

PRE-CONSTRUCTION MEETING
REQUIRED. MILESTONE CONSTRUCTION
INSPECTIONS REQUIRED. CONTACT
THE VILLAGE OF WELLINGTON
ENGINEERING DEPARTMENT AT
561-791-4052 TO SCHEDULE.

REPRODUCTION:
ATTENTION IS DIRECTED TO THE FACT THAT THESE
PLANS MAY HAVE BEEN REDUCED IN SIZE BY
REPRODUCTION. THIS MUST BE CONSIDERED WHEN
OBTAINING SCALED DATA.

VILLAGE COUNCIL
MICHAEL NAPOLEONE - MAYOR
MARIA S. ANTUÑA - VICE MAYOR
AMANDA SILVESTRI - COUNCILWOMAN
STEPHEN A. LEVIN - COUNCILMAN
JOHNNY MEIER - COUNCILMAN

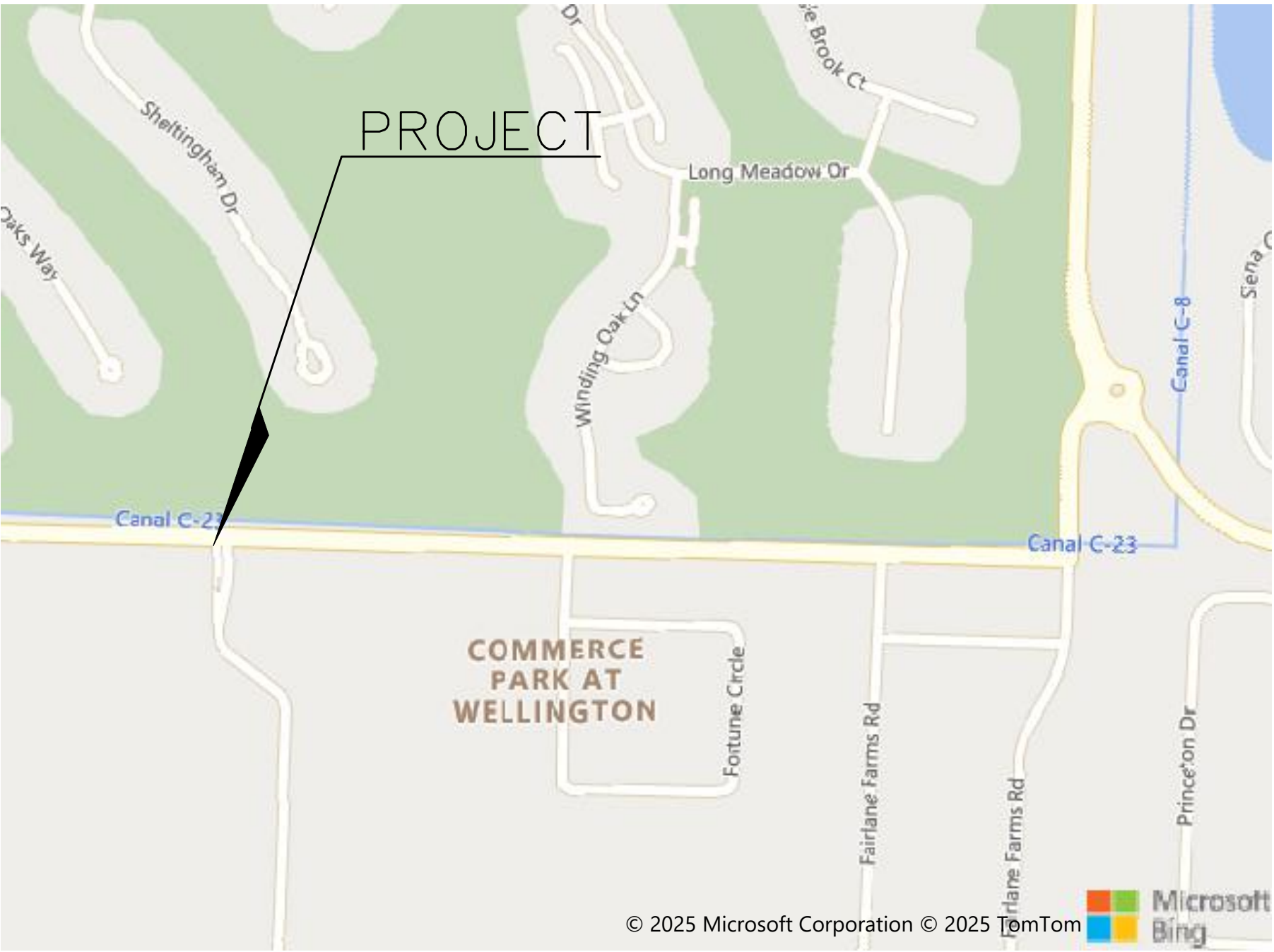
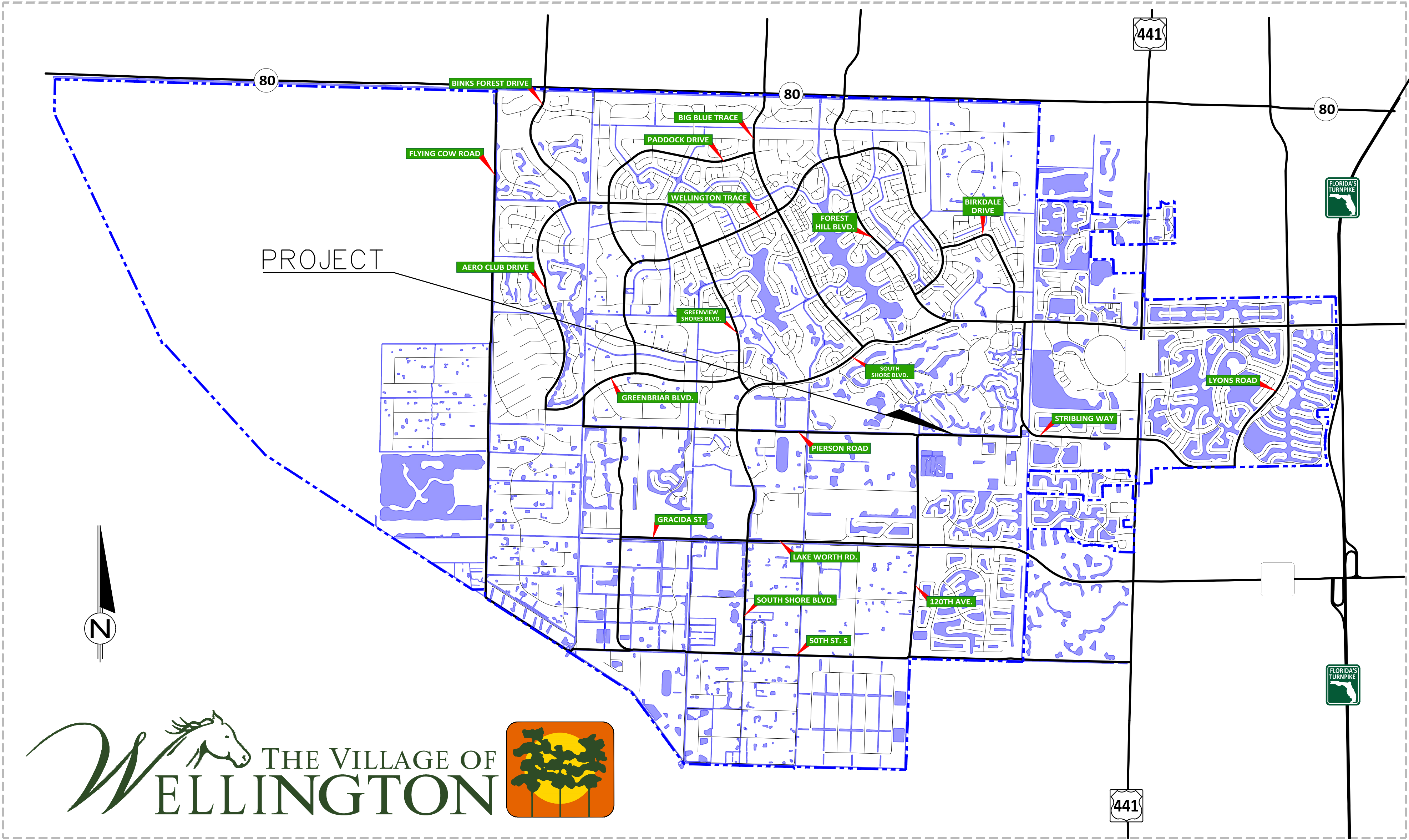
CONSTRUCTION PLANS FOR PIERSON ROAD @ VILLAGE PARK

CONTRACTOR TO LOCATE AND
VERIFY ALL ABOVE GROUND
AND UNDERGROUND UTILITIES
PRIOR TO STARTING
CONSTRUCTION

PLANS SUBMITTED FOR ENVIRONMENTAL RESOURCE
PERMITTING ONLY. NOT FOR CONSTRUCTION.

DRAWING INDEX

SHEET NO.	DESCRIPTION
1	EXHIBIT
2	GENERAL NOTES
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5	DEMOLITION PLAN
6	PAVING, GRADING, AND DRAINAGE PLAN
7	PAVEMENT MARKINGS AND SIGNAGE PLAN



LOCATION MAP

PERMIT SET
04/27/2026

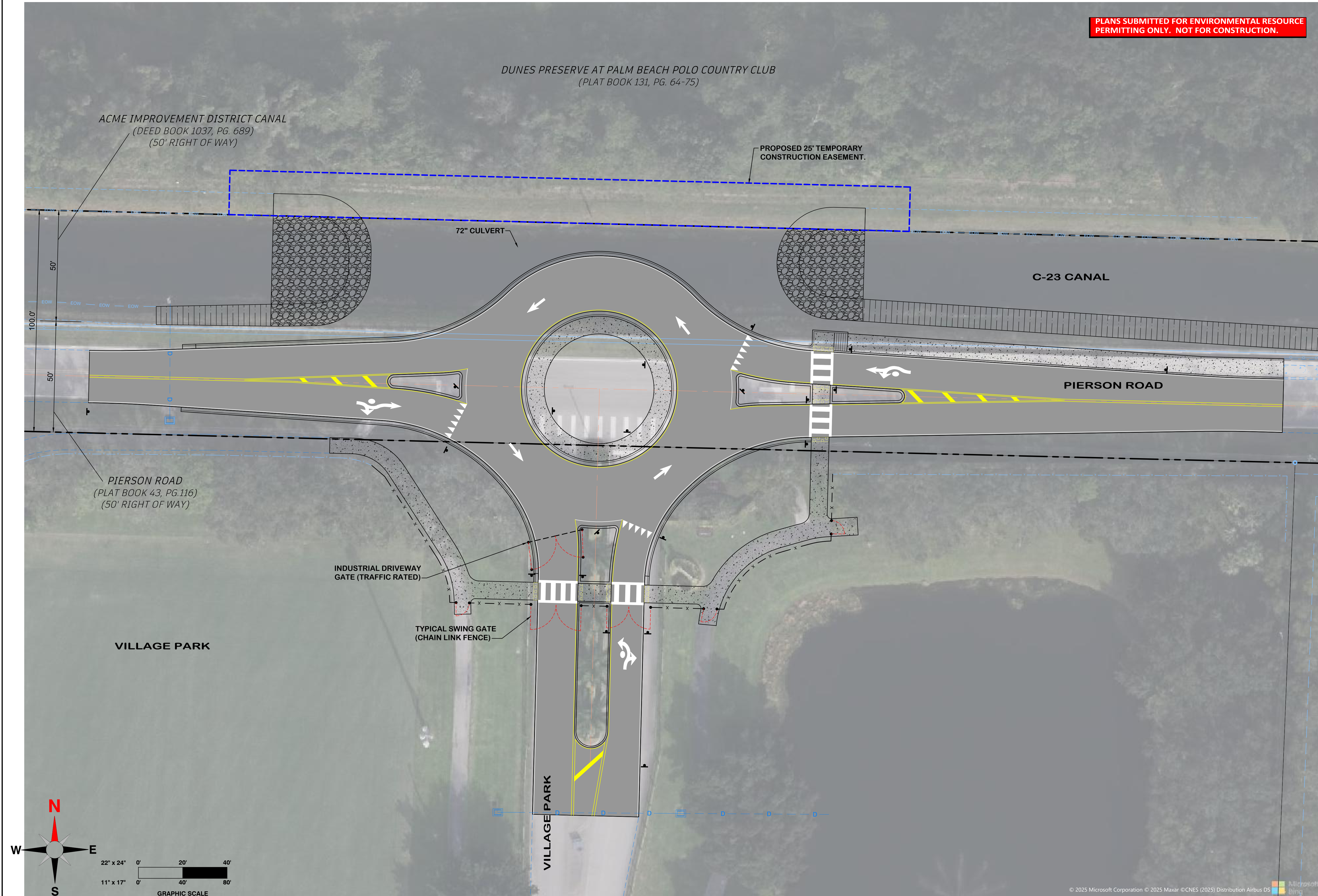
JIM BARNES - VILLAGE MANAGER
JONATHAN REINSVOLD, P.E. - VILLAGE ENGINEER



Know what's below.
Call before you dig.

