavement coring and evaluation program to provide pavement rehabilitation recommendations for the existing pavement and a subsurface exploration to evaluate the proposed pond site. The roadway drainage improvements (curb, gutter, swales, etc.) are outside of the scope of our services.

Per the conceptual plan provided to us, we understand a new dry bottom pond will be constructed within a vacant property owned by the City of Wildwood, located east of the Crestview Circle, west of Pleasantdale Drive and approximately 400 feet north of Cleveland Avenue.

At the time of preparing this report, a site-specific topographic survey was not made available for PSI's review; however, we were able to review the site topographic map through the Sumter County map database.

The noted information/assumptions have been used for the purpose of preparing this report. If any of the stated information/assumptions are incorrect or have been changed, PSI should be notified so appropriate changes to our recommendations can be incorporated in this report.

REVIEW OF PUBLISHED DATA

USGS Topographic Map

The topographic survey map published by the USGS entitled "Wildwood, Florida" was reviewed for ground surface features in the vicinity of the proposed development. Based on this review, the natural ground surface elevations at the site are on the order of +80 to +90 feet National Geodetic Vertical Datum (NGVD) of 1929. **Figure 1** of the **Appendix** contains an excerpt of the USGS topographic map for the site. PSI also reviewed ArcGIS topographic survey data from the Sumter County online map database. This information indicates that the ground surface elevations at the site vary from on the order of +79 to +86 feet (unknown datum), generally increasing from west to east.

SCS Soil Survey

The "Soil Survey of Sumter County, Florida," published by the USDA SCS, was reviewed for general near-surface soil information within the general project vicinity. This information indicates that there are four soil groups within the vicinity of the proposed project. The general information provided by the SCS for the mapped soil units are summarized in the following table.

Soil Series	Depth (inches)	Unified Classification	USDA Seasonal High Groundwater Table
			Depth (feet)
4 - Candler fine sand, 0 to 5 percent slopes	0 to 80	SP, SP-SM	> 6
6 - Kendrick fine sand, 0 to 5 percent slopes	0 to 80	SP-SM, SM, SM-SC, SC	> 6
10 – Sparr fine sand, 0 to 5 percent slopes	0 to 80	SP-SM, SM, SM-SC, SC	1.5 to 3.5
16- Apopka sand, 0 to 5 percent slopes	0 to 98	SP, SP-SM, SM-SC, SC	> 6

Figure 2 of the **Appendix** contains an excerpt of the USDA SCS soils map for the site.

.

FIELD EXPLORATION

General

As requested, PSI executed a program of limited pavement coring and subsurface exploration. PSI cored the existing asphalt pavement at six (6) locations within the requested areas and measured the asphalt and base thickness and identified the type of the pavement materials. The asphalt pavement and underlying clay stabilized base material were cored with a 6-inch diameter core barrel. The core holes were backfilled with cold patch asphalt prior to leaving the site. PSI also performed shallow manual auger boring through the subgrade in an attempt to measure the existing groundwater level and evaluate the subgrade materials. The approximate core and boring locations are presented on **Sheet 1** in **Appendix A**. The soil types encountered at the specific pavement core locations are presented in the form of soil profiles on **Sheet 2** of **Appendix A.** Included with the boring profiles is a legend describing the encountered soils in AASHTO format, and results of PSI's laboratory testing.

In addition, as requested PSI performed four auger borings within the planned dry bottom stormwater pond. The auger borings were performed in general accordance with ASTM D-1452. Upon completion of drilling, the borings were backfilled with soil cuttings. The approximate locations of the borings are presented on **Sheet 1** in **Appendix A**. The soil types encountered at the specific pond boring locations are presented in the form of soil profiles on **Sheet 3** of **Appendix A**. Included with the boring profiles is a legend describing the encountered soils in USCS format and results of PSI's laboratory testing.

Soil Conditions

In general, the pavement borings revealed a series of fine sands grading relatively clean to slightly silty and silty in composition (i.e. A-3 and A-2-4 materials) from the exposed subgrade to a depth on the order of 7 feet below the pavement surface grade. Boring PL-3 revealed silty fine sand with cemented sand locally known as "hardpan".

Based on the borings PSI completed for the pond area, subsurface conditions are relatively consistent across the pond site. In general, the upper 5 to 6 feet of the borings revealed a series of fine sands grading relatively clean to slightly silty in composition (i.e. SP and SP-SM materials). The upper sands were underlain by a series of silty and clayey fine sands ranging from silty fine sand and clayey fine sands (i.e. SM and SC materials) to highly plastic clay (i.e. CH material).

A detailed description of the individual pavement and pond borings are shown as soil profiles on **Sheets 2** and **3** of the **Appendix**.

The stratification presented is based on visual observation of the recovered soil samples, laboratory testing and interpretation of field logs by a geotechnical engineer. It should be noted that variations in the subsurface conditions are expected and may be encountered between and away from PSI's borings. Also, whereas the individual boring logs indicate distinct strata breaks, the actual transition between the soil layers may be more gradual than shown on the soil profiles.

Groundwater Conditions

At the time of our fieldwork (April 16, 2021), groundwater was not encountered in PSI's borings. Due to the presence of the low permeable clayey soils at the site, groundwater levels did nto have the time to stabilize in the boreholes prior to PSI leaving the site.

The estimated normal seasonal high groundwater levels presented herein are based on the observed soil stratigraphy, conditions observed in the borings, USDA Soil Survey information, and our past experience in the project vicinity. In this regard, we estimate the normal seasonal high groundwater table will occur in the form of perched groundwater above the shallow confining layer soils at approximate elevations of 5 to 6 feet below the existing grades.

In general, the estimated normal seasonal high groundwater level is not intended to define a limit or ensure that future seasonal fluctuations in groundwater levels will not exceed the estimated levels. Groundwater conditions will vary with environmental changes and seasonal conditions, such as the frequency and magnitude of rainfall patterns, as well as man-made influences, such as swales, ponds, drainage systems, underdrains and areas of covered soil (buildings, paved parking lots, sidewalks, etc.).

