



Date: \_\_\_\_\_

Location:

Town of:  Hempstead  Oyster Bay City of:  Long Beach  Glen Cove Village of: \_\_\_\_\_  
 North Hempstead

**THE PLAN SUBMITTED FOR THE ABOVE LOCATION UNDER SECTION 239F OF THE GENERAL MUNICIPAL LAW IS BEING RETURNED WITHOUT APPROVAL FOR THE FOLLOWING REASON(S) INDICATED AS FOLLOWS:**

- Dimensional size for use of curb cut(s) on plan is:
  - NOT 13 – 18 feet for residential  NOT 20 feet for One-Way use only
  - NOT 30 – 40 feet for Two-Way traffic  NOT INDICATED
- Closure of existing curb cut(s) and restoration of same, not included on site plans.
- Curb cut(s) are not a minimum of 3 – 5 feet from adjacent property line. New Structure(s) 5 feet.
- Installation of Nassau County One-Way direction signs *when using One-Way dimensional curb cuts* not included.
- Show Regulatory Signs and/or Turn Restrictions and/or Parking Restrictions on Site Plans and their correct placement / installation as per the "National Manual On Uniform Traffic Control Devices" (MUTCD) and the "New York State Supplement." Have signs ordinance by local municipality.
- All Utilities within Nassau County's Right-of-Way not shown.
- 3 foot separation of utilities from driveway / apron not provided. DETAILS: \_\_\_\_\_
- Installation of all Pavement Markings, Stop Bars, Double Yellow Barrier Line, Arrows at curb returns not shown.
- Parking Restrictions / Parking Meters (if applicable) not shown.
- Applicant must include as a General Note on Plans:
  - County Permit is required to construct curbs / sidewalks.
  - Replace all non-approved curb cuts with Standard County curb (Type C), repair all depressed, cracked or missing sidewalks, curb(s), and all non ADA compliant ramps.
  - Refurbish all Pavement Markings that have been removed / damaged during construction, (including but not limited to edge lines, hatching, etc.) according to Nassau County Specification.
  - Use of Regulatory Signs and/or Turn Restrictions and/or Parking Restrictions on Site Plans shall be placed / installed according to the latest "National Manual On Uniform Traffic Control Devices" (MUTCD) and the "New York State Supplement," *and shall be Ordinance by the respective Town/Village/City.*
  - If Nassau County has signs that have been removed / damaged during construction, (including but not limited to regulatory signs, warning signs, etc.) they shall be installed / replaced according to Nassau County Specification.
  - If any Nassau County traffic equipment at the location, (including but not limited to traffic signals, pedestrian signal equipment, traffic loop wire detection, traffic pullboxes, traffic signal system interconnect, etc.), is damaged in any way during construction, it shall be repaired / replaced according to Nassau County Specification. All work shall be performed by a Nassau County Approved Traffic Signal Contractor. The Contractor shall notify *Sheila M. Dukacz of the Nassau County Signal Management Section at 516-572-0465 ext. 20958* before any work begins.
  - The Contractor shall regrade any Nassau County traffic signal pullbox covers in the work area using suitable brick and mortar. The Contractor shall leave the inside bottom of all pullboxes clean and free of debris left from his operations. The tops of the covers shall be left clean and free of concrete. If any pullbox work is required, the Contractor must notify *Sheila M. Dukacz of the Nassau County Signal Management Section at 516-572-0465 ext. 20958* in advance of the work.
  - The Contractor shall have the Nassau County traffic loop replaced that is scheduled to be damaged during construction. The Contractor must have an approved Traffic Signal Contractor place the signal in recall operation in advance of the work that will damage the loop detector. The new loop must be replaced immediately by an approved Traffic Signal Contractor after the area is restored. The size and placement of the new loop will be determined by Nassau County.
  - Prior to construction, a mark-out shall be made for all underground utilities, including but not limited to underground traffic signal equipment.
- Applicant must show on Plans:
  - Section, Block, Lot (SBL)  Distance from nearest cross street  North Arrow
  - Adequacy of traffic circulation within site (360 Degree Rotation)  Show attached Detail Sheet(s) (see attached)
  - Appropriate scale of 1:\_\_\_\_\_  Other: \_\_\_\_\_
- A Pavement Marking Plan shall be submitted, with next submittal, depicting changes to the existing pavement markings. Roadway(s) Location: \_\_\_\_\_
- The current Site Plan Does Not show / indicate a *No Left Turn* sign at the driveway location. The *No Left Turn* signs exiting the property shall be properly installed as per the MUTCD and NYS Supplement. The signs, when properly installed, are to be installed at the *Near Right and Far Left* positions to the drivers' field of view.
- Plan borders / fronts a roadway under the jurisdiction of New York State. \_\_\_\_\_  
It is advised that plans be forwarded to the NYSDOT Regional Office for review prior to the issuance of any future permits. **NO FURTHER ACTION IS REQUIRED BY THIS UNIT AT THIS TIME.**
- Other / Additional Reasons for Non-Approval: \_\_\_\_\_

