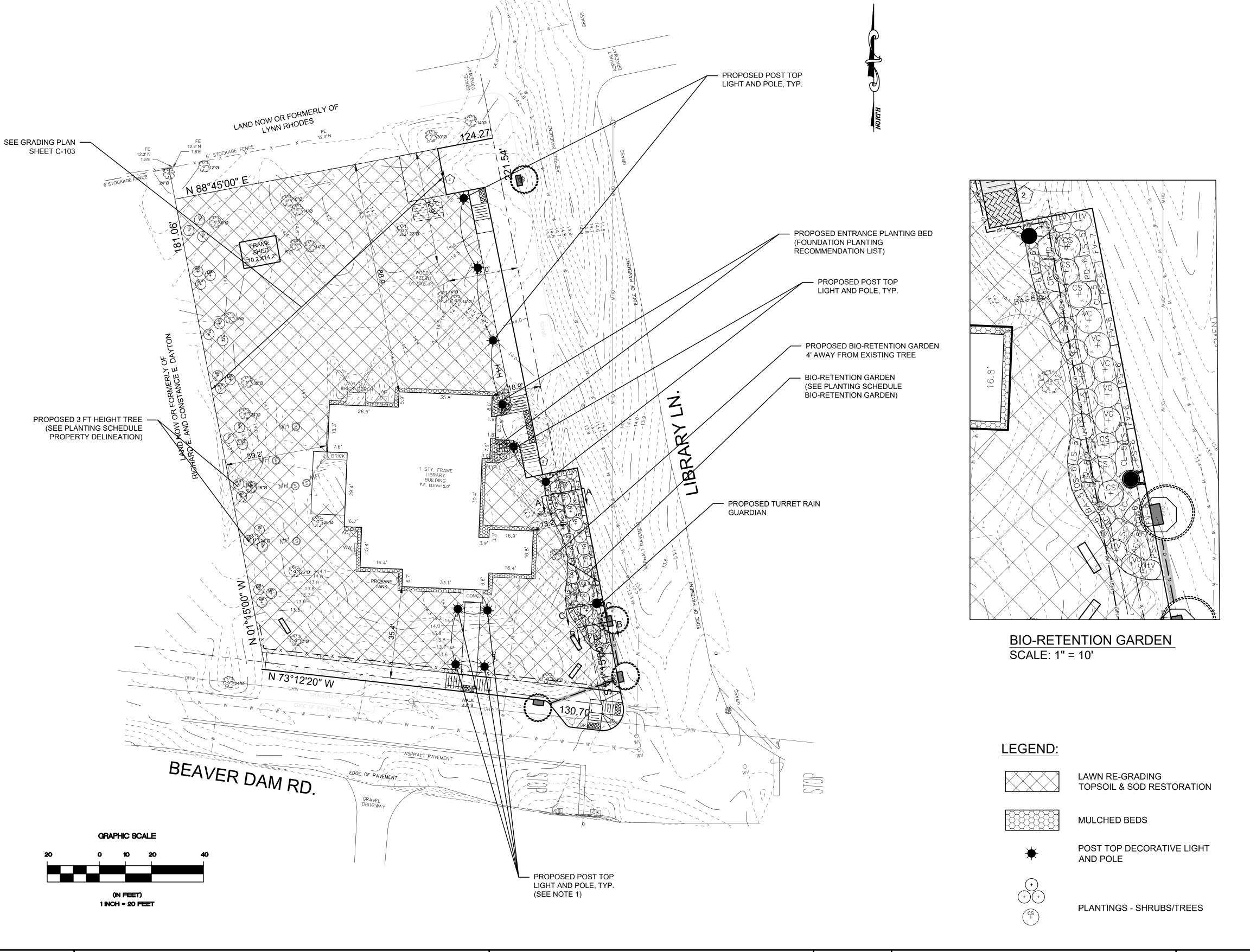


		PLANTING SC	CHEDULE PROPERTY DELIN	IEATION		
QTY	I.D.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	ITEM No.
12	KL	KALMIA LATIFOLIA	MOUNTAIN LAUREL	5' HEIGHT AT 5' SPACING	48" O.C.	14
12	MP	MYRIC PENNSYLVANICA	NORTHERN BAYBERRY	5' HEIGHT AT 5' SPACING	48" O.C.	14
-	PJ	PIERIS JAPONICA COMPACTA	JAPANESE ADROMEDA	3' HEIGHT AT 5' SPACING	48" O.C.	14

		PLANTING SC	HEDULE- BIO-RETENTION	GARDEN		
			PERENNIALS			
QTY.	I.D.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	ITEM N
13	AC	Aster cordifolius	Blue Wood-Aster	1 GAL	18" O.C.	12
11	ВА	Baptisia australis	False Blue Indigo	1 GAL	18" O.C.	13
21	CL	Chelone Iyonii	Pink Turtlehead	1 GAL	18" O.C.	13
12	CR	Cimicifuga racemosa	Black Cohosh	1 GAL	18" O.C.	13
25	FV	Fragaria virginiana	Wild Strawberry	1 GAL	18" O.C.	12
10	HD	Helianthus divaricatus	Woodland Sunflower	1 GAL	18" O.C.	13
7	LC	Lobelia cardinalis	Cardinal Flower	1 GAL	18" O.C.	12
22	LS	Lobelia siphilitica	Great Blue Lobelia	1 GAL	18" O.C.	13
17	os	Onoclea sensibilis	Sensitive Fern	1 GAL	18" O.C.	13
14	PD	Penstemon digitalis	Smooth Penstemon	1 GAL	18" O.C.	13
24	PS	Phlox subulata	Creeping Phlox	1 GAL	18" O.C.	12
	,		SHRUBS			
6	CS	Cornus sericea 'Ivory Halo'	Tatarian Dogwood	7 GAL	60" O.C.	14
6	ItV	Itea virginica 'Henry's Garnet'	Virginia Sweetspire	5 GAL	48" O.C.	14
5	KL	Kalmia latifolia 'Sarah'	Mountain Laurel	7 GAL	60" O.C.	14
5	VC	Vaccinium corymbosum	High Bush Blueberry	5 GAL	60" O.C.	14

	FOUNDATION PLANTINGS - RECOMMENDATION LIST				
		PER	ENNIALS		
QTY	DESCRIPTI ON	BOTANICAL NAME	COMMON NAME	SIZE	ITEM No.
25	۲	Aster cordifolius	Blue Wood-Aster	PINT	12
25	FRO	Agastache foeniculum	Anise Hyssop	PINT	12
25	<u>≅</u>	Baptisia australis	False Blue Indigo	PINT	12
25	LAN_	Echinacea purpurea	Purple Coneflower	PINT	12
25	TER P EED)	Geranium maculatum	Wild Geranium	PINT	12
25	AIXED ASSORTMENT N REAR, SHORTER PLANTS IN FRONT OF PLANTING BED) SPACING 18" MAX	Panicum virgatum 'Shanandoah'	Switchgrass	PINT	12
25	ASS AR, S LAN	Penstemon digitalis	Smooth Penstemon	PINT	12
25	MIXED AS IN REAR, OF PLAN SPACIN	Rudbeckia fulgida	Black-eyed Susan	PINT	12
		SHR	UBS		
3	PLAI	Ceanothus americanus	New Jersey Tea	1 GAL	13
3	(TALLER PLANTS	llex glabra	Inkberry Holly	1 GAL	13
3	(TA	Itea virginica 'Henry's Garnet'	Virginia Sweetspire	1 GAL	13



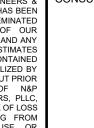
NOTES:

1. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER IN CHARGE OF INSPECTOR PRIOR TO ORDERING OR INSTALLING THE NEW DECORATIVE POSTS AND LUMINARIES. THE EXISTING LIGHT POTS ON BEAVER DAM ROAD MAY BE REUSED AT THE LIBRARY'S REQUEST.