THE VILLAGE OF
WELLINGTON
Engineering Department
12300 Forest Hill Boulevard, Wellington, Florida 33414

COVER
JOB NO.
ENG24-031



PLANS SUBMITTED FOR ENVIRONMENTAL RESOURCE PERMITTING ONLY. NOT FOR CONSTRUCTION.

DUNES PRESERVE AT PALM BEACH POLO COUNTRY CLUB
(PLAT BOOK 131, PG. 64-75)

ACME IMPROVEMENT DISTRICT CANAL
(DEED BOOK 1037, PG. 689)
(50' RIGHT OF WAY)

PROPOSED 25' TEMPORARY
CONSTRUCTION EASEMENT.

72" CULVERT

C-23 CANAL

PIERSON ROAD

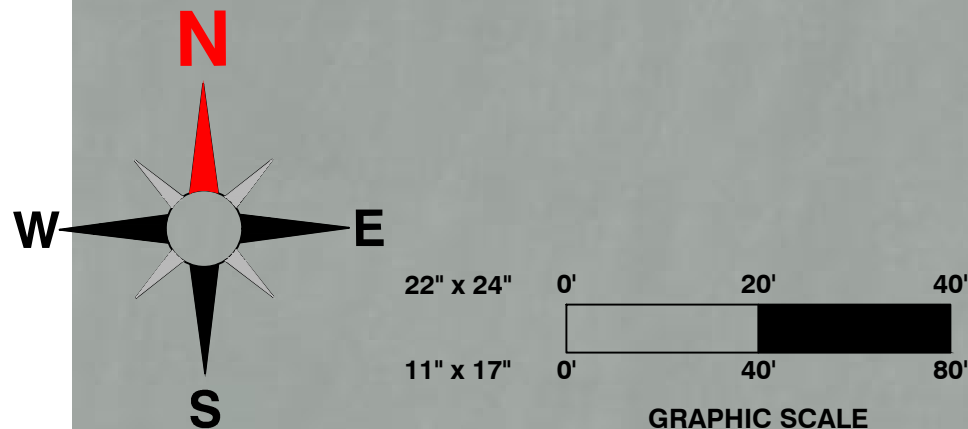
PIERSON ROAD
(PLAT BOOK 43, PG.116)
(50' RIGHT OF WAY)

INDUSTRIAL DRIVEWAY
GATE (TRAFFIC RATED)

TYPICAL SWING GATE
(CHAIN LINK FENCE)

VILLAGE PARK

VILLAGE PARK



REVISIONS				BY
NO.	DATE	REMARKS		

INTERSECTION EXHIBIT
FOR
PIERSON ROAD @ VILLAGE PARK



THE VILLAGE OF
WELLINGTON
Engineering Department
12300 Forest Hill Boulevard, Wellington, Florida 33414

START DATE	4/27/2026	JRR
DRAWN	N/A	
REQUESTED	T.B.D.	
PROJECT MANAGER	N/A	
CHECKED		
1	7	
ENG JOB NO. ENG24-031		

DATE: 4/27/2026

1. THE CONTRACTOR AND SUBCONTRACTORS SHALL OBTAIN A COPY OF THE FLORIDA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (LATEST EDITION) AND BECOME FAMILIAR WITH THE CONTENTS PRIOR TO COMMENCING WORK.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL MATERIAL AND LABOR TO CONSTRUCT THE FACILITY AS SHOWN AND DESCRIBED IN THE CONSTRUCTION DOCUMENTS IN ACCORDANCE WITH THE APPROPRIATE APPROVING AUTHORITIES, SPECIFICATIONS AND REQUIREMENTS. CONTRACTOR SHALL CLEAR AND GRUB ALL AREAS UNLESS OTHERWISE INDICATED, REMOVING TREES, STUMPS, ROOTS, MUCK, EXISTING PAVEMENT AND ALL OTHER DELETERIOUS MATERIAL.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES WHICH MAY HAVE BURIED OR AERIAL UTILITIES WITHIN OR NEAR THE CONSTRUCTION AREA BEFORE COMMENCING WORK. THE CONTRACTOR SHALL PROVIDE 2 WORKING DAYS MINIMUM NOTICE TO ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR MUST CALL THE UTILITY COMPANIES BEFORE COMMENCING WORK.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED CONSTRUCTION PERMITS AND BONDS, IF REQUIRED, PRIOR TO CONSTRUCTION.
5. THE CONTRACTOR SHALL HAVE AVAILABLE AT THE JOB SITE AT ALL TIMES ONE COPY OF THE CONSTRUCTION DOCUMENTS INCLUDING PLANS, SPECIFICATIONS, AND SPECIAL CONDITIONS AND COPIES OF ANY REQUIRED CONSTRUCTION PERMITS.
6. ANY DISCREPANCIES ON THE DRAWINGS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER BEFORE COMMENCING WORK. NO FIELD CHANGES OR DEVIATIONS FROM DESIGN ARE TO BE MADE WITHOUT PRIOR APPROVAL OF THE OWNER AND THE ENGINEER.
7. ALL COPIES OF COMPACTION, CONCRETE AND OTHER REQUIRED TEST RESULTS ARE TO BE SENT TO THE OWNER AND ENGINEER OF RECORD DIRECTLY FROM THE TESTING AGENCY.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING TO THE ENGINEER A CERTIFIED RECORD SURVEY SIGNED AND SEALED BY A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF FLORIDA DEPICTING THE ACTUAL FIELD LOCATION OF ALL CONSTRUCTED IMPROVEMENTS THAT ARE REQUIRED BY THE JURISDICTIONAL AGENCIES FOR THE CERTIFICATION PROCESS. ALL SURVEY COSTS SHALL BE THE CONTRACTORS RESPONSIBILITY.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DOCUMENTING AND MAINTAINING AS-BUILT INFORMATION WHICH SHALL BE RECORDED AS CONSTRUCTION PROGRESSES OR AT THE COMPLETION OF APPROPRIATE CONSTRUCTION INTERVALS AND SHALL BE RESPONSIBLE FOR PROVIDING AS-BUILT DRAWINGS TO THE OWNER FOR THE PURPOSE OF CERTIFICATION TO JURISDICTIONAL AGENCIES AS REQUIRED. ALL AS-BUILT DATA SHALL BE COLLECTED BY A STATE OF FLORIDA PROFESSIONAL LAND SURVEYOR WHOSE SERVICES ARE ENGAGED BY THE CONTRACTOR.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS DO NOT CONFLICT WITH ANY KNOWN EXISTING OR OTHER PROPOSED IMPROVEMENTS. IF ANY CONFLICTS ARE DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER PRIOR TO INSTALLATION OF ANY PORTION OF THE SITE WORK THAT WOULD BE AFFECTED. FAILURE TO NOTIFY OWNER OF AN IDENTIFIABLE CONFLICT PRIOR TO PROCEEDING WITH INSTALLATION RELIEVES OWNER OF ANY OBLIGATION TO PAY FOR A RELATED CHANGE ORDER.
11. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR VERIFYING ALL QUANTITIES, TAKE-OFF MEASUREMENTS, MATERIALS, ETC. DURING THE BID PROCESS WHEN DISCREPANCIES OCCUR, THE PHYSICAL PLAN TAKES PRECEDENCE. THE ENGINEER, OWNER, COUNTY, CITY OR PROJECT MANAGERS ARE NOT TO BE HELD RESPONSIBLE FOR DISCREPANCIES TO THE SPECIFICATIONS OR PLANS.
12. THE CONTRACTOR SHALL LIMIT CONSTRUCTION OPERATIONS TO WITHIN THE LIMITS OF CONSTRUCTION. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ANY DAMAGES OUTSIDE THE LIMITS OF CONSTRUCTION.
13. FLORIDA LAW (F.S. 553.851) PROTECTION OF UNDERGROUND PIPELINES MANDATES THAT "NO EXCAVATOR SHALL COMMENCE OR PERFORM ANY EXCAVATION WITHOUT FIRST OBTAINING INFORMATION CONCERNING THE POSSIBLE LOCATION OF GAS PIPELINES IN THE AREA OF PROPOSED EXCAVATION." THE EXCAVATOR MUST NOTIFY THE GAS UTILITY A MINIMUM OF 2 WORKING DAYS AND A MAXIMUM OF 5 WORKING PRIOR TO EXCAVATING EXCLUDING HOLIDAYS AND WEEKENDS.
14. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH THE LOCAL ELECTRICAL PROVIDER ON ANY WORK IN THE VICINITY OF OVERHEAD OR UNDERGROUND POWER LINES.
15. CONTRACTOR SHALL VERIFY PROPER CLEARANCE BELOW EXISTING OVERHEAD POWER LINES PRIOR TO WORKING WITHIN THE VICINITY OF THE POWER LINES.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING ALL PLANS RELATED TO SITE WORK FOR CONFLICTING INFORMATION AND ALERT THE OWNER AND ENGINEER OF ANY CONFLICT FOR RESOLUTION.
17. CONTRACTOR SHALL VERIFY LOCATION OF ALL IRRIGATION, LIGHTING, AND ELECTRICAL CONDUIT THAT WILL BE IN CONFLICT WITH ANY PROPOSED CONSTRUCTION AND SHALL RESOLVE CONFLICT ACCORDINGLY. COST OF CONFLICT RESOLUTION SHALL BE INCLUDED IN THE BID.
18. ANY DEBRIS RESULTING FROM STRIPPING AND DEMOLITION OPERATIONS SHALL BE REMOVED FROM THE SITE AT FREQUENT INTERVALS TO PREVENT THIS MATERIAL FROM ACCUMULATING ON SITE.
19. UPON REMOVAL OF TREES, SHRUBS OR ANY STUMP GRINDING, NO ROOT GREATER THAN THREE INCHES IN DIAMETER SHALL REMAIN WITHIN FIVE FEET OF AN UNDERGROUND STRUCTURE OR UTILITY LINE OR UNDER PAVED FOOTINGS OR PAVED AREAS.
20. THE CONTRACTOR SHALL RESTORE ALL DISTURBED VEGETATION IN KIND, UNLESS SHOWN OTHERWISE.
21. THE CONTRACTOR SHALL KEEP THE SITE CLEAN AND ORGANIZED AT THE END OF EACH WORKING DAY. ALL MACHINES SHALL BE LINED UP IN AN ORDERLY MANNER AND SECURED. ALL TRASH SHALL BE PICKED UP AND DISPOSED OF AND ALL MATERIALS SHALL BE STORED IN AN ORDERLY MANNER.
22. ALL FIRE PROTECTION EQUIPMENT RELATED TO INTENDED TRADE WILL BE PROVIDED AS REQUIRED BY 906.