- TRAFFIC REQUIREMENTS CONDITIONALLY APPROVED PENDING COMPLIANCE WITH COMMENTS NOTED:
  - Above / on reverse side  Attached (No. of Sheets: \_\_\_\_\_)  On plan dated \_\_\_\_\_

ALL WORK WITHIN THE NASSAU COUNTY RIGHT-OF-WAY SHALL CONFORM TO CURRENT NASSAU COUNTY DEPARTMENT OF PUBLIC WORKS STANDARD SPECIFICATIONS AND DETAIL SHEETS FOR CIVIL ENGINEERING AND SITE DEVELOPMENT CONSTRUCTION

## **Traffic Engineering 239f Review Help and Guidance**

NOTE: This document may be revised and modified as necessary. The “engineer” is the Applicant’s engineer.

### **1. Review process:**

- a. Construction documents:
  - i. 239 site plans are the site plans that are to be used for construction. Plans may not be marked “Not for Construction”, or similar. Site plans that are not the actual construction documents will be returned for revisions.
  - ii. An existing condition is not a guarantee of the approval of that condition for the proposed site plan.
  - iii. Applicant needs to indicate the use of the property. Residential vs. commercial. Commercial properties must provide all site facts such as ultimate use (if known), parcel and building size, number of units, parking calculations, etc.
  - iv. If the applicant or applicant’s engineer needs any records, property records, deed searches, signal or pavement marking plans, etc. in order to adequately prepare the site plans then a FOIL request should be made to the County and those necessary items obtained prior to site plan development.
  - v. Traffic Engineering prefers plans in engineers scale, not architects scale.
  - vi. The legend must be complete.
  - vii. There will be no contact between the applicant and Traffic Engineering. All contact is between the engineer and Traffic Engineering. Site plans must include contact information for the engineer.
  - viii. Submittals must include one plan sheet showing the entire site development, even if it includes multiple parcels.
  - ix. If any part of a parcel is being touched, the entire parcel must be brought into compliance as detailed below.
  - x. Each plan sheet must be stamped and signed by a NYS registered architect, licensed land surveyor or professional engineer.
- b. Subdivision vs. 239 review:

Periodically, properties are subdivided before they are developed or redeveloped. Traffic Engineering reviews subdivision applications for traffic impacts. The review at the subdivision phase is a cursory review focused on regional impacts. Following each Traffic Engineering subdivision review, a memo is prepared from Traffic Engineering to the Planning Commission indicating that a more in depth analysis will be performed during subsequent site plan reviews, including 239 reviews. 239 reviews focus on the specific actions being undertaken and the development’s impacts. Traffic Engineering reserves the right to provide comments during both review processes.
- c. Preliminary reviews:

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Due to the enormous volume of submissions and the complexity and time it takes to review, Traffic Engineering cannot perform preliminary reviews of any application prior to initial 239 submission. However, following initial submission, Traffic Engineering may request to review modifications to the site plan prior to formal resubmission. The decision to review any site plan or site plan modification prior to official submissions rests solely with the Traffic Engineering Unit.

### **2. Status of development:**

According to the law, qualifying site plans must be submitted to the County for approval prior to issuance of a building permit. Any site plan submitted during construction is in violation of this law. Compliance with applicable standards, specifications and regulations can become more difficult to achieve if construction is already underway.

### **3. Compliance with MUTCD, NYS Supplement, ADA Guidelines and AASHTO:**

All site plans must be in full compliance with all applicable rules, regulations, guidance and laws. Every single feature on a site plan must conform to the current MUTCD, NYS Supplement, ADA Guidelines and AASHTO. Any plan submitted with non-compliant features may be returned for revisions.

### **4. Compliance with County Standards, Green Book:**

Nassau County maintains a book of guidance and standards that are to be adhered to when developing site plans. Applicants should be sure that their initial submission meets all County Standards. It is the responsibility of the applicant to obtain the County Standards and details prior to site plan submission.

### **5. NYSDOT Review:**

All site plans that are on any NYS roadway, Service Roads, or abut any NYS facility or infrastructure must be sent to NYSDOT for site plan review and concurrence prior to 239 submittal. In addition, if any NYS facilities are evaluated in the TIS, the TIS and site plan must be sent to NYSDOT for review prior to 239 submittal. All NYSDOT comments must be addressed to the satisfaction of NYSDOT prior to County approval of the site plan.

