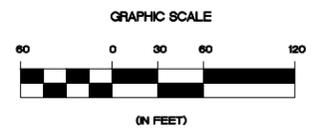


# **APPENDIX E**

## **CONCEPTUAL PLANS**



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CONSULTANT:

**NELSON + POPE**  
engineers • architects • surveyors  
70 Maxess Road, Melville, NY 11747 • 631.427.5665 • nelsonpoppe.com

CLIENT:

BRISTOL GROUP, LLC  
350 SANSOME STREET, SUITE 900  
SAN FRANCISCO, CA 94104

DWN. BY: EL  
CHK'D BY: JD  
DATE: JUNE 2024  
JOB No.: 21022  
CADD: DESIGN  
SCALE: AS SHOWN

DRAWING TITLE:

SUFFOLK TECHNOLOGY CENTER  
KEVIN VER PAULT MEMORIAL PARK  
LITTLE EAST NECK ROAD  
WHEATLEY HEIGHTS, TOWN OF BABYLON

DRAWING NUMBER:

**CP-1**

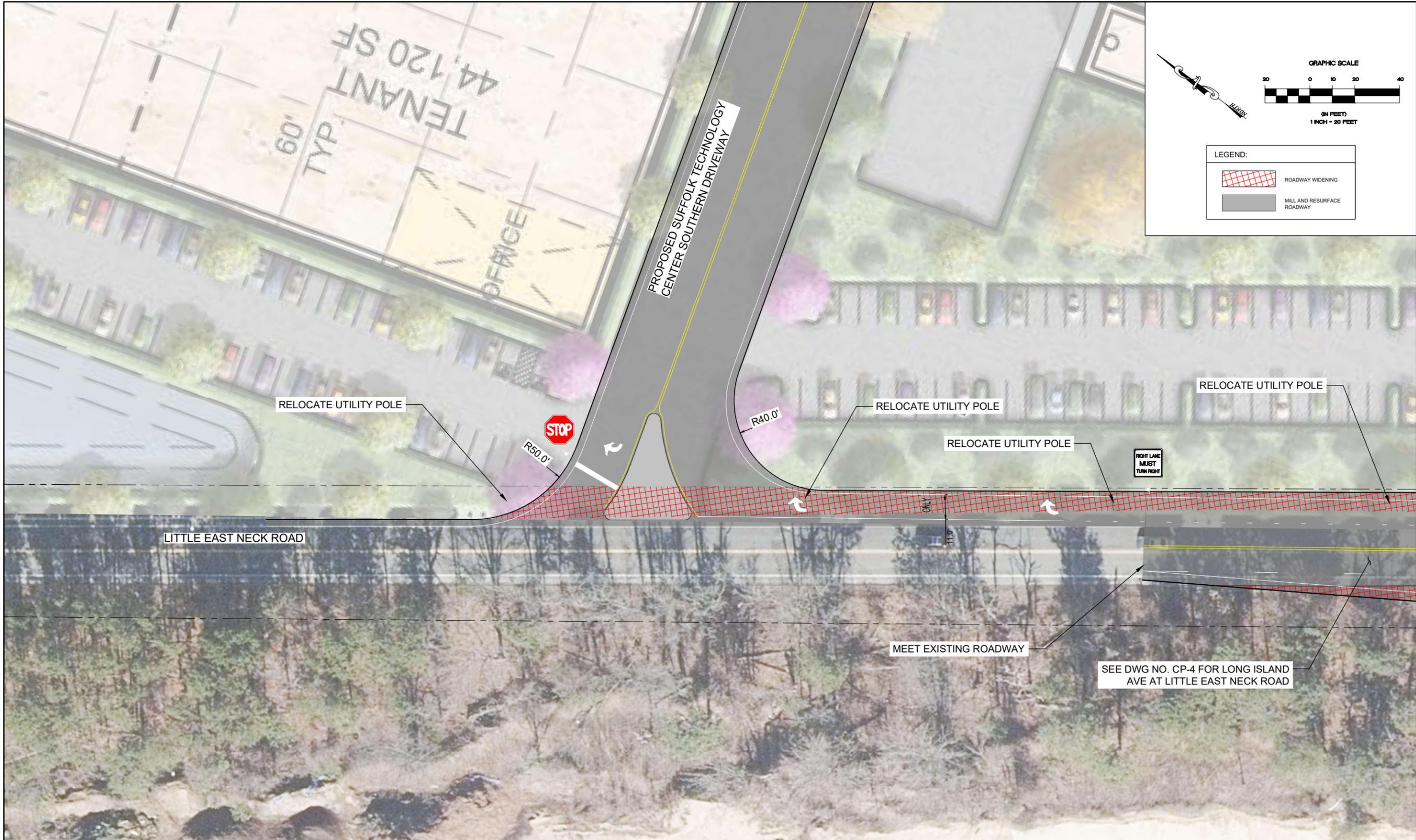
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LEGEND:

	ROADWAY WIDENING
	MILL AND RESURFACE ROADWAY



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**BRISTOL GROUP, LLC**  
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SAN FRANCISCO, CA 94104

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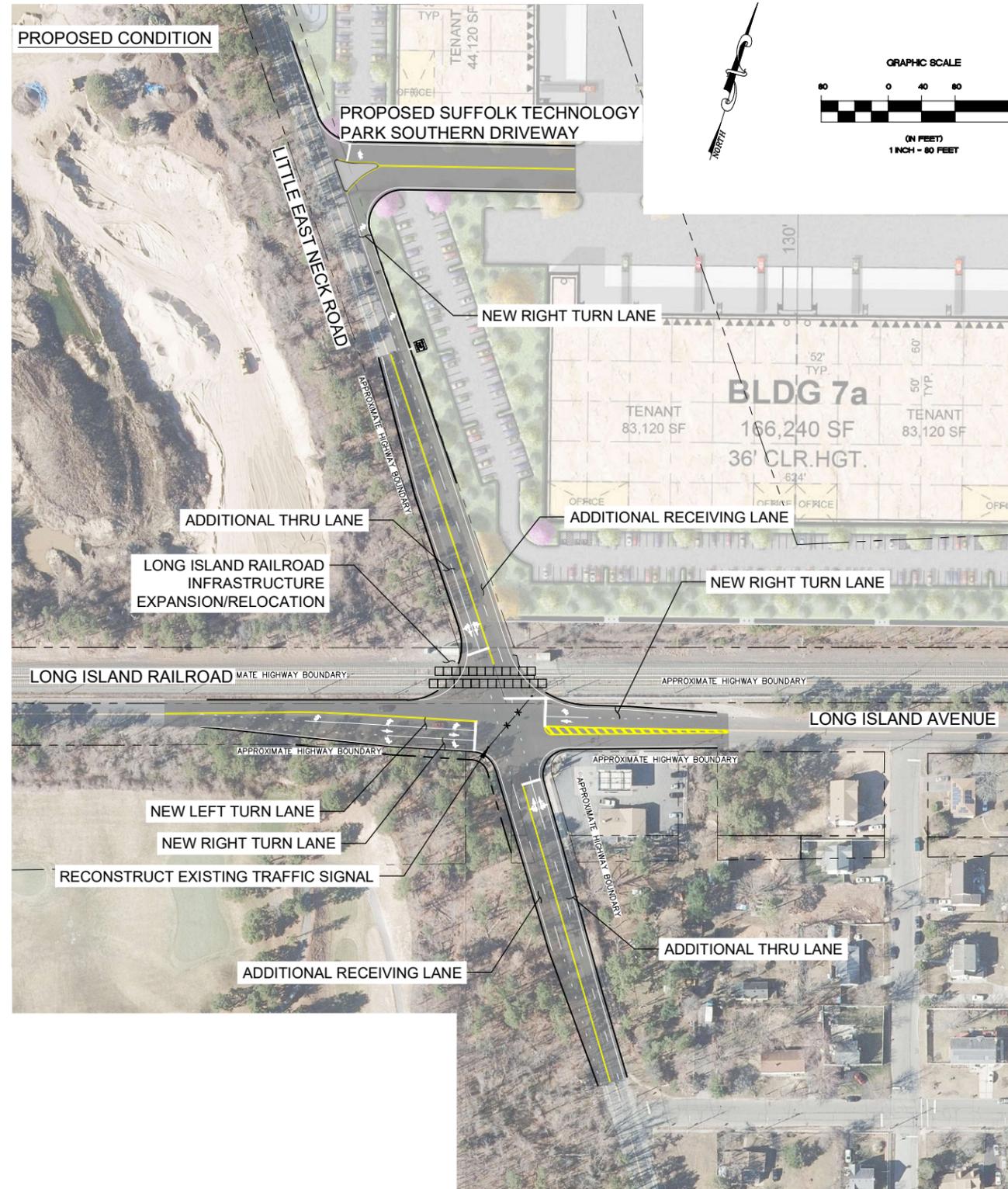
**CONCEPT PLAN - 2B**  
LONG ISLAND AVENUE AT LITTLE EAST NECK ROAD  
FOR  
SUFFOLK TECHNOLOGY PARK  
WYANDANCH, TOWN OF BABYLON, NY

DRAWING NUMBER:

**CP - 2B**

SHEET: 5 OF 8

PLOT: 220906-17-13 | DIR: G:\PROJECTS\21022\DWG\ROADWAY\21022\_CONCEPT.DWG\_OVP-3 | DST: \_AUTOCAD\_PDF (GENERAL\_DOCUMENTATION).PC3 | PST: \_NELSONPOPE\_COLOR.CTB | PSL: 1:1 | BY: MB



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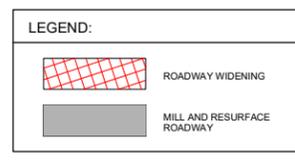
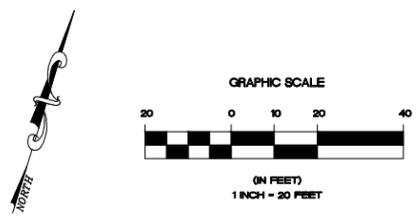
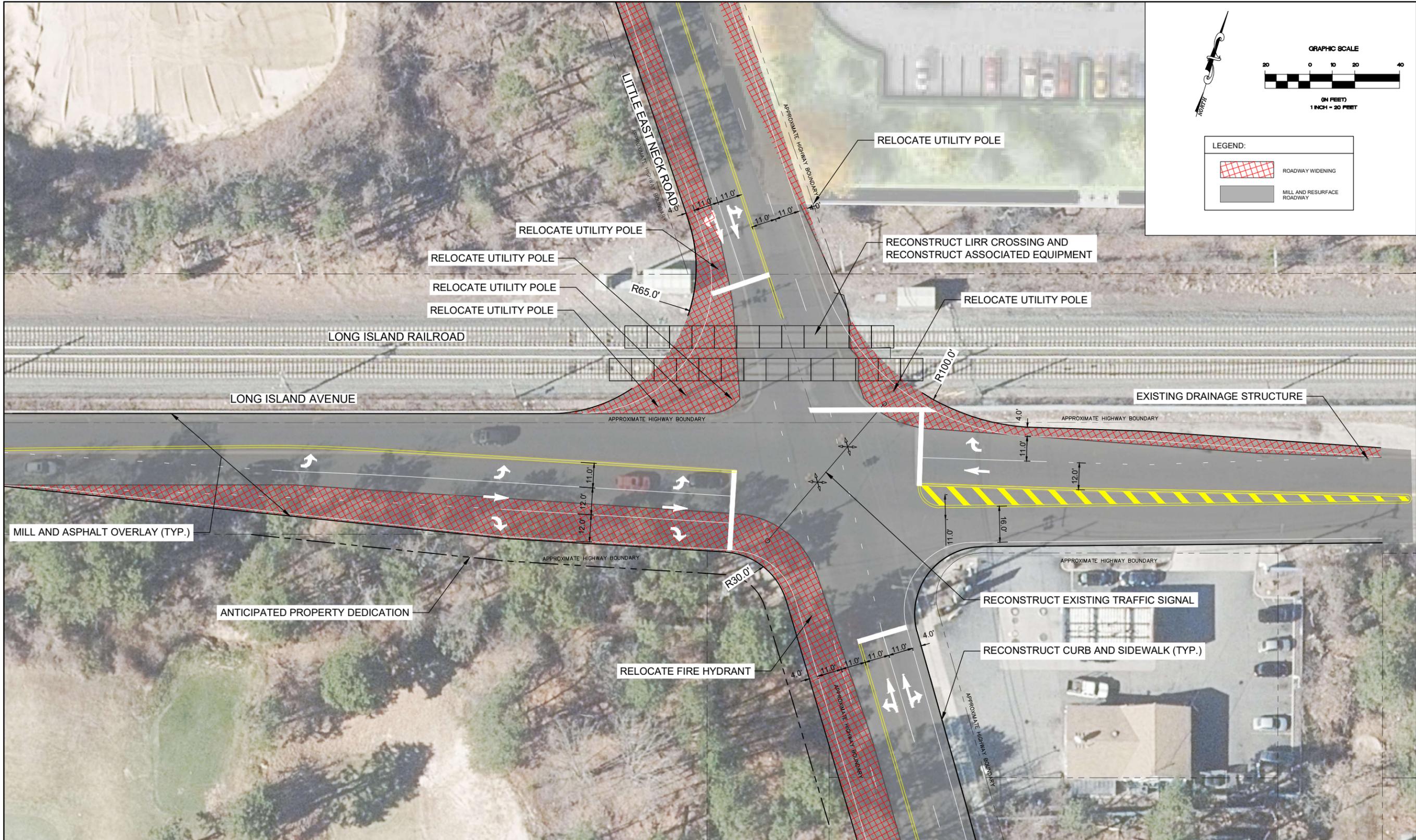
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 LONG ISLAND AVENUE AT LITTLE EAST NECK ROAD  
 FOR  
 SUFFOLK TECHNOLOGY PARK  
 WYANDANCH, TOWN OF BABYLON, NY

DRAWING NUMBER:

**OVP - 3**  
 SHEET: 6 OF 8

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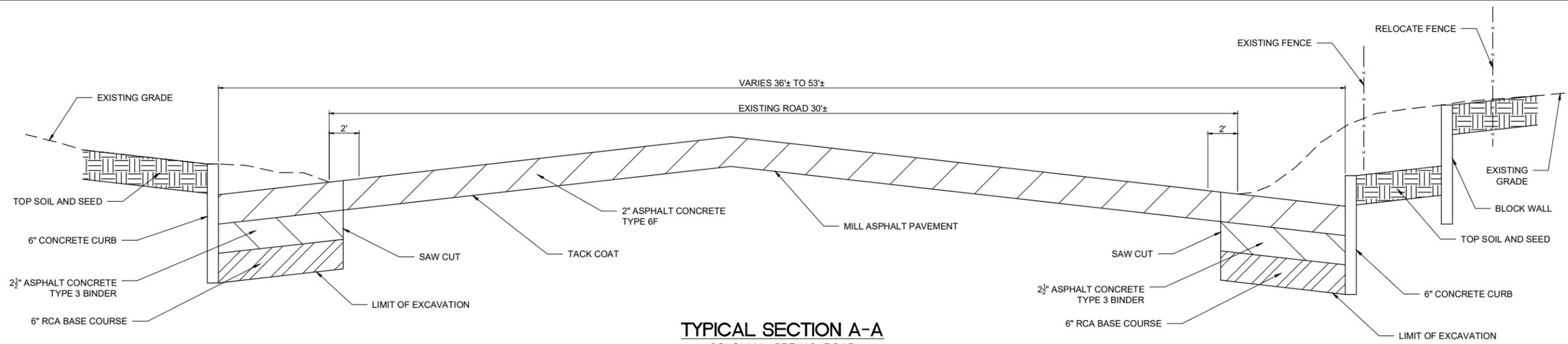
**CONCEPT PLAN - 3**  
LONG ISLAND AVENUE AT LITTLE EAST NECK ROAD  
FOR  
SUFFOLK TECHNOLOGY PARK  
WYANDANCH, TOWN OF BABYLON, NY

DRAWING NUMBER:

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SHEET: 7 OF 8

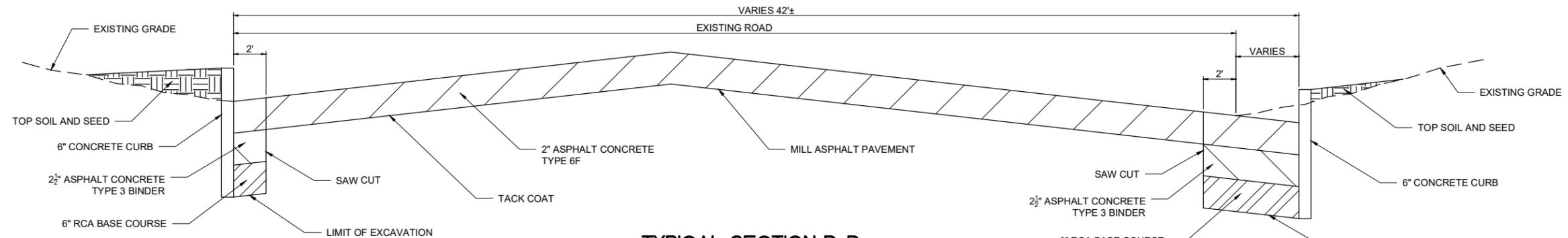
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**TYPICAL SECTION A-A**