Pavement Cores

A list of asphalt and base thicknesses encountered in PSI's pavement cores/borings, are summarized as below:

Table 1: Pavement Core Data

Core No.	Core Name	Asphalt Thickness (inch)	Base Thickness (inch)	Type of Base Material
1	PL-1	6	6	Clay stabilized silty soil
2	PL-2	1	7	Clay stabilized silty soil
3	PL-3	2.75	7	Clay stabilized silty soil
4	PL-4	1.5	7	Clay stabilized silty soil
5	PL-5	2.5	7.5	Clay stabilized silty soil
6	PL-6	1.5	3.5	Clay stabilized silty soil

Photographs of the pavement cores, as well as photographs of the core locations, are included in **Appendix B**.

PAVEMENT EVALUATIONS

Based on the PSI's site visit on 4/6/2021, severe pavement distresses were observed along the roadway alignment. The distresses include longitudinal and transverse cracking, block cracking, alligator cracking and potholes. The base material was composed of clay stabilized silty soil. This type of base material is highly moisture sensitive and when in contact with excess moisture, results in a medium to highly plastic and unstable material.

Based on our limited field exploration and the data collected during our pavement coring program, inadequate asphalt and base thickness, as well as unsuitable base materials, appear to have caused the observed pavement distresses.

SITE SUITABILITY

Based on the results of PSI's borings, it is our opinion that subsurface conditions are generally suitable for the construction of the new dry-bottom stormwater pond, provided adequate separation is afforded between the pond bottom and the estimated normal season high groundwater table. Further, the site appears suitable for reconstruction of the existing roadway using conventional FDOT practices.

SITE PREPARATION CONSIDERATIONS

General

The following recommendations have been developed on the basis of the previously described project characteristics and subsurface conditions encountered. If there is any change in the project criteria, including the location or orientation of the proposed stormwater pond, a review must be made by PSI to determine if additional fieldwork and/or any modifications to our recommendations will be required.

Site Clearing/Stripping

At the outset of construction, clearing and grubbing, including root raking and removal of any organic-laden topsoil that remains on the pond site, should be completed. This normally includes removing the surface vegetation, stripping topsoil, grubbing major root systems, and removing any miscellaneous debris and/or deleterious materials. At a minimum, it is recommended that the clearing/stripping operations extend at least ten feet beyond the proposed construction areas wherever practical. Material generated during stripping operations should be disposed of off-site in a proper manner as directed by the Owner. Initial site clearing and preparation work should be carried out under the observation of a representative of the Geotechnical Engineer. In the roadway area, the existing pavements should be demolished in preparation of reconstruction. This should include the removal of the asphalt and clay stabilized base.

Fill Placement and Subgrade Preparation

The subgrade within the roadway limits should be densified by heavy proof rolling. Proof rolling operations should be carried out from the stripped/cleared surface with a self-propelled vibratory roller. Where site grading requires cuts to achieve proposed grades, proof rolling should follow excavation activities. The roller should have a drum weight of at least 10 tons.

Densification of the subsoils should be accomplished by making repeated overlapping coverages of the roller as it operates at its full vibrational frequency and at a travel speed of not more than two feet per second. Within 75 feet of existing buildings/structures, the roller should be operated in the static mode to reduce vibrations that could disturb building occupants or cause structural distress, or vibration monitoring should be performed to assess vibration levels. Proof rolling operations should be carried out under the surveillance of the Geotechnical Engineer or his representative so that observations of the subgrade can be made and in place density tests can be taken to evaluate if compaction is being achieved. The upper 12 inches of the subgrade should be compacted to at least 95 percent of the soil's ASTM D-1557 maximum dry density.

If unstable/yielding soils are encountered by the roller, then such materials should be locally removed and replaced with clean, dry granular soil (Engineered Fill) that is thoroughly and uniformly compacted.

Engineered Fill

Any fill for the project should consist of clean fine sand with less than 10 percent by dry weight passing the U.S. Standard No. 200 sieve and be free of rubble, organics, clay, debris and other deleterious material. Fill should be tested and approved prior to import and placement. Each lift should have a loose thickness not exceeding 12 inches. Density tests should be performed to confirm the required compaction is being achieved before placing the next lift.

Before beginning compaction, soil moisture conditioning may be required. Soil moisture contents should be controlled to facilitate proper compaction. A moisture content within two percentage points of the material's optimum indicated by the modified Proctor test (ASTM D-1557) is recommended prior to compaction of the natural ground and fill. All engineered fill should be compacted to at least 95 percent of the material's modified Proctor (ASTM D-1557) maximum dry density.

DESIGN RECOMMENDATIONS

Pavement Support

We were not provided with any traffic information for the referenced roadway alignment; however, based on our past experience with similar projects, data obtained during this study, our pavement survey, and provided positive drainage outside of the pavement areas is provided, the following geotechnical engineering recommendations are provided for reconstruction of the noted roadway.

Remove full depth of the existing asphalt, limerock base and subgrade to a minimum depth of 22 inches below the existing pavement grade. Any unsuitable materials (i.e. peat/organic soils/clayey soils) below the exposed excavated grade shall be removed to their full depth and hauled off the site. The resulting excavation shall be backfilled with compacted clean sands (A-3 soils). Compact the exposed subgrade soils to at least 98 percent of the material's modified Proctor (ASTM D-1557) maximum dry density. Construct the new flexible pavement following the below recommendations:

- 2.0 inches Type SP Asphaltic Concrete (2 lifts @ 1.0-inch SP-9.5 with minimum PG 67-22 or higher).
- 8.0 inches limerock (LBR=100) or crushed concrete (LBR = 150) base course, compacted to at least 98 percent of the material's modified Proctor (ASTM D-1557) maximum dry density.
- 12.0 inches stabilized subgrade, Type B Stabilization (LBR = 40), compacted to at least 98 percent of the material's modified Proctor (ASTM D-1557) maximum dry density.