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LANDSCAPE & LIGHTING PLAN - 1

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SHEET: 13 OF 13

7 365 MIN. FENCE POSTS. DRIVEN 16" MON INTO GROUND - WOVEN WIRE FENCE (14 1/2 GA. MIN., MAX. 6" MESH SPACING) WOVEN WIRE FENCE (14 1/2 GA. MIN., MAX. 6" MESH SPACING) WITH FILTER FABRIC OVER. -∕ 36" MIN. FENCE POSTS. DRIVEN 16" MIN. INTO GROUND UNDISTURBED PROTECTION GROUND CONCRETE EMBED FILTER FABRIC 6" MIN. WASHOUT INTO GROUND AREA SILT FENCE DETAIL 1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS PROPOSED SILT FENCE -FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. POSTS: STEEL EITHER T OR U TYPE OR 2" HARDWOOD. FENCE: WOVEN WIRE, 14 1/2 GA. 6" MAX.MESH OPENING. FILTER CLOTH SHALL BE A WOVEN GEOTEXTILE COMPOSED OF POLYPROPYLENE CONFORMING TO AASHTO M288. 2' MAXIMUM LENGTH AT 2 FT APART... - SAND BAG OR ALTERNATE 2" x 4" WEIR -2" x 4" WEIR -2" STONE -WRAP FILTER FABRIC AROUND GRATE AND INSIDE FRAME ₹%326"Ø FILTER FABRIC -WIRE MESH -GRATE -ISOMETRIC PLAN VIEW CURB AND GRATE INLET PROTECTION STANDARD SYMBOL FILTER FABRIC SHALL HAVE AN AOS OF 40-85. WOODEN FRAME SHALL BE CONSTRUCTED OF 2" x 4" CONSTRUCTION WIRE MESH ACROSS THROAT SHALL BE A CONTINUOUS PIECE 30 INCH MINIMUM WIDTH WITH A LENGTH 4 FEET LONGER THAN THE THROAT. IT SHALL BE SHAPED AND SECURELY NAILED TO A 2" x 4" WEIR. THE WEIR SHALL BE SECURELY NAILED TO 2" x 4" SPACERS 9 INCHES LONG SPACED NO MORE THAN 6 FEET APART. 5. THE ASSEMBLY SHALL BE PLACED AGAINST THE INLET AND SECURED BY 2" x 4" ANCHORS 2 FEET LONG EXTENDING ACROSS THE TOP OF THE SILT FENCE -INLET AND HELD IN PLACE BY SANDBAGS OR ALTERNATE WEIGHTS. 6. MAXIMUM DRAINAGE AREA 1 ACRE RELOCATED THE STAPLES (2 PER BALE) — - 20 MIL PLASTIC LINING - NATIVE MATERIAL WOOD OR METAL STAKES (OPTIONAL) (2 PER BALE) -PLYWOOD PAINTED WHITE **SECTION B-B** - 6" BLACK LETTERS BEAVER DAM RD. CONCRETE! ← 1/2" DIA. LAG SCREWS WASHOUT INLET PROTECTION WOOD POST 20 MIL PLASTIC LINING **CONCRETE WASHOUT** SIGN DETAIL (OR EQUIVALENT) **EROSION CONTROL PLAN** STAPLE DETAIL <u>PLAN</u> STANDARD SYMBOL TEMPORARY STRAW BALE CONCRETE WASHOUT DETAIL WASHOUT AREA SHALL BE A MINIMUM OF 50' FROM STORM DRAIN INLETS, OPEN DRAINAGE **FACILITIES AND WATER COURSES** ONCE CONCRETE WASTES ARE WASHED INTO DESIGNATED AREAS AND ALLOWED TO HARDEN. THE CONCRETE SHOULD BE BROKEN UP, REMOVED AND DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, COUNTY, AND STATE REGULATIONS. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 20' OF TEMPORARY

DUST CONTROL NOTES

THE CONTROL OF DUST RESULTING FROM LAND-DISTURBING ACTIVITIES.

PURPOSE

TO PREVENT SURFACE AND AIR MOVEMENT OF DUST FROM DISTURBED SOIL SURFACES THAT MAY CAUSE OFF-SITE DAMAGE, HEALTH HAZARDS AND TRAFFIC SAFETY PROBLEMS.

CONDITIONS WHERE PRACTICE APPLIE

ON CONSTRUCTION ROADS, ACCESS POINTS, AND OTHER DISTURBED AREAS SUBJECT TO SURFACE DUST MOVEMENT AND DUST BLOWING WHERE OFF-SITE DAMAGE MAY OCCUR IF DUST IS NOT CONTROLLED.

DESIGN CRITERIA

CONSTRUCTION OPERATIONS SHOULD BE SCHEDULED TO MINIMIZE THE AMOUNT OF AREA DISTURBED AT ONE TIME. BUFFER AREAS OF VEGETATION SHOULD BE LEFT WHERE PRACTICAL. TEMPORARY OR PERMANENT STABILIZATION MEASURES SHOULD BE INSTALLED. NO SPECIFIC DESIGN CRITERIA ARE GIVEN; SEE CONSTRUCTION SPECIFICATIONS BELOW FOR COMMON METHODS OF DUST CONTROL.

WATER QUALITY MUST BE CONSIDERED WHEN MATERIALS ARE SELECTED FOR DUST CONTROL. WHERE THERE IS POTENTIAL FOR THE MATERIAL TO WASH OFF TO A STREAM OR WATER BODY, INGREDIENT INFORMATION MUST BE PROVIDED TO THE LOCAL PERMITTING AUTHORITY.

CONSTRUCTION SPECIFICATIONS

A. NON-DRIVING AREAS - THESE AREAS USE PRODUCTS AND MATERIALS APPLIED OR PLACED ON SOIL SURFACES TO PREVENT AIRBORNE MIGRATION OF SOIL PARTICLES.

VEGETATIVE COVER - FOR DISTURBED AREAS NOT SUBJECT TO TRAFFIC; VEGETATION PROVIDES THE MOST PRACTICAL METHOD OF DUST CONTROL. TEMPORARY SEEDING SHALL BE AS FOLLOWS:

RYE GRASS (ANNUAL OR PERENNIAL) AT 30 LBS. PER ACRE (0.7 LBS./1,000 S.F.)

CERTIFIED "AROOSTOOK" WINTER RYE (CEREAL RYE) AT 100 LBS. PER ACRE (2.5 LBS./S.F.)

USE WINTER RYE IF SEEDING IN OCTOBER / NOVEMBER.

MULCH (INCLUDING GRAVEL MULCH) - MULCH OFFERS A FAST, EFFECTIVE MEANS OF CONTROLLING DUST. THIS CAN ALSO INCLUDE ROLLED EROSION CONTROL BI ANKETS

USE. MATERIAL SAFETY DATA SHEETS WILL BE PROVIDED TO ALL APPLICATORS AND OTHERS WORKING WITH THE MATERIAL.

SPRAY ADHESIVES - THESE ARE PRODUCTS GENERALLY COMPOSED OF POLYMERS IN A LIQUID OR SOLID FORM THAT ARE MIXED WITH WATER TO FORM AN EMULSION THAT IS SPRAYED ON THE SOIL SURFACE WITH TYPICAL HYDROSEEDING EQUIPMENT. THE MIXING RATIOS AND APPLICATION RATES WILL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR THE SPECIFIC SOILS ON THE SITE. IN NO CASE SHOULD THE APPLICATION OF THESE ADHESIVES BE MADE ON WET SOILS OR IF THERE IS A PROBABILITY OF PRECIPITATION WITHIN 48 HOURS OF ITS PROPOSED

EXAMPLES OF SPRAY ADHESIVES FOR USE ON MINERAL SOILS ARE SHOWN IN THE FOLLOWING TABLE.