COLONIAL SPRING ROAD  
STA. 10+00± TO 15+00±

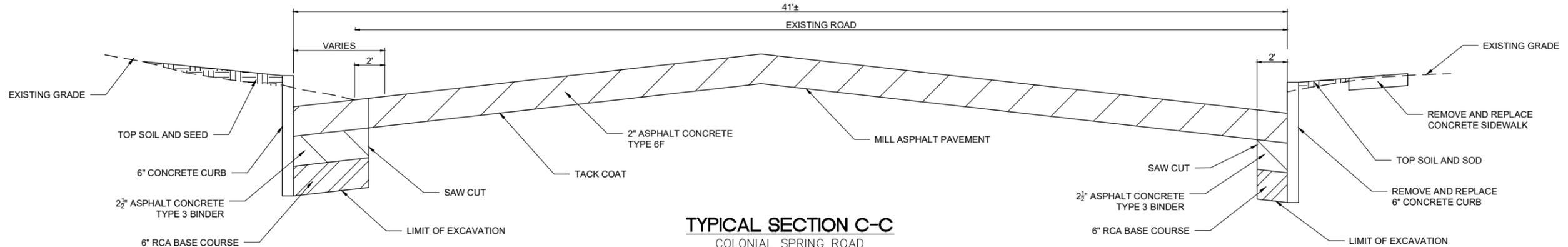
NOT TO SCALE



**TYPICAL SECTION B-B**

LITTLE EAST NECK ROAD  
STA. 10+00± TO 13+00±

NOT TO SCALE



**TYPICAL SECTION C-C**

COLONIAL SPRING ROAD  
STA. 17+00± TO 20+50±

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CADD:	21022_CONCEPT.DWG
SCALE:	AS SHOWN

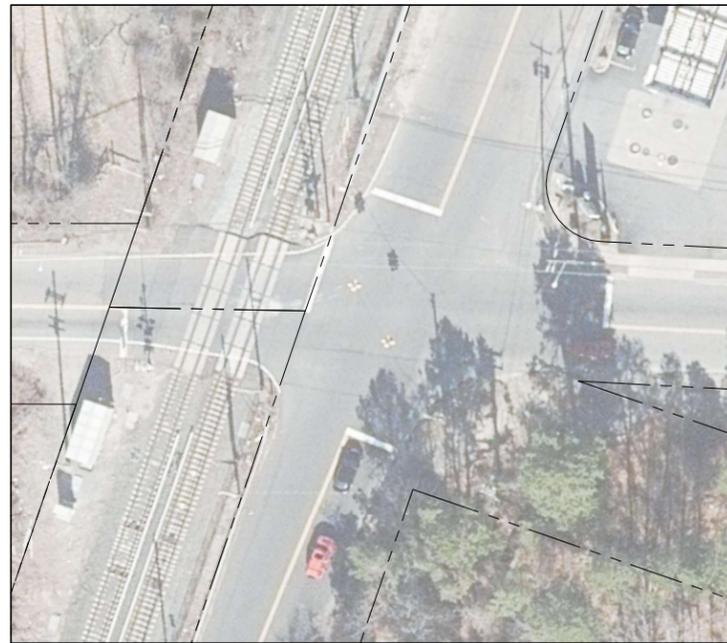
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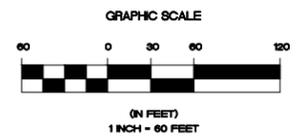
FOR  
SUFFOLK TECHNOLOGY PARK  
WYANDANCH, TOWN OF BABYLON, NY

DRAWING NUMBER:	<b>TYP-1</b>
SHEET:	8 OF 8

EXISTING CONDITION



DETAIL A  
SCALE: 1" = 30'



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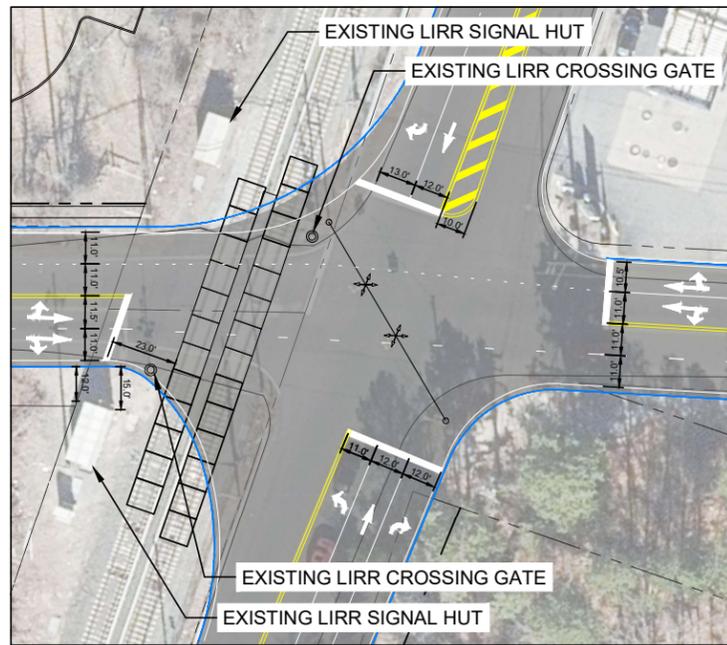
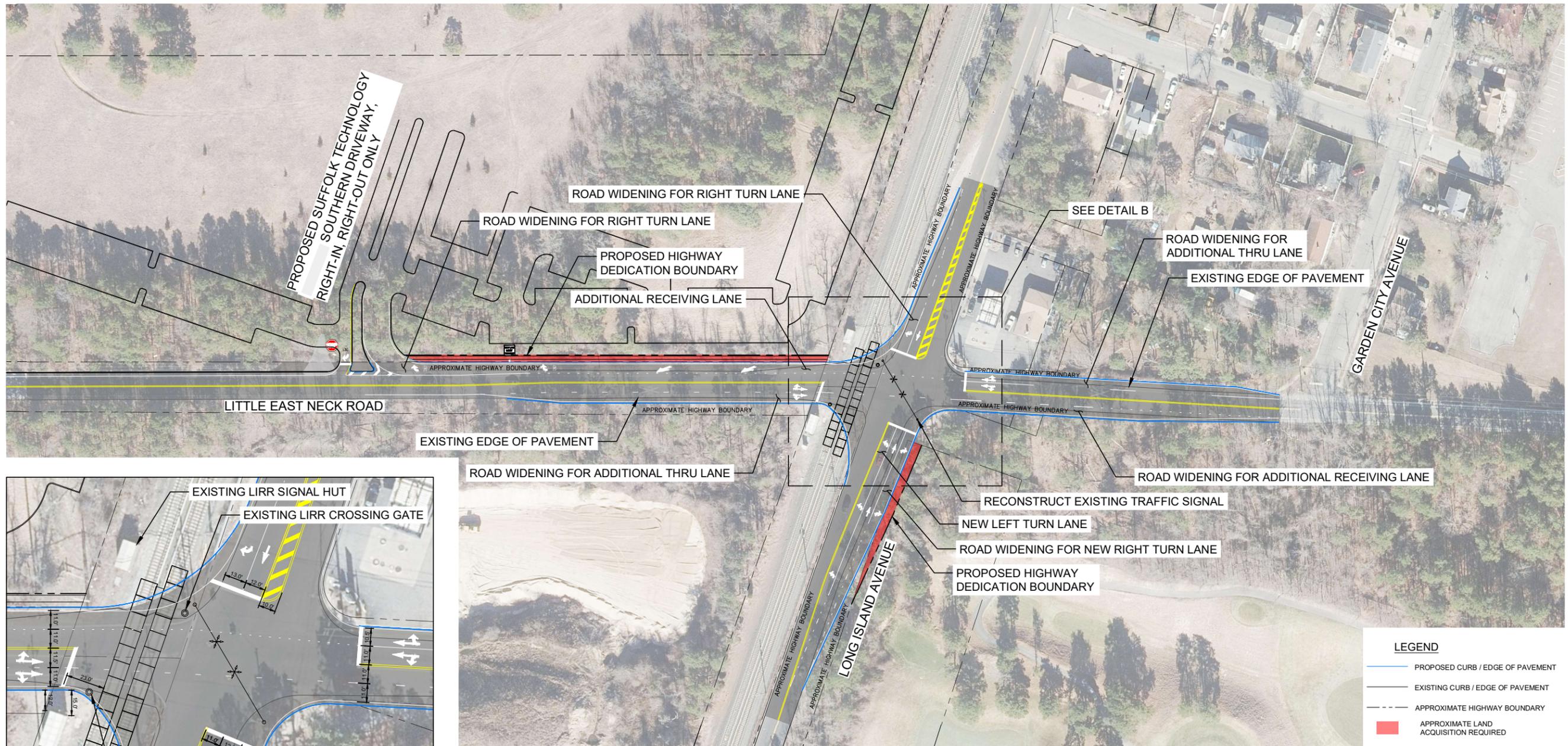
**EXISTING CONDITION**  
LONG ISLAND AVENUE AT LITTLE EAST NECK ROAD  
FOR  
SUFFOLK TECHNOLOGY PARK  
WYANDANCH, TOWN OF BABYLON, NY

DRAWING NUMBER:

**EC - 1**

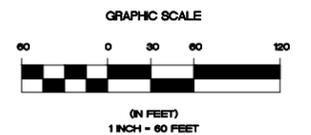
SHEET: 1 OF 2

PROPOSED CONDITION



DETAIL B  
SCALE: 1" = 30'

- LEGEND**
- PROPOSED CURB / EDGE OF PAVEMENT
  - EXISTING CURB / EDGE OF PAVEMENT
  - - - - - APPROXIMATE HIGHWAY BOUNDARY
  - APPROXIMATE LAND ACQUISITION REQUIRED



PDT: 230908-11:01 | DIR: \*I\35\* C:\USERS\MBRONCATO\AppData\Local\Temp\ACPublish\_1600A\_21022\_CONCEPT.DWG\_MTA-2 | DST: ROADWAY (PDF).PC3 | PST: ROADWAY - STANDARD.CTB | PLOT: 1:1 | BY: MB

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CLIENT:

**BRISTOL GROUP, LLC**  
350 SANSOME STREET, SUITE 900  
SAN FRANCISCO, CA 94104

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DATE:	SEPTEMBER 2022
JOB No.:	21022
CADD:	21022_CONCEPT.DWG
SCALE:	AS SHOWN

DRAWING TITLE:

**OVERALL CONCEPT PLAN - 1**  
LONG ISLAND AVENUE AT LITTLE EAST NECK ROAD  
FOR  
SUFFOLK TECHNOLOGY PARK  
WYANDANCH, TOWN OF BABYLON, NY

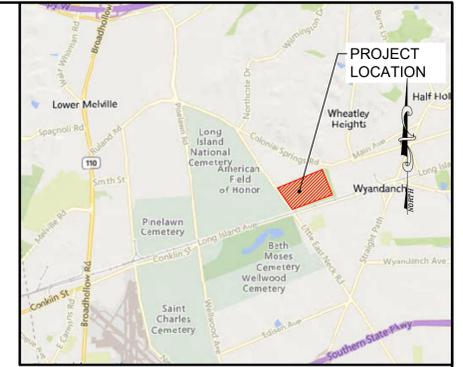
DRAWING NUMBER:

**OVP - 1**

SHEET: 2 OF 2

# TOWN OF BABYLON HIGHWAY DEPARTMENT

SUFFOLK COUNTY, NEW YORK



PLANS FOR  
LITTLE EAST NECK ROAD  
FROM  
LONG ISLAND AVENUE TO KEVIN VER PAULT MEMORIAL PARK  
ROADWAY AND DRAINAGE IMPROVEMENTS  
WITHIN VICINITY OF WYANDANCH

NEW YORK  
OCTOBER 2024

**PROGRESS PRINT**

CONSULTANT:		 <b>NELSON + POPE</b> <i>engineers • architects • surveyors</i> 70 Maxess Road, Melville, NY 11747 • 631.427.5665 • nelsonpoppe.com	DWN BY:	EL
			CHKD BY:	JD
			DATE:	OCTOBER 2024
			JOB No.:	21022
			CADD:	COV
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No.	DATE	REVISION	BY:	SHEET: 1 OF 9

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**MISCELLANEOUS NOTES:**

1. THE LOCAL FIRE DEPARTMENTS, EMERGENCY SQUADS, AND THE LOCAL POLICE DEPARTMENT SHALL BE NOTIFIED A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO THE CONTRACTOR COMMENCING CONSTRUCTION. THE ABOVE LISTED AGENCIES OR DEPARTMENTS SHALL BE NOTIFIED A MINIMUM OF ONE (1) WORKING DAY IN ADVANCE OF THE CONTRACTOR CONDUCTING WORK THAT WILL HAVE AN IMPACT ON THE TRAVEL ROUTES OR RESPONSE ROUTES.
2. DRAINAGE FRAMES AND GRATES SHALL NOT BE ADJUSTED IN A TRAVEL LANE UNLESS THE FINAL COURSE IS PLACED PRIOR TO THE ONSET OF SNOW AND ICE WEATHER. STEEL PLATES, ETC., SHALL NOT PROTRUDE ABOVE THE ADJACENT PAVEMENT. IF ANY OF THESE PROTRUSIONS EXIST IN A NON-TRAVEL LANE PRIOR TO SNOW AND ICE CONDITION, THEN TEMPORARY ASPHALT RAMPS MUST BE PLACED SO THAT FOR EVERY ONE INCH OF RISE THERE IS A SIX FOOT RUN OF RAMP.
3. ALL WORK WITHIN THE TOWN OF BABYLON RIGHT-OF-WAY (ROW), AS SHOWN ON THE PLANS, SHALL CONFORM TO THE TOWN OF BABYLON SPECIFICATIONS, STANDARD DETAILS, AND PERMITS, OR AS ORDERED BY THE TOWN OF BABYLON REPRESENTATIVE.
4. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT, DUE TO THE NATURE OF RECONSTRUCTION PROJECTS, THE EXACT EXTENT OF RECONSTRUCTION WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO THE COMMENCEMENT OF WORK. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON FIELD INSPECTION AND OTHER INFORMATION AVAILABLE AT THE TIME. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM WORK IN ACCORDANCE WITH FIELD CONDITIONS.
5. THE CONTRACTOR SHALL TAKE PRECAUTIONS NOT TO LEAVE DEBRIS, MATERIALS, AND TOOLS, ETC., ON THE ROADWAY SURFACE WHEN LEAVING THE WORK AREA. IN ADDITION, THE CONTRACTOR SHALL TAKE PRECAUTIONS THAT NO DEBRIS, ETC., INTERFERES WITH ADJACENT OPEN TRAFFIC LANES AND PEDESTRIAN WALKS.
6. ALL OPERATIONS SHALL BE CONDUCTED SO AS NOT TO INTERFERE WITH, INTERRUPT, OR ENDANGER THE OPERATION OF TRAFFIC, NOR DAMAGE, DESTROY, OR ENDANGER THE INTEGRITY OF TOWN FACILITIES OR ADJACENT PROPERTIES.
7. BLASTING WILL NOT BE PERMITTED UNDER OR NEAR HIGHWAYS AND FACILITIES OR ON TOWN OF BABYLON RIGHT-OF-WAY, UNLESS APPROVED BY THE TOWN. THE PERMITTEE SHALL SUBMIT ITS PROPOSED BLASTING PATTERNS AND PROCEDURES FOR REVIEW PRIOR TO BLASTING. THE TOWN WILL REQUIRE A MEETING WITH THE PERMITTEE, ITS LOCAL CERTIFIED BLASTER, AND REPRESENTATIVES OF ALL INTERESTED AGENCIES PRIOR TO COMMENCEMENT OF BLASTING OPERATIONS.
8. THE TOWN OF BABYLON WILL NOT UNDERTAKE OR ACCEPT FINANCIAL RESPONSIBILITY FOR ANY REMEDIATION OR SIMILAR ACTIVITY RESPECT TO THE REMOVAL OF HAZARDOUS WASTES AND NON-HAZARDOUS SOLID INDUSTRIAL WASTES, WHICH UNDER LAW WOULD NOT BE REQUIRED AT THE TIME BUT FOR THE ACCOMMODATION OF UTILITY FACILITIES WITHIN THE RIGHT-OF-WAY. SUCH RESPONSIBILITY AND COSTS SHALL BE SOLELY THOSE OF THE OWNER OR PERMITTEE.
9. PAVEMENT AND SHOULDER REMOVAL SHALL BE DONE IN A MANNER THAT PROVIDES FOR PROPER RESTORATION OF THE REPLACEMENT SECTION. GENERALLY, STRAIGHT, VERTICAL CUTS OF THE PAVEMENT AND SHOULDER WILL BE REQUIRED. SHEETING MAY BE REQUIRED. PAVEMENT THAT BECOMES UNDERMINED SHALL BE CUT BACK AND REMOVED. ALTERNATIVE REPAIR METHODS MAY BE USED IF PRIOR APPROVAL IS GRANTED BY THE TOWN.
10. THE LIMIT OF PAVEMENT REPLACEMENT SHALL BE SUCH THAT THE REPLACED PAVEMENT IS SUPPORTED BY THOROUGHLY COMPACTED SUBBASE MATERIAL AND THE PAVEMENT IS RESTORED TO THE PROPER GRADE, SURFACE TOLERANCE AND SURFACE TEXTURE.
11. TEMPORARY PAVEMENTS AND SHOULDERS SHALL BE PLACED AS SOON AS A CROSSOVER INSTALLATION IS COMPLETED. IF PERMANENT PAVEMENT PLACEMENT IS TO BE DELAYED, TEMPORARY PAVEMENT RESTORATION SHALL CONSIST OF A MINIMUM COMPACTED THICKNESS OF THREE INCHES (75MM) OF ASPHALT CONCRETE, AND APPROVED BASE MATERIAL OF A DEPTH TO PROVIDE FOR PERMANENT PAVEMENT. IN SITUATIONS WHERE HEAVY TRAFFIC LOADS ARE ANTICIPATED OR CASES WHERE THE TEMPORARY PAVEMENT IS REQUIRED FOR A PROTRACTED PERIOD, MORE SUBSTANTIAL PAVEMENT AND BACKFILL DESIGN MAY BE REQUIRED. THE ASPHALT CONCRETE SHALL BE MAINTAINED FLUSH WITH THE EXISTING PAVEMENT UNTIL THE PAVEMENT IS RESTORED PERMANENTLY.
12. THE CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS (CURB, SIDEWALK, ASPHALT, GUTTER, SOD, PAVEMENT, ETC.) IN-KIND.
13. ALL EXISTING PAVEMENT MARKINGS THAT ARE DAMAGED OR REMOVED BY CONSTRUCTION PROCESSES UNDER THIS WORK SHALL BE RESTORED AS REQUIRED OR AS ORDERED BY THE ENGINEER RESPONSIBLE FOR CONSTRUCTION INSPECTION. SEE PAVEMENT MARKING LEGEND FOR DETAILS AND ITEMS.
14. ALL EXISTING SIGNS THAT ARE REMOVED BY CONSTRUCTION PROCESSES UNDER THIS WORK SHALL BE RESET OR REPLACED AS REQUIRED OR AS ORDERED BY THE TOWN'S REPRESENTATIVE AND PAID FOR UNDER THEIR RESPECTIVE ITEMS. ANY SIGNS DAMAGE BY THE CONSTRUCTION PROCESS SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE TOWN.
15. THE CONTRACTOR SHALL PERFORM ALL WORK BETWEEN THE HOURS OF 8.00 AM AND 4.00 PM, UNLESS OTHERWISE SPECIFIED OR DIRECTED BY THE TOWN REPRESENTATIVE. THE CONTRACTOR MAY MAKE A WRITTEN REQUEST TO THE TOWN TO HAVE THESE HOURS EXTENDED.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MAINTENANCE AND PROTECTION OF TRAFFIC. MAINTENANCE OF TRAFFIC SCHEMES SHALL BE IN ACCORDANCE WITH THE PLANS, THE NATIONAL MUTCD, NYS SUPPLEMENT AND AS APPROVED BY THE TOWN REPRESENTATIVE. TRAFFIC SCHEMES SHOWN ON THE PLANS OR IN THE MUTCD ARE TO BE CONSIDERED MINIMUM REQUIREMENTS. THE TOWN REPRESENTATIVE MAY ORDER ADDITIONAL SIGNS, FLAGGERS, CONES, REFLECTORIZATION, ETC. ALL MAINTENANCE AND PROTECTION OF TRAFFIC WILL BE PAID FOR UNDER THEIR RESPECTIVE ITEMS.