All materials used for pavement construction should meet the more stringent criteria of FDOT and Sumter County standards.

Stormwater Management System

PSI collected three (3) relatively undisturbed soil samples from the location of borings PB-3 and PB-4 drilled within the proposed stormwater management area and performed laboratory permeability tests on the recovered samples. Based on the results of the borings performed and our laboratory testing, and assuming the maximum pond bottom elevation is four feet below the existing grade, the following recommended geotechnical engineering design parameters are provided below.

Parameter	Value	Units
Coefficient of Horizontal Permeability*	9	feet per day
Depth to Estimate Normal Seasonal High GWT **	5 to 6	feet below the existing grade
Depth to Confining Layer	5 to 6	feet below the existing grade
Fillable Porosity of Shallow Aquifer	25	percent

* Based on the permeability tests performed on soils samples collected above the groundwater table.

** ESHGWT is based on the groundwater perching atop the clayey/silty soils defining the shallow effective aquifer

The recovery of a given stormwater system is dependent on the soil permeability as well as the groundwater table, system bottom elevation, system geometry, confining layer and water level in the system. We recommend a commercially available computer program such as PONDS or MODRET be used by an engineer experienced in groundwater modeling to evaluate the proposed stormwater system. The system should be designed and constructed in accordance with Water Management District requirements. We recommend an appropriate safety factor be applied to the stormwater model.

On-Site Soil Suitability (Pond Area)

Materials to be used for engineered fill for construction should be evaluated and, if necessary, tested by PSI prior to placement to determine if they are suitable for the intended use. Based on the boring and laboratory testing results, the on-site clean sandy soils (Stratum 1) generally appear to be suitable for use as engineered fill, provided the material is free of debris, rubble, clay, roots and contains no more than 3 percent by dry weight of organics.

Soils in Strata 2, 3, 4 and 5 (silty/clayey fine sands and clay soils) contain a higher percentage of silt and clay fines and will be difficult to moisture condition and compact, especially during the wet season. Due to the poor drainage characteristics of silty and clayey sands and clay, these soils should not be used within 36 inches of pavement base materials. Additionally, these materials should not be utilized for the construction of stormwater pond as they have poor drainage characteristics. Samples of the soil to be used as fill should be tested during excavation as necessary to verify that the soils meet the requirements of engineered fill.

OTHER CONSIDERATIONS

Site Dewatering

Dewatering is not expected to be required for most excavations. Where groundwater is encountered, excavations that are only a few feet below the water table can likely be dewatered with a sump pump. Deeper excavations will most likely require well-pointing or sock drains to achieve adequate drawdown. In either case,

the dewatering system should be designed and operated to lower the groundwater table to a depth at least 2 feet below the bottom of surfaces to be compacted in any given area. The design and discharge of the dewatering system should be in accordance with current regulatory criteria.

Excavations

In Federal register, Volume 54, No., 209 (October 1989), the United States Department of Labor, Occupational Safety and Health Administration (OSHA) amended its "Construction Standards for Excavations, 29 CFR, part 1926, Subpart P". This document was issued to better ensure the safety of workmen entering trenches or excavations. It is mandated by this federal regulation that all excavations, whether they be utility trenches, general construction excavations or footing excavations, be constructed in accordance with the new OSHA guidelines. It is our understanding that these regulations are being strictly enforced and if not strictly followed, the owner and the contractor could be liable for substantial penalties.

The contractor is solely responsible for designing and constructing stable, temporary excavations and should shore, slope, or bench the sides of the excavations as required to maintain stability of both the excavation sides and bottom. The contractor's "responsible person", as defined in 29 CFR Part 1926, should evaluate the soil exposed in the excavations as part of the contractor's safety procedures. In no case should slope height, slope inclination, or excavation depth, including utility trench excavation depth, exceed those specified in local, state and federal safety regulations.

We are providing this information solely as a service to our client. PSI is not assuming responsibility for construction site safety or the contractor's activities; such responsibility is not being implied and should not be inferred.

LIMITATIONS

Our professional services have been performed, our findings obtained, and our recommendations prepared in accordance with generally accepted geotechnical engineering principles and practices. This company is not responsible for the conclusions, opinions or recommendations made by others based on these data.

The scope of our exploration was intended to evaluate soil conditions within the influence of the proposed roadway and pond and does not include an evaluation of potential deep soil problems such as sinkholes. The analysis and recommendations submitted in this report are based on the data obtained from the soil borings performed at the locations indicated. If any subsoil variations become evident during the course of this project, a re-evaluation of the recommendations contained in this report will be necessary after we have had an opportunity to observe the characteristics of the conditions encountered. The applicability of the report should also be reviewed in the event significant changes occur in the design, nature or location of the proposed development.

The scope of our geotechnical services presented herein does not include any environmental assessment or investigation for the presence or absence of hazardous or toxic materials in the soil, groundwater, or surface water within or beyond the site studied. Any statements in this report regarding odors, staining of soils, or other unusual conditions observed are strictly for the information of our client.

CLOSURE

PSI appreciates the opportunity to provide our services to you on this project. If you have any questions regarding the information provided in this report, or if we may be of further service, please contact the undersigned.