MATERIAL	WATER DILUTION	TYPE OF NOZZLE	APPLY GALLONS ACRE
ACRYLIC POLYMER	9:1	COURSE SPRAY	500
LATEX EMULSION	12.5:1	FINE SPRAY	235
RESIN IN WATER	4:1	FINE SPRAY	300

B. DRIVING AREAS - THESE AREAS UTILIZE WATER, POLYMER EMULSIONS AND BARRIERS TO PREVENT DUST MOVEMENT FROM THE TRAFFIC SURFACE INTO THE AIR.

SPRINKLING - THIS SITE MAY BE SPRAYED UNTIL THE SURFACE IS WET. THIS IS ESPECIALLY EFFECTIVE ON HAUL ROADS AND ACCESS ROUTES.

POLYMER ADDITIVES - THESE POLYMERS ARE MIXED WITH WATER AND APPLIED TO THE DRIVING SURFACE BY A WATER TRUCK WITH A GRAVITY FEED DRIP BAR, SPRAY BAR OR AUTOMATED DISTRIBUTOR TRUCK. THE MIXING RATIOS AND APPLICATION RATES WILL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. INCORPORATION OF THE EMULSION INTO THE SOIL WILL BE DONE TO THE APPROPRIATE DEPTH BASED ON EXPECTED TRAFFIC. COMPACTION AFTER INCORPORATION WILL BE BY VIBRATORY ROLLER TO A MINIMUM OF 95%. THE PREPARED SURFACE SHALL BE MOIST AND NO APPLICATION OF THE POLYMER WILL BE MADE IF THERE IS A PROBABILITY OF PRECIPITATION WITHIN 48 HOURS OF ITS PROPOSED USE. MATERIAL SAFETY DATA SHEETS WILL BE PROVIDED TO ALL APPLICATORS WORKING WITH THE MATERIAL.

BARRIERS - WOVEN GEOTEXTILES CAN BE PLACED ON THE DRIVING SURFACE TO EFFECTIVELY REDUCE DUST THROW AND PARTICLE MIGRATION ON HAUL ROADS. STONE CAN ALSO BE USED FOR CONSTRUCTION ROADS FOR EFFECTIVE DUST CONTROL.

WINDBREAK - A SILT FENCE OR SIMILAR BARRIER CAN CONTROL AIR CURRENTS AT INTERVALS EQUAL TO TEN TIMES THE BARRIER HEIGHT. PRESERVE EXISTING WIND BARRIER VEGETATION AS MUCH AS PRACTICAL.

MAINTENANCE

MAINTAIN DUST CONTROL MEASURES THROUGH DRY WEATHER PERIODS UNTIL ALL DISTURBED AREAS ARE STABILIZED.

EROSION CONTROL NOTES

- A EXISTING VEGETATION TO REMAIN SHALL BE PROTECTED AND REMAIN UNDISTURBED.
 B CLEARING AND GRADING SHALL BE SCHEDULED SO AS TO MINIMIZE THE SIZE OF EXPOSED AREAS AND THE
- LENGTH OF TIME THAT AREAS ARE EXPOSED.
- C THE LENGTH AND STEEPNESS OF CLEARED SLOPES SHALL BE MINIMIZED TO REDUCE RUN-OFF VELOCITIES. D - RUN-OFF SHALL BE DIVERTED AWAY FROM CLEARED SLOPES.
- E SEDIMENT SHALL BE TRAPPED ON-SITE.
 2. SPECIFIC METHODS AND MATERIALS EMPLOYED IN THE INSTALLATION AND MAINTENANCE OF EROSION CONTROL MEASURES SHALL CONFORM TO
- THE NEW YORK GUIDELINES FOR EROSION AND SEDIMENT CONTROL, LATEST EDITION.
 3. SEDIMENT BARRIERS (SILT FENCES, HAY BALES OR APPROVED EQUAL) SHALL BE INSTALLED AS REQUIRED ALONG LIMITS OF DISTURBANCE FOR THE
- DURATION OF THE WORK. NO SEDIMENT FROM THE SITE SHALL BE PERMITTED TO WASH ON TO ADJACENT PROPERTIES, WETLANDS OR ROADS.

 4. GRADED AND STRIPPED AREAS AND STOCKPILES SHALL BE KEPT STABILIZED THROUGH THE USE OF TEMPORARY SEEDING AS REQUIRED. SEED
- MIXTURE SHALL BE IN ACCORDANCE WITH SOIL CONSERVATION SERVICE RECOMMENDATIONS.

 5. DRAINAGE INLETS INSTALLED AS PART OF THE PROJECT SHALL BE PROTECTED FROM SEDIMENT BUILD-UP THROUGH THE USE OF SEDIMENT
- BARRIERS, SEDIMENT TRAPS, ETC., AS REQUIRED.

 6. INSPECTION AND MAINTENANCE OF EROSION CONTROL MEASURES IS TO BE PERFORMED DAILY BY CONTRACTOR PRIOR TO THE START OF
- CONSTRUCTION FOR THE DAY AND AFTER HEAVY OR PROLONGED STORMS. MAINTENANCE MEASURES INCLUDE, BUT NOT LIMITED TO, CLEANING OF SEDIMENT BASINS OR TRAPS, CLEANING OR REPAIR OF SEDIMENT BARRIERS, CLEANING AND REPAIR OF BERMS AND DIVERSIONS, AND CLEANING AND REPAIR OF OF INLET PROTECTION.
- 7. APPROPRIATE MEANS SHALL BE USED TO CONTROL DUST DURING CONSTRUCTION. SEE DUST CONTROL NOTES, THIS SHEET.

 8. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE MAINTAINED TO PREVENT SOIL AND LOOSE DEBRIS FROM BEING TRACKED.
- 8. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE MAINTAINED TO PREVENT SOIL AND LOOSE DEBRIS FROM BEING TRACKED ONTO LOCAL ROADS. THE CONSTRUCTION ENTRANCE SHALL BE MAINTAINED UNTIL THE SITE IS PERMANENTLY STABILIZED.
- 9. SEDIMENT BARRIERS AND OTHER EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL UPLAND DISTURBED AREAS ARE PERMANENTLY STABILIZED. AFTER PERMANENT STABILIZATION, PAVED AREAS SHALL BE CLEANED AND DRAINAGE SYSTEM FLUSHED AS NECESSARY.
- 10. DURING THE COURSE OF CONSTRUCTION, CERTAIN EROSION AND SEDIMENT CONTROL MEASURES MAY BECOME NECESSARY TO PREVENT THE
- TRANSPORT OF SEDIMENT TO OFF-SITE AREAS, PONDS, WATER COURSES, DRAINAGE INLETS, RECHARGE BASINS, ETC. ACTUAL EROSION CONTROL MEASURES WILL BE DICTATED BY FIELD CONDITIONS AS CONSTRUCTION PROGRESSES BUT THE GENERAL CONDITIONS IN NOTES 1 THROUGH 9 SHALL BE OBSERVED.

