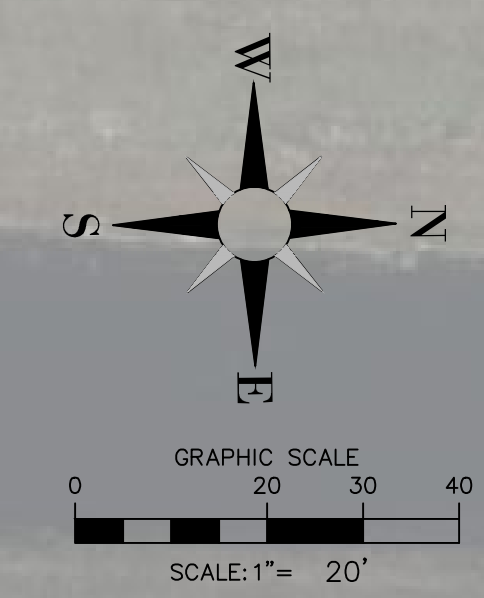


ELEVATIONS SHOWN IN NGVD



DEMOLITION LEGEND
--- EXISTING FEATURE TO REMAIN
--- EXISTING TO BE REMOVED

- EXISTING SYMBOL LEGEND**
- ⊕ TEMPORARY BENCHMARK
 - ⊙ DRAINAGE MANHOLE
 - CATCH BASIN
 - CURB INLET
 - ▭ MITERED END SECTION
 - ▣ CABLE BOX
 - CONCRETE POWER POLE
 - ⊙ WOOD POWER POLE
 - ⊙ GUY WIRE ANCHOR
 - OE— OVERHEAD ELECTRIC
 - ⊙ INFORMATION SIGN
 - G— GUARD RAIL
 - ⊙ EXISTING ELEVATION
 - ATT— CONCRETE
 - WM— BURIED AT&T LINE
 - WM— WATER MAIN



BID PLANS
1/8/2025

REVISIONS

NO.	DATE	REMARKS	BY

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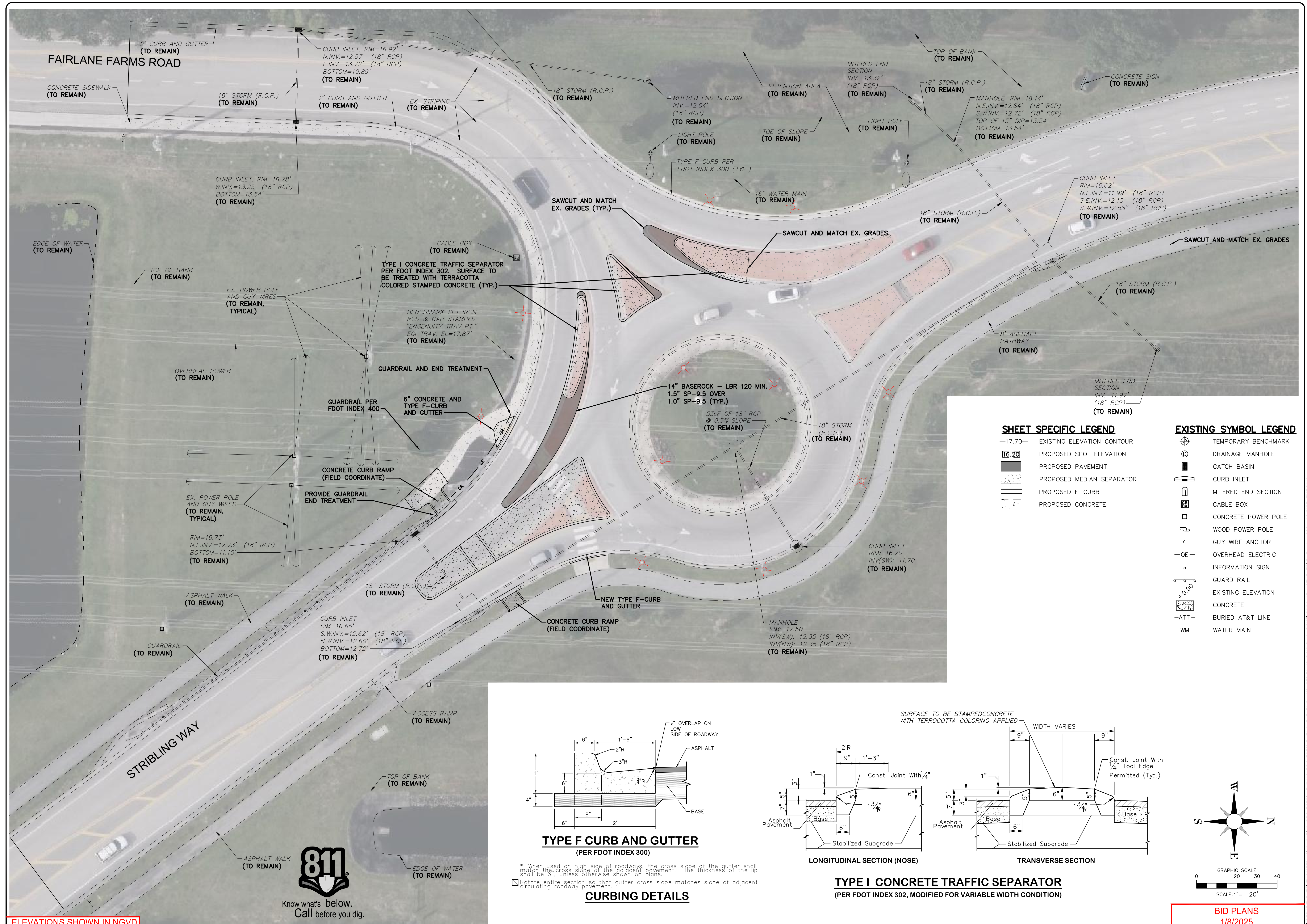
JONATHAN ROGER
FLORIDA LICENSE
No. 74033