Respectfully submitted,

PROFESSIONAL SERVICE INDUSTRIES, INC.
Certificate of Authorization No. 3684

Behnam Golestani, Ph.D., P.E.
Principal Consultant/Senior Geotechnical Engineer
FL License No. 84787

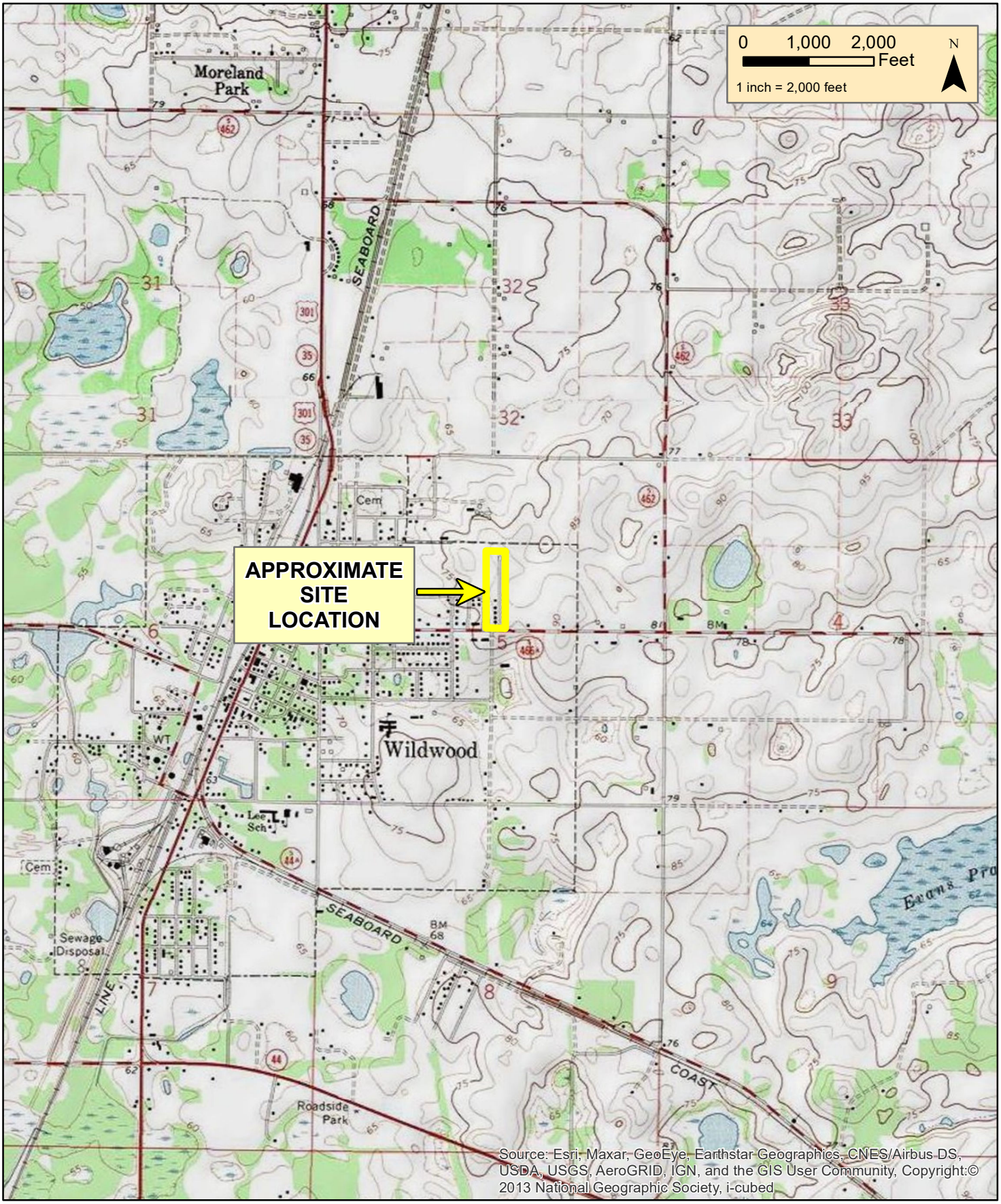
Robert A. Trompke, P.E.
Florida Geotechnical Practice Leader
FL License No. 55456

07572600 (Pleasantdale Drive)