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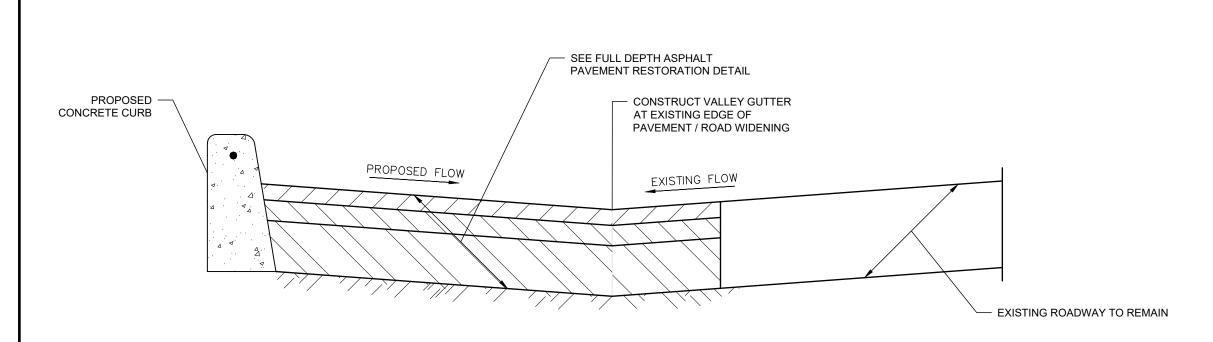
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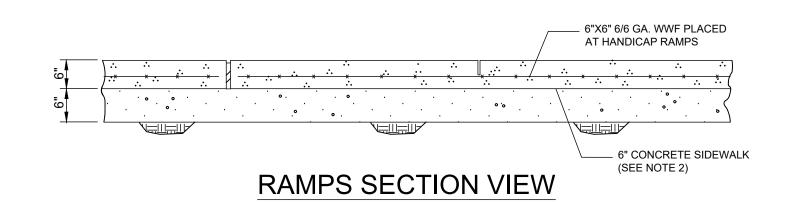
EROSION CONTROL PLAN

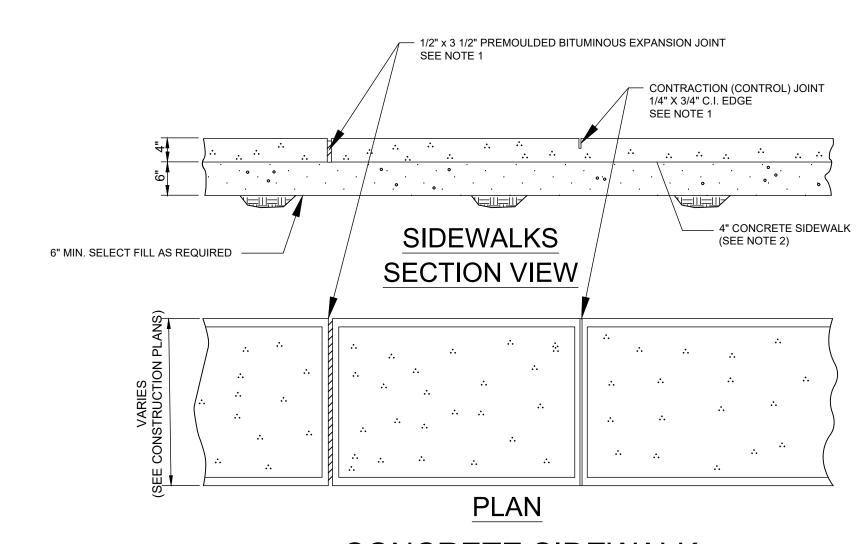
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ROAD RESTORATION TYPICAL SECTION NOT TO SCALE





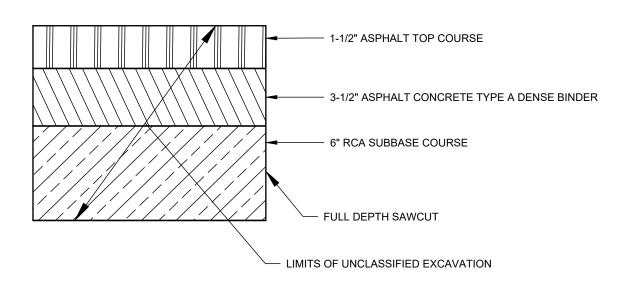
CONCRETE SIDEWALK

ITEM 2A

NOT TO SCALE

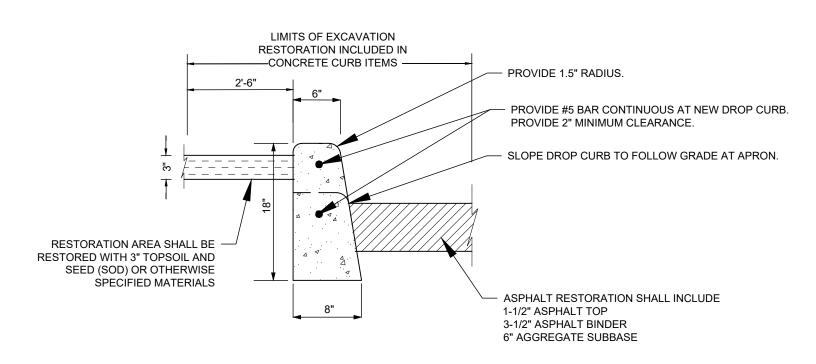
SIDEWALK NOTES:

- 1. CONTROL JOINTS ARE TO BE PLACED EVERY 5'-0" AND EXPANSION JOINTS ARE TO BE PLACED EVERY 20', OR AS DIRECTED BY THE
- 2. ALL SIDEWALK RAMPS SHALL BE CONSTRUCTED 6" THICK.
- 3. ADJACENT RESTORATION SHALL BE PERFORMED TWO FEET (2') FROM THE BACKSIDE OF THE NEWLY PLACED SIDEWALK. TWO FEET (2') OF RESTORATION SHALL BE PERFORMED ON THE FRONTSIDE OF THE SIDEWALK AS WELL, ONLY WHEN NECESSARY.
- 4. THE CONTRACTOR SHALL COORDINATE WITH THE LIBRARY'S DESIGNATED REPRESENTATIVE TO DETERMINE THE EXACT COLOR OF THE CONCRETE TO BE USED/PLACED IN AREAS SUCH AS CURB RAMPS.



FULL DEPTH ASPHALT PAVEMENT RESTORATION DETAIL

ITEM 4A NOT TO SCALE



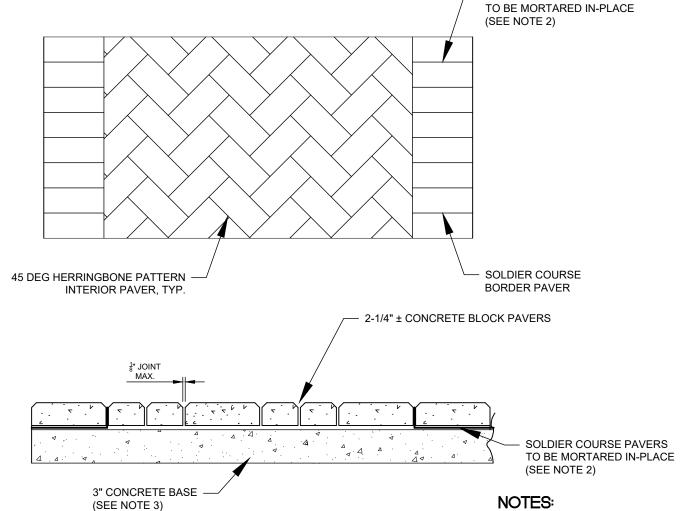
CONCRETE CURB DETAIL

ITEM 1A NOT TO SCALE

BLOCK PAVER DETAIL

ITEM 3

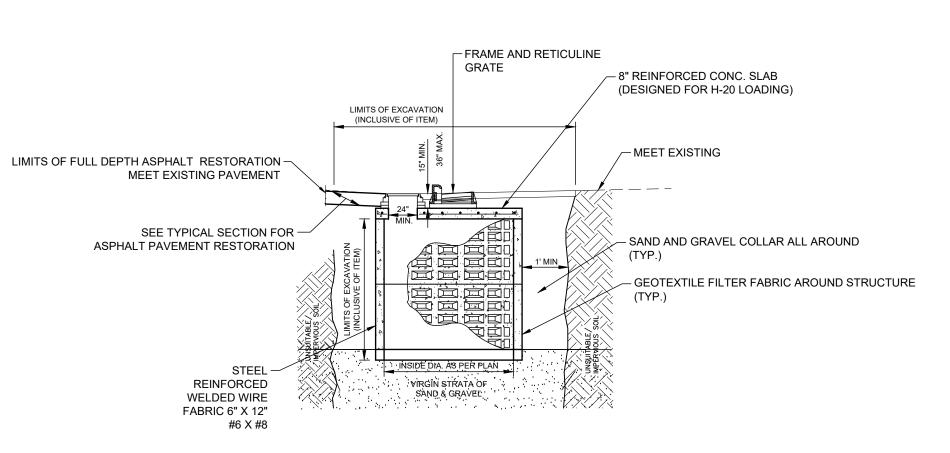
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CLIENT:

- SOLDIER COURSE PAVERS

- 1. THE PAVER COLOR AND PATTERN SHALL MATCH THE SPECIFICATIONS OF THIS CONTRACT, WHICH REVIEW AND APPROVAL BY THE LIBRARY'S DESIGNATED REPRESENTATIVE PRIOR TO PLACEMENT OF ORDER AND/OR INSTALLATION.
- THE CONTRACTOR SHALL MORTAR ALL SOLDIER PAVERS, EDGE BLOCK IN-PLACE ON THE CONCRETE BASE.
- 3. CONCRETE BASE SHALL BE PLACED TO PROVIDE A LEVEL FINISHED SURFACE FOR THE PLACEMENT OF CONCRETE PAVERS.

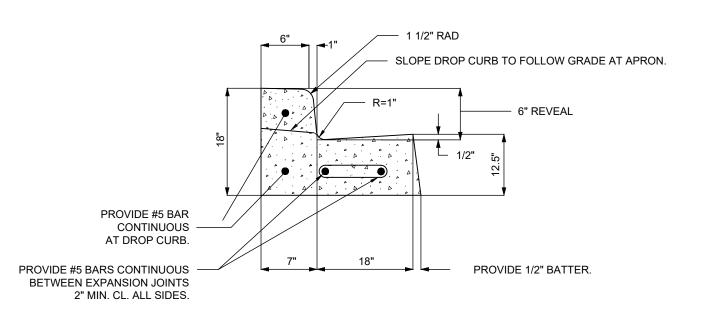


LEACHING BASIN DETAIL

ITEM 5A

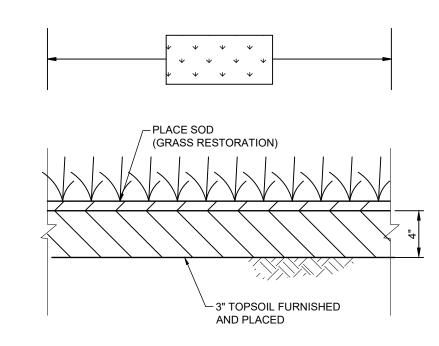
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- LEACHING POOL NOTES: 1. ALL DRAINAGE PIPES MUST BE PROVIDED WITH A MINIMUM 2'-0" OF COVER.
- 2. THE TOP SECTION SHALL BE LEACHING TYPE WITH GEOTEXTILE FILTER CLOTH INSTALLED. AOS 095 SHALL BE 0.52mm OR GREATER IN ACCORDANCE WITH ASTM D4751.



CURB & GUTTER DETAIL ITEM 1B

NOT TO SCALE



TOPSOIL AND SOD RESTORATION DETAIL

ITEM 7A

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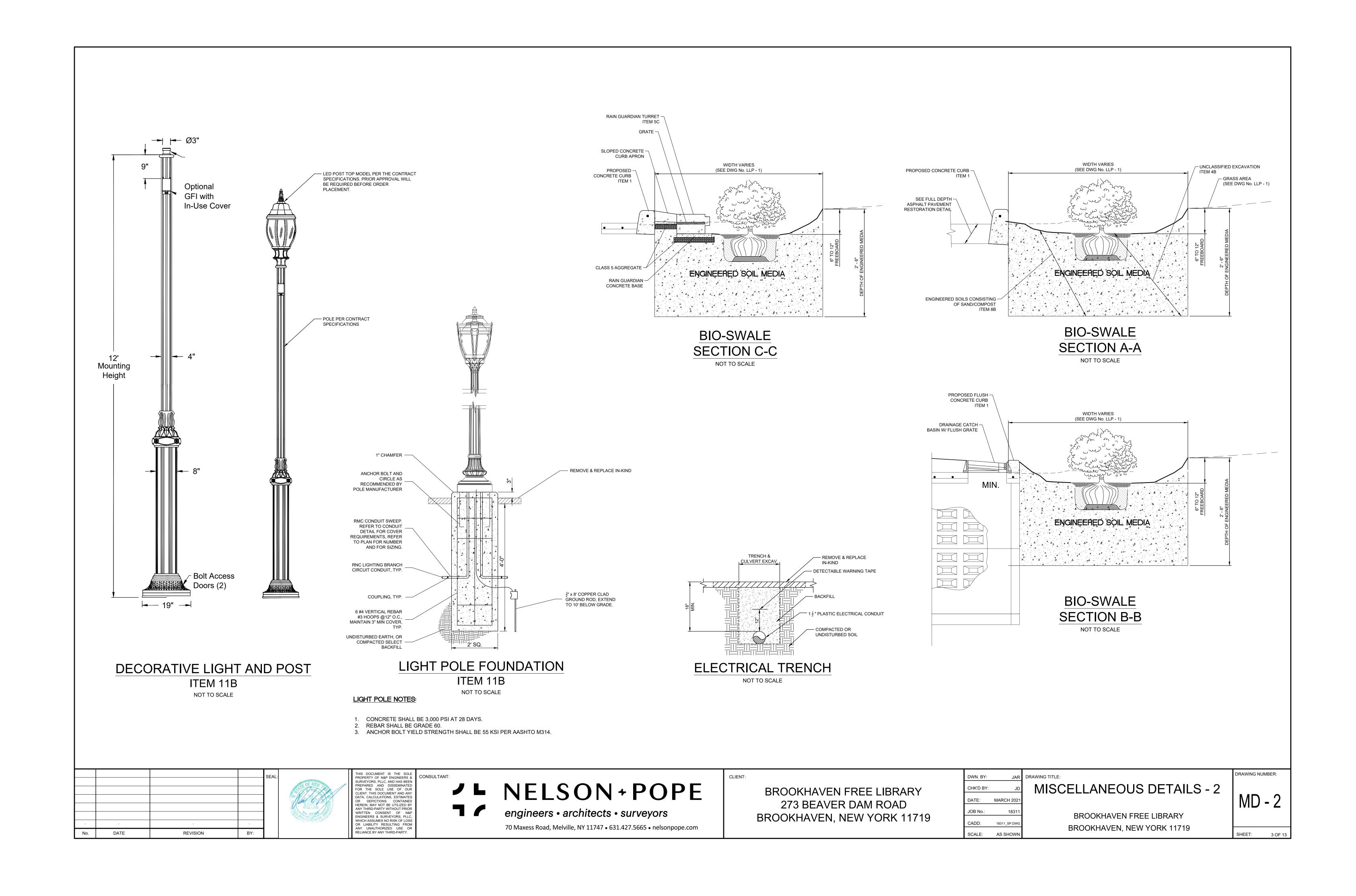
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GENERAL NOTES:

- 1. THESE SHEETS ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA), AND THE REQUIREMENTS OF THE 2011 PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT OF WAY (PROWAG).
- DIMENSIONS SHOWN IN THE DETAILS AS MINIMUMS AND MAXIMUMS ARE THE LIMITS FOR DESIGN AND FIELD LAYOUT. FACILITIES SHALL NOT BE CONSTRUCTED WITH VALUES OUTSIDE THE LIMITS FOR WORK ACCEPTANCE. SEE TABLE "DESIGN ELEMENT TOLERANCES" ON THIS SHEET. FURTHER INFORMATION IS PROVIDED ON "CRITICAL ELEMENTS FOR THE DESIGN, LAYOUT, AND ACCEPTANCE OF PEDESTRIAN FACILITIES" AVAILABLE ON THE N.Y.S.D.O.T HIGHWAY DESIGN MANUAL CHAPTER 18 WEB SITE.
- 3. NOT ALL FACILITIES CAN BE CONSTRUCTED TO MEET THE DESIGN STANDARDS. FACILITIES THAT CANNOT BE CONSTRUCTED TO MEET THE DESIGN STANDARDS SHALL BE CONSTRUCTED TO MEET THE STANDARDS TO THE GREATEST EXTENT PRACTICABLE. NONSTANDARD FEATURES SHALL BE JUSTIFIED PER HIGHWAY DESIGN MANUAL CHAPTER 2,
- 4. TO CHECK FIELD LAYOUT AND TO VERIFY WORK ACCEPTANCE, ALL SLOPES AND GRADES WILL BE MEASURED WITH A 4 FOOT LONG DIGITAL LEVEL USING AT LEAST TWO READINGS. WHERE THE READINGS VARY, THE MEASUREMENTS WILL BE AVERAGED. GRADE (RUNNING SLOPE) WILL BE MEASURED ALONG THE CENTERLINE AND OFFSET 12" TO 18" FROM THE CENTERLINE. CROSS SLOPES WILL BE MEASURED PERPENDICULAR TO CENTERLINE AT 5' TO
- 5. GRADES (RUNNING SLOPES) ARE MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL. CROSS SLOPES ARE MEASURED PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL.
- 6. JOINTS BETWEEN SIDEWALKS, CURB RAMPS, TURNING SPACES AND ROADWAYS SHALL BE FLUSH AND FREE FROM ABRUPT VERTICAL CHANGES GREATER THAN 4". VERTICAL SURFACE DISCONTINUITIES BETWEEN 1" AND 1" SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN1:2. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE JOINT. SEE DETAIL ON
- 7. SIDEWALKS ARE CONNECTED TO ROADWAYS BY EITHER BLENDED TRANSITIONS OR CURB RAMPS. BLENDED TRANSITIONS ARE CONNECTIONS BETWEEN THE SIDEWALK LEVEL AND THE ROADWAY LEVEL THAT HAVE A MAXIMUM GRADE (RUNNING SLOPE) OF 13% AND TRANSITIONS GREATER THAN 5% ARE CONSIDERED CURB RAMPS.
- 8. CURB RAMPS AND BLENDED TRANSITIONS MAY REQUIRE THE INSTALLATION OF DETECTABLE WARNINGS, SEE ADDITIONAL "DETECTABLE WARNING NOTES" ON THIS SHEET,

AND DETAILS ON SHEET OF 2 OF 9 FOR DIMENSIONS, ORIENTATION AND INSTALLATION.

- VERTICAL ALIGNMENT SHALL BE GENERALLY PLANAR. GRADE BREAKS WITHIN THE PEDESTRIAN ACCESS ROUTE SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL AND
- 10. MATERIAL DEPTHS SHOWN ON THESE SHEETS ARE TYPICAL MINIMUM VALUES AND MAY BE DIFFERENT IN THE CONTRACT DOCUMENTS.
- 11. SIDEWALK GRADE (RUNNING SLOPE) SHALL NOT BE DESIGNED TO EXCEED 4.5%, EXCEPT WHEN MATCHING INTO EXISTING SIDEWALK OR WHEN THE HIGHWAY GRADE IS STEEPER. WHEN HIGHWAY GRADE IS GREATER THAN 5%, THE SIDEWALK GRADE SHALL NOT EXCEED THE
- 12. THE CROSS SLOPE OF PEDESTRIAN ACCESS ROUTES SHALL BE 1.5% MAXIMUM FOR DESIGN AND LAYOUT, AND 2% MAXIMUM FOR WORK ACCEPTANCE. THE FOLLOWING EXCEPTIONS ARE ALLOWED:
 - WHERE PEDESTRIAN STREET CROSSINGS ARE PROVIDED AT INTERSECTIONS WITHOUT YIELD OR STOP CONTROL OR WHERE THERE IS ANY TRAFFIC SIGNAL WITHOUT A FLASHING RED. THE CROSS SLOPE OF A PEDESTRIAN ACCESS ROUTE CONTAINED WITHIN A STREET CROSSING SHALL BE 4.5% MAXIMUM FOR DESIGN AND LAYOUT, AND 5% MAXIMUM FOR WORK ACCEPTANCE.
 - WHERE MIDBLOCK PEDESTRIAN STREET CROSSINGS ARE PROVIDED, THE CROSS SLOPE OF A PEDESTRIAN ACCESS ROUTE CONTAINED WITHIN A MIDBLOCK STREET CROSSING SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY
- 13. THE MINIMUM CLEAR WIDTH FOR PEDESTRIAN ACCESS ROUTES IS 4'-0", EXCLUSIVE OF THE CURB. WHEN WALKWAY WIDTHS ARE LESS THAN 5'-0", 5'-0" x 5'-0" PASSING SPACES (SHOWN IN DETAIL A OR B), OR A FEATURE OF EQUAL OR GREATER DIMENSION (E.G. DRIVEWAYS) THAT MEET THE SLOPE CRITERIA, SHALL BE PROVIDED AT A MINIMUM INTERVAL OF 200' EXISTING DRIVEWAYS AND STREET CROSSING MAY ALSO SERVE AS PASSING SPACES.
- 14. THE BUFFER ZONE IS A PRACTICAL DISTANCE SEPARATING THE PEDESTRIAN ACCESS ROUTE FROM THE VEHICLE TRAVELED WAY. THE BUFFER ZONE WAY MAY BE PLANTED OR PAVED. WHERE THE BUFFER ZONE WIDTH, EXCLUSIVE OF CURB, IS LESS THAN 3'-0" THE SURFACE SHOULD BE PAVED OR CONSTRUCTED WITH HARDSCAPE MATERIALS.
- 15. THE MAXIMUM RECOMMENDED CROSS SLOPE OF A TURF BUFFER ZONE OR SLOPE TRANSITION BEHIND SIDEWALK IS 25%. BUFFER ZONES WITH A CROSS SLOPE GREATER THAN 25% SHOULD BE PAVED, PLANTED OR CONSTRUCTED WITH HARDSCAPE MATERIALS.
- 16. WHEN CROSSING DRIVEWAYS, THE WORK SHALL BE IN CONFORMANCE WITH STANDARD
- 17. FOR PEDESTRIAN SIGNALS AND PEDESTRIAN PUSH BUTTONS, REFER TO STANDARD SHEET
- 18. WHERE EXISTING ROADWAYS ARE SAW CUT TO INSTALL CURBING AND/OR SIDEWALK, THE ROADWAY SHOULD BE SAWCUT AT LEAST 2'-0" FROM THE PROPOSED CURB LINE TO ALLOW FOR ADEQUATE COMPACTION OF ASPHALT IF SAWCUT IS LESS THAN 2'-0" FROM PROPOSED CURB LINE, THEN THE ROADWAY SHALL BE REBUILT USING CLASS C CONCRETE, SEE DETAILS ON SHEET 9 OF 9.