1. UPON RECEIPT OF NOTICE OF AWARD, THE CONTRACTOR SHALL ARRANGE A PRECONSTRUCTION CONFERENCE TO INCLUDE ALL INVOLVED GOVERNMENTAL AGENCIES, ALL AFFECTED UTILITY OWNERS, THE OWNER, THE ENGINEER AND ITSELF.
2. THE CONTRACTOR SHALL CONTACT "SUNSHINE STATE ONE CALL OF FLORIDA, INC. (811) AT LEAST 2 WORKING DAYS PRIOR TO BEGINNING ANY EXCAVATION
3. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE SIZE, LOCATION, ELEVATION, AND MATERIAL OF ALL EXISTING UTILITIES WITHIN THE AREA OF CONSTRUCTION.
4. EXISTING UTILITY LOCATIONS SHOWN ON THESE PLANS ARE APPROXIMATE. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF EXISTING UTILITIES SHOWN OR FOR ANY EXISTING UTILITIES NOT SHOWN.
5. IF UPON EXCAVATION, AN EXISTING UTILITY IS FOUND TO BE IN CONFLICT WITH THE PROPOSED CONSTRUCTION OR TO BE OF A SIZE OR MATERIAL DIFFERENT FROM THAT SHOWN ON THE PLANS; THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER.

1. ALL PAVING, CONSTRUCTION, MATERIALS, AND WORK WITHIN VILLAGE OF WELLINGTON RIGHT-OF-WAY OR EASEMENT SHALL BE IN ACCORDANCE WITH LOCAL AND FDOT SPECIFICATIONS AND STANDARDS (LATEST EDITION) WHICHEVER IS MOST STRINGENT.
2. ALL UNPAVED AREAS DISTURBED BY CONSTRUCTION SHALL BE REGRADED AND SODDED, UNLESS OTHERWISE NOTED.
3. THE CONTRACTOR SHALL GRADE THE SITE TO THE ELEVATIONS INDICATED AND SHALL REGRADE WASHOUTS WHERE THEY OCCUR AFTER EVERY RAINFALL UNTIL A GRASS STAND IS WELL ESTABLISHED OR ADEQUATE STABILIZATION OCCURS.
4. ALL OPEN AREAS WITHIN THE PROJECT SITE SHALL BE SODDED WITH IN KIND SOD UNLESS INDICATED OTHERWISE ON THE ENGINEERING OR LANDSCAPE PLANS. SOD, WHERE CALLED FOR, MUST BE INSTALLED AND MAINTAINED ON EXPOSED SLOPES WITHIN 48 HOURS OF COMPLETING FINAL GRADING, AND AT ANY OTHER TIME AS NECESSARY, TO PREVENT EROSION, SEDIMENTATION OR TURBID DISCHARGES.
5. ALL AREAS INDICATED AS PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE TYPICAL PAVEMENT SECTIONS AS INDICATED ON THE DRAWINGS.
6. THE CONTRACTOR SHALL INSTALL INLET PROTECTION AT ALL DRAINAGE STRUCTURES FOR THE DURATION OF CONSTRUCTION AND UNTIL ACCEPTANCE OF THE PROJECT BY THE OWNER. ALL DRAINAGE STRUCTURES AND PIPES WITHIN THE LIMITS OF CONSTRUCTION SHALL BE CLEANED OF DEBRIS AS REQUIRED DURING AND AT THE END OF CONSTRUCTION TO PROVIDE POSITIVE DRAINAGE FLOWS.
7. IF DEWATERING IS REQUIRED, THE CONTRACTOR SHALL OBTAIN ANY APPLICABLE REQUIRED PERMITS. THE CONTRACTOR IS TO COORDINATE WITH THE OWNER AND THE DESIGN ENGINEER PRIOR TO ANY EXCAVATION.
8. CONTRACTOR TO STRIP TOPSOIL AND ORGANIC MATTER FROM ALL AREAS OF THE SITE AS REQUIRED. IN SOME CASES TOPSOIL MAY BE STOCKPILED ON SITE FOR PLACEMENT WITHIN LANDSCAPED AREAS AS DIRECTED BY THE OWNER.
9. FIELD DENSITY TESTS SHALL BE TAKEN AT INTERVALS IN ACCORDANCE WITH THE LOCAL JURISDICTIONAL AGENCY OR TO FDOT STANDARDS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
10. ALL SLOPES AND AREAS DISTURBED BY CONSTRUCTION SHALL BE GRADED AS PER PLANS. THE AREAS SHALL THEN BE SODDED OR SEEDS AS SPECIFIED IN THE PLANS, FERTILIZED, MULCHED, WATERED AND MAINTAINED UNTIL A GOOD STAND OF GRASS GROWTH IS ESTABLISHED IN ALL AREAS. ANY AREAS DISTURBED FOR ANY REASON PRIOR TO FINAL ACCEPTANCE OF THE JOB SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. ALL EARTHEN AREAS WILL BE SODDED OR SEEDS AND MULCHED AS SHOWN ON THE LANDSCAPING PLAN.
11. ALL CUT OR FILL SLOPES SHALL BE 4 (HORIZONTAL) : 1 (VERTICAL) OR FLATTER UNLESS OTHERWISE SHOWN.
12. THE CONTRACTOR SHALL ENSURE THAT ISLAND PLANTING AREAS AND OTHER PLANTING AREAS ARE NOT COMPACTED AND DO NOT CONTAIN ROAD BASE MATERIALS. THE CONTRACTOR SHALL ALSO EXCAVATE AND REMOVE ALL UNDESIRABLE MATERIAL FROM ALL AREAS ON THE SITE TO BE PLANTED AND PROPERLY DISPOSED OF IN A LEGAL MANNER.
13. CONTRACTOR SHALL ADJUST ALL MANHOLES, VALVE BOXES, ETC. TO PROPOSED GRADE AS REQUIRED.
14. CONTRACTOR SHALL FLUSH AND CLEAN ALL DEBRIS FROM THE STORMWATER SYSTEM AFFECTED UPON THE COMPLETION OF CONSTRUCTION.

1. CONCRETE - ALL CONCRETE SHALL DEVELOP 3000 P.S.I. (MINIMUM) 28 DAY COMPRESSIVE STRENGTH OR GREATER WHERE NOTED ON PLANS. CLASS I CONCRETE SHALL CONFORM WITH THE F.D.O.T. SPECIFICATIONS, LATEST EDITION. CLASS I CONCRETE USED AS PAVING SHALL DEVELOP 3000 P.S.I. (MINIMUM) 28 DAYS COMPRESSIVE STRENGTH, UNLESS OTHERWISE SPECIFIED ON THESE PLANS
2. PAVEMENT MARKINGS - SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND THE LATEST PALM BEACH COUNTY TYPICAL.
3. ALL DRAINAGE SYSTEMS SHALL BE PUMPED DOWN TO BELOW ONE-THIRD OF THE DIAMETER OF THE PIPE (FROM THE INVERT) AND LAMPED AS A REQUIREMENT OF THE FINAL DRAINAGE INSPECTION.
4. GRADES SHOWN ARE FINISHED GRADES.
5. GRATE ELEVATIONS REFER TO THE EDGE OF PAVEMENT SIDE OF THE GRATE.
6. MINIMUM ROAD CROWN ELEVATION SHALL BE SET BY THE ELEVATION OF THE 5 YEAR 3 DAY STORM.
7. THE MINIMUM FINISH FLOOR ELEVATION FOR ANY RESIDENTIAL STRUCTURE SHALL BE SET AT OR ABOVE THE ONE IN ONE HUNDRED YEAR FREQUENCY STORM OR 18" ABOVE THE CROWN OF ROAD, WHICHEVER IS HIGHER.
8. CLEARING AND GRUBBING - WITHIN THE LIMITS OF CONSTRUCTION, ALL VEGETATION AND ROOT MATERIAL SHALL BE REMOVED.
9. GUMBO - WHERE GUMBO OR OTHER PLASTIC CLAYS ARE ENCOUNTERED, THEY SHALL BE REMOVED WITHIN THE ROADWAY AND PARKING AREAS ONE FOOT BELOW THE SUBGRADE EXTENDING HORIZONTALLY TO THE OUTSIDE EDGE OF THE SHOULDER AREA.
10. HARDPAN - IF HARDPAN IS ENCOUNTERED IN THE SWALE AREA, IT WILL BE REMOVED TO A WIDTH OF TWO FEET AT THE SWALE INVERT AND REPLACED WITH GRANULAR MATERIAL.
11. MUCK AND PEAT - IF MUCK AND/OR PEAT ARE ENCOUNTERED IN THE ROAD OR PARKING AREA, THEY WILL BE REMOVED COMPLETELY TO A WIDTH OF TEN FEET BEYOND THE EDGE OF PAVEMENT AND SHALL BE BACKFILLED WITH GRANULAR MATERIAL.
12. WHERE SOD IS DESIRED, LOWER THE GRADE 2" BELOW THE FINISHED GRADE TO ALLOW FOR THE THICKNESS OF THE SOD.
13. PIPE BACKFILL - REQUIREMENTS FOR PIPE BACKFILL CROSSING ROADS OR PARKING AREAS SHALL BE DEFINED IN THE FLORIDA D.O.T. SPECIFICATIONS, LATEST EDITION. PIPELINE BACKFILL SHALL BE PLACED IN SIX INCH LIFTS AND COMPACTED TO 100% OF THE STANDARD PROCTOR (A.A.S.H.T.O.) T-99 SPECIFICATIONS.
14. INLETS AND MANHOLES - ALL INLETS AND MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH FLORIDA D.O.T. SPECIFICATIONS, LATEST EDITION, AND ROADWAY AND TRAFFIC DESIGN STANDARDS, LATEST EDITION, AND VILLAGE OF WELLINGTON STANDARDS, LATEST EDITION.
15. REINFORCED CONCRETE PIPE - THE PIPE SHALL CONFORM WITH THE REQUIREMENTS OF CLASS III OF A.S.T.M. C-76 AND WITH F.D.O.T. SPECIFICATIONS, LATEST EDITION. THE FIRST JOINT OF PIPE ENTERING OR LEAVING A MANHOLE OR INLET SHALL BE WRAPPED WITH FILTER FABRIC PER F.D.O.T. SPECIFICATIONS.
16. ALL PAVING AND DRAINAGE WORK SHALL BE CONSTRUCTED IN FULL ACCORDANCE WITH VILLAGE OF WELLINGTON LATEST STANDARDS.
17. SUBGRADE - SHALL BE COMPACTED AND MEET THE DENSITY REQUIREMENTS AS DETERMINED BY THE A.A.S.H.T.O. T-180 SPECIFICATIONS. SUBGRADE SHALL EXTEND 12" BEYOND THE PROPOSED EDGE OF PAVEMENT AND/OR 6" BEYOND VALLEY GUTTER, TYPE "F." CURB AND GUTTER OR TYPE "D" CURB. SUBGRADE SHALL BE 12" THICK COMPACTED TO 98% ACCORDING TO A.A.S.H.T.O. T-180. ALL MUCK, STUMPS, ROOTS OR OTHER DELETERIOUS MATTER ENCOUNTERED IN THE PREPARATION OF THE SUBGRADE SHALL BE REMOVED COMPLETELY FROM THE CENTERLINE OF THE ROADWAY TO A WIDTH OF TEN FEET BEYOND THE EDGE OF PAVEMENT. IF SUBGRADE IS REQUIRED TO BE STABILIZED, THE REQUIRED BEARING VALUE DETERMINATIONS SHALL BE MADE BY THE FLORIDA BEARING TEST, TEST METHOD "C" OF A.A.S.H.T.O. T-180 SPECIFICATIONS.
18. BASE - APPROVED LOCAL BASE MATERIAL SHALL BE COMPACTED TO NOT LESS THAN 98% MAXIMUM DENSITY AS DETERMINED BY A.A.S.H.T.O. T-180 SPECIFICATIONS AND AS CALLED FOR IN FLORIDA D.O.T. SPECIFICATIONS, LATEST EDITION.
19. PRIME COAT - BITUMINOUS PRIME COAT SHALL CONFORM WITH THE REQUIREMENTS OF THE FLORIDA D.O.T. SPECIFICATIONS, LATEST EDITION AND SHALL BE APPLIED AT THE RATE OF 0.25 GALLONS PER SQUARE YARD, UNLESS A LOWER RATE IS DIRECTED BY THE ENGINEER.
20. TACK COAT - BITUMINOUS TACK COAT SHALL CONFORM WITH THE REQUIREMENTS OF THE FLORIDA D.O.T. SPECIFICATIONS, LATEST EDITION AND SHALL BE APPLIED AT THE RATE OF 0.08 GALLONS PER SQUARE YARD, UNLESS A VARIATION IS APPROVED BY THE ENGINEER.
21. ROLLING STRAIGHT EDGE REQUIRED AT THE ENGINEERS OR INSPECTORS DISCRETION