Appendix

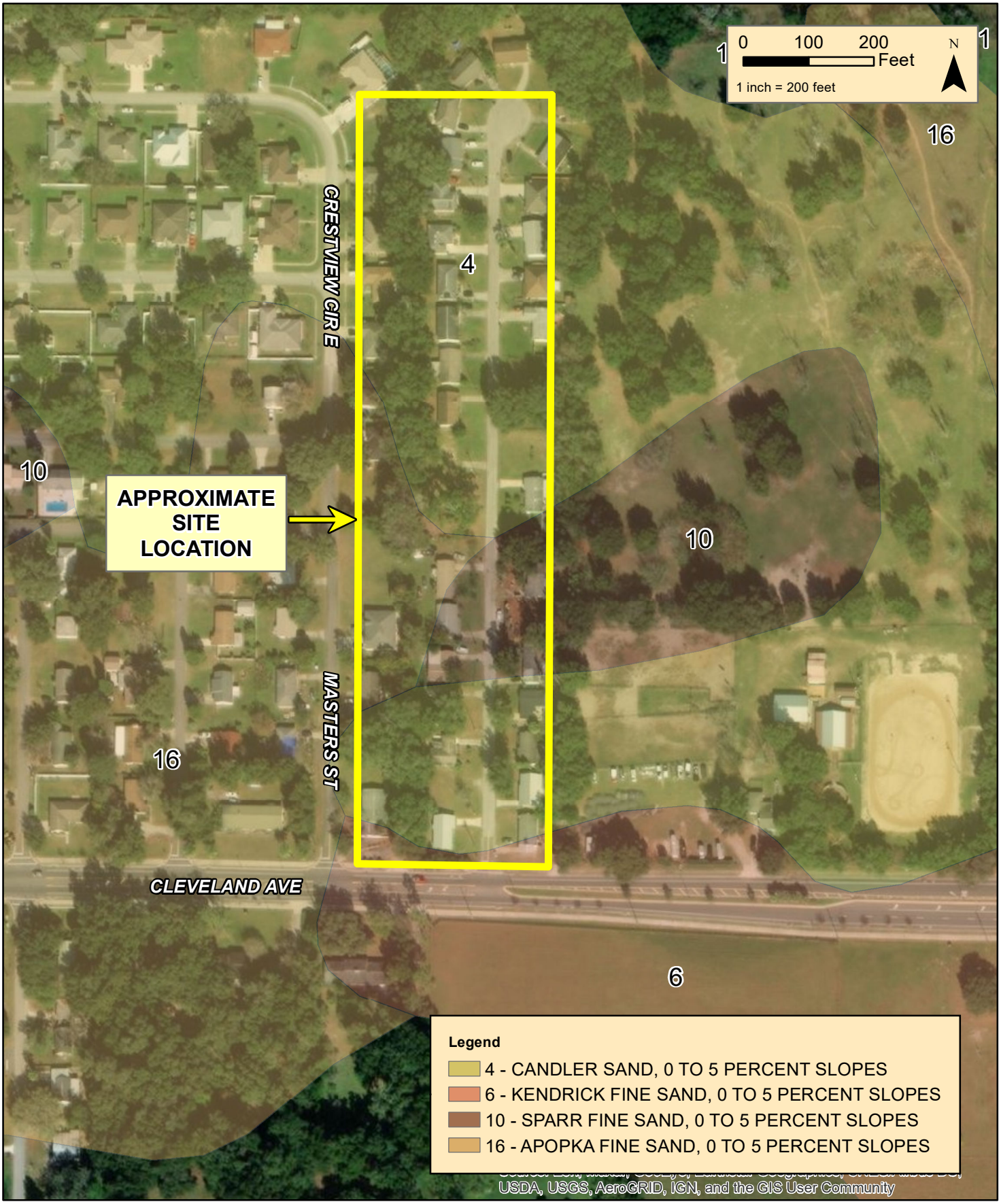
- Figure 1 – USGS Topographic Map
- Figure 2 – USDA Soils Map
- Sheet 1 – Boring Location Plan
- Sheets 2 & 3 – Boring Profiles

APPENDIX A



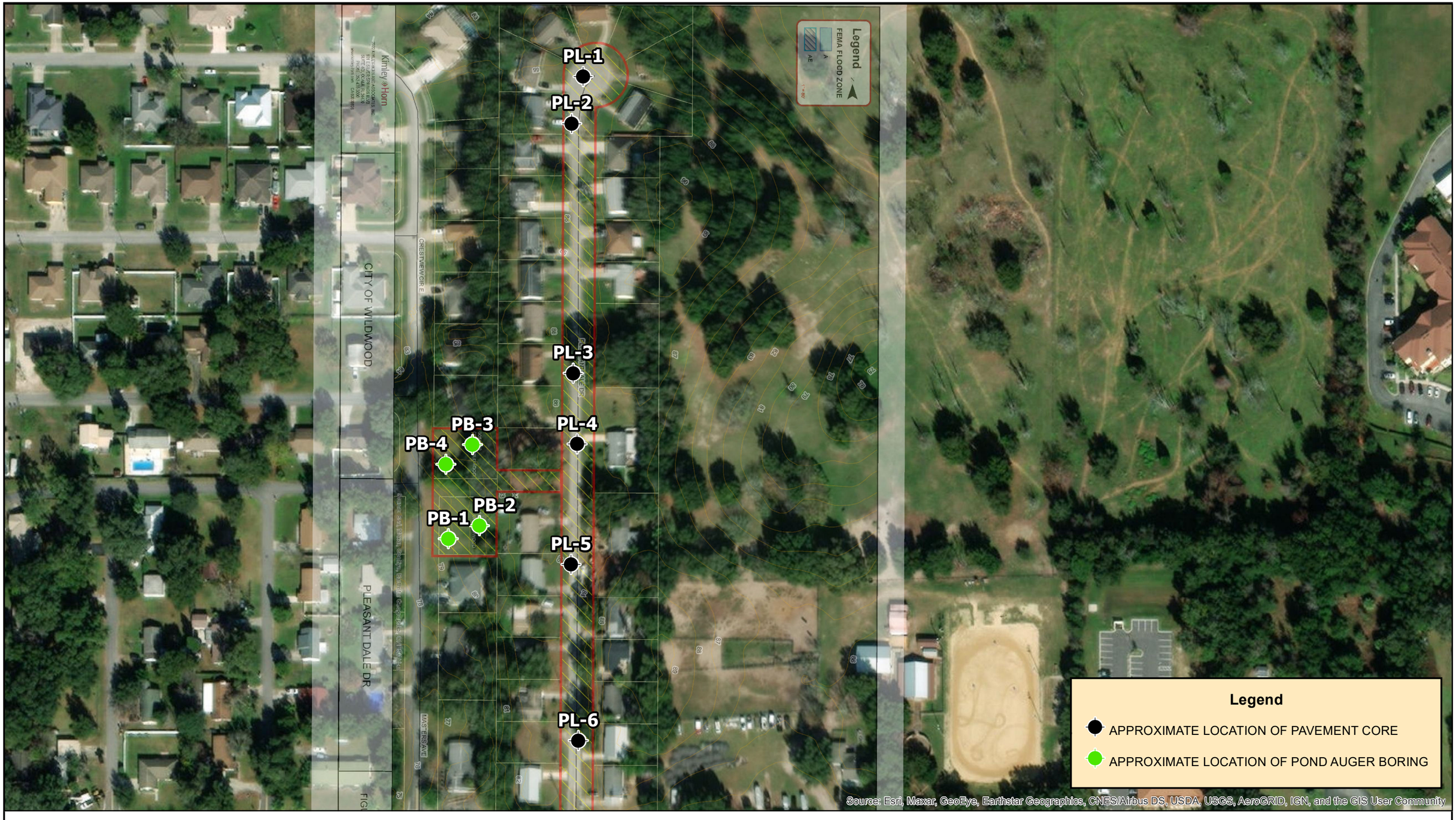
REFERENCE: THE 2017 AERIAL PHOTOGRAPH WAS OBTAINED FROM ESRI. THE PRESENTED DATA IS FOR INFORMATIONAL PURPOSES ONLY. IT IS NOT MEANT FOR DESIGN, LEGAL, OR ANY OTHER USES. INTERTEK-PSI ASSUMES NO RESPONSIBILITY FOR ANY DECISIONS MADE OR ANY ACTIONS TAKEN BY THE USER BASED UPON INFORMATION OBTAINED FROM THE ABOVE DATA.