CURB RAMP NOTES:

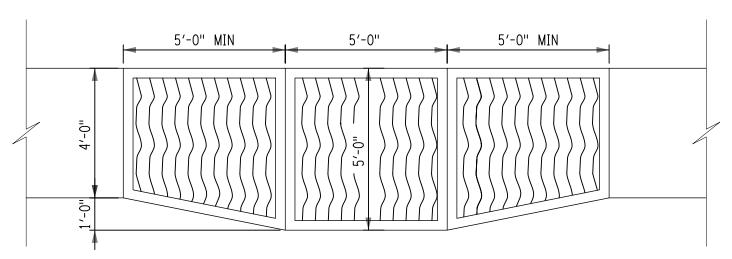
- 1. THE MINIMUM WIDTH OF A CURB RAMP SHALL BE 4'-0".
- 2. THE GRADE (RUNNING SLOPE) OF A CURB RAMP SHALL BE A MINIMUM OF 13%. THE GRADE FOR DESIGN AND LAYOUT SHALL BE A MAXIMUM OF 7.5%. THE GRADE FOR ADA ACCESSIBILITY AND WORK ACCEPTANCE SHALL BE A MAXIMUM OF 8.3%.
- 3. WHERE EXISTING CONDITIONS DO NOT ALLOW THE CONSTRUCTION OF A CURB RAMP WITH A GRADE (RUNNING SLOPE) OF 8.3% OR LESS, THE RAMP LENGTH SHALL NOT BE REQUIRED TO EXCEED 15'-1" FOR DESIGN AND FIELD LAYOUT. THE RAMP LENGTH SHALL NOT BE REQUIRED TO EXCEED 15'-0" FOR WORK ACCEPTANCE.
- 4. THE CROSS SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS POSSIBLE AND STILL PROVIDE POSITIVE DRAINAGE. THE CROSS SLOPE OF A CURB RAMP SHALL BE 1.5% MAXIMUM FOR DESIGN AND LAYOUT, AND 2% MAXIMUM FOR WORK ACCEPTANCE. SEE NOTE 12 FOR EXCEPTIONS. WHERE THE EXISTING ROADWAY GRADE EXCEEDS 2%, THE CURB RAMP MAY BE WARPED ACCORDING TO THE DETAIL ON SHEET 8 OF 9 TO TIE INTO THE DROP CURB.
- 5. RAMP SIDE OPTIONS ARE DETAILED ON SHEET 3 OF 9 FOR USE WITHIN THE BUFFER ZONE. 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. THE SLOPE OF FLARED SIDES IS MEASURED PARALLEL TO
- 6. THE BACKSIDE OF A PARALLEL RAMP SHOULD BE GRADED TO A MAXIMUM SLOPE OF 25% TO MATCH EXISTING TERRAIN, UNLESS OTHERWISE SHOWN IN THE CONTRACT DOCUMENTS. WHERE GRADING IS NOT FEASIBLE DUE TO LIMITED ROW OR PHYSICAL CONSTRAINTS, A BACK CURB MAY BE INSTALLED. SEE DETAILS ON SHEET 3 OF 9 AND SHEET 9 OF 9.
- DEPARTMENT PREFERENCE IS TO INSTALL TWO CURB RAMPS AT A STREET CORNER THAT SERVES BOTH CROSSINGS, WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT TWO CURB RAMPS FROM BEING INSTALLED AT A STREET CORNER THAT SERVES BOTH CROSSINGS. A SINGLE DIAGONAL CURB RAMP WILL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET

TURNING SPACE AND CLEAR SPACE NOTES:

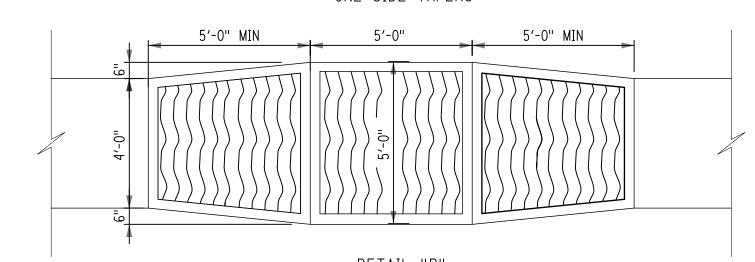
- 8. WHERE A CHANGE IN DIRECTION IS REQUIRED TO UTILIZE A CURB RAMP, A TURNING SPACE SHALL BE PROVIDED AT THE BASE OR THE TOP OF CURB RAMP AS APPLICABLE. TURNING SPACES SHALL BE PERMITTED TO OVERLAP CLEAR SPACES.
- 9. WHERE THERE ARE NO VERTICAL CONSTRAINTS AT THE BACK OF SIDEWALK, (E.G. VERTICAL CURB, BUILDINGS, FENCES) THE TURNING SPACE DIMENSIONS SHALL BE 4'-0" x 4'-0" MINIMUM. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK. THE TURNING SPACE SHALL 4'-0" x 5'-0" MINIMUM. THE 5'-0" DIMENSION SHALL BE PROVIDED PERPENDICULAR TO THE CONSTRAINT.
- 10. TURNING SPACES SHALL NOT BE DESIGNED WITH CROSS SLOPE GREATER THAN 1.5%. IN ANY DIRECTION, WHILE PROVIDING POSITIVE DRAINAGE. THE MAXIMUM CROSS SLOPE FOR WORK ACCEPTANCE IS 2.0%. A NONSTANDARD FEATURE JUSTIFICATION IS REQUIRED WHERE TURNING SPACES EXCEED 2.0% IN ANT DIRECTION.
- 11. BEYOND THE BOTTOM GRADE BREAK, 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.

DETECTABLE WARNING NOTES:

- 12. DETECTABLE WARNING SURFACES SHALL BE PROVIDED AT THE FOLLOWING LOCATIONS ON
 - CURB RAMPS ARE BLENDED TRANSITIONS AT PEDESTRIAN STREET CROSSINGS. PEDESTRIAN REFUGE ISLANDS (WHERE THE LENGTH OF THE PEDESTRIAN ACCESS ROUTE ACROSS THE REFUGE ISLAND IS GREATER THAN OR EQUAL TO 6 FEET).
- PEDESTRIAN AT-GRADE RAIL CROSSINGS NOT LOCATED WITHIN A STREET OR HIGHWAY. 13. DETECTABLE WARNING SURFACES SHALL BE PROVIDED WHERE THE PEDESTRIAN ACCESS ROUTE CROSSES DRIVEWAYS WITH SIGNAL, YIELD OR STOP CONTROL, DETECTABLE WARNING SURFACES SHALL NOT BE PROVIDED AT CROSSINGS OF UNCONTROLLED DRIVEWAY APRONS
- 14. SOME DETECTABLE WARNING PRODUCTS REQUIRE A CONCRETE BORDER FOR PROPER INSTALLATION. IF REQUIRED, THE BORDER SHALL NOT EXCEED 2". WHERE THE BACK OF CURB EDGE IS TOOLED TO PROVIDE A RADIUS. THE BORDER DIMENSION SHALL BE MEASURED FROM THE INSIDE EDGE OF THE CURB RADIUS.
- 15. THE DETAILS PROVIDED ARE NOT DRAWN TO SCALE. THE QUANTITY OF DOMES DEPICTED ON THE DETECTABLE WARNING UNIT IS FOR ILLUSTRATION ONLY. THE SIZE OF THE DETECTABLE WARNING FIELD SHALL BE 24" MINIMUM IN THE DIRECTION OF TRAVEL AND SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE, EXCLUDING ANY FLARED SIDES. THE WIDTH OF THE DETECTABLE WARNING FIELD INCLUDES A CONCRETE
- 16. ON SLOPES OF 13% OR GREATER, THE ROWS OF DOMES SHALL BE ALIGNED TO BE PERPENDICULAR OR RADIAL TO THE LOWER GRADE BREAK ON THE RAMP RUN. WHERE DOMES ARE ARRAYED RADIALLY THEY MAY DIFFER IN DOME DIAMETER AND CENTER-TO-CENTER SPACING WITHIN THE RANGES SPECIFIED ON SHEET 2. ON SLOPES LESS THAN 5% DOME ORIENTATION IS LESS CRITICAL AND MAY DIFFER FROM PERPENDICULAR OR RADIAL ALIGNMENT TO THE GRADE BREAK
- 17. THE DETECTABLE WARNING FIELD SHALL BE THE COLOR SPECIFIED IN THE CONTRACT DOCUMENTS OR MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS. DETECTABLE WARNING SURFACES SHALL CONSIST VISUALLY WITH ADJACENT GUTTER. STREET OR HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON-DARK OR