1. THE STORM WATER POLLUTION PREVENTION PLAN ("SWPPP") IS COMPRISED OF THE EROSION CONTROL PLAN, THE STANDARD DETAILS, AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS PROVIDED BY THE CONTRACTOR.
2. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AND THE STATE OF FLORIDA NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.
3. THE CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST TO THE OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
4. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. THE CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY THE PERMITTING AGENCY OR OWNER.
5. EROSION CONTROL PLAN MUST CLEARLY DELINEATE ALL STATE WATERS. PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATERS OR REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.
6. THE CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.
7. CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
8. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
9. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF DUST AND DIRT RISING AND SCATTERING IN THE AIR DURING CONSTRUCTION AND SHALL PROVIDE WATER SPRINKLING OR OTHER SUITABLE METHODS OF CONTROL. THE CONTRACTOR SHALL COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
11. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
12. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THE PLAN, SHALL BE INITIATED AS SOON AS PRACTICABLE.
13. STABILIZATION PRACTICES SHOULD BE INITIATED AS SOON AS PRACTICAL, BUT IN NO CASES MORE THAN 7 DAYS WHERE CONSTRUCTION HAS TEMPORARILY OR PERMANENTLY CEASED.
14. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY STABILIZED. THESE AREAS SHALL BE STABILIZED NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRED.
15. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.
16. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED AS SOON AS POSSIBLE.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING SEDIMENT IN THE STORMWATER LAKES AND ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.
18. ON-SITE & OFF-SITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE EROSION CONTROL PLAN AND PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS.
19. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
20. DUE TO GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, ETC.) TO PREVENT EROSION.
21. ALL CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY, THIS INCLUDES BACK FILLING OF TRENCHES FOR UTILITY CONSTRUCTION AND PLACEMENT OF GRAVEL OR BITUMINOUS PAVING FOR ROAD CONSTRUCTION.
22. EROSION CONTROL PLANS PROVIDED HEREIN ARE A GUIDELINE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PREPARING THE FINAL POLLUTION PREVENTION PLAN. THE PLAN SHALL BE SUBMITTED TO THE OWNER AND ENGINEER WHICH DEMONSTRATES THE MECHANISMS AND PRACTICES THAT WILL BE EMPLOYED TO PROTECT THE CONSTRUCTION SITE AND SURROUNDING AREA DURING CONSTRUCTION. THE PLAN SHALL BE CONSISTENT WITH FEDERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES PERMIT REQUIREMENTS PERTAINING TO POLLUTION PREVENTION PLANS. THE PLAN SHALL INCLUDE, BUT NOT BE LIMITED TO, THE LOCATIONS OF SILT BARRIERS, TURBIDITY SCREENS OR TEMPORARY SHEETING, EMERGENCY RESPONSE PRACTICES, AND OTHER METHODS TO PREVENT POLLUTION. REFUELING OR STORAGE OF VEHICLES OR EQUIPMENT THAT UTILIZE PETROLEUM BASED PRODUCTS SHALL BE PROHIBITED ANYWHERE WITHIN 50 FEET OF A WATER'S EDGE. THE PLAN SHALL BE SUBMITTED TO THE OWNER AFTER NOTICE OF AWARD AND PRIOR TO NOTICE TO PROCEED. AFTER REVIEW BY OWNER THE PLAN SHALL BE FILED WITH ALL APPLICABLE REGULATORY AGENCIES BY THE CONTRACTOR. REFER TO FURTHER NOTES AND DETAILS WITHIN THESE DOCUMENTS.
23. SILT FENCE IS REQUIRED AS SHOWN ON THE PLANS AND ANYWHERE ADDITIONAL AT THE CONTRACTOR'S DISCRETION OR AS CHANGED BY CONSTRUCTION. SILT FENCE IS NOT APPLICABLE IN PAVEMENT AREAS. LIMITS OF CONSTRUCTION SHOWN ARE DIAGRAMMATIC. CONTRACTOR TO PROVIDE PLAN FOR SHOP DRAWING REVIEW
24. THE CONTRACTOR SHALL TAKE ALL REQUIRED MEASURES TO CONTROL TURBIDITY, INCLUDING BUT NOT LIMITED TO THE INSTALLATION OF TURBIDITY BARRIERS AT ALL LOCATIONS WHERE THE POSSIBILITY OF TRANSFERRING SUSPENDED SOLIDS INTO THE RECEIVING WATER BODY EXISTS DUE TO THE PROPOSED WORK. TURBIDITY BARRIERS MUST BE MAINTAINED IN EFFECTIVE CONDITION AT ALL LOCATIONS UNTIL CONSTRUCTION IS COMPLETED AND DISTURBED SOIL AREAS ARE STABILIZED. THEREAFTER, THE CONTRACTOR MUST REMOVE THE BARRIERS. AT NO TIME SHALL THERE BE ANY OFF-SITE DISCHARGE WHICH VIOLATES THE WATER QUALITY STANDARDS IN CHAPTER 17-302, FLORIDA ADMINISTRATIVE CODE.

1. ALL AS-BUILT INFORMATION SUBMITTED TO THE ENGINEER SHALL BE SUFFICIENTLY ACCURATE, CLEAR, AND LEGIBLE TO SATISFY THE ENGINEER THAT THE INFORMATION PROVIDES A TRUE REPRESENTATION OF THE IMPROVEMENTS CONSTRUCTED.
2. UTILITY CROSSING SEPARATION INFORMATION FOR THAT PROVIDED ON THE PLANS VERIFYING
 - A. SIZE AND MATERIAL OF CROSSING PIPES
 - B. TOP ELEVATION OF BOTTOM PIPE
 - C. BOTTOM ELEVATION OF TOP PIPE
 - D. FINISH SURFACE ELEVATION OVER UTILITY CROSSING
3. STORM DRAINAGE:
 - A. TOP ELEVATION OF EACH MANHOLE FRAME AND COVER / GRATE AS WELL ALL OTHER STRUCTURES (HEADWALLS, CONTROL STRUCTURES, ETC.).
 - B. INVERT ELEVATION OF EACH LINE ENTERING AND LEAVING EACH STRUCTURE, INCLUDING UNDERDRAIN PIPES.
 - C. INVERTS OF ALL MITERED END SECTIONS
 - D. ACTUAL GRADE OF PIPE BETWEEN THE STRUCTURES
 - E. INVERT ELEVATION AND TWO HORIZONTAL TIES FROM PERMANENT VISIBLE OBJECTS TO ALL STORM STUB-OUTS.
 - F. CONTRACTOR SHALL PROVIDE ACCURATE AS-BUILT DIMENSIONS AND ELEVATIONS OF THE STORM WATER MANAGEMENT AREAS IMMEDIATELY AFTER FINAL GRADING AND PRIOR TO SEEDING OR SODDING OF THE SLOPES. AT A MINIMUM, THE CONTRACTOR SHALL PROVIDE CROSS SECTIONS ON ALL SIDES OF THE WATER MANAGEMENT AREAS AT 100-FOOT INTERVALS. THE CROSS SECTIONS SHALL BE PROVIDED FROM TOP OF BANK TO THE SLOPE BREAK BELOW CONTROL ELEVATION THE ENGINEER'S APPROVAL IS REQUIRED PRIOR TO GRASSING OF THE BANK. IF ANY MODIFICATIONS ARE SPECIFIED, ADDITIONAL AS-BUILTS MAY BE REQUIRED.
4. PRESSURE SYSTEMS (WATER, RECLAIMED, AND FORCE MAINS):
 - A. ACTUAL LENGTHS BETWEEN BRANCHES AND VALVES ALONG THE MAIN RUN.
 - B. TOP OF PIPE AND FINISHED GRADE ELEVATIONS AT 100' INTERVALS.
 - C. LOCATE WITH MEASUREMENTS FROM PERMANENT VISIBLE OBJECTS ALL FITTINGS/ACCESSORIES NOT VISIBLE FROM THE SURFACE (MINIMUM TWO POINT TIES).
 - D. AS-BUILT INFORMATION SUBMITTED TO THE ENGINEER SHALL BE SUFFICIENTLY ACCURATE, CLEAR AND LEGIBLE TO SATISFY THE ENGINEER THAT THE INFORMATION PROVIDES A TRUE REPRESENTATION OF THE IMPROVEMENTS CONSTRUCTED.
 - E. ALL AS-BUILT INFORMATION SUBMITTED TO THE ENGINEER SHALL BE SUFFICIENTLY ACCURATE, CLEAR AND LEGIBLE TO SATISFY THE ENGINEER THAT THE INFORMATION PROVIDES A TRUE REPRESENTATION OF THE IMPROVEMENTS CONSTRUCTED.
 - F. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER OF RECORD COMPLETE SETS OF AS-BUILT CONSTRUCTION DRAWINGS AS REQUIRED FOR SUBMITTAL AND APPROVAL. THESE DRAWINGS SHALL BE MARKED TO SHOW "AS-BUILT" CONSTRUCTION CHANGES AND DIMENSIONED LOCATIONS AND ELEVATIONS OF ALL IMPROVEMENTS AND SHALL BE SIGNED AND SEALED BY A FLORIDA REGISTERED LAND SURVEYOR.
 - G. ALL OTHER REQUIRED PRESSURE PIPE INFORMATION IN ACCORDANCE WITH THE AS-BUILT REQUIREMENTS OF UNINCORPORATED PALM BEACH COUNTY.
5. LOCATIONS AND DEPTHS OF UNDERGROUND UTILITIES.
6. REVISIONS TO ROUTING OF PIPING AND CONDUITS.
7. REVISIONS TO ELECTRICAL CIRCUITRY.
8. ACTUAL EQUIPMENT LOCATIONS.
9. CHANGES MADE BY CHANGE ORDER OR CONSTRUCTION CHANGE DIRECTIVE.
10. CHANGES MADE FOLLOWING ENGINEER'S WRITTEN ORDERS.
11. DETAILS NOT ON THE ORIGINAL CONTRACT DRAWINGS.
12. FIELD RECORDS FOR VARIABLE AND CONCEALED CONDITIONS.
13. ALL SLEEVES, FITTINGS, TEES, BENDS, VALVES, ETC. SHALL BE LOCATED BY STATION/OFFSET (OR METHOD APPROVED BY ENGINEER) AND ELEVATION OF TOP OF PIPE FOR ALL CONSTRUCTED SLEEVING. AS-BUILTS FOR ALL SLEEVING DEPICTING TOP OF PIPE AT 100-FOOT INTERVALS MUST BE PROVIDED.
14. CONTROL STRUCTURES SHALL BE AS-BUILT, INCLUDING THE BLEEDER AND/OR WEIR INVERT TOP ELEVATIONS AND SIZES, RIM AND INVERTS OF STRUCTURE. AT THE TIME OF THE CONTROL STRUCTURE INSTALLATION, A PERMANENT BENCHMARK SHOULD BE INSTALLED ON TOP OF THE STRUCTURE WITH THE ELEVATION CLEARLY DEFINED.
15. RECORD DRAWINGS SHALL INDICATE AS-BUILT DATA FOR EVERY ELEVATION SHOWN ON THE PLANS.
16. IF A NEW BENCHMARK LOCATION IS ESTABLISHED, CONTRACTOR SHALL PROVIDE A BENCH LOOP CLOSURE TO THE CLOSEST EXISTING BENCHMARKS IN BOTH DIRECTIONS. ALL BENCHMARK DATA SHALL BE SUBMITTED BY A REGISTERED LAND SURVEYOR.
17. IDENTIFICATION OF ADDENDUM ITEMS ISSUED DURING BIDDING PERIOD.
18. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL AS-BUILT DATA FOR UTILITIES AND SLEEVING IS COLLECTED PRIOR TO PAVEMENT SECTION CONSTRUCTION. PRELIMINARY UTILITY AS-BUILTS MUST BE PROVIDED TO THE ENGINEER FOR REVIEW PRIOR TO PAVEMENT SECTION CONSTRUCTION.