PROJECT NO. 07572600	intertek psi 1748 33rd Street Orlando, FL 32839 (407)304-5560 (407)304-5561 fax	TOPOGRAPHIC MAP **PLEASANTDALE DRIVE** WILDWOOD, SUMTER COUNTY, FLORIDA	FIGURE: 1
TWN/RNG/SEC -			DRAWN: DJW
DATE CREATED 5-5-21			CHECKED: BG



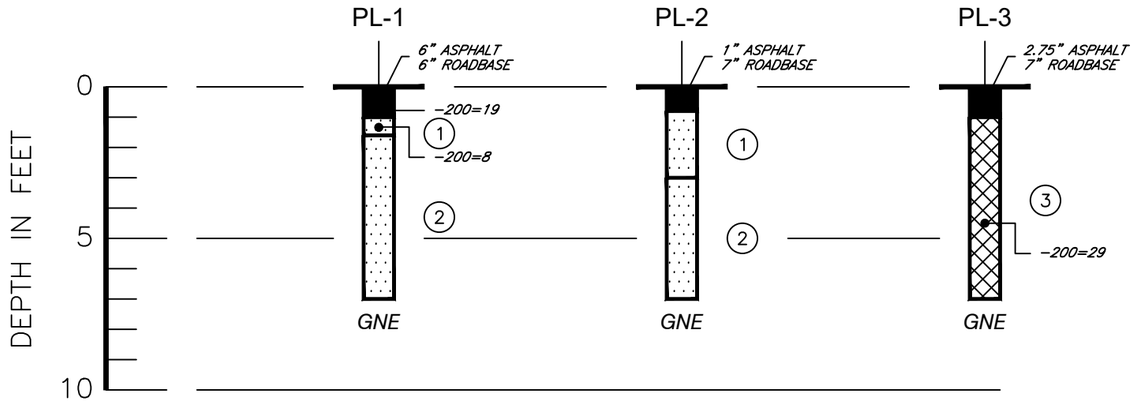
REFERENCE: THE 2017 AERIAL PHOTOGRAPH WAS OBTAINED FROM ESRI. THE PRESENTED DATA IS FOR INFORMATIONAL PURPOSES ONLY. IT IS NOT MEANT FOR DESIGN, LEGAL, OR ANY OTHER USES. INTERTEK-PSI ASSUMES NO RESPONSIBILITY FOR ANY DECISIONS MADE OR ANY ACTIONS TAKEN BY THE USER BASED UPON INFORMATION OBTAINED FROM THE ABOVE DATA.

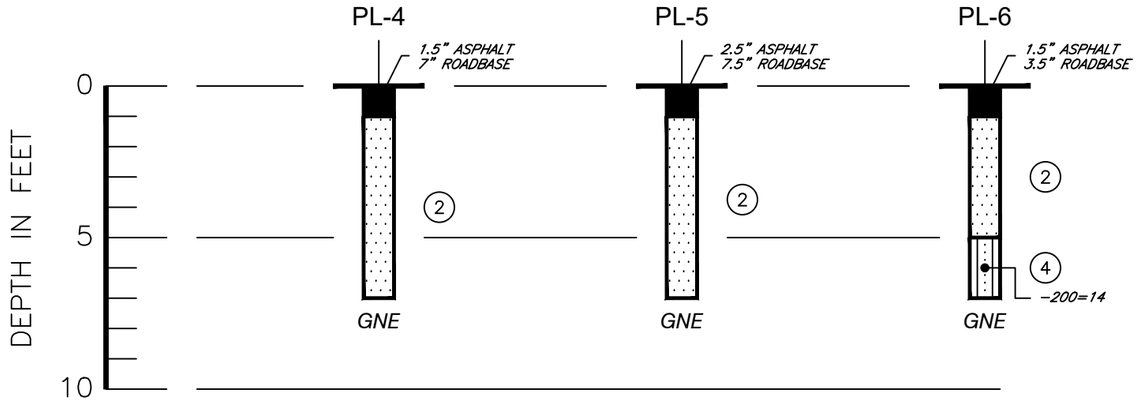
PROJECT NO. 07572600 TWN/RNG/SEC - DATE CREATED 5-5-21	intertek psi 1748 33rd Street Orlando, FL 32839 (407)304-5560 (407)304-5561 fax	SOILS MAP **PLEASANTDALE DRIVE** WILDWOOD, SUMTER COUNTY, FLORIDA	FIGURE: 2 DRAWN: DJW CHECKED: BG



REFERENCE: THE 2017 AERIAL PHOTOGRAPH WAS OBTAINED FROM ESRI. THE PRESENTED DATA IS FOR INFORMATIONAL PURPOSES ONLY. IT IS NOT MEANT FOR DESIGN, LEGAL, OR ANY OTHER USES. INTERTEK-PSI ASSUMES NO RESPONSIBILITY FOR ANY DECISIONS MADE OR ANY ACTIONS TAKEN BY THE USER BASED UPON INFORMATION OBTAINED FROM THE ABOVE DATA.