ACCESSIBLE PASSING SPACE TRANSITION



ACCESSIBLE PASSING SPACE TRANSITION BOTH SIDES TAPER

DESIGN ELEMENT TOLER	ANCES	
ELEMENT	DESIGN AND FIELD LAYOUT LIMIT	LIMIT FOR WORK ACCEPTANCE
SIDEWALK CROSS SLOPE - SEE NOTE 12	1.5% MAX.	2.0% MAX.
SIDEWALK GRADE (RUNNING SLOPE) - SEE NOTE 11	4.5% MAX.	5.0% MAX.
CURB RAMP GRADE (RUNNING SLOPE) - SEE NOTE 21	7.5% MAX.	8.3% MAX.
BLENDED TRANSITION GRADE (RUNNING SLOPE) - SEE NOTE 7	4.5% MAX.	5.0% MAX.

ALL VALUES SHOWN ON THE 608-01 STANDARD SHEETS REFER TO DESIGN AND FIELD LAYOUT LIMITS.

FOR ADDITIONAL REQUIREMENTS AND TOLERANCES, SEE "CRITICAL ELEMENTS FOR THE DESIGN, LAYOUT, AND CONSTRUCTION OF PEDESTRIAN FACILITIES" AVAILABLE ON THE NYSDOT HIGHWAY DESIGN MANUAL

NOTE: ALL CONCRETE CURB RAMPS SHALL BE PAID FOR UNDER ITEM 2A. DETECTABLE WARNING SURFACES SHALL BE PAID FOR UNDER ITEM 2B.

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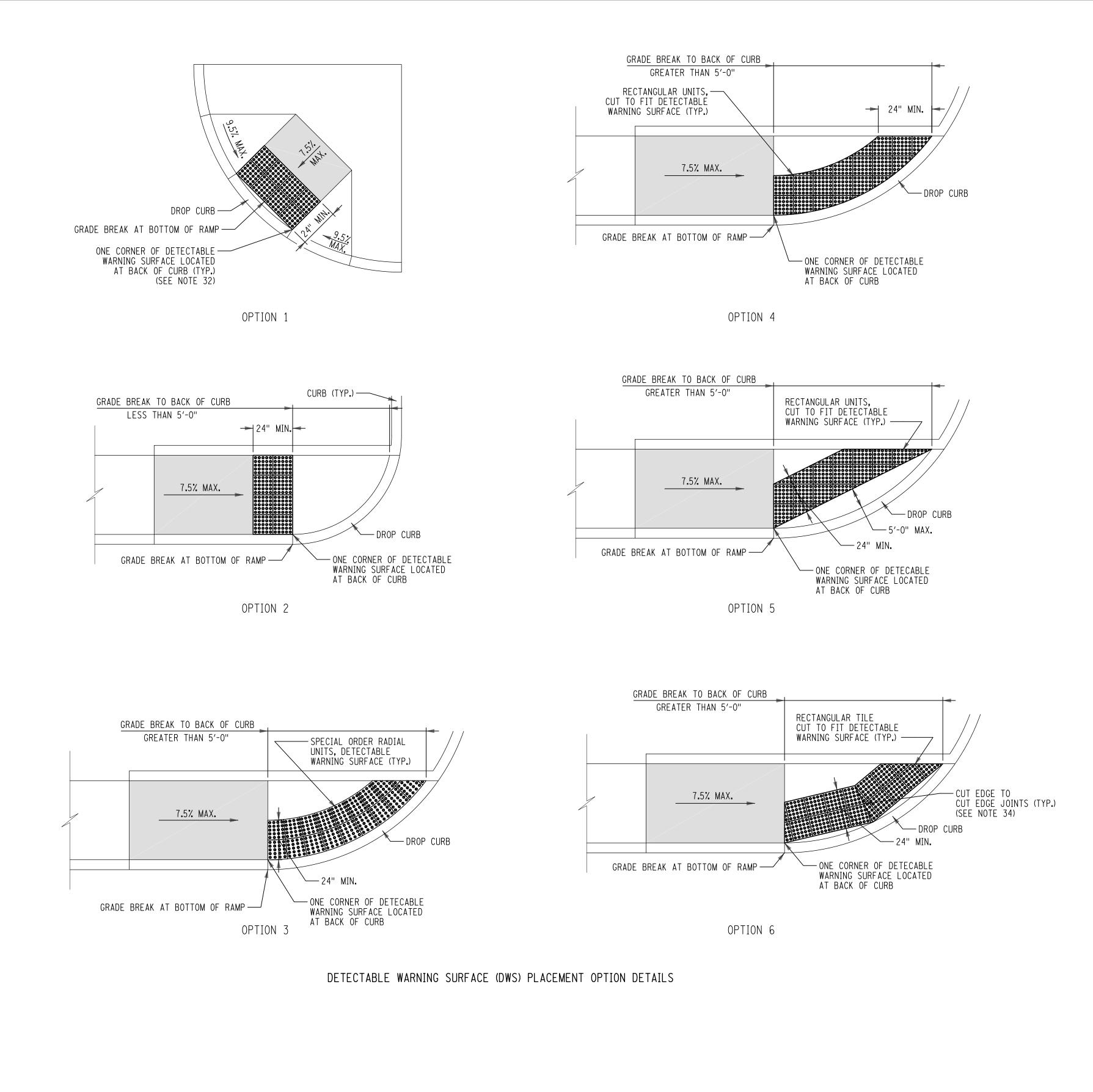
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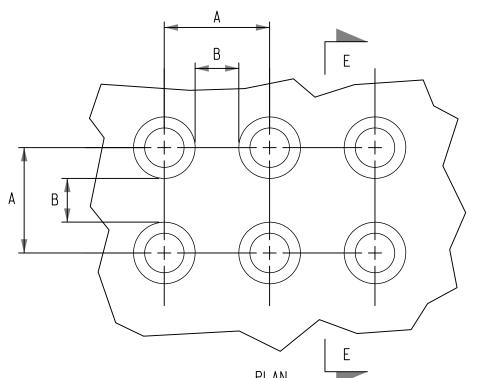
SIDEWALK RAMP DETAILS - 1

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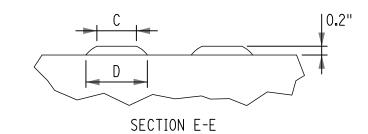
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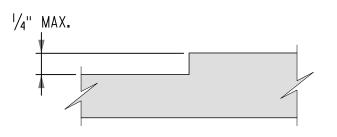


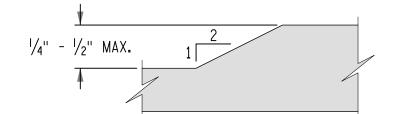


TRUNCATED DOME DIMENSIONS			
DIM.	MIN. (IN)	MAX. (IN)	
Α	1.6"	2.4"	
В	0.65"	1 . 5"	
С	50% - 65%	OF D DIM.	
D	0.9"	1.4"	



DETECTABLE WARNING SURFACE (DWS) TRUNCATED DOME DETAILS



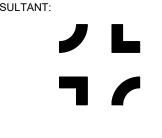


VERTICAL SURFACE DISCONTINUITIES SEE NOTE 6 ON SHEET 1 OF 9

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SIDEWALK RAMP DETAILS - 2

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RD-2

SHEET: 5 OF 13