1. ALL MEASURES STATED ON THE EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A 0.5" RAINFALL EVENT, AND CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:
2. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR DETERIORATION.
3. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED AND RESEED AS NEEDED.
4. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-HALF THE HEIGHT OF THE SILT FENCE.
5. THE CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC OR PRIVATE RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITIONS DEMAND.
6. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AS CONDITIONS DEMAND.
7. ALL MAINTENANCE OPERATIONS SHALL BE DONE IN A TIMELY MANNER BUT IN NO CASE LATER THAN 2 CALENDAR DAYS FOLLOWING THE INSPECTION.

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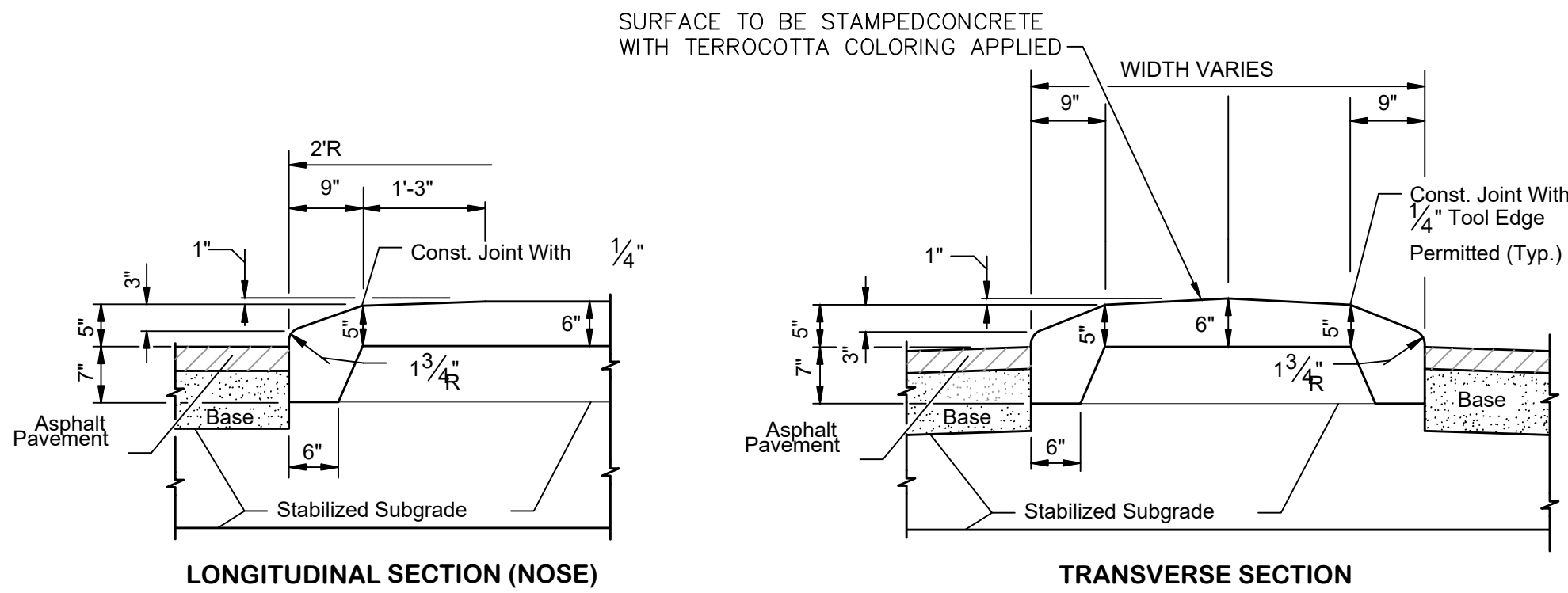
GENERAL NOTES
FOR
PIERSON ROAD @ VILLAGE PARK



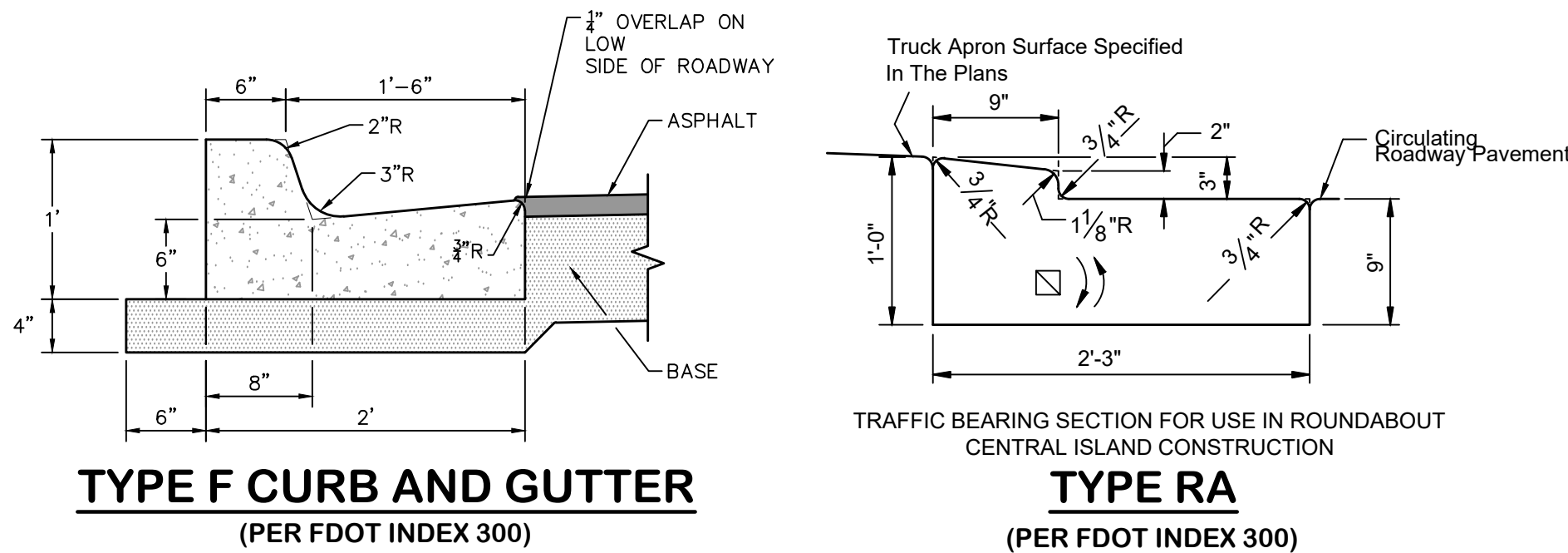
 国土交通省 MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT JAPAN	2	START DATE	4/27/2026
	 国土交通省 MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT JAPAN	DRAWN	JRR
		REQUESTED	N/A
		PROJECT MANAGER	T.B.D.
		CHECKED	N/A
ENG JOB NO. ENG24-031			

PLANS SUBMITTED FOR ENVIRONMENTAL RESOURCE PERMITTING ONLY. NOT FOR CONSTRUCTION.

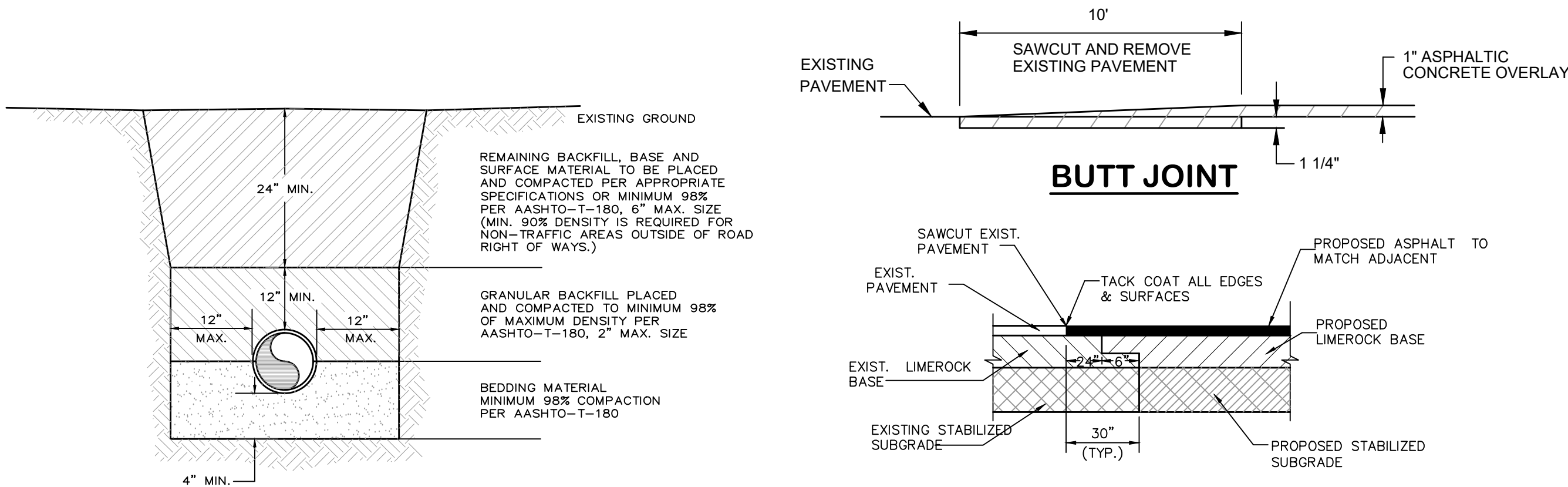
DATE: 4/27/2026



TYPE I CONCRETE TRAFFIC SEPARATOR
(PER FDOT INDEX 302, MODIFIED FOR VARIABLE WIDTH CONDITION)