PROJECT NO. 07572600 SCALE: NOTED DATE CREATED 5-4-21	intertek psi 1748 33rd Street Orlando, FL 32839 (407)304-5560 (407)304-5561 fax	GEOTECHNICAL ENGINEERING SERVICES **PLEASANTDALE DRIVE** WILDWOOD, SUMTER COUNTY, FLORIDA	SHEET: 1 DRAWN: DJW CHECKED: BG	0 70 140 Feet 1 inch = 140 feet N





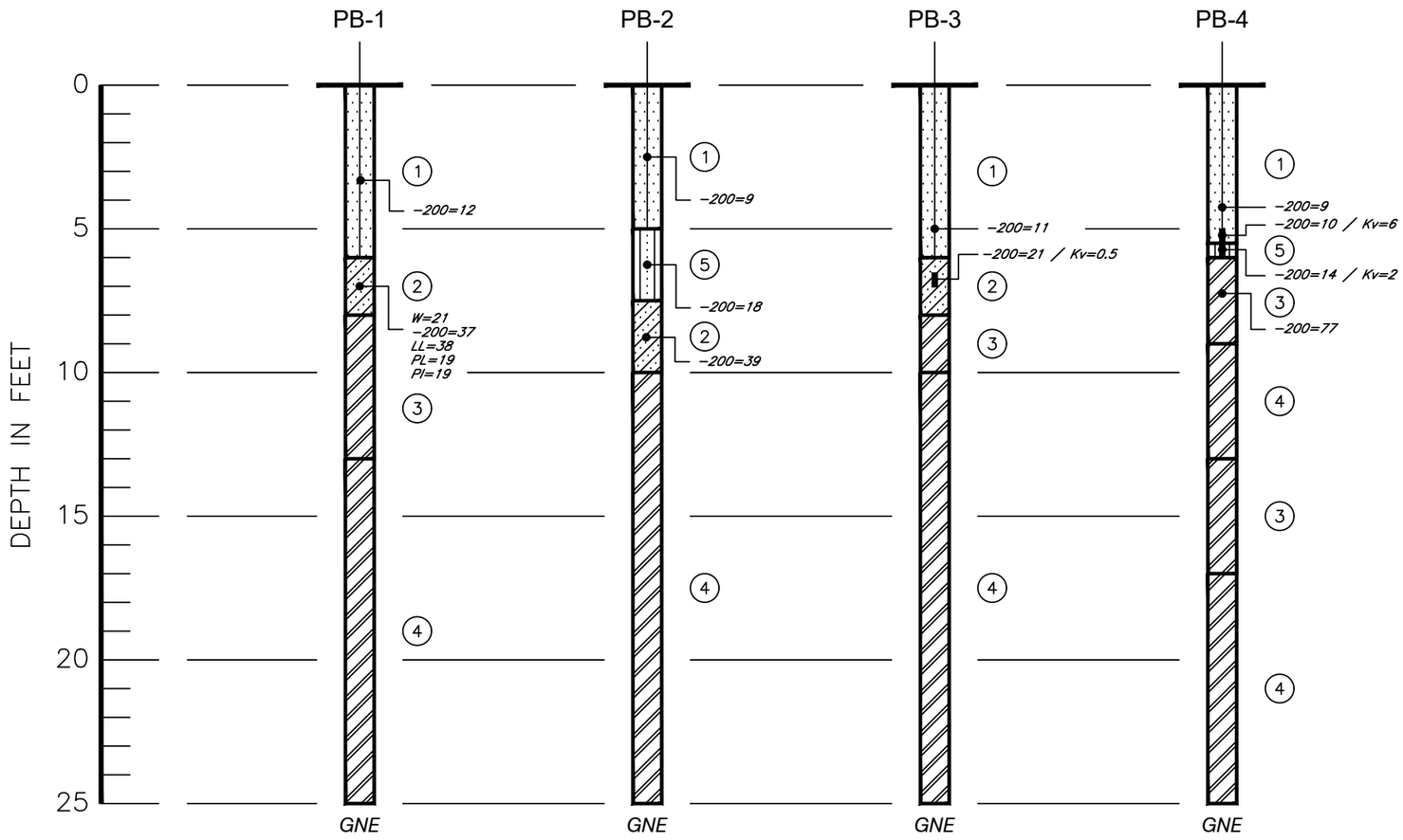
SOIL PROFILES

SCALE: 1"=5'

LEGEND

(1)	*GRAY-BROWN TO DARK BROWN FINE SAND, (A-3)*
(2)	*LIGHT BROWN TO BROWN FINE SAND, (A-3)*
(3)	*ORANGE SILTY FINE SAND WITH CEMENTED SAND (HARDPAN), (A-2-4)*
(4)	*BROWN SILTY FINE SAND, (A-2-4)*
(A-3)	*A.A.S.H.T.O. SOIL CLASSIFICATION GROUP SYMBOL*
GNE	*GROUNDWATER NOT EVIDENT IN UPPER 10 FEET OF BORING*
W	*NATURAL MOISTURE CONTENT IN PERCENT*
-200	*FINES PASSING #200 SIEVE IN PERCENT*

PROJECT NO. 07572600	intertek psi	1748 33rd Street Orlando, FL 32839 (407)304-5560 (407)304-5561 fax	GEOTECHNICAL ENGINEERING SERVICES **PLEASANTDALE DRIVE** WILDWOOD, SUMTER COUNTY, FLORIDA	SHEET: 2
SCALE: NOTED				DRAWN: DJW
DATE CREATED: 5-6-2021				CHECKED: BG



SOIL PROFILES

SCALE: 1"=5'