DEMOLITION PLAN FOR STRIBLING WAY / FAIRLANE FARMS ROAD ROUNDABOUT ADJUSTMENTS

The Village of Wellington
Engineering Department
12300 Forest Hill Boulevard, Wellington, Florida 33414

DATE	02/2016
DRAWN	JRR
PROJECT ENGINEER	JRR
PROJECT MANAGER	JRR
CHECKED	WJR

1	3
JOB NO. NA	



REVISIONS					
				NO. DATE	BY

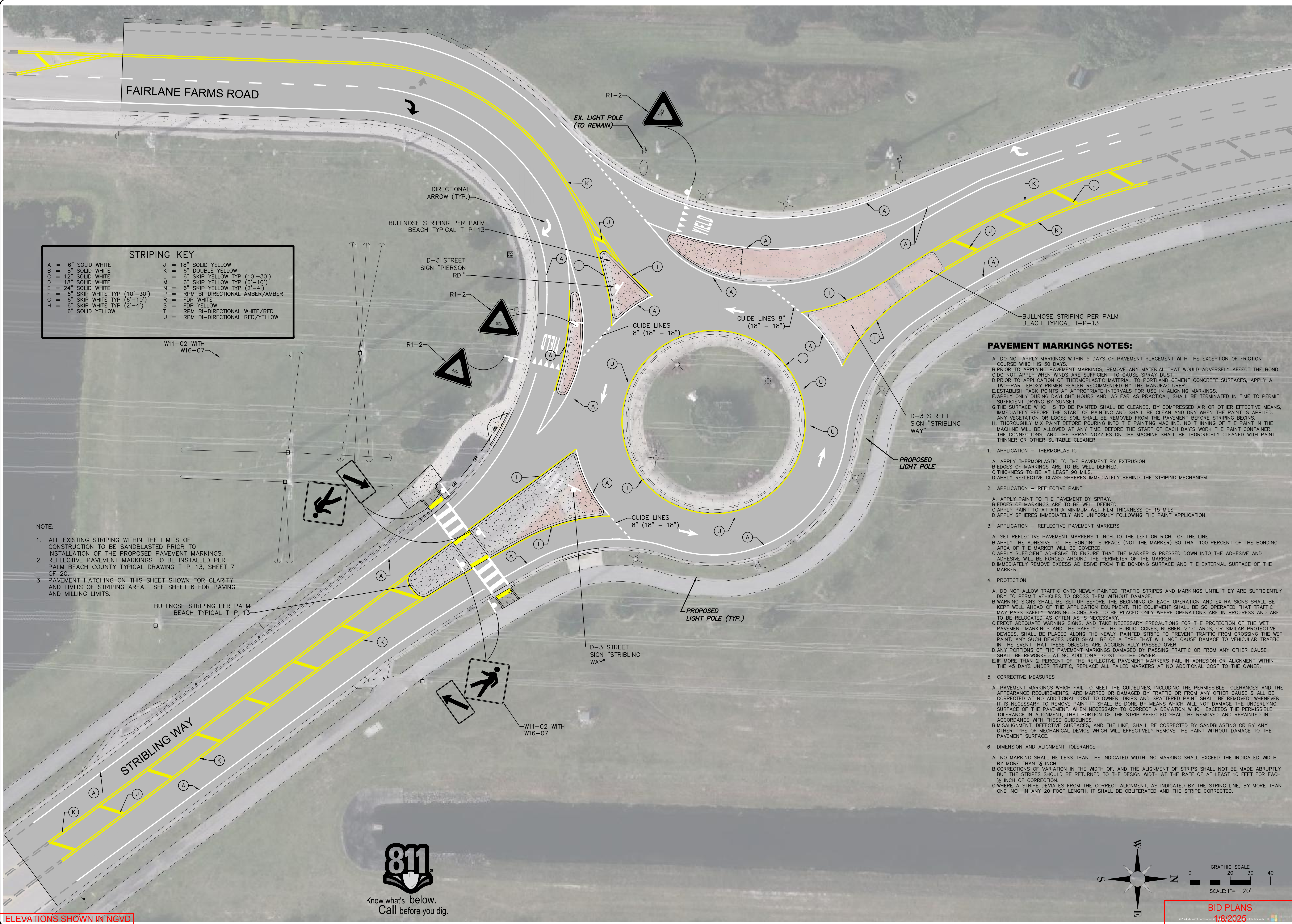
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REINSVOLD, P.E.
FLORIDA LICENSE
No. 74033