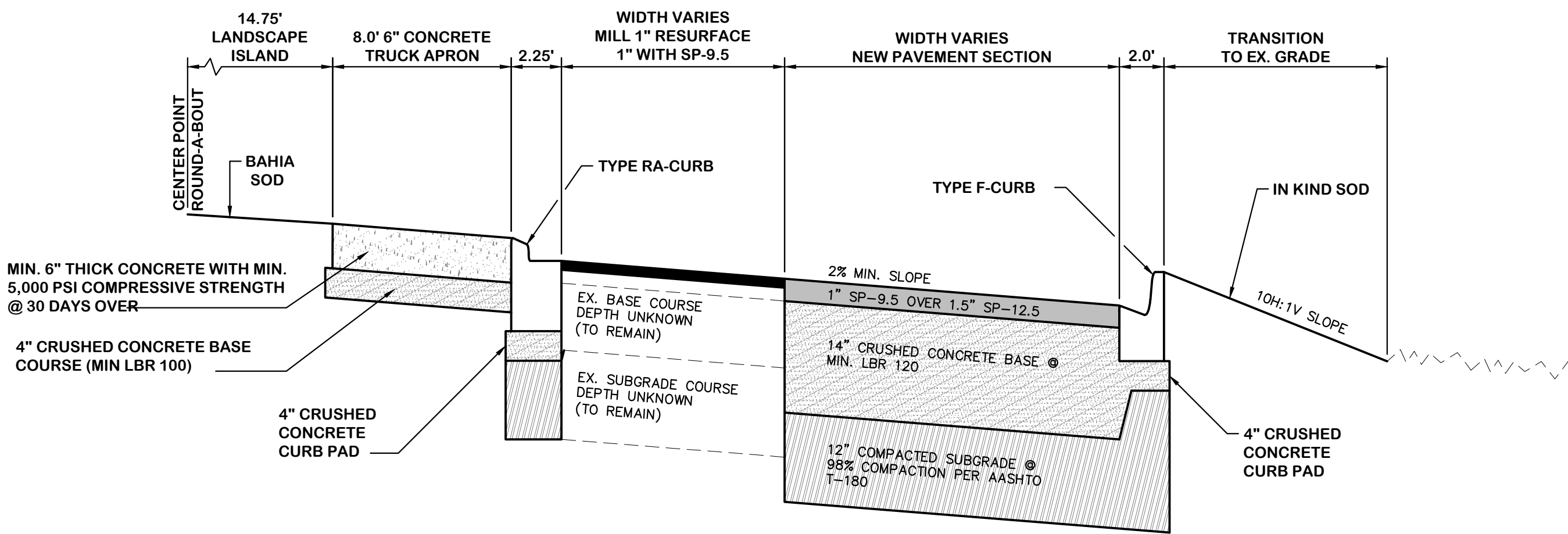
CURBING DETAILS



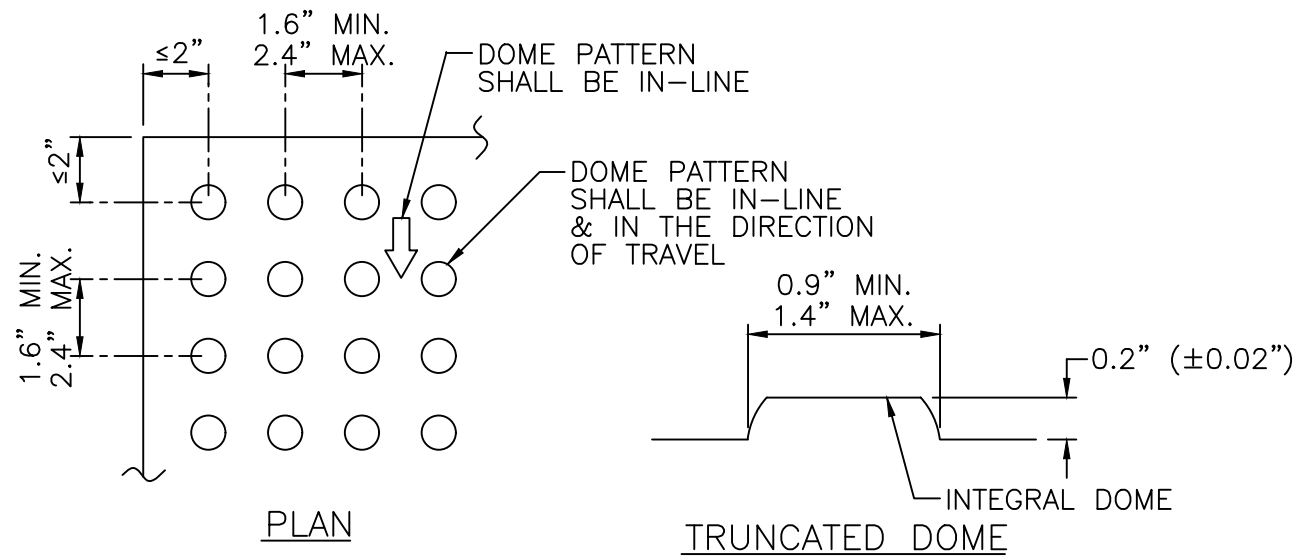
- NOTES:
- BEDDING SHALL CONSIST OF IN-SITU GRANULAR MATERIAL OR WASHED AND GRADED LIMEROCK 3/8" TO 3/4" SIZING. UNSUITABLE IN-SITU MATERIALS SUCH AS MUCK DEBRIS AND LARGER ROCKS SHALL BE REMOVED.
 - THE PIPE SHALL BE FULLY SUPPORTED FOR ITS ENTIRE LENGTH WITH APPROPRIATE COMPACTION UNDER THE PIPE HAUNCHES.
 - THE PIPE SHALL BE PLACED IN A DRY TRENCH.
 - BACKFILL SHALL BE FREE OF UNSUITABLE MATERIAL SUCH AS LARGE ROCK, MUCK, ROOTS AND DEBRIS.
 - DENSITY TESTS ARE REQUIRED IN 2 FOOT LIFTS ABOVE THE PIPE AT INTERVALS OF 400' MAXIMUM.
 - CONTRACTOR SHALL BE RESPONSIBLE TO COMPLY WITH ALL TRENCH SAFETY LAWS AND REGULATIONS.
 - THE AFFECTED AREA SHALL BE RESTORED TO EQUAL OR BETTER CONDITION OR AS SPECIFIED IN PERMIT/CONTRACT DOCUMENTS.

TYPICAL TRENCHING DETAIL
(PER VILLAGE OF WELLINGTON STANDARDS)

PLANS SUBMITTED FOR ENVIRONMENTAL RESOURCE PERMITTING ONLY. NOT FOR CONSTRUCTION.

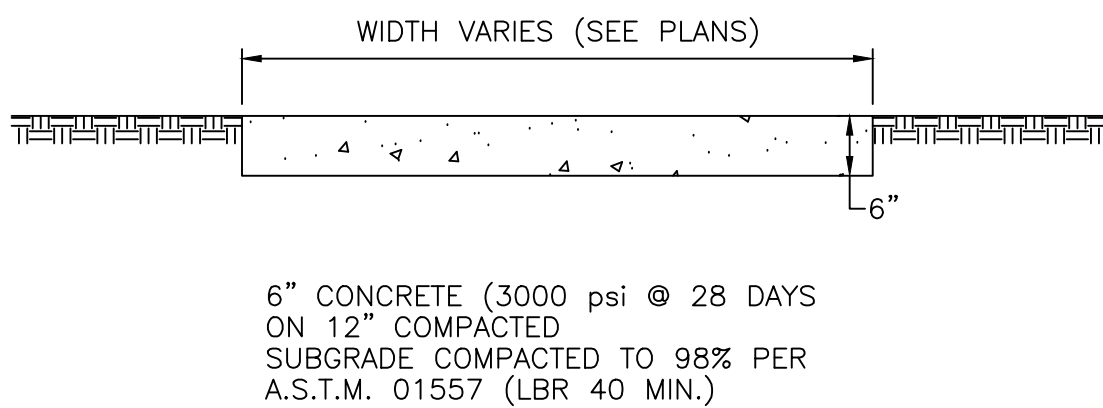


CROSS-SECTION @ CENTER OF ROUND-A-BOUT



NOTE: ALL SIDEWALK CURB RAMPS SHALL HAVE DETECTABLE WARNING SURFACES THAT EXTEND THE FULL WIDTH OF THE RAMP AND IN THE DIRECTION OF TRAVEL 24" IN PUBLIC R/W, 36" ON-SITE FROM THE BACK OF CURB. CONTRACTOR SHALL VERIFY W/ INSTALLATION. THE DETECTABLE WARNING SURFACE SHALL HAVE A CONTRASTING COLOR (YELLOW OR APPROVED ALTERNATE)

CURB RAMP DETECTABLE WARNING DETAIL
NOT TO SCALE



CONCRETE SIDEWALK DETAIL
NOT TO SCALE

REVISIONS		REMARKS		NO.	DATE	BY

TYPICAL DETAILS FOR
PIERSON ROAD @ VILLAGE PARK

THE VILLAGE OF
WELLINGTON
Engineering Department
12300 Forest Hill Boulevard, Wellington, Florida 33414

START DATE		4/27/2026			
DRAWN		JRR			
REQUESTED		N/A			
PROJECT MANAGER		T.B.D.			
CHECKED		N/A			
3		7			
ENG JOB NO.					
ENG24-031					

DATE: 4/27/2026

PLANS SUBMITTED FOR ENVIRONMENTAL RESOURCE PERMITTING ONLY. NOT FOR CONSTRUCTION.

*DUNES PRESERVE AT PALM BEACH POLO COUNTRY CLUB
(PLAT BOOK 131, PG. 64-75)*

ACME IMPROVEMENT DISTRICT CANAL
(DEED BOOK 1037, PG. 689)
(50' RIGHT OF WAY)

PROPOSED 25' TEMPORARY
CONSTRUCTION EASEMENT.

C-23 CANAL

PIERSON ROAD

MATCHLINE A

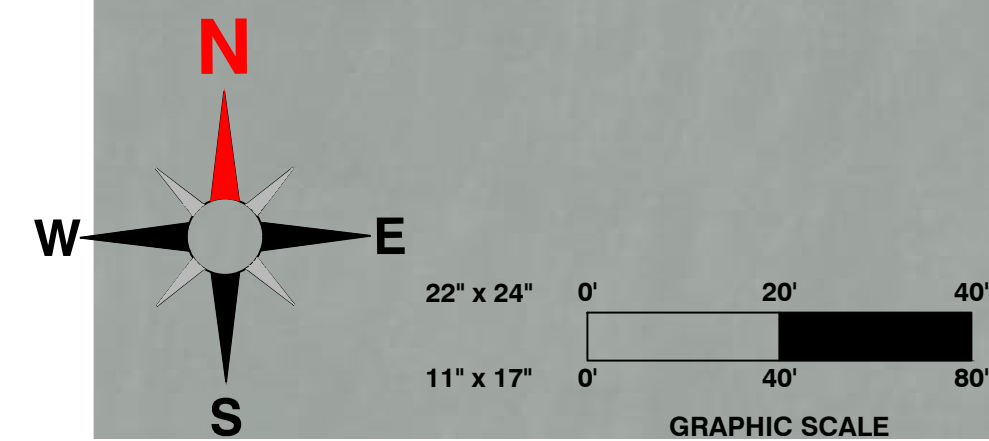
DEMOLITION PLAN FOR PIERSON ROAD @ VILLAGE PARK