**UTILITY NOTES:**

1. CONTRACTOR SHALL CONTACT UTILITY COMPANIES FOR MARK-OUT OF ALL FACILITIES PRIOR TO CONSTRUCTION. THE UTILITY COMPANIES SHALL BE NOTIFIED A MINIMUM OF FIVE (5) WORKING DAYS BEFORE THE CONTRACTOR COMMENCES WORK. ANY UTILITY RELOCATIONS OR CROSSINGS SHALL BE COORDINATED WITH THE UTILITY COMPANY OWNING THE FACILITY.
2. EXISTING UTILITY FACILITIES REMOVAL, RELOCATION OR MODIFICATION SHALL BE COMPLETED PRIOR TO COMMENCING PAVEMENT WORK. CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF THE MODIFICATION OF ALL UTILITIES WITH THE UTILITY FACILITY OWNER. THE OWNER OF THE UTILITY FACILITY MAY CHOOSE TO PERFORM RELOCATIONS OR MODIFICATIONS WITH OTHER FORCES.
3. EXISTING UNDERGROUND AND OVERHEAD UTILITIES AS SHOWN HEREIN HAVE BEEN DETERMINED BY STANDARD SURVEYING METHODS AND AVAILABLE RECORDS. NEITHER THE EXACT LOCATION NOR THE INFORMATION OF THESE EXISTING UTILITIES IS GUARANTEED TO BE COMPLETE OR CORRECT.
4. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND FACILITIES TO AVOID CONFLICTS WITH ANY NEW UNDERGROUND WORK. THE CONTRACTOR SHALL DIG TEST PITS AS REQUIRED TO DETERMINE EXACT LOCATIONS OF EXISTING UTILITIES. ANY EXISTING DRAINAGE AND TRAFFIC SIGNAL FACILITIES THAT ARE DAMAGED OR REMOVED BY CONSTRUCTION PROCESSES SHALL BE REPLACED IN ACCORDANCE WITH CURRENT TOWN OF BABYLON STANDARDS AND DETAILS.
5. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF AND COST OF ALL UTILITY RELOCATIONS OR ADJUSTMENTS THAT ARE SHOWN TO BE DONE BY OTHERS.
6. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NOT TO DISTURB ANY MONUMENTS AND BENCH MARKS WITHIN PROJECT LIMITS PRIOR TO THE START OF ANY EXCAVATION.
7. ANY EXPENSE INCURRED IN REPLACING MONUMENTS OR BENCHMARKS THAT THE CONTRACTOR, OR ANY EMPLOYEE, MAY HAVE FAILED TO PRESERVE SHALL BE PAID BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE TOWN.

**SURVEY NOTES:**

1. THE CONTRACTOR IS TO EMPLOY A LICENSED SURVEYOR TO PERFORM ANY REQUIRED LAYOUT, ESTABLISHMENT OF ELEVATIONS AND GRADES, PRIOR TO CONSTRUCTION, THIS WILL BE PAID FOR UNDER THE APPROPRIATE ITEM.
2. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NOT TO DISTURB ANY MONUMENTS AND BENCH MARKS WITHIN PROJECT LIMITS PRIOR TO THE START OF ANY EXCAVATION.
3. ANY EXPENSE INCURRED IN REPLACING MONUMENTS OR BENCHMARKS THAT THE CONTRACTOR, OR ANY EMPLOYEE, MAY HAVE FAILED TO PRESERVE SHALL BE PAID BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE TOWN.

PLOT: 241003-14.59 | DIR: G:\PROJECTS\21022\DWG\ROADWAY\21022\_COVDWG\_GN-1 | DST: \_AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 | PLOT: \_ROADWAY - STANDARD.CTB | PLS@ 1:1 | BY: JD

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CONSULTANT:



**NELSON + POPE**  
*engineers • architects • surveyors*  
 70 Maxess Road, Melville, NY 11747 • 631.427.5665 • nelsonpoppe.com

CLIENT:

**BRISTOL GROUP, LLC**  
 350 SANSOME STREET SUITE 900  
 SAN FRANCISCO, CA 94104

DWN. BY:	EL
CHKD BY:	JD
DATE:	OCTOBER 2024
JOB No.:	21022
CADD:	COV
SCALE:	AS SHOWN

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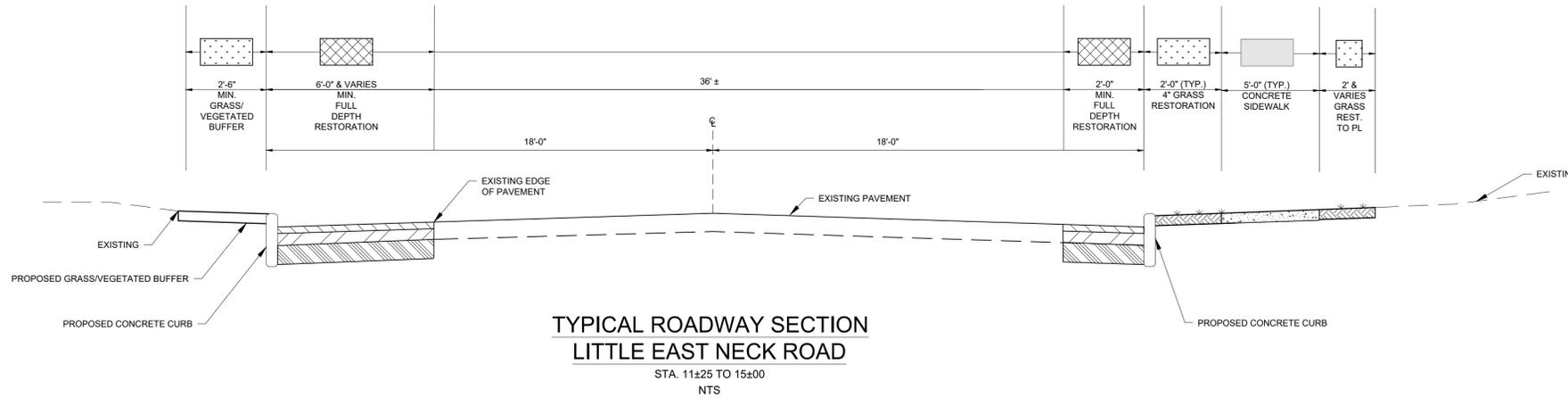
**GENERAL NOTES**  
 SUFFOLK TECHNOLOGY CENTER  
 LITTLE EAST NECK ROAD  
 WHEATLEY HEIGHTS. TOWN OF BABYLON

DRAWING NUMBER:

**GN-1**

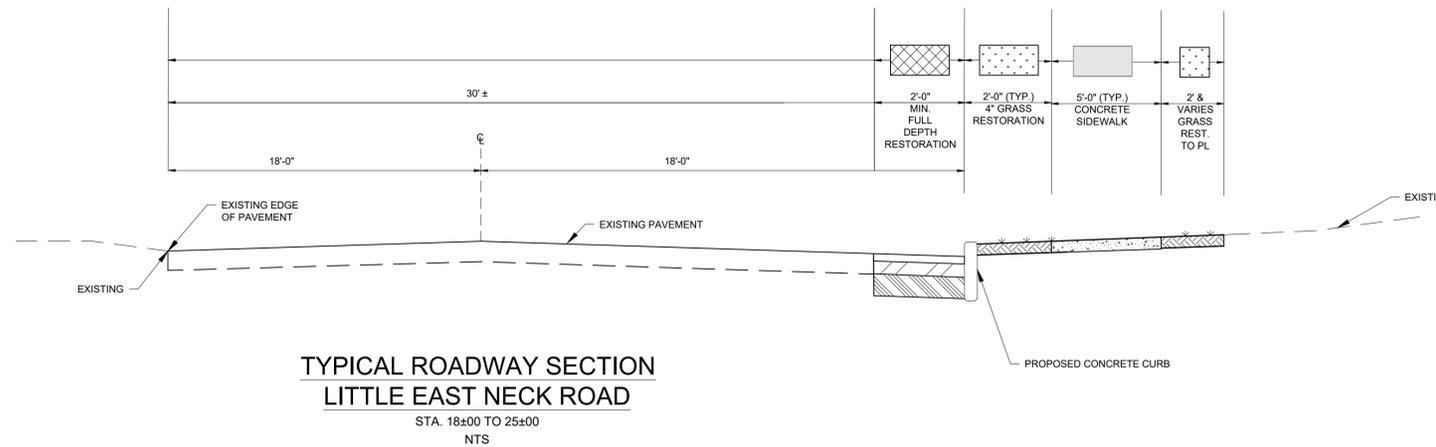
SHEET: 3 OF 19

PLOT: 241003-14-59 | DIR: G:\PROJECTS\21022\DWG\ROADWAY\21022\_DET.DWG\_MD-1 | DST: \_AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 | PST: \_ROADWAY - STANDARD.CTB | PLS@ 1:1 | BY: JD



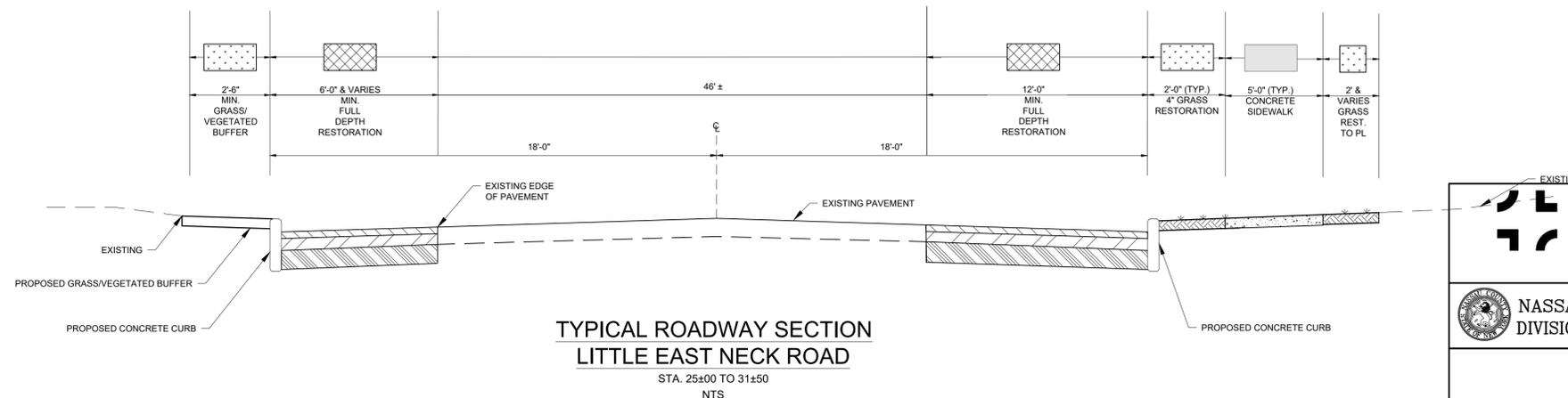
**TYPICAL ROADWAY SECTION  
LITTLE EAST NECK ROAD**

STA. 11±25 TO 15±00  
NTS



**TYPICAL ROADWAY SECTION  
LITTLE EAST NECK ROAD**

STA. 18±00 TO 25±00  
NTS



**TYPICAL ROADWAY SECTION  
LITTLE EAST NECK ROAD**

STA. 25±00 TO 31±50  
NTS

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NASSAU COUNTY DEPARTMENT OF PUBLIC WORKS  
DIVISION OF ENGINEERING-TRAFFIC ENGINEERING UNIT

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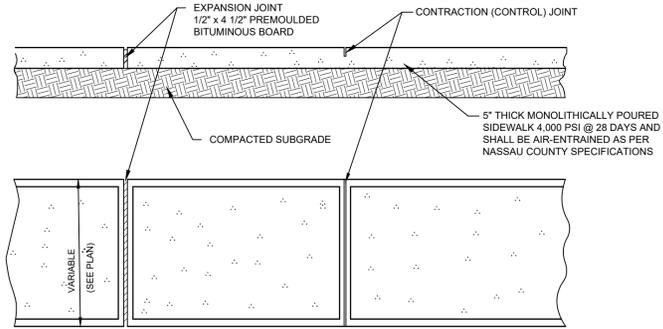
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PROJECT PLAN REVISIONS		DWNL BY:	EL	DRAWING TITLE:
				MISCELLANEOUS DETAILS - 1
				SUFFOLK TECHNOLOGY CENTER
				LITTLE EAST NECK ROAD
				WHEATLEY HEIGHTS, TOWN OF BABYLON

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AS SHOWN		OCTOBER 2024	

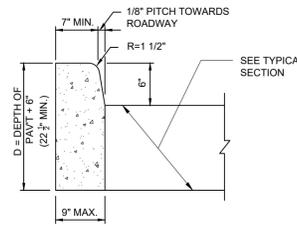
DATE: \_\_\_\_\_  
BY: MD-1



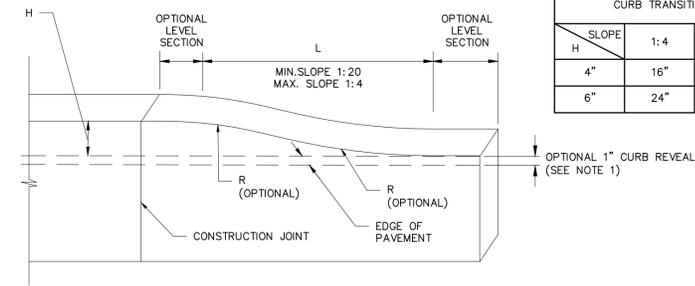
NOTE:  
CONTROL JOINTS EVERY 5'-0" (MAX.) AND EXPANSION JOINTS EVERY 20'-0" (MAX.), OR A.O.B.E.