LEGEND

1	*GRAY-BROWN TO DARK BROWN FINE SAND TO SLIGHTLY SILTY FINE SAND, (SP), (SP-SM)*
2	*GRAY-BROWN CLAYEY FINE SAND, (SC)*
3	*BROWN-GRAY TO GREEN-GRAY CLAY, (CH)*
4	*GRAY-BROWN CLAY WITH TRACE T SOME LIMESTONE, (CH)*
5	*BROWN SILTY FINE SAND, (SM)*
(SP)	*UNIFIED SOIL CLASSIFICATION GROUP SYMBOL*
GNE	*GROUNDWATER NOT EVIDENT IN UPPER 10 FEET OF BORING*
W	*NATURAL MOISTURE CONTENT IN PERCENT*
-200	*FINES PASSING #200 SIEVE IN PERCENT*
LL	*LIQUID LIMIT IN PERCENT*
PL	*PLASTIC LIMIT IN PERCENT*
PI	*PLASTICITY INDEX*
Kv	*COEFFICIENT OF VERTICAL PERMIABILITY IN FEET PER DAY*

PROJECT NO. 07572600
SCALE: NOTED
DATE CREATED: 5-6-2021

intertek psi
1748 33rd Street
Orlando, FL 32839
(407)304-5560
(407)304-5561 fax

GEOTECHNICAL ENGINEERING SERVICES

PLEASANTDALE DRIVE

WILDWOOD, SUMTER COUNTY, FLORIDA

SHEET: 3
DRAWN: DJW
CHECKED: BG

APPENDIX B

PAVEMENT CORE PHOTOGRAPHS

- **Asphalt:** 6 inches
- **Pavement Base:** 6 inches clay stabilized silty soil

SHEET NO.:	
DRAWN BY:	B.G.
CHECKED BY:	B.G.

PAVEMENT ENGINEERING SERVICES
PLEASANTDALE DRIVE – PROPOSED PAVEMENT EVALUATION
PSI PROJECT NO.: 07572600
DATE: 5/7/2021

intertek psi

PAVEMENT CORE PHOTOGRAPHS

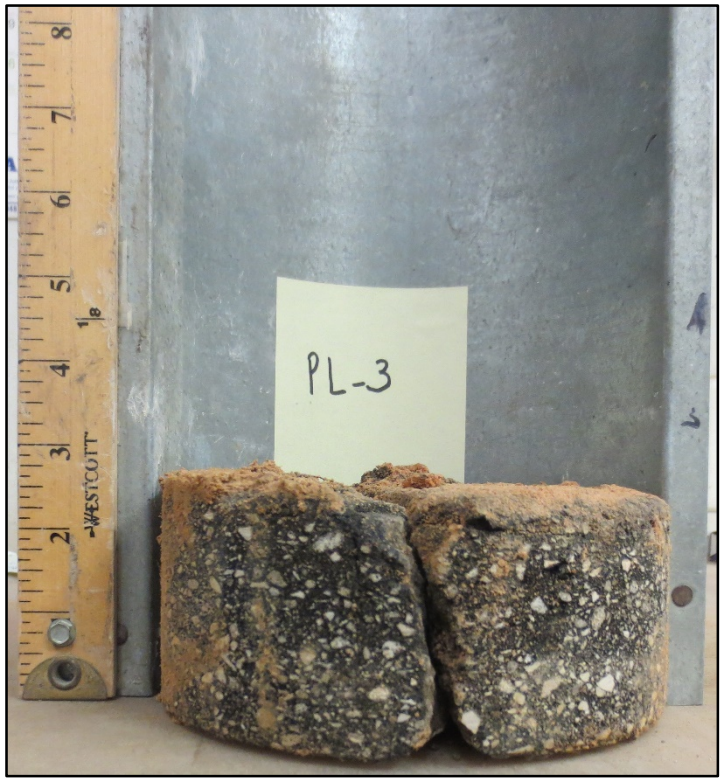
- **Asphalt:** 1 inch
- **Pavement Base:** 7 inches clay stabilized silty soil

SHEET NO.:	
DRAWN BY:	B.G.
CHECKED BY:	B.G.

PAVEMENT ENGINEERING SERVICES
PLEASANTDALE DRIVE – PROPOSED PAVEMENT EVALUATION
PSI PROJECT NO.: 07572600
DATE: 5/7/2021

intertek psi

PAVEMENT CORE PHOTOGRAPHS



- **Asphalt:** 2 ¾ inches
- **Pavement Base:** 7 inches of clay stabilized silty soil

SHEET NO.:	
DRAWN BY:	B.G.
CHECKED BY:	B.G.

PAVEMENT ENGINEERING SERVICES
PLEASANTDALE DRIVE – PROPOSED PAVEMENT EVALUATION
PSI PROJECT NO.: 07572600
DATE: 5/7/2021

intertek psi

PAVEMENT CORE PHOTOGRAPHS

- **Asphalt:** 1.5 inches
- **Pavement Base:** 7 inches of clay stabilized silty soil

SHEET NO.:	
DRAWN BY:	B.G.
CHECKED BY:	B.G.

PAVEMENT ENGINEERING SERVICES
PLEASANTDALE DRIVE – PROPOSED PAVEMENT EVALUATION
PSI PROJECT NO.: 07572600
DATE: 5/7/2021

intertek psi

PAVEMENT CORE PHOTOGRAPHS

- **Asphalt:** 2 ½ inches
- **Pavement Base:** 7.5 inches of clay stabilized silty soil

SHEET NO.:	
DRAWN BY:	B.G.
CHECKED BY:	B.G.

PAVEMENT ENGINEERING SERVICES
PLEASANTDALE DRIVE – PROPOSED PAVEMENT EVALUATION
PSI PROJECT NO.: 07572600
DATE: 5/7/2021

intertek psi

PAVEMENT CORE PHOTOGRAPHS

- **Asphalt:** 1 ½ inches
- **Pavement Base:** 3.5 inches of clay stabilized silty soil

SHEET NO.:	
DRAWN BY:	B.G.
CHECKED BY:	B.G.

PAVEMENT ENGINEERING SERVICES
PLEASANTDALE DRIVE – PROPOSED PAVEMENT EVALUATION
PSI PROJECT NO.: 07572600
DATE: 5/7/2021

intertek psi