 THE VILLAGE OF
WELLINGTON

Engineering Department
12300 Forest Hill Boulevard, Wellington, Florida 33414

ENG JOB NO.
ENG24-031

DATE: 4/27/2026



LEGEND

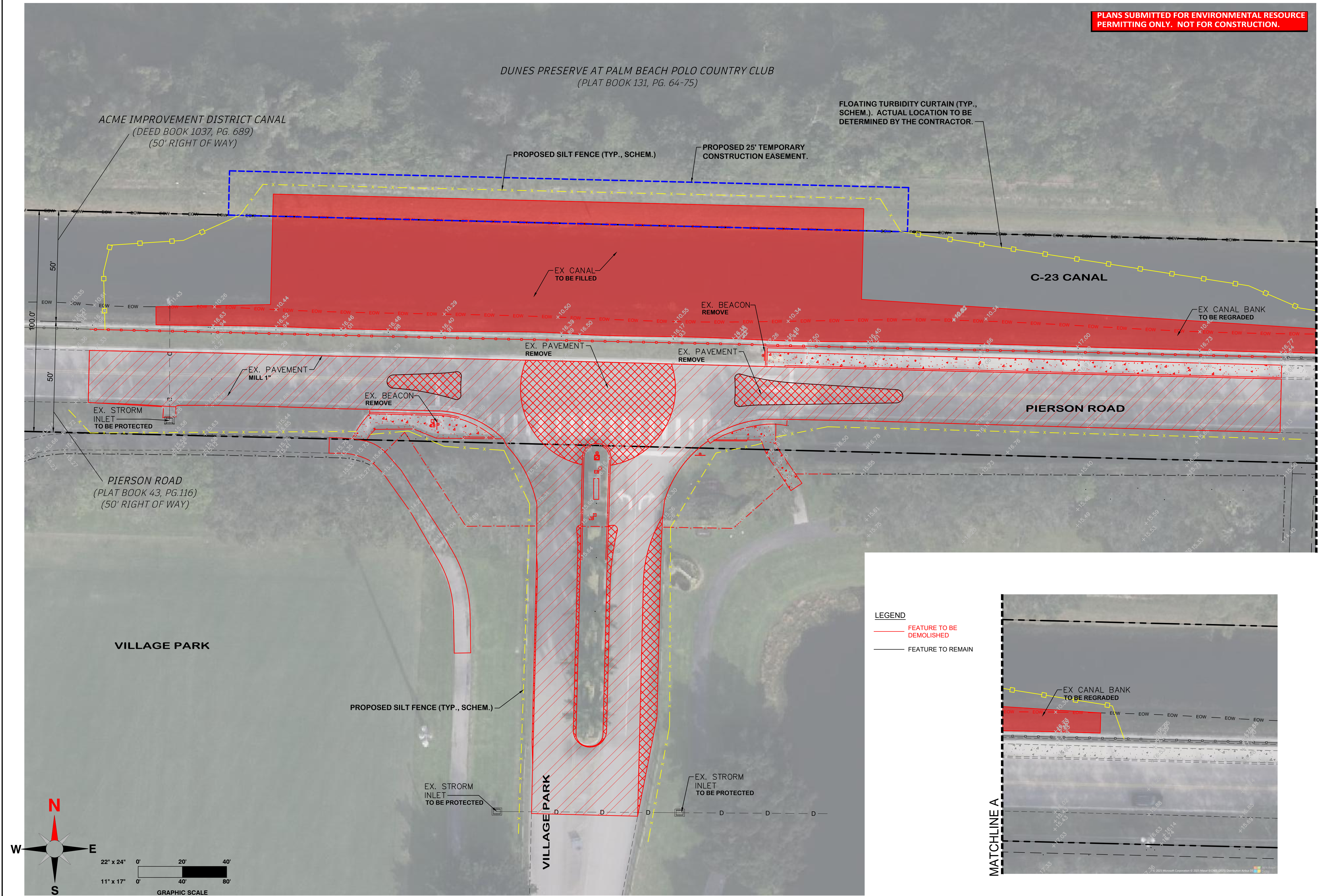
_____ FEATURE TO BE DEMOLISHED
 _____ FEATURE TO REMAIN

MATCHLINE A

EX CANAL BANK
TO BE REGRADED

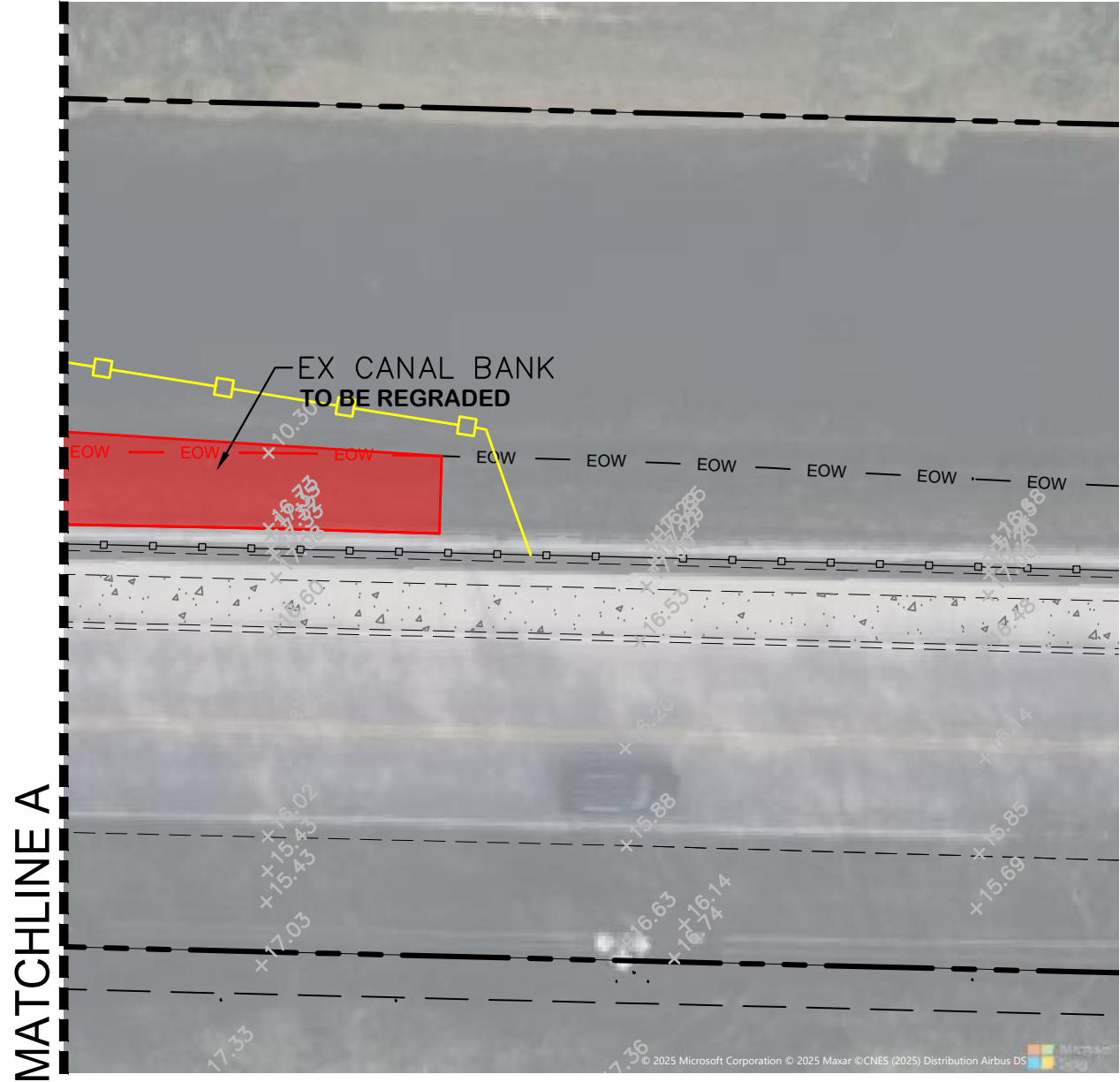
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4/27/2026	JRR	N/A	T.B.D.	N/A
START DATE	DRAWN	REQUESTED	PROJECT MANAGER	CHECKED
5	7			
ENG JOB NO.				
ENG24-031				



PLANS SUBMITTED FOR ENVIRONMENTAL RESOURCE PERMITTING ONLY. NOT FOR CONSTRUCTION.

- LEGEND
- FEATURE TO BE DEMOLISHED
 - FEATURE TO REMAIN



MATCHLINE A

REVISIONS			
NO.	DATE	REMARKS	BY

EROSION CONTROL PLAN
FOR
PIERSON ROAD @ VILLAGE PARK

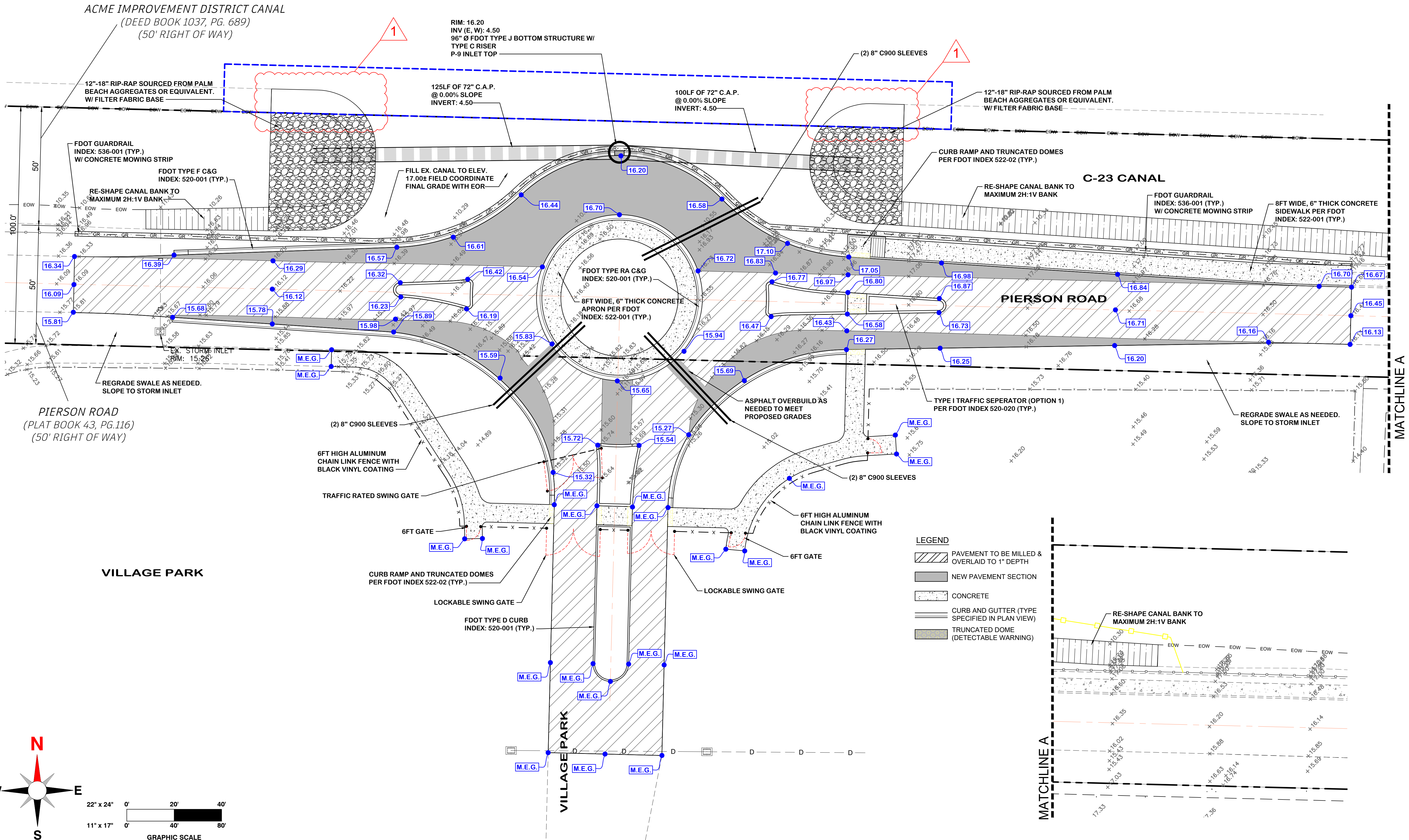


START DATE	4/27/2026
DRAWN	JRR
REQUESTED	N/A
PROJECT MANAGER	T.B.D.
CHECKED	N/A
4	7
ENG JOB NO. ENG24-031	

DATE: 4/27/2026

PLANS SUBMITTED FOR ENVIRONMENTAL RESOURCE PERMITTING ONLY. NOT FOR CONSTRUCTION.