### CONCRETE SIDEWALK DETAIL

NOT TO SCALE



### CONCRETE CURB DETAIL



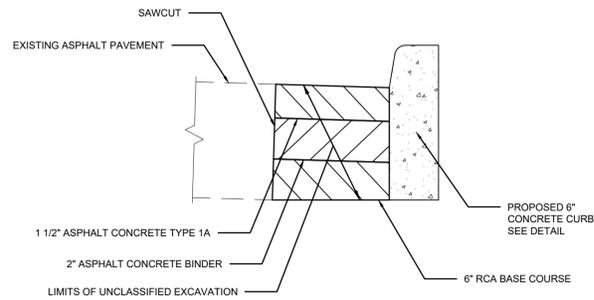
CURB TRANSITION LENGTHS (L)			
SLOPE	1:4	1:12	1:20
4"	16"	48"	80"
6"	24"	72"	120"

### CONCRETE CURB END SECTION DETAIL

SEE NOTE 2  
NOT TO SCALE

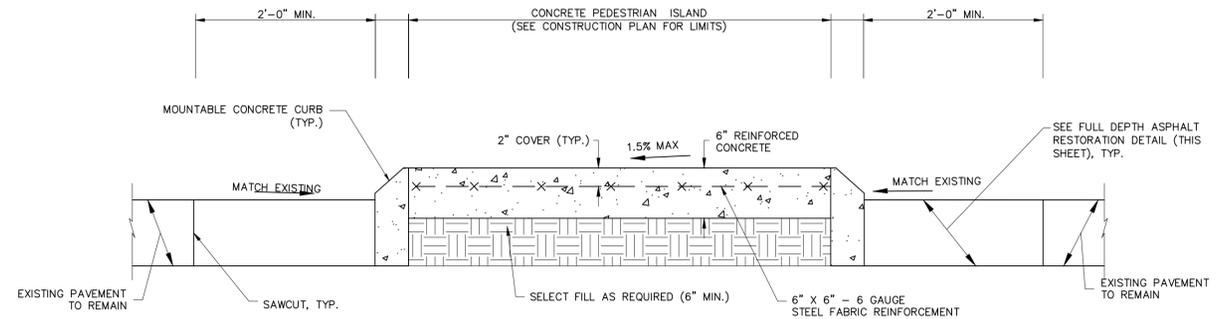
#### CURB END NOTES:

- USE 1" REVEAL AND CONTINUE CURB ACROSS DRIVEWAY ENTRANCES ONLY IF SHOWN IN THE CONTRACT DOCUMENTS, OR DIRECTED BY THE ENGINEER AS A FIELD CONDITION
- TERMINATE CURB, CURB AND GUTTER ASPHALT CURB BY TRANSITIONING ON A MAXIMUM SLOPE OF 1:12 TO PAVEMENT SURFACE, EXCEPT WHEN BEHIND GUIDE RAIL.



### PAVEMENT RESTORATION AT CURB DETAIL

NOT TO SCALE



### SECTION A-A CONCRETE ACCESS ISLAND

NOT TO SCALE

NTS

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SAN FRANCISCO, CA 94104

DWN. BY:	EL
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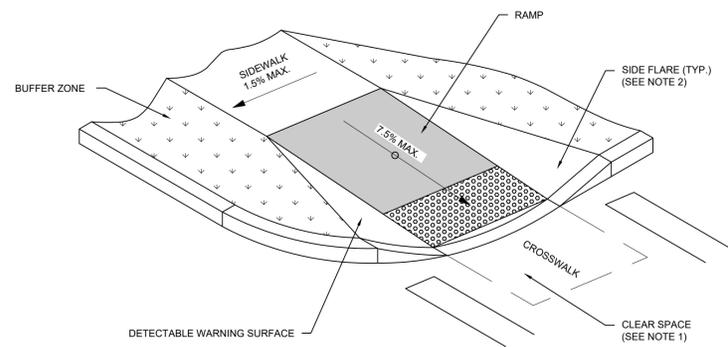
MISCELLANEOUS DETAILS - 2  
SUFFOLK TECHNOLOGY CENTER  
LITTLE EAST NECK ROAD  
WHEATLEY HEIGHTS, TOWN OF BABYLON

DRAWING NUMBER:

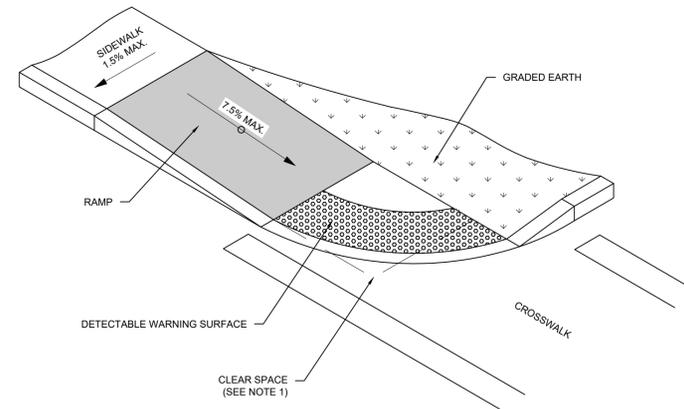
MD-2

SHEET: 5 OF 19

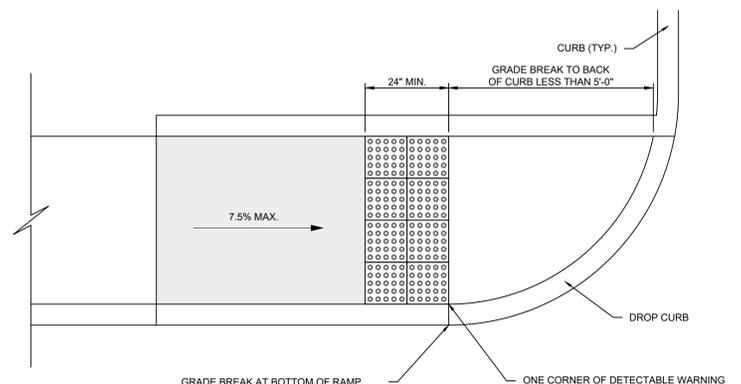
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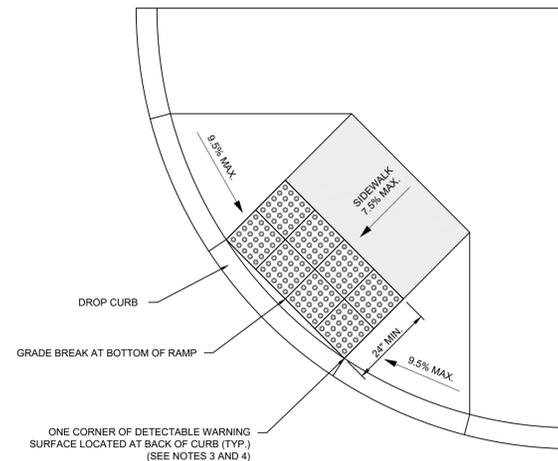
CURB RAMP CONFIGURATION: TYPE 1



CURB RAMP CONFIGURATION: TYPE 2



DETECTABLE WARNING SURFACE: OPTION 2



DETECTABLE WARNING SURFACE: OPTION 1

### PEDESTRIAN RAMPS AND DETECTABLE WARNING SURFACES DETAIL

ITEMS 27, 27DW  
NOT TO SCALE

#### PEDESTRIAN RAMP NOTES:

- BELOW THE BOTTOM GRADE BREAK OF A CURB RAMP, A CLEAR SPACE OF 4'-0" X 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE. THE CLEAR SPACE MAY OVERLAP TURNING SPACES, DETECTABLE WARNING SURFACES, AND DROP CURBS.
- WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP, FLARED SIDES SHALL BE INSTALLED WITH A MAXIMUM SLOPE OF 9.5% FOR DESIGN AND LAYOUT, AND 10% MAXIMUM FOR WORK ACCEPTANCE. A PEDESTRIAN CIRCULATION PATH IS ASSUMED TO CROSS THE CURB RAMP WHEN AREA ADJACENT TO THE RAMP IS PAVED AND FREE OF VERTICAL OBSTRUCTIONS THAT WOULD PREVENT PEDESTRIAN PASSAGE. THERE IS NO MAXIMUM FLARE SLOPE FOR A RAMP THAT IS NOT CROSSED BY A PEDESTRIAN CIRCULATION PATH.
- DETECTABLE WARNING FIELDS SHALL EXTEND 24" MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL ACROSS THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE, EXCLUDING FLARED SIDES.
- SOME DETECTABLE WARNING PRODUCTS REQUIRE A CONCRETE BORDER FOR PROPER INSTALLATION. BORDERS CANNOT BE INCLUDED AS PART OF THE 24" MINIMUM DIMENSION DESCRIBED IN NOTE 3. WHEN PLACED ABOVE THE LOWER GRADE BREAK OF A CURB RAMP, DETECTABLE WARNING UNITS SHOULD BE PLACED AS CLOSE TO THE JOINT AS PRACTICABLE. BOTH FRONT CORNERS OF RECTILINEAR DETECTABLE WARNING FIELDS SHALL NOT BE LOCATION MORE THAN 2" FROM THE JOINT.

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BRISTOL GROUP, LLC  
350 SANSOME STREET SUITE 900  
SAN FRANCISCO, CA 94104

DWN BY: EL  
CHKD BY: JD  
DATE: OCTOBER 2024  
JOB No.: 21022  
CADD: DET  
SCALE: AS SHOWN

DRAWING TITLE:

**MICELLANEOUS DETAILS - 3**  
SUFFOLK TECHNOLOGY CENTER  
LITTLE EAST NECK ROAD  
WHEATLEY HEIGHTS, TOWN OF BABYLON

DRAWING NUMBER:

**MD-3**

SHEET: 6 OF 19

**WORK ZONE TRAFFIC CONTROL NOTES:**

- WORK ZONE TRAFFIC CONTROL SCHEMES SHALL BE IN ACCORDANCE WITH THE PLANS, THE NATIONAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, NYS SUPPLEMENT, E107--001, E107--006, E107--019, THE WORK ZONE TRAFFIC CONTROL (WORK ZONE TRAFFIC CONTROL CHECK LIST 06/22/07--23 VERSION OR AS ORDERED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MAINTENANCE AND PROTECTION OF TRAFFIC. MAINTENANCE OF TRAFFIC SCHEMES SHALL BE IN ACCORDANCE WITH THE PLANS, THE NATIONAL MUTCD, NYS SUPPLEMENT AND AS APPROVED OR DIRECTED BY THE ENGINEER. TRAFFIC SCHEMES SHOWN ON THE PLANS OR IN THE MUTCD ARE TO BE CONSIDERED MINIMUM REQUIREMENTS. THE ENGINEER MAY ORDER ADDITIONAL SIGNS, FLAGGERS, CONES, REFLECTORIZATION ETC., IF HE DEEMS IT NECESSARY.
- THE CONTRACTOR MAY SUBMIT REVISIONS TO THIS PLAN FOR APPROVAL BY THE REGIONAL DIRECTOR OR HIS DESIGNEE.
- UNDIVIDED HIGHWAYS: THE CONTRACTOR SHALL NOT WORK ON BOTH SIDES OF THE ROADWAY IN THE SAME AREA AT THE SAME TIME.
- DIVIDED HIGHWAYS: THE CONTRACTOR SHALL NOT WORK ON BOTH SIDES OF ONE-WAY TRAFFIC (e.g. ON THE SHOULDER AND IN THE MEDIAN) IN THE SAME AREA AT THE SAME TIME.
- WHEN THE CONTRACTOR IS WORKING WITHIN 10 FT OF A TRAVELED LANE, THE ENGINEER MAY REQUIRE THE ADJACENT TRAVEL LANE TO BE CLOSED.
- ALL LANES MUST BE OPEN TO TRAFFIC BEFORE 10AM AND AFTER 3PM. NO LANE CLOSING ARE PERMITTED ON WEEKENDS OR HOLIDAYS. NIGHTTIME LANE CLOSINGS WILL NOT BE PERMITTED WITHOUT PRIOR APPROVAL FROM THE STATE PERMIT INSPECTOR.  
  
NO LANE CLOSINGS WILL BE PERMITTED ON NYS ROADWAYS ON HOLIDAYS:  
-FROM NOON ON THE FRIDAY BEFORE MEMORIAL DAY THROUGH LABOR DAY.  
-INDEPENDENCE DAY;  
-LABOR DAY;  
-VETERANS DAY;  
-FROM NOON THE DAY BEFORE THANKSGIVING DAY THROUGH THE SUNDAY FOLLOWING THANKSGIVING DAY;  
-THE DAY PRECEDING CHRISTMAS DAY;  
-CHRISTMAS DAY;  
-THE DAY BEFORE NEW YEAR'S DAY;  
-NEW YEAR'S DAY  
  
LANE CLOSURES ON ALL NON-LIMITED ACCESS STATE ROUTES WITH ONE (1) LANE IN EACH DIRECTION ARE ALLOWED ONLY BETWEEN 10 PM AND 6AM.
- THE FOLLOWING SHALL APPLY WHEN TRAVEL LANES ARE CLOSED: THE CONTRACTOR SHALL PLACE TWO PLASTIC DRUMS OR VERTICAL PANELS AT MAXIMUM 400 FT INTERVALS ADJACENT TO EACH OTHER IN THE MIDDLE OF EACH CLOSED LANE TO DISCOURAGE USE OF THE LANE BY VEHICLES. FOR THE FIRST 1000 FT OF CLOSURE AND FOR THE FIRST 1000 FT AFTER EACH ENTRANCE RAMP WITHIN THE CLOSURE, THIS INTERVAL SHALL BE REDUCED TO 200 FT. PLACEMENT OF THESE DRUMS OR VERTICAL PANELS SHALL BE IN ADDITION TO THE DEVICES SHOWN IN THE MAINTENANCE AND PROTECTION OF TRAFFIC SCHEMES OF THE MUTCD AND THOSE SHOWN ON THE PLANS.
- WHENEVER WORK ZONE TRAFFIC CONTROL SCHEMES PROVIDING FOR ONE-LANE ROAD OPERATION ARE IN EFFECT, THE CONTRACTOR SHALL POSITION FLAGGERS AT THE LIMITS OF THE ONE-LANE ROAD OPERATION, AT ALL CROSS STREETS WITHIN THE ONE-LANE ROAD OPERATION, AT MAJOR DRIVEWAYS AND SUCH OTHER LOCATIONS AS REQUIRED BY THE ENGINEER TO CONTROL TRAFFIC. FLAGGERS SHALL BE EQUIPPED WITH TWO-WAY RADIOS, WHERE IN THE OPINION OF THE ENGINEER THE USAGE OF SUCH RADIOS IS NECESSARY TO CONTROL TRAFFIC. SUCH RADIOS SHALL HAVE SUFFICIENT TRANSMITTING POWER TO REACH ALL POINTS WITHIN THE LENGTH OF THE ONE-LANE ROAD OPERATION. GUIDELINES FOR THE USE OF SUCH RADIOS SHALL BE INCLUDED IN THE BASIC WORK ZONE TRAFFIC CONTROL ITEM.
- WHEN CONES ARE USED IN CONTROLLING THE MOVEMENT OF TRAFFIC THROUGH WORK AREAS, THE CONTRACTOR SHALL TAKE STEPS AS NECESSARY TO PREVENT THE CONES FROM BEING BLOWN OVER OR DISPLACED BY PASSING VEHICLES. THE CONTRACTOR SHALL ACCOMPLISH THIS BY DOUBLING CONES, BY THE USE OF SAND BAG RINGS, OR BY OTHER SUCH MEANS AS MAY BE APPROVED BY THE ENGINEER WHICH SHALL PRESENT NO HAZARD TO MOTORISTS OR TO WORKERS IF THE CONES ARE STRUCK.
- THE CONTRACTOR MUST NOTIFY THE ENGINEER, THE LOCAL COUNTY DEPARTMENT OF PUBLIC WORKS, LOCAL PUBLIC SCHOOLS, THE LOCAL COUNTY POLICE DEPARTMENT, AND THE TOWN FIRE DEPARTMENTS OF ALL DETOURS, PROPOSED STREET CLOSINGS, OR ANY WORK THAT MIGHT AFFECT THE MOBILITY OR ACCESS OF THE FIRE OR POLICE DEPARTMENT 5 WORKING DAYS IN ADVANCE OF THEIR IMPLEMENTATION. IN ADDITION, THE CONTRACTOR SHALL ENSURE THAT HYDRANTS AND ALARM BOXES ARE KEPT CLEAR AND AVAILABLE.