GEOMETRY ADJUSTMENTS
FOR
STRIBLING WAY / FAIRLANE FARMS ROAD
ROUNDABOUT ADJUSTMENTS



W: DEPARTMENTS\ENGINEERING\O_CAD\O_PROJECTS\17Y2016	TIME IN	START DATE	02/2016
	2 3	DRAWN	JRR
		PROJECT ENGINEER	JRR
		PROJECT MANAGER	JRR
		CHECKED	WJR
JOB NO.		NA	



STRIPING KEY	
A = 6" SOLID WHITE	J = 18" SOLID YELLOW
B = 8" SOLID WHITE	K = 6" DOUBLE YELLOW
C = 12" SOLID WHITE	L = 6" SKIP YELLOW TYP (10'-30')
D = 18" SOLID WHITE	M = 6" SKIP YELLOW TYP (6'-10')
E = 24" SOLID WHITE	N = 6" SKIP YELLOW TYP (2'-4')
F = 6" SKIP WHITE TYP (10'-30')	P = RPM BI-DIRECTIONAL AMBER/AMBER
G = 6" SKIP WHITE TYP (6'-10')	R = FDP WHITE
H = 6" SKIP WHITE TYP (2'-4')	S = FDP YELLOW
I = 6" SOLID YELLOW	T = RPM BI-DIRECTIONAL WHITE/RED
	U = RPM BI-DIRECTIONAL RED/YELLOW

PAVEMENT MARKINGS NOTES:

- 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 DURING DAYLIGHT HOURS 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 WHEN THE PAINT IS APPLIED.
H. ANY VEGETATION OR LOOSE SOIL SHALL BE REMOVED FROM THE PAVEMENT BEFORE STRIPING BEGINS.
I. 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 CONTAINER, THE CONNECTIONS, 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 ARE TO BE PLACED ONLY WHERE OPERATIONS ARE IN PROGRESS AND ARE TO BE RELOCATED AS OFTEN AS IS 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 2' GUARDS, OR SIMILAR PROTECTIVE DEVICES, SHALL BE PLACED ALONG THE NEWLY-PAINTED STRIPE TO PREVENT TRAFFIC FROM CROSSING 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 2 PERCENT OF THE REFLECTIVE PAVEMENT MARKERS FAIL 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 MARKED OR DAMAGED BY TRAFFIC OR FROM ANY OTHER CAUSE SHALL BE CORRECTED AT NO ADDITIONAL COST TO OWNER. DRIPS AND SPATTERED PAINT SHALL BE REMOVED. WHENEVER IT IS NECESSARY TO REMOVE PAINT IT SHALL BE DONE BY MEANS WHICH WILL NOT DAMAGE THE UNDERLYING SURFACE OF THE PAVEMENT. WHEN NECESSARY TO CORRECT A DEVIATION WHICH EXCEEDS THE PERMISSIBLE TOLERANCE IN ALIGNMENT, THAT PORTION OF THE STRIP AFFECTED 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 TYPE OF MECHANICAL DEVICE WHICH WILL 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 1/2 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.

REVISIONS

NO.	DATE	REMARKS	BY

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PAVEMENT MARKINGS AND SIGNAGE PLAN
FOR
STRIBLING WAY / FAIRLANE FARMS ROAD
ROUNDBOUT ADJUSTMENTS

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

02/2016	JRR	JRR	JRR	WJR
START DATE	DRAWN	PROJECT ENGINEER	PROJECT MANAGER	CHECKED
3	3	3	3	3
JOB NO. NA				

BID PLANS
1/8/2025

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