DUNES PRESERVE AT PALM BEACH POLO COUNTRY CLUB
(PLAT BOOK 131, PG. 64-75)



REVISIONS		NO.	DATE	REMARKS	BY
		1	4/27/2026	REVISED RIPRAP LIMITS	

PAVING GRADING AND DRAINAGE PLAN
FOR
PIERSON ROAD @ VILLAGE PARK

THE VILLAGE OF
WELLINGTON
Engineering Department
12300 Forest Hill Boulevard, Wellington, Florida 33414

START DATE	4/27/2026	JRR	REQUESTED	N/A	PROJECT MANAGER	T.B.D.	CHECKED	N/A
6	7							
ENG JOB NO.		ENG24-031						

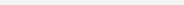
DATE: 4/27/2026

ACME IMPROVEMENT DISTRICT CANAL
/ (DEED BOOK 1037, PG. 689)
(50' RIGHT OF WAY)

VILLAGE PARK



L	=	6" SKIP YELLOW TYP (10'-30')
M	=	6" SKIP YELLOW TYP (6'-10')
N	=	6" SKIP YELLOW TYP (2'-4')
P	=	RPM BI-DIRECTIONAL AMBER/AMBER
R	=	FDP WHITE
S	=	FDP YELLOW

	= 6" SOLID WHITE / YELLOW
	= 12" SOLID WHITE / YELLOW
	= 24" SOLID WHITE / YELLOW
	= 6" SKIP WHITE / YELLOW (6'-10')
	= 6" DOUBLE YELLOW
	= BIKE LANE MARKINGS (PER PLAN)

DATE: 4/27/2026

A. DO NOT APPLY MARKINGS WITHIN 5 DAYS OF PAVEMENT PLACEMENT WITH THE EXCEPTION OF FRICTION COURSE WHICH IS 30 DAYS.

B. PRIOR TO APPLYING PAVEMENT MARKINGS, REMOVE ANY MATERIAL THAT WOULD ADVERSELY AFFECT THE BOND.

C. DO NOT APPLY WHEN WINDS ARE SUFFICIENT TO CAUSE SPRAY DUST.

D. PRIOR TO APPLICATION OF THERMOPLASTIC MATERIAL TO PORTLAND CEMENT CONCRETE SURFACES, APPLY A TWO-PART EPOXY PRIMER SEALER RECOMMENDED BY THE MANUFACTURER.

E. ESTABLISH TACK POINTS AT APPROPRIATE INTERVALS FOR USE IN ALIGNING MARKINGS.

F. APPLY ONLY DRY MIXTURE, AND, AS FAR AS PRACTICAL, SHALL BE TERMINATED IN TIME TO PERMIT SUFFICIENT DRYING BY SUNSET.

G. THE SURFACE WHICH IS TO BE PAINTED SHALL BE CLEANED, BY COMPRESSED AIR OR OTHER EFFECTIVE MEANS, IMMEDIATELY BEFORE THE START OF PAINTING AND SHALL BE CLEAN AND DRY. WITH THE PAINT, ALL WEEDS, VEGETATION OR LOOSE SOIL SHALL BE REMOVED FROM THE PAVEMENT BEFORE STRIPING BEGINS.

H. THOROUGHLY MIX PAINT BEFORE POURING INTO THE PAINTING MACHINE, NO THINNING OF THE PAINT IN THE MACHINE WILL BE ALLOWED AT ANY TIME, BEFORE THE START OF EACH DAY'S WORK. THE PAINT CONTAINED IN THE MACHINE SHALL BE KEPT CLEAN, AND THE SPRAY NOZZLES ON THE MACHINE SHALL BE THOROUGHLY CLEANED WITH PAINT THINNER OR OTHER SUITABLE CLEANER.

- ## 1. APPLICATION – THERMOPLASTIC

- A. APPLY THERMOPLASTIC TO THE PAVEMENT BY EXTRUSION.
B. EDGES OF MARKINGS ARE TO BE WELL DEFINED.
C. THICKNESS TO BE AT LEAST 90 MILS.
D. APPLY REFLECTIVE GLASS SPHERES IMMEDIATELY BEHIND THE STRIPING MECHANISM

- ## 2. APPLICATION – REFLECTIVE PAINT

- A. APPLY PAINT TO THE PAVEMENT BY SPRAY.
B. EDGES OF MARKINGS ARE TO BE WELL DEFINED.
C. APPLY PAINT TO ATTAIN A MINIMUM WET FILM THICKNESS OF 15 MILS.
D. APPLY SPHERES IMMEDIATELY AND UNIFORMLY FOLLOWING THE PAINT APPLICATION

- ### 3. APPLICATION – REFLECTIVE PAVEMENT MARKERS

- A. SET REFLECTIVE PAVEMENT MARKERS 1 INCH TO THE LEFT OR RIGHT OF THE LINE.
- B. APPLY THE ADHESIVE TO THE BONDING SURFACE (NOT THE MARKER) SO THAT 100 PERCENT OF THE BONDING AREA OF THE MARKER WILL BE COVERED.
- C. APPLY SUFFICIENT ADHESIVE TO ENSURE THAT THE MARKER IS PRESSED DOWN INTO THE ADHESIVE AND ADHESIVE WILL BE FORCED AROUND THE PERIMETER OF THE MARKER.
- D. IMMEDIATELY REMOVE EXCESS ADHESIVE FROM THE BONDING SURFACE AND THE EXTERNAL SURFACE OF THE MARKER.

- #### 4. PROTECTION

- A. DO NOT ALLOW TRAFFIC ONTO NEWLY PAINTED TRAFFIC STRIPES AND MARKINGS UNTIL THEY ARE SUFFICIENTLY DRY TO PERMIT VEHICLES TO CROSS THEM WITHOUT DAMAGE.
- B. WARNING SIGNS SHALL BE SET UP BEFORE THE BEGINNING OF EACH OPERATION AND EXTRA SIGNS SHALL BE KEPT WELL AHEAD OF THE APPLICATION EQUIPMENT. THE EQUIPMENT SHALL BE SO OPERATED THAT TRAFFIC MAY PASS SAFELY. WARNING SIGNS SHALL BE PLACED ONLY WHERE OPERATIONS ARE IN PROGRESS AND THEY SHALL BE RELOCATED AS OFTEN AS NECESSARY.
- C. ERECT ADEQUATE WARNING SIGNS, AND TAKE NECESSARY PRECAUTIONS FOR THE PROTECTION OF THE WET PAVEMENT MARKINGS AND THE SAFETY OF THE PUBLIC. CONES, RUBBER "Z" GUARDS, OR SIMILAR PROTECTIVE DEVICES, SHALL BE PLACED ALONG THE NEWLY-PAINTED STRIPES TO PREVENT TRAFFIC FROM CRISING ON THE WET PAINT. ANY SUCH DEVICES USED SHALL BE OF A TYPE THAT WILL NOT CAUSE DAMAGE TO VEHICULAR TRAFFIC IN THE EVENT THAT THESE OBJECTS ARE ACCIDENTALLY PASSED OVER.
- D. ANY PORTIONS OF THE PAVEMENT MARKINGS DAMAGED BY PASSING TRAFFIC OR FROM ANY OTHER CAUSE SHALL BE REWORKED AT NO ADDITIONAL COST TO THE OWNER.
- E. IF MORE THAN 50% OF THE REFLECTIVE PAVEMENT MARKERS ARE IN ADHESION OR ALIGNMENT WITHIN THE 45 DAYS UNDER TRAFFIC, REPLACE ALL FAILED MARKERS AT NO ADDITIONAL COST TO THE OWNER.

- ## 5. CORRECTIVE MEASURES

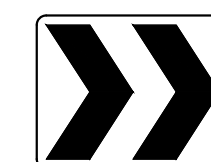
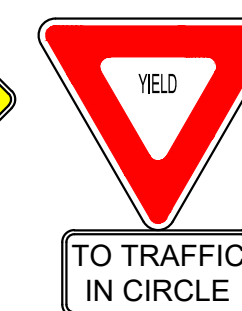
- A. PAVEMENT MARKINGS WHICH FAIL TO MEET THE GUIDELINES, INCLUDING THE PERMISSIBLE TOLERANCES AND THE APPEARANCE REQUIREMENTS, ARE MARRED OR DAMAGED BY TRAFFIC OR FROM ANY OTHER CAUSE SHALL BE CORRECTED AT NO ADDITIONAL COST TO THE WINNER. UNLESS OTHERWISE SPECIFIED, ALL DAMAGED OR DEFECTIVE MARKINGS SHALL BE REMOVED. ANY REMOVAL OF MARKINGS SHALL BE DONE BY MEANS WHICH WILL NOT DAMAGE THE UNDERLYING SURFACE OF THE PAVEMENT. WHEN NECESSARY TO CORRECT A DEFECT WHICH EXCEEDS THE PERMISSIBLE TOLERANCE IN ALIGNMENT, LOCATION OR WIDTH, THE STRIP AVIATION SHALL BE REMOVED AND REPAINTED IN ACCORDANCE WITH THESE GUIDELINES.
- B. MISALIGNMENT, DEFECTIVE SURFACES, AND THE LIKE, SHALL BE CORRECTED BY SANDBLASTING OR BY ANY OTHER MEANS. THE CONTRACTOR SHALL EFFECTIVELY REMOVE THE PAINT WITHOUT DAMAGE TO THE PAVEMENT SURFACE.

- ## 6. DIMENSION AND ALIGNMENT TOLERANCE

- A. NO MARKING SHALL BE LESS THAN THE INDICATED WIDTH. NO MARKING SHALL EXCEED THE INDICATED WIDTH BY MORE THAN 1/4 INCH.
- B. CORRECTIONS OF VARIATION IN THE WIDTH OF, AND THE ALIGNMENT OF STRIPS SHALL NOT BE MADE ABRUPTLY BUT THE STRIPES SHOULD BE RETURNED TO THE DESIGN WIDTH AT THE RATE OF AT LEAST 10 FEET FOR EACH 1/4 INCH OF CORRECTION.
- C. WHERE A STRIPE DEVIATES FROM THE CORRECT ALIGNMENT, AS INDICATED BY THE STRING LINE, BY MORE THAN ONE INCH IN ANY 20 FOOT LENGTH, IT SHALL BE OBLITERATED AND THE STRIPE CORRECTED.

C-23 CANAL

SPECIAL EMPHASIS CROSSWALK
FDOT INDEX 711-001
(SHEET 9)



NOTE: REFLECTIVE PAVEMENT MARKINGS TO BE
INSTALLED PER PALM BEACH COUNTY TYPICAL
DRAWING T-P-13, SHEET 7 OF 20.

[illegible]

PIERSON ROAD @ VILLAGE PARK
FOR
PAVEMENT MARKINGS AND SIGNAGE PLAN
REV. 1.DWG



DEPARTMENTS:ENGINEERING,Q. CAD,Q. PROJECTS, EY2024	START DATE	4/27/2026
	DRAWN	JRR
	REQUESTED	N/A
	PROJECT MANAGER	T.B.D.