- VARIOUS MAINTENANCE AND CONSTRUCTION SIGNS SPECIFIED IN PART 238 OF THE MUTCD ARE AVAILABLE IN THE STANDARD DIAMOND SHAPE AND AN ALTERNATE RECTANGULAR SHAPE. WHENEVER SUCH SIGNS ARE INCLUDED IN THIS CONTRACT, THE DIAMOND SHAPE SIGN SHALL BE USED, DESPITE OTHER INDICATIONS IN SECTION 238.1(C).
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO SECTION 6F.02 OF THE MUTCD WHICH REQUIRES THAT WITH THE EXCEPTION OF THE RAILROAD ADVANCE WARNING SIGN, WARNING SIGNS USED IN CONJUNCTION WITH WORK ZONE ACTIVITIES SHOULD HAVE FLUORESCENT ORANGE BACKGROUNDS CLASS D WITH BLACK LETTERING OR SYMBOLS.
- THE CONTRACTOR SHALL PLACE W8-1 "BUMP" SIGNS, W8-2 "DIP" SIGNS AND/OR W8-8 "ROUGH ROAD" SIGNS WHERE DIRECTED BY THE ENGINEER.
- CONTRACTOR'S ATTENTION IS DIRECTED TO SUBSECTIONS 619-3.02 AND 645-3.17 OF THE STANDARD SPECIFICATIONS. EXISTING TRAFFIC SIGNS AND CONSTRUCTION SIGNS WITHIN THE WORK AREA WHICH ARE NO LONGER NEEDED, EVEN TEMPORARILY, OR ARE CONFLICTING, INAPPROPRIATE OR CONFUSING, SHALL BE REMOVED (SUBJECT TO THE APPROVAL OF THE ENGINEER) OR SHALL BE COVERED COMPLETELY WITH AN OPAQUE MATERIAL. THE COST OF THIS WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR THE WORK ZONE TRAFFIC CONTROL ITEM.
- IN ADDITION TO THE SIGNING REQUIRED IN THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, THE CONTRACTOR SHALL USE A FLASHING ARROW BOARD, INCLUDED IN ITEM 619.01 POSITIONED AT THE BEGINNING OF TAPER FOR ALL TRAVEL LANE CLOSINGS. ONE FLASHING ARROW BOARD WILL BE REQUIRED IN CONJUNCTION WITH THE LANE CLOSURE SHOWN IN FIGURE TAD5-E1 OF THE NYS DOT WORK ZONE TRAFFIC CONTROL, DATED OCTOBER 2005. THE FLASHING ARROW BOARD WILL NOT BE REQUIRED IN CONNECTION WITH SHOULDER CLOSINGS OR SIDE STREET LANE CLOSURES UNLESS THE ENGINEER ORDERS ITS USE.
- ARROW BOARDS USING LIGHT EMITTING DIODES (LEDs) AS THE SOLE ILLUMINATING SOURCE WILL NOT BE PERMITTED.  
  
ARROW BOARDS SHALL DISPLAY A FLASHING ARROW FOR LANE CLOSURES. OTHER OPERATIONAL MODES SUCH AS SEQUENTIAL CHEVRONS, SEQUENTIAL ARROWS OR STEM ARROWS, ARE EXPLICITLY PROHIBITED FOR THESE APPLICATIONS, AND SHALL NOT BE USED ON DEPARTMENT PROJECTS.  
  
ARROW BOARDS UTILIZED FOR LANE SHIFTS SHALL BE SET TO 'CAUTION' MODE. ONLY FOUR CORNER DOTS IS PERMITTED FOR 'CAUTION' MODE. THE BAR MODE IS NOT PERMITTED. THE FLASHING 'ARROW' DISPLAY SHALL NOT BE USED FOR LANE SHIFTS.
- WHERE NECESSARY, OR AS REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL UTILIZE FLAGGERS AT DRIVEWAYS TO CONTROL TRAFFIC ENTERING THE TRAVEL WAY.
- THE ENGINEER MAY ORDER TEMPORARY ASPHALT PATCHES AS NEEDED ON THE CONTRACT. THE HOT MIX ASPHALT USED FOR THIS WORK SHOULD BE AS DESIGNATED BY THE ENGINEER. COST FOR TEMPORARY ASPHALT PATCHING SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR THE MAINTENANCE AND PROTECTION OF TRAFFIC ITEM.
- PROVISION FOR SNOW AND ICE REMOVAL OPERATIONS: IN ORDER TO ALLOW FOR SNOW AND ICE CONTROL BY STATE FORCES ON THE STATE HIGHWAYS AND BY LOCAL MUNICIPALITIES ON LOCAL ROADS, THE CONTRACTOR SHALL SCHEDULE HIS WORK IN ACCORDANCE WITH THE FOLLOWING:
  - INTERFERENCE WITH SNOW PLOWING OPERATIONS BY DRUMS, BARRICADES AND OTHER TRAFFIC CONTROL EQUIPMENT SHALL BE KEPT TO A MINIMUM. ANY DEVICES DISTURBED OR DAMAGED BY SNOW AND ICE CONTROL OPERATIONS SHALL BE REPLACED AND/OR RESET AS NECESSARY AND AS SOON AS POSSIBLE BY THE CONTRACTOR.
  - DRAINAGE FRAMES, GRATES AND COVERS AND OTHER CASTINGS SHALL NOT BE ADJUSTED IN A TRAVEL LANE UNLESS THE FINAL PAVEMENT COURSE IS TO BE PLACED PRIOR TO THE ONSET OF SNOW AND ICE WEATHER. STEEL PLATES, ETC. SHALL NOT PROTRUDE ABOVE THE ADJACENT PAVEMENT. IF ANY OF THESE PROTRUSIONS EXIST IN A NON-TRAVEL LANE PRIOR TO A SNOW AND ICE CONDITION, THEN TEMPORARY ASPHALT RAMPS MUST BE PLACED SO THAT FOR EVERY 1 MM OF RISE, THERE IS A 80 MM RUN OF RAMP.
  - ALL PAVEMENT CUTS SHALL BE RESTORED TO THE ADJACENT PAVEMENT GRADE TO ELIMINATE RECESSED AREAS WHERE SNOW CANNOT BE PLOWED OR WHERE THE PLOWS MAY SNAG.
  - WHERE THE MAINTENANCE & PROTECTION OF TRAFFIC SCHEMES REQUIRE MULTIPLE RUNS OF TEMPORARY CONCRETE BARRIER, THE CONTRACTOR SHALL LOAD AND HAUL ANY SNOW REMAINING BETWEEN THE BARRIERS AFTER PLOWING BY STATE FORCES. THE CONTRACTOR SHALL START REMOVING THIS SNOW WITHIN THREE (3) HOURS AFTER NOTIFICATION BY THE ENGINEER. THE COST OF THIS WORK WILL BE PAID BY FORCE ACCOUNT IN ACCORDANCE WITH SECTION 109-05 OF THE STANDARD SPECIFICATIONS.

- THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS TO MINIMIZE THE INTERRUPTION OF PEDESTRIAN TRAFFIC. THE SIDEWALK ON ONE SIDE OF THE ROADWAY SHALL REMAIN OPEN AND PASSABLE AT ALL TIMES. DURING THE RECONSTRUCTION OF SIDEWALKS, PEDESTRIAN SAFETY AND PROPERTY ACCESS MUST BE MAINTAINED AT ALL TIMES TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR SHALL PLACE ALL UNDERGROUND APPURTENANCES UNDER THE SIDEWALK FIRST.  
  
AT LOCATIONS WHERE EXISTING SIDEWALK IS CLOSED, THE CONTRACTOR SHALL PLACE A TYPE III BARRICADE WITH MUTCD R9-9 "SIDEWALK CLOSED" SIGN.
- THE CONTRACTOR SHALL MINIMIZE THE DURATION OF DROP-OFFS ADJACENT TO THE EXISTING TRAVEL LANES. THE CONTRACTOR IS NOT TO EXCAVATE THE SHOULDER AREA UNTIL THEY ARE PREPARED TO COMPLETE, IN A TIMELY MANNER, ALL SUBSEQUENT OPERATIONS TO COMPLETE THE PROPOSED WORK. IN THE EVENT OF CIRCUMSTANCES BEYOND THE CONTRACTOR'S CONTROL, SUCH DROP-OFFS SHALL BE ELIMINATED BY OR AT THE EXPENSE OF THE CONTRACTOR AT THE END OF THE FORTY-EIGHTH HOUR AFTER THE LAST TIME THE WORK FORCE ACTIVELY PURSUED CONSTRUCTION IN THE DROP-OFF AREA. NO DROP-OFF GREATER THAN 6 INCHES IS TO REMAIN OVER A WEEKEND OR HOLIDAY. A DROP-OFF IS CONSIDERED ELIMINATED IF TAPERED AWAY BY A 1 ON 4 SLOPE OR FLATTER.
- PERMANENT PAVEMENT MARKINGS SHALL BE DONE IMMEDIATELY AFTER TOP COURSE PAVING OPERATIONS ARE COMPLETE.
- PAVEMENT MARKING LOCATIONS, SIZES AND LENGTHS ON NYS ROADWAYS SHALL BE AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER RESPONSIBLE FOR CONSTRUCTION INSPECTION.
- THE CONTRACTOR MUST ATTEMPT TO REOPEN ALL TRAVEL LANES AND INSTALL THE 'NON-WORKING HOURS' SCHEME FOR OVERNIGHT PERIODS. CERTAIN EXCEPTIONS MAY APPLY FOR WHICH THE 'WORK PERIOD CLOSURE' SCHEME MAY BE LEFT OVERNIGHT. THE CONTRACTOR SHALL OBTAIN PRIOR APPROVAL FOR THESE OVERNIGHT LANE CLOSURE BY THE ENGINEER RESPONSIBLE FOR CONSTRUCTION INSPECTION.
- THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER RESPONSIBLE FOR CONSTRUCTION INSPECTION, FOR APPROVAL, SHOP DRAWINGS INDICATING PROPOSED METHOD OF REMOVAL OF EXISTING PAVEMENT MARKINGS. ALL METHODS SHALL CONFORM TO THE REQUIREMENTS OF ITEM 635.0103, CLEANING AND PREPARATION OF PAVEMENT SURFACE-LINES.
- ALL TEMPORARY SIGNS FOR MPT SHALL CONFORM TO THE REQUIREMENTS OF ITEM 619.02 - CONSTRUCTION SIGNS.
- THE TRAVEL LANE SHALL BE SWEEPED CLEAN BY THE CONTRACTOR BEFORE THE LANE IS REOPENED TO TRAFFIC.
- THE CONTRACTOR SHALL NOT REMOVE MORE THAN 1500 FEET OF EXISTING PAVEMENT PRIOR TO PLACING NEW PAVEMENT. NEW PAVEMENT AREAS MUST INCLUDE THE BINDER COURSE BEFORE ADDITIONAL PAVEMENT EXCAVATION CAN BEGIN.
- THE CONTRACTOR SHALL INSTALL TYPE C STEADY BURNING LIGHTS ON EVERY OTHER DRUM FOR OVERNIGHT SHOULDER CLOSURE.
- THE CONTRACTOR SHALL REFER TO SECTION 6C.08 OF THE MUTCD FOR APPROPRIATE TAPER LENGTHS.
- THE CONTRACTOR IS NOTIFIED THAT ALL SIDEWALK RAMPS ARE TO BE CONSTRUCTED ON THE TOWN OF BROOKHAVEN RIGHT-OF-WAY.

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CONSULTANT:



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CLIENT:

**BRISTOL GROUP, LLC**  
350 SANSOME STREET SUITE 900  
SAN FRANCISCO, CA 94104

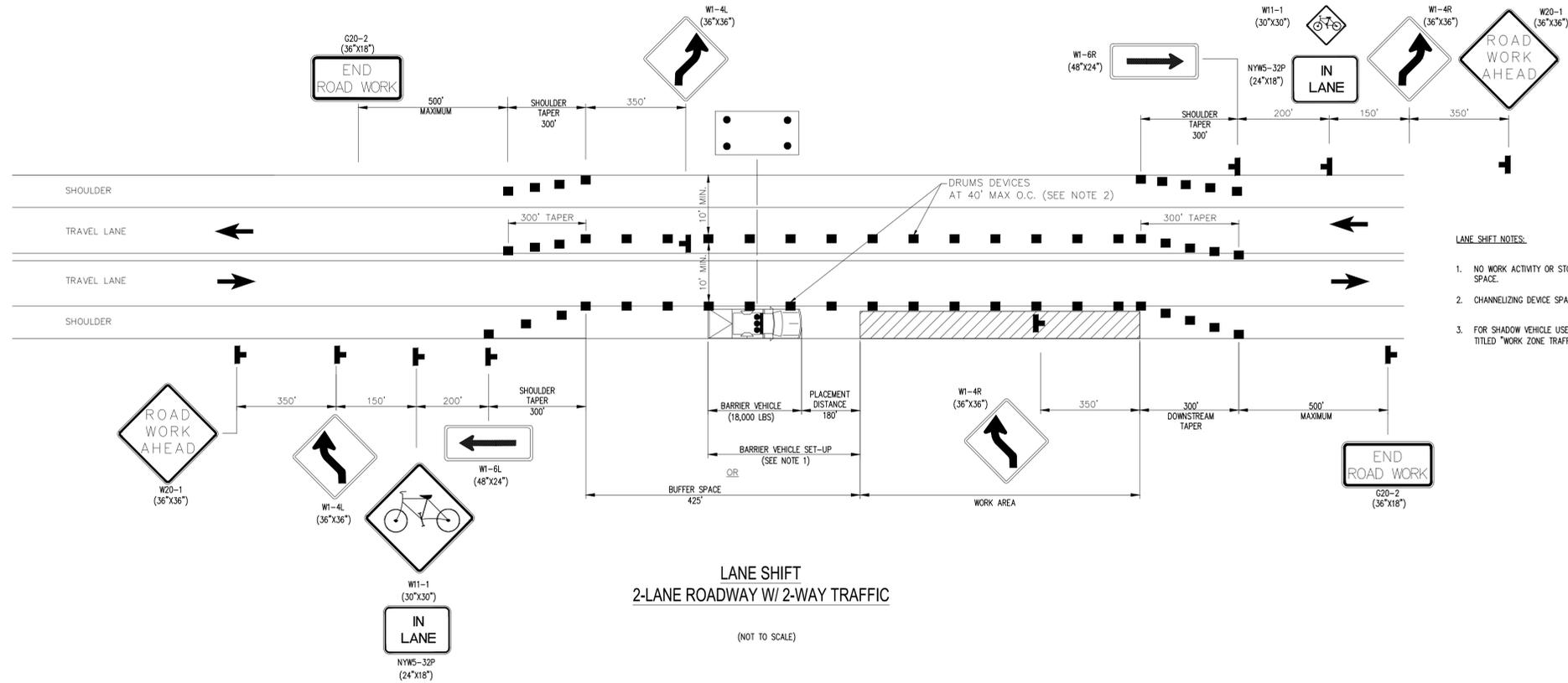
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CHKD BY:	JD
DATE:	OCTOBER 2024
JOB No.:	21022
CADD:	DET
SCALE:	AS SHOWN

DRAWING TITLE:

**WORK ZONE TRAFFIC CONTROL - 1**  
SUFFOLK TECHNOLOGY CENTER  
LITTLE EAST NECK ROAD  
WHEATLEY HEIGHTS. TOWN OF BABYLON

DRAWING NUMBER:	<b>WZTC-1</b>
SHEET:	7 OF 19

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- LANE SHIFT NOTES:**
1. NO WORK ACTIVITY OR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR WITHIN A BUFFER SPACE.
  2. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
  3. FOR SHADOW VEHICLE USE REQUIREMENTS SEE TABLES NY1-B AND NY2-B ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".

**LANE SHIFT**  
**2-LANE ROADWAY W/ 2-WAY TRAFFIC**

(NOT TO SCALE)

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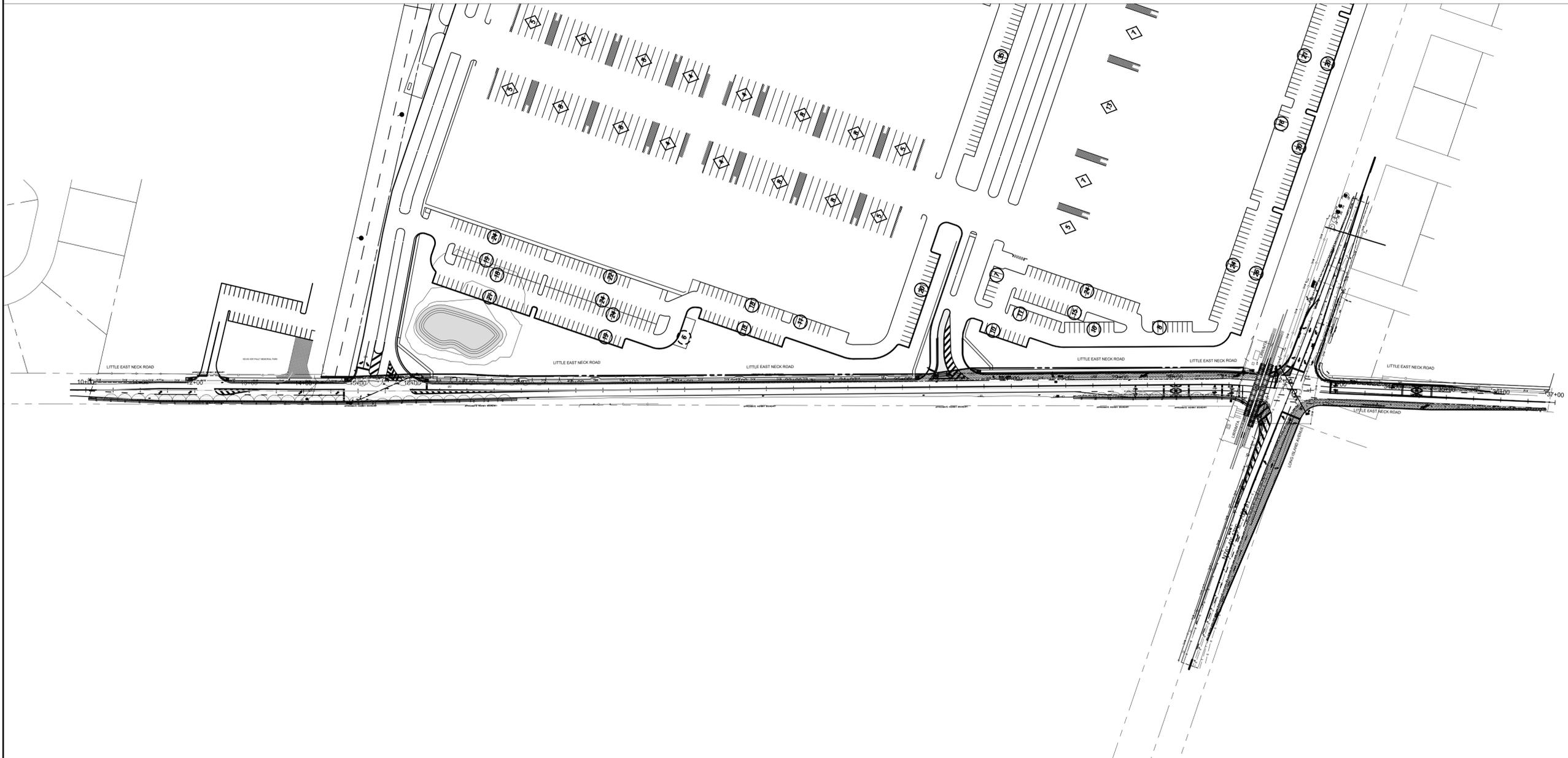
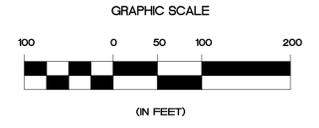
DRAWING TITLE:

**WORK ZONE TRAFFIC CONTROL - 2**  
 SUFFOLK TECHNOLOGY CENTER  
 LITTLE EAST NECK ROAD  
 WHEATLEY HEIGHTS, TOWN OF BABYLON

DRAWING NUMBER:

**WZTC-2**

SHEET: 8 OF 19



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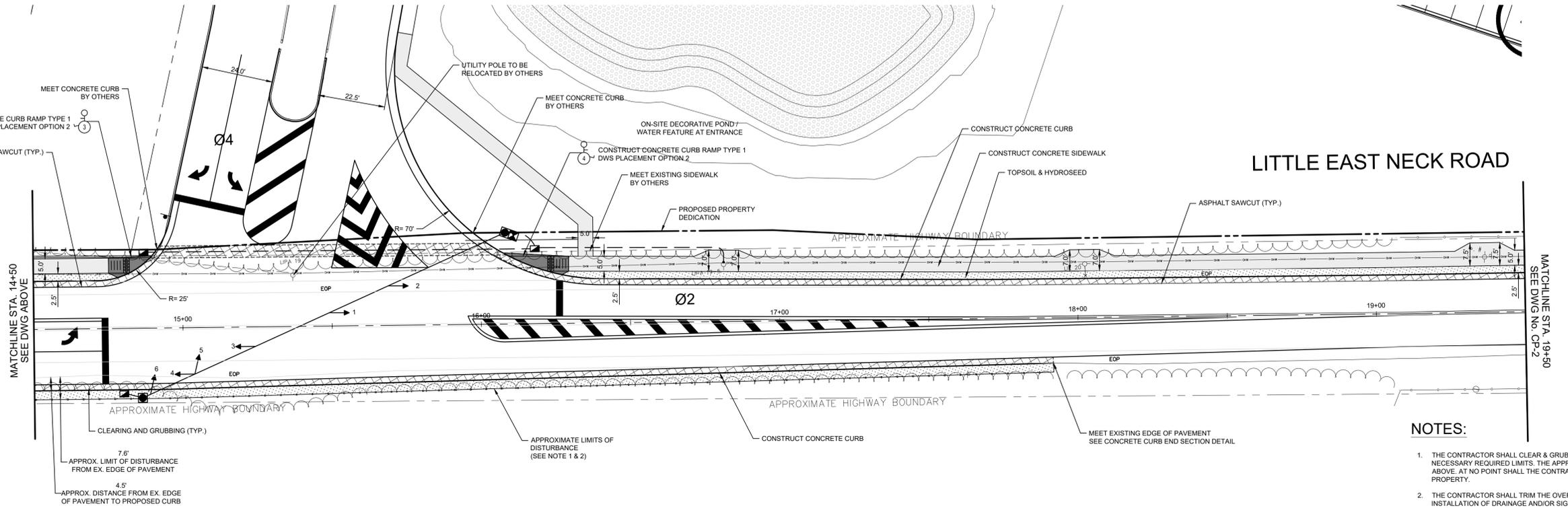
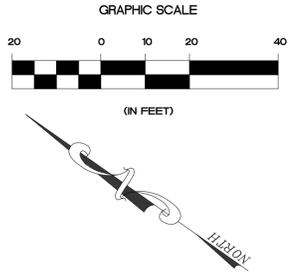
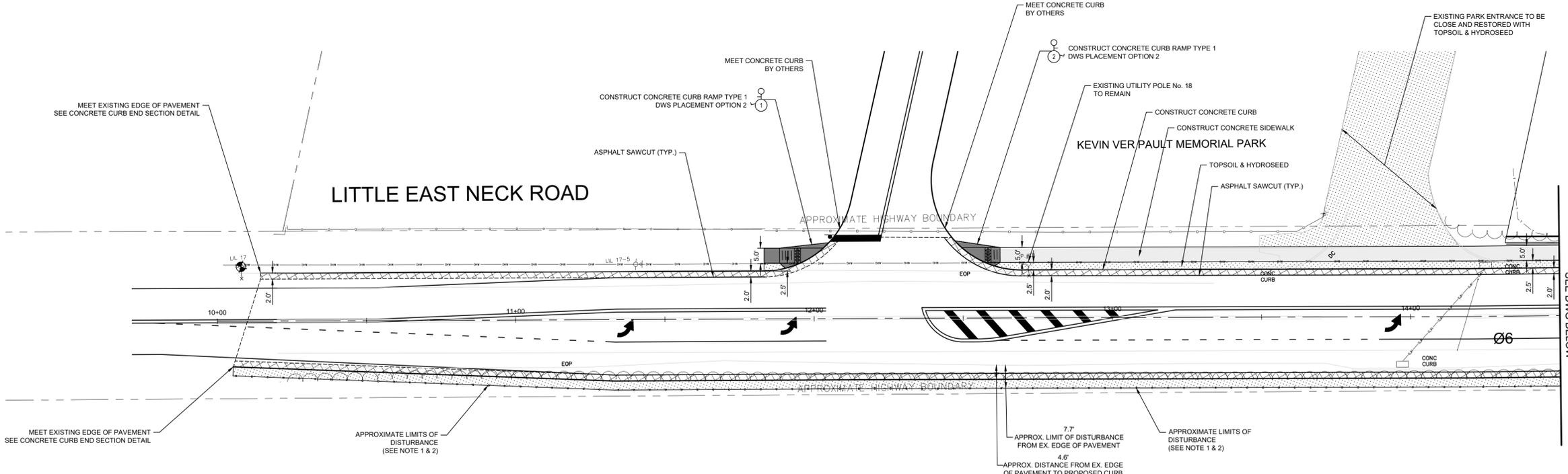
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DRAWING TITLE:  
**OVERALL PLAN - 1**  
 SUFFOLK TECHNOLOGY CENTER  
 LITTLE EAST NECK ROAD  
 WHEATLEY HEIGHTS, TOWN OF BABYLON

DRAWING NUMBER:  
**OVR-1**  
 SHEET: 9 OF 19

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- NOTES:**
1. THE CONTRACTOR SHALL CLEAR & GRUB THE ROADSIDE VEGETATION ONLY TO THE NECESSARY REQUIRED LIMITS. THE APPROXIMATE LIMITS OF DISTURBANCE ARE DEPICTED ABOVE. AT NO POINT SHALL THE CONTRACTOR PERFORM ANY WORK ON PRIVATE PROPERTY.
  2. THE CONTRACTOR SHALL TRIM THE OVERHEAD TREE LIMBS AS NECESSARY FOR INSTALLATION OF DRAINAGE AND/OR SIGNAL EQUIPMENT, WITHIN THE RIGHT-OF-WAY LIMITS.

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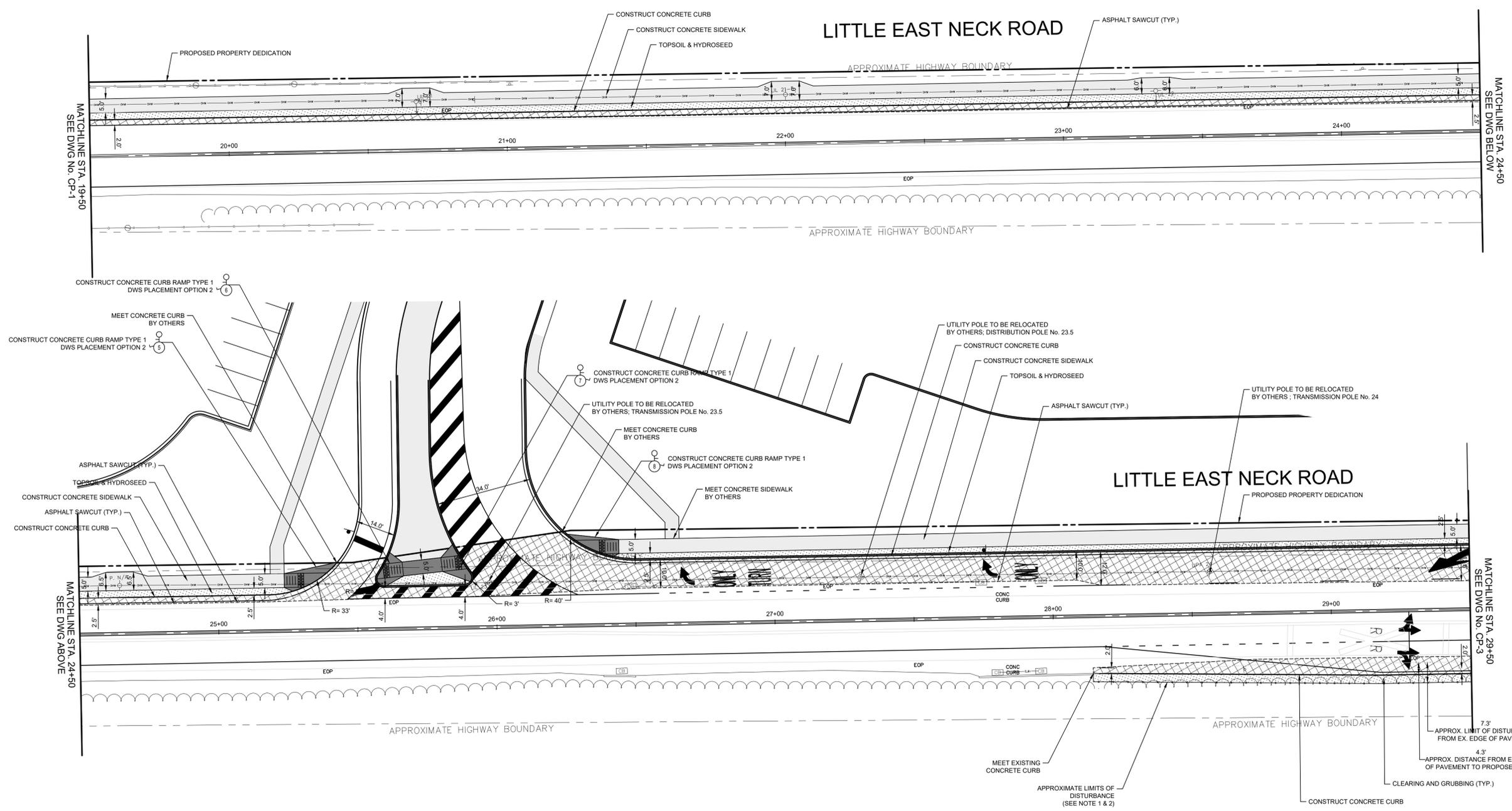
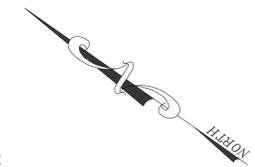
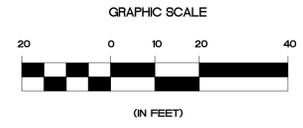
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SUFFOLK TECHNOLOGY CENTER  
LITTLE EAST NECK ROAD  
WHEATLEY HEIGHTS, TOWN OF BABYLON

DRAWING NUMBER:

**CP-1**

SHEET: 10 OF 19



**NOTES:**

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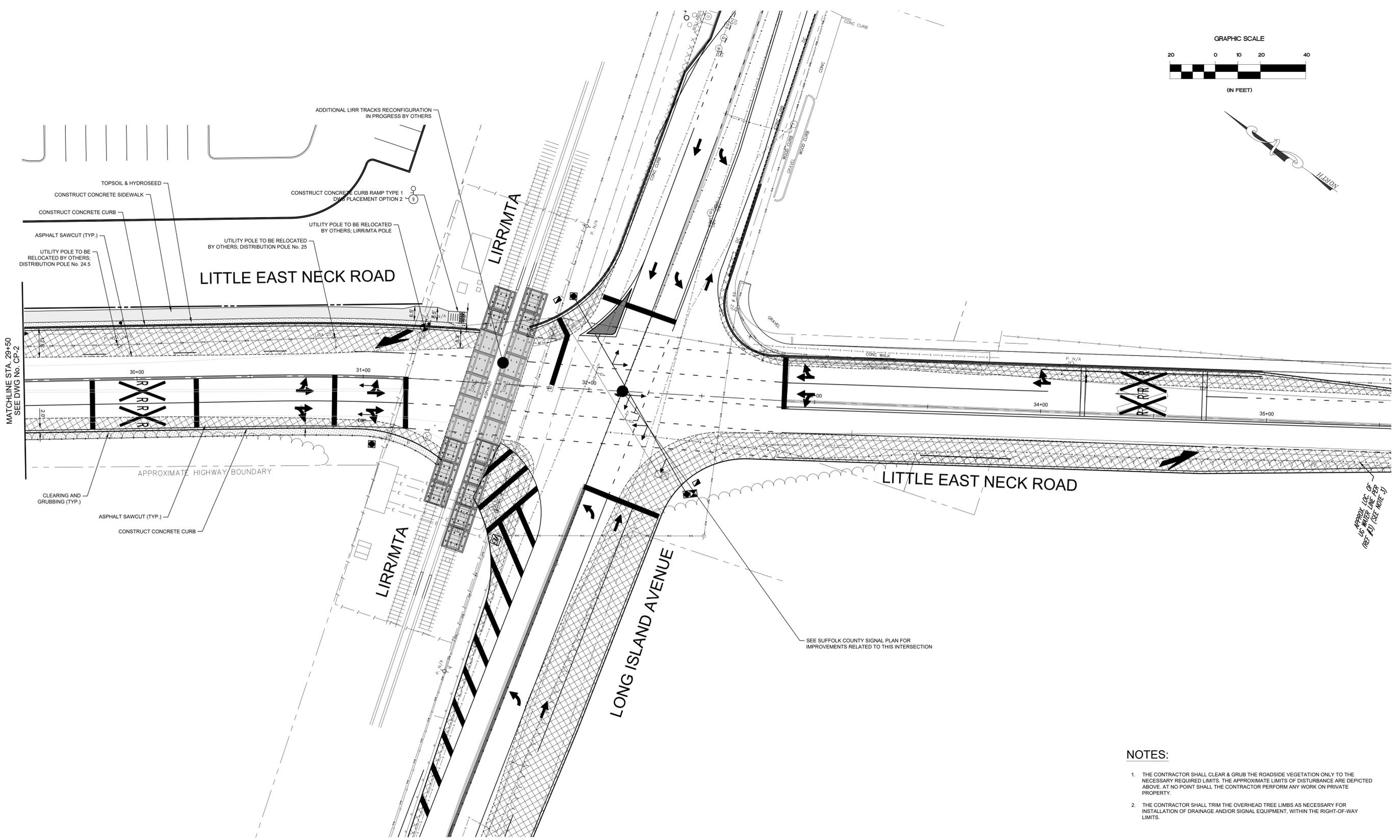
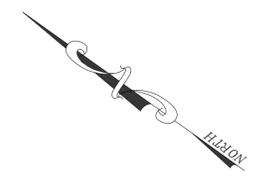
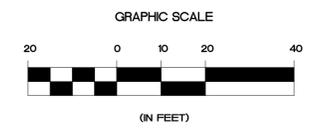
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**CONSTRUCTION PLAN - 2**  
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LITTLE EAST NECK ROAD  
WHEATLEY HEIGHTS, TOWN OF BABYLON

DRAWING NUMBER:

**CP-2**

SHEET: 11 OF 19



- NOTES:**
1. THE CONTRACTOR SHALL CLEAR & GRUB THE ROADSIDE VEGETATION ONLY TO THE NECESSARY REQUIRED LIMITS. THE APPROXIMATE LIMITS OF DISTURBANCE ARE DEPICTED ABOVE. AT NO POINT SHALL THE CONTRACTOR PERFORM ANY WORK ON PRIVATE PROPERTY.
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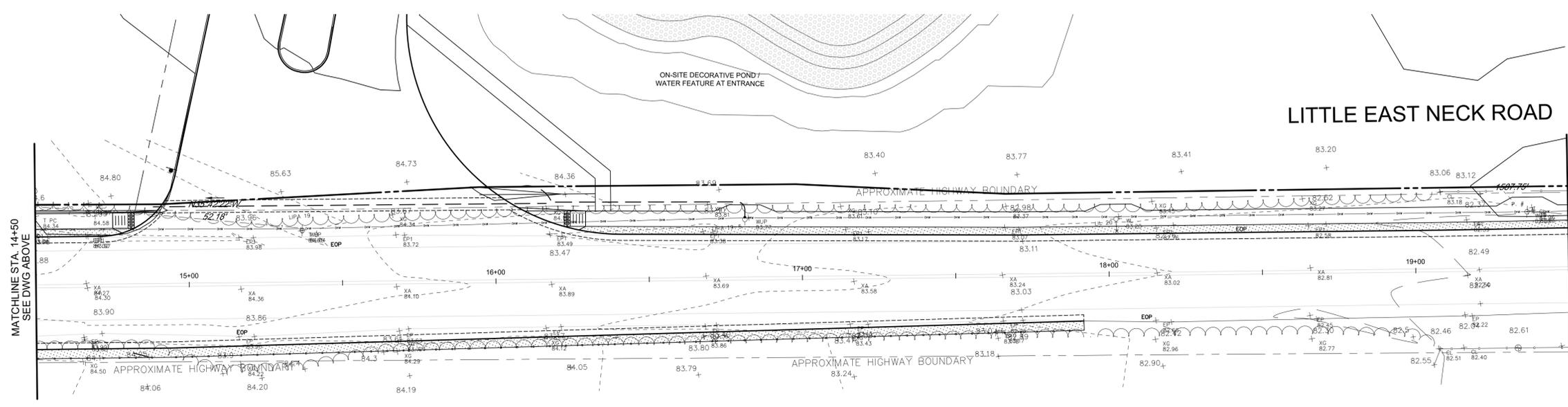
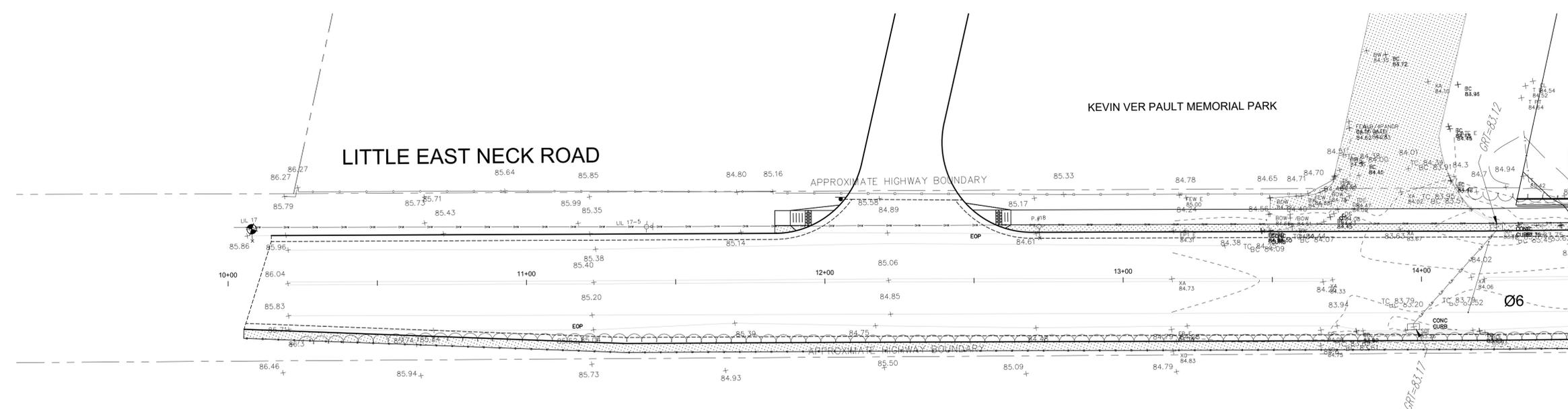
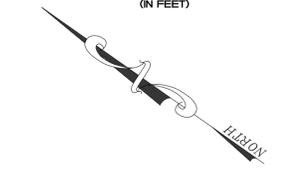
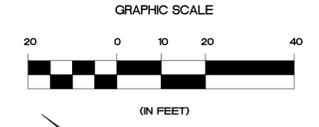
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**CONSTRUCTION PLAN - 3**  
SUFFOLK TECHNOLOGY CENTER  
LITTLE EAST NECK ROAD  
WHEATLEY HEIGHTS, TOWN OF BABYLON

DRAWING NUMBER:

**CP-3**

SHEET: 12 OF 19



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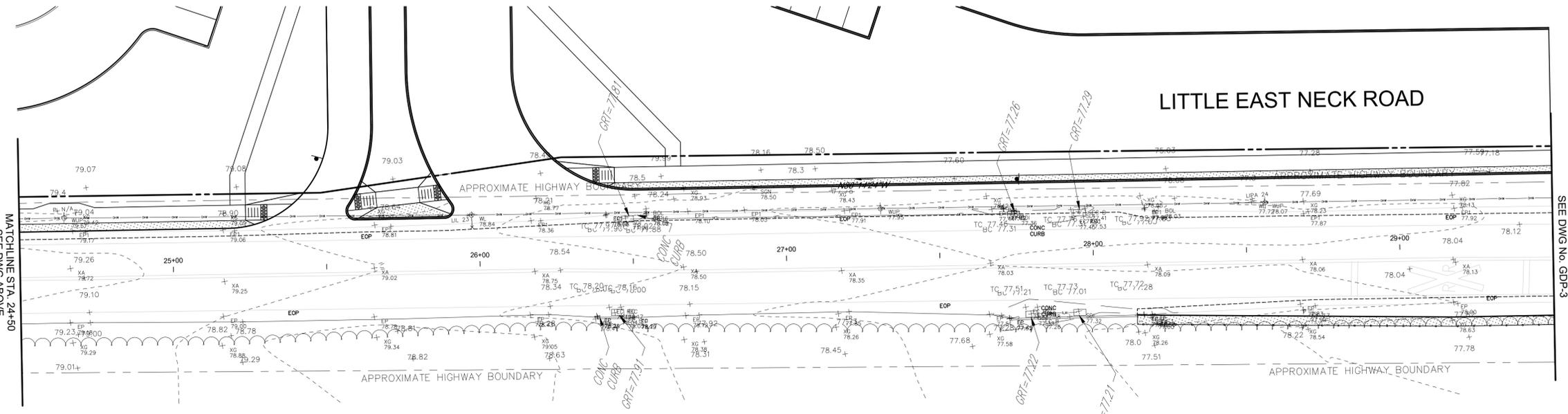
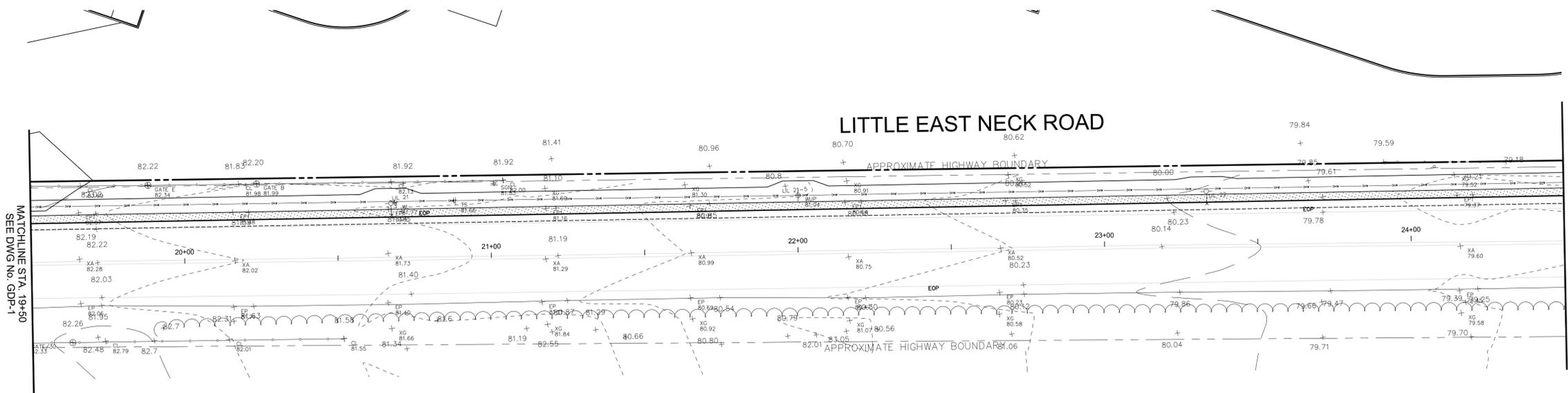
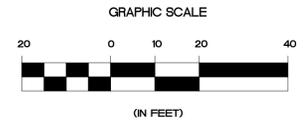
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CHKD BY: JD  
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CADD: GDP  
SCALE: AS SHOWN

DRAWING TITLE:

**GRADING & DRAINAGE PLAN - 1**  
SUFFOLK TECHNOLOGY CENTER  
LITTLE EAST NECK ROAD  
WHEATLEY HEIGHTS, TOWN OF BABYLON

DRAWING NUMBER:

**GDP-1**  
SHEET: 13 OF 19



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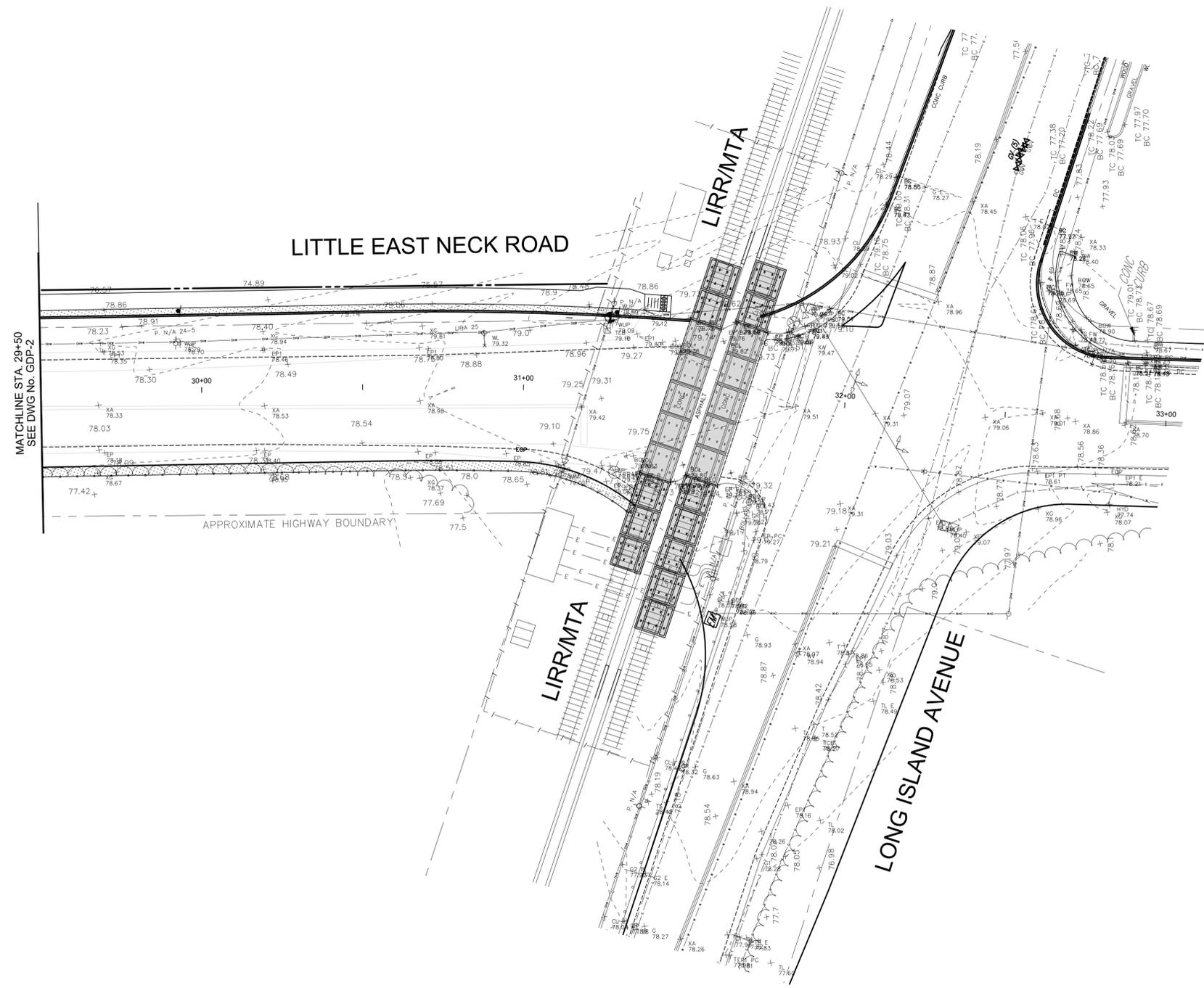
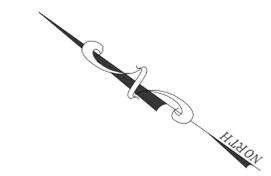
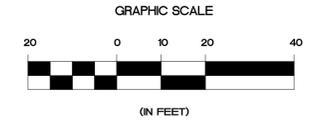
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JOB No.: 21022  
CADD: GDP  
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DRAWING TITLE:

**GRADING & DRAINAGE PLAN - 2**  
SUFFOLK TECHNOLOGY CENTER  
LITTLE EAST NECK ROAD  
WHEATLEY HEIGHTS, TOWN OF BABYLON

DRAWING NUMBER:

**GDP-2**  
SHEET: 14 OF 19



MATCHLINE STA. 29+50  
SEE DWG No. GDP-2

LITTLE EAST NECK ROAD

LIRR/MTA

LIRR/MTA

LONG ISLAND AVENUE

APPROXIMATE HIGHWAY BOUNDARY

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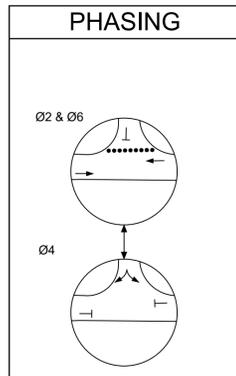
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**GRADING & DRAINAGE PLAN - 3**  
SUFFOLK TECHNOLOGY CENTER  
LITTLE EAST NECK ROAD  
WHEATLEY HEIGHTS, TOWN OF BABYLON

DRAWING NUMBER:

**GDP-3**  
SHEET: 15 OF 19



SEQUENCE TABLE	FACE	FACE			
		1,2	3,4	5,6	P2
Ø2 & Ø6	SIZE	12"	12"	12"	16" X 16"
Ø2 & Ø6		G	G	R	DARK
Ø4		R	R	G	WALK*
FLASH		Y	Y	R	DARK

CLEARANCE	FROM TO	R		G	
		1 ST	R	R	R
2 ND	R	R	R	R	R
1 ST	G	R	R	G	G
2 ND	G	R	R	G	G

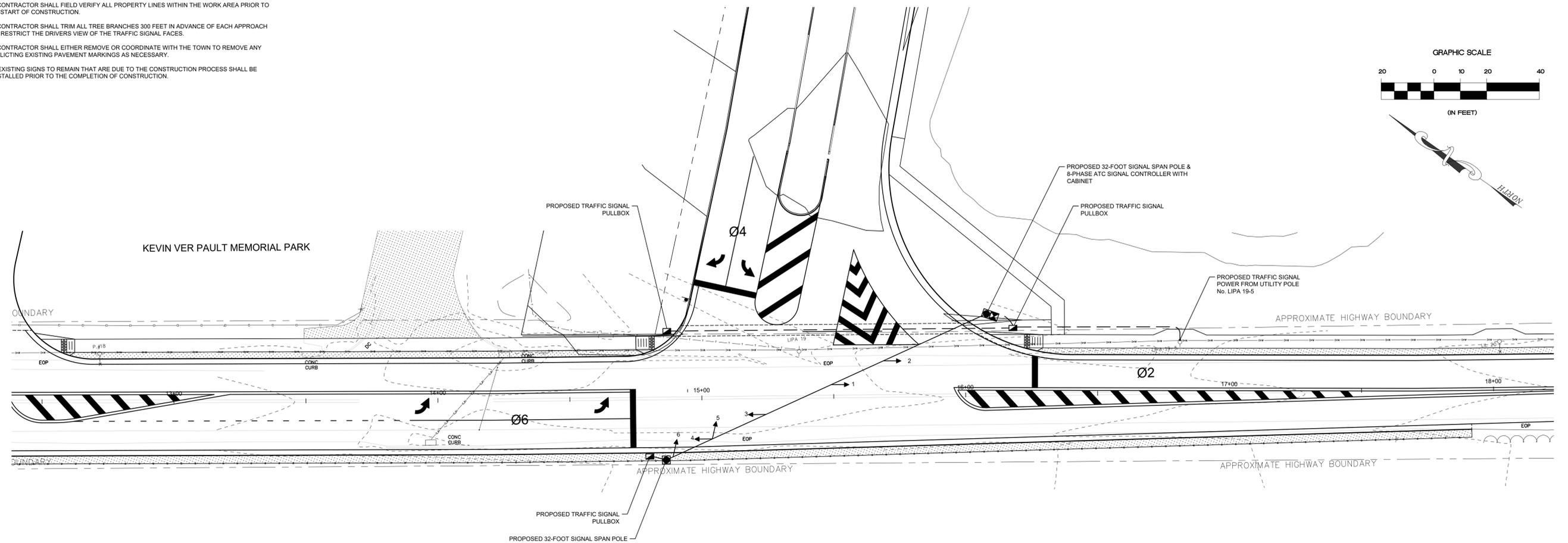
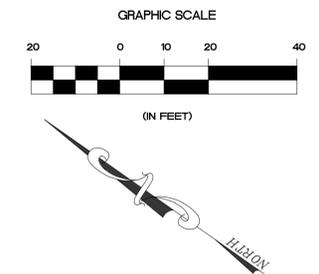
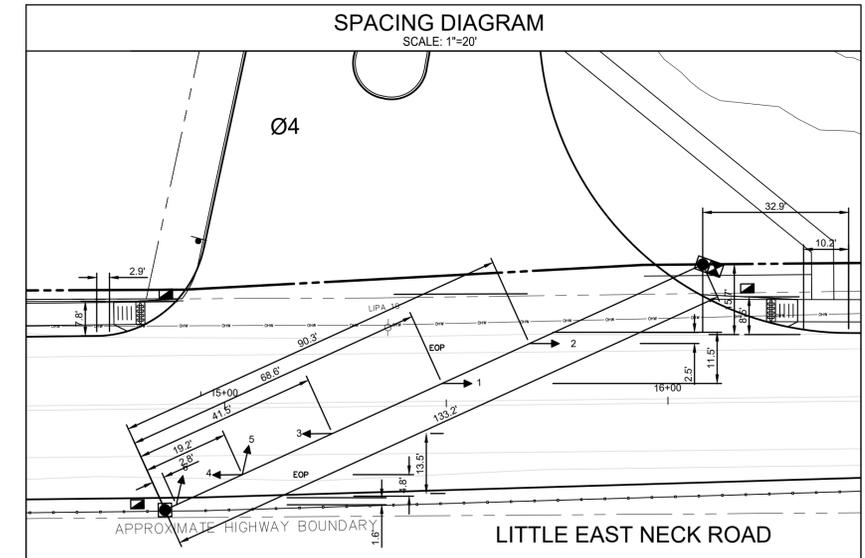
  

EMERGENCY VEHICLE PREEMPTION TABLE OF PHASE SELECTIONS			
PREEMPTION CHANNEL	A	B	C
DIRECTION	NB	SB	EB
HOLD PHASE	Ø2	Ø6	Ø4

NOTES:  
 1. Ø2 AND Ø6 SHOULD BE ON MINIMUM RECALL  
 2. \* APPEARS ONLY UPON PEDESTRIAN PUSHBUTTON ACTUATION.

**GENERAL NOTES:**

- ALL WORK SHALL CONFORM TO THE LATEST TOWN OF BABYLON AND SCDPW SPECIFICATIONS, CONSTRUCTION DETAILS, AND STANDARD SHEETS FOR TRAFFIC SIGNAL INSTALLATIONS.
- THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UNDERGROUND AND OVERHEAD UTILITIES AND NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO THE START OF CONSTRUCTION. THE CONNECTION OF THE ELECTRICAL SERVICE SHALL BE COORDINATED WITH PSEG.
- THE CONTRACTOR SHALL FIELD VERIFY ALL PROPERTY LINES WITHIN THE WORK AREA PRIOR TO THE START OF CONSTRUCTION.
- THE CONTRACTOR SHALL TRIM ALL TREE BRANCHES 300 FEET IN ADVANCE OF EACH APPROACH THAT RESTRICT THE DRIVERS VIEW OF THE TRAFFIC SIGNAL FACES.
- THE CONTRACTOR SHALL EITHER REMOVE OR COORDINATE WITH THE TOWN TO REMOVE ANY CONFLICTING EXISTING PAVEMENT MARKINGS AS NECESSARY.
- ANY EXISTING SIGNS TO REMAIN THAT ARE DUE TO THE CONSTRUCTION PROCESS SHALL BE REINSTALLED PRIOR TO THE COMPLETION OF CONSTRUCTION.



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 70 Maxess Road, Melville, NY 11747 • 631.427.5665 • nelsonpoppe.com

CLIENT:

BRISTOL GROUP, LLC  
 350 SANSOME STREET SUITE 900  
 SAN FRANCISCO, CA 94104

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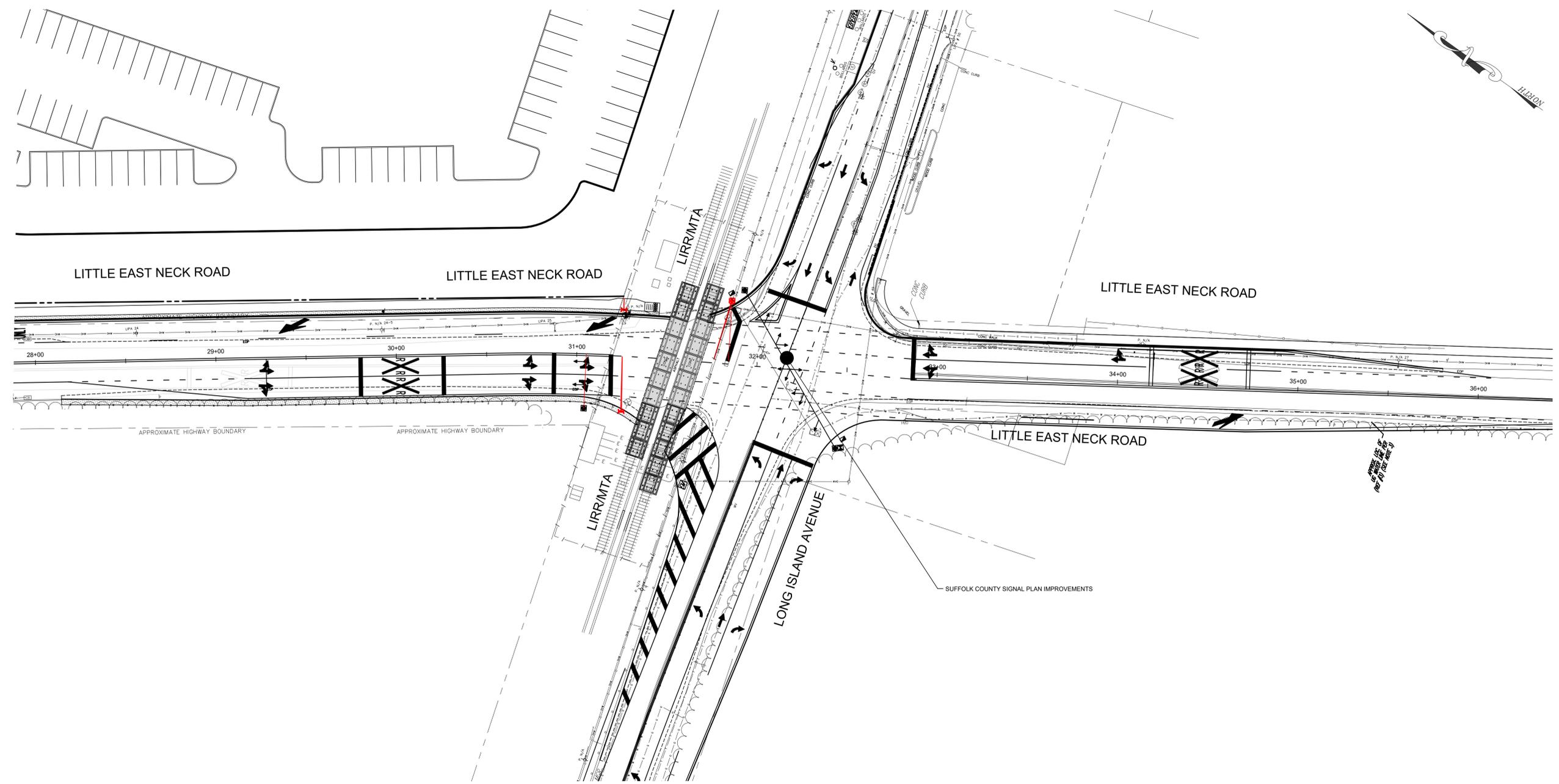
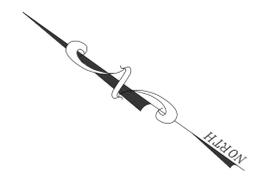
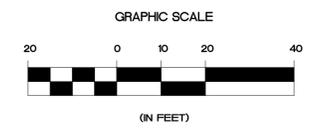
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**TRAFFIC SIGNAL PLAN - 1**  
 SUFFOLK TECHNOLOGY CENTER  
 LITTLE EAST NECK ROAD  
 WHEATLEY HEIGHTS, TOWN OF BABYLON

DRAWING NUMBER:

**TSP-1**

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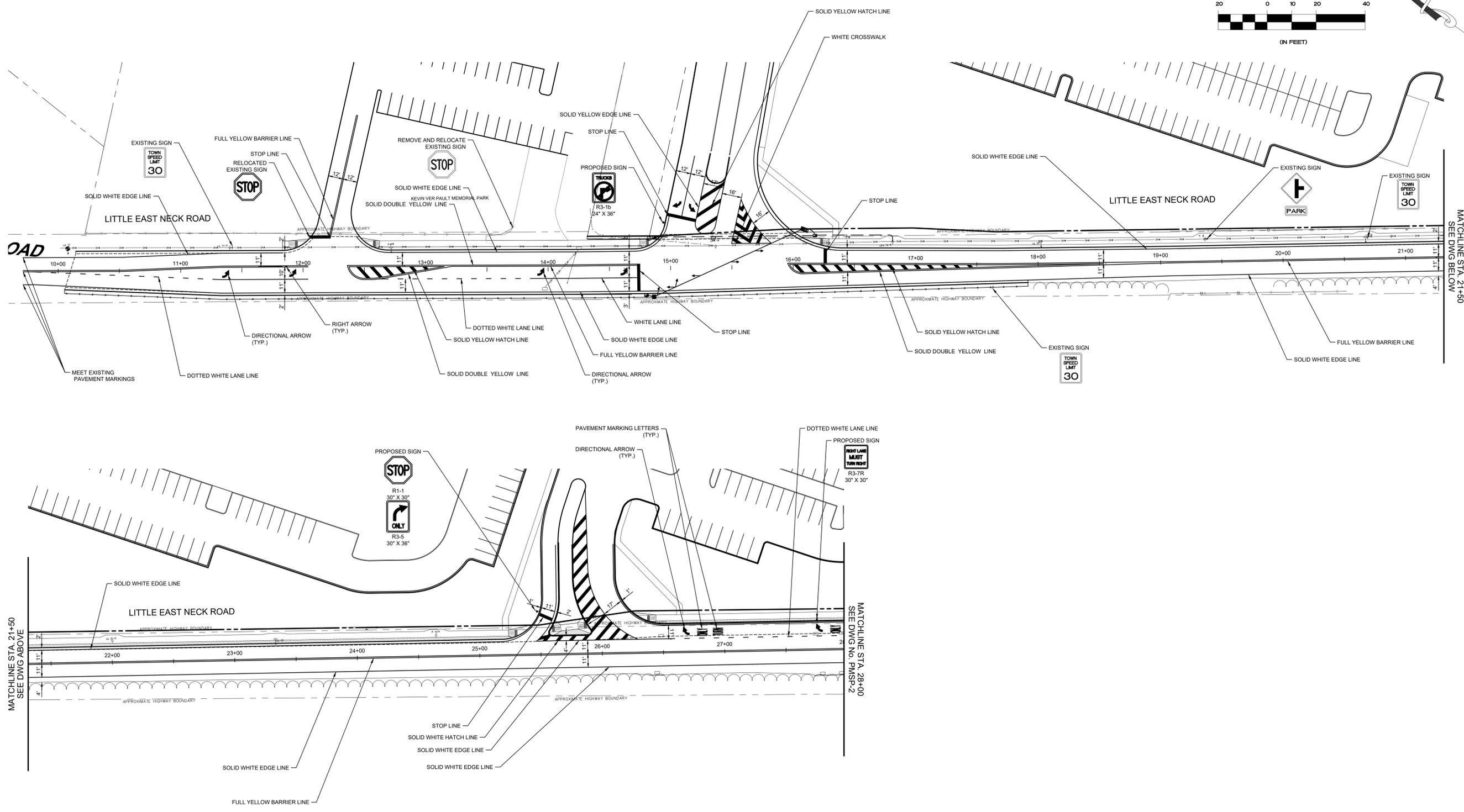
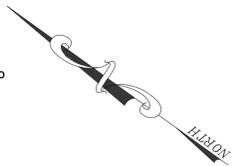
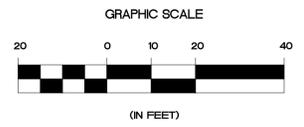
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**TRAFFIC SIGNAL PLAN - 2**  
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 LITTLE EAST NECK ROAD  
 WHEATLEY HEIGHTS, TOWN OF BABYLON

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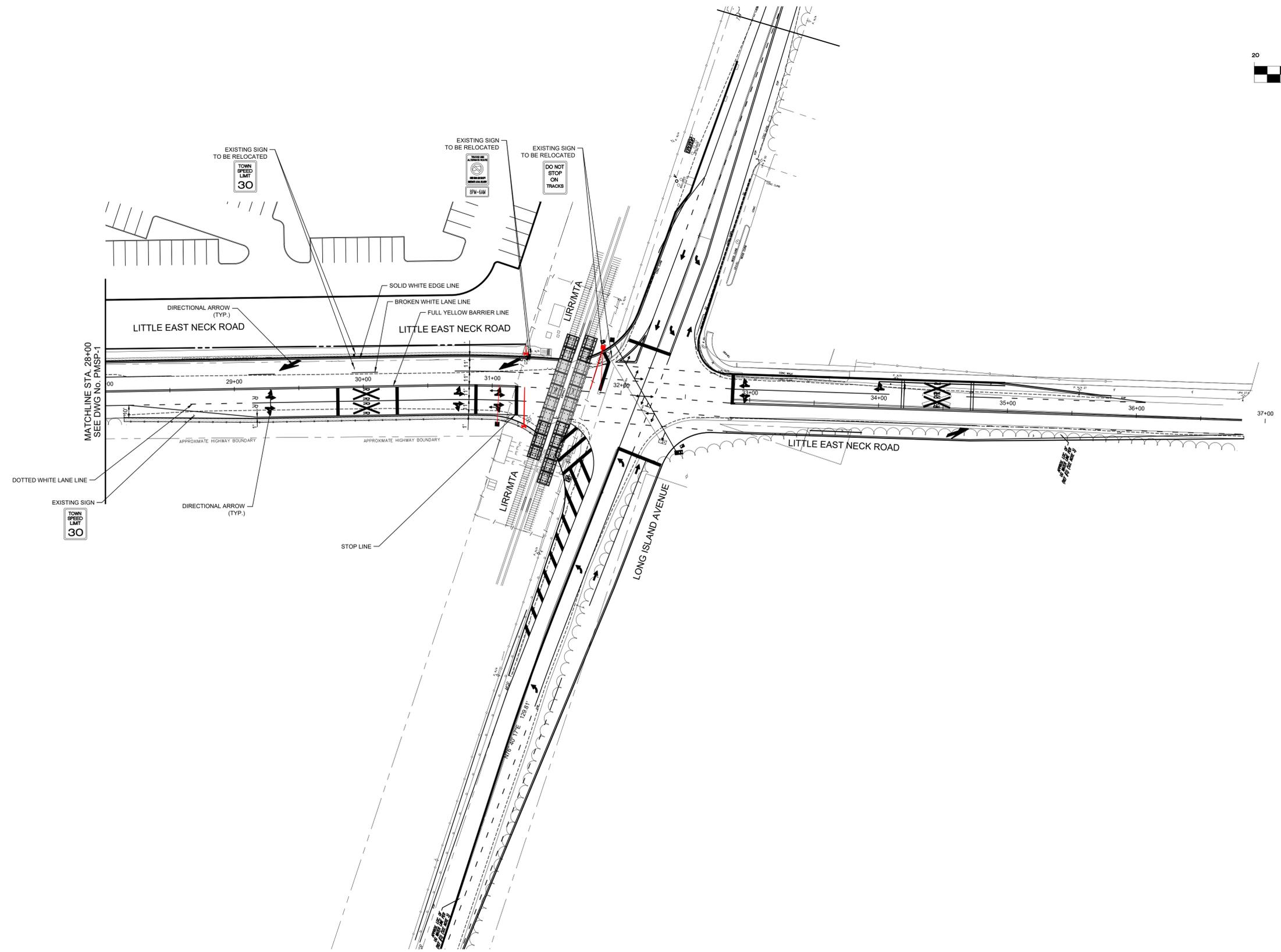
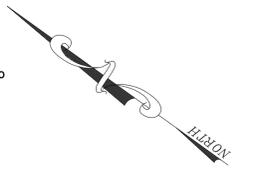
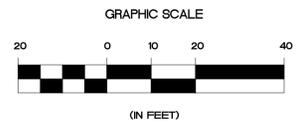
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**PAVEMENT MARKING PLAN - 1**  
SUFFOLK TECHNOLOGY CENTER  
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**PAVEMENT MARKING PLAN - 2**  
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