### **6. Traffic Impact Studies:**

- a. Traffic Engineering reserves the right to request a Traffic Impact Study (TIS) for any site plan submitted through the 239 process.
- b. Applicants shall revise the TIS and incorporate any additional information and analyses requested by the County.
- c. The TIS must be current and up-to-date. Traffic Engineering may request a new TIS or supplements to the TIS with new and updated data and analyses, to the satisfaction of Traffic Engineering.
- d. Mitigation measures included in the TIS shall specifically identify any necessary signal timing or phasing modifications and state exactly how the timing should be modified.

### **7. Surety Bonds:**

For sites that have the potential to impact traffic operations, Traffic Engineering may require the applicant to provide a Surety Bond, in an amount to be

## Traffic Engineering 239f Review Help and Guidance

negotiated, to be used should the applicant fail to mitigate any impacts created by the development. Draft Surety Bond language is located at the end of this document. Upon initial submission of an application that will require a surety bond, the applicant's engineer will be contacted and the Surety Bond will be negotiated. The final negotiated language will be added to the plans as a note. The applicant will be required to post the bond upon application for a Nassau County Road Opening Permit.

### **8. Pedestrian Ramps and Sidewalks:**

- a. Applicants are responsible for bringing all of the site and site frontage into compliance with the ADA. Features must conform to ADA in effect at the time of construction. If new ADA requirements go into effect after 239 approval but before the pedestrian features are constructed then the applicant must construct to the new ADA regulations.
- b. If the site abuts an intersection, the entire intersection must be brought into ADA compliance including all pedestrian ramps and crosswalks. The applicant is not only responsible for the corner that is adjacent to the property.
- c. If the development will generate pedestrian traffic, the County expects the applicant to provide safe pedestrian connections.
- d. If parking is provided off site or on another parcel, adequate pedestrian connections must be provided to the site and shown on the plan.
- e. If patrons or workers access the site via mass transit, safe and adequate pedestrian connections must be provided.
- f. If there are no sidewalks under the current condition then the applicant must install sidewalk, even if adjacent properties do not have sidewalks.
- g. No feature is allowed in the slope of a pedestrian ramp. Traffic signal pullboxes or the like may be situated in the flat areas only. No features may be situated in the truncated dome.
- h. In some cases land may have to be dedicated to Nassau County to make ramps ADA compliant. The engineer must clearly identify areas of dedication.

### **9. Traffic signal work and equipment:**

- a. The applicant is required to perform traffic signal warrant analyses for any unsignalized location impacted by the proposed development for which the engineer advises that a traffic signal may be necessary, or as directed by the County. This also includes analyses for left turn arrows or any other phasing modifications. Prior to initial submission, it is the responsibility of the engineer to advise the applicant as to the need for such analyses. If the applicant is pursuing a traffic signal, the initial submission must include the warrant analysis and justification, utilizing the County's process and warrant forms, and a traffic signal plan. The documentation will be reviewed by Traffic Engineering for acceptance.
- b. Any plan that includes traffic signal work must evaluate the installation of Accessible Pedestrian Signals (APS) utilizing Traffic Engineering's flow charts and evaluation tool. If APS installation is found to be feasible, APS

## **Traffic Engineering 239f Review Help and Guidance**

must be included in the signal design, in conformance with PROWAG guidance.

- c. If work is performed on any part of the signal, not including regrading or relocation of pullboxes, the applicant will be responsible to bring the entire signal up to current standards.
- d. Work to bring pedestrian ramps into ADA compliance may trigger the need for traffic signal work, and any such work shall be performed by the applicant.
- e. Where a signalized intersection is adjacent to the site, the County may require an easement or dedication for future traffic signal work.
- f. Upon 239 approval, the applicant must submit 5 full size copies of each Traffic Signal plan sheet, signed and stamped by the engineer, with County signature block.

### **10. Type of curb cut – Apron vs. Curb Return:**

- a. A driveway apron is generally appropriate for small commercial and residential developments. Curb returns are appropriate for many other instances. The type selected should be based on location and volume of traffic. It is the responsibility of the applicant's engineer to advise the applicant of the appropriate type of curb cut. Traffic Engineering reserves the right to direct the engineer as to which type to use.
- b. Curb returns must be designed to provide adequate pedestrian crossings.
- c. Curb cuts are not allowed within any corner radius, and must be at least 5 feet from the beginning of the curb radius.

### **11. Sight Lines and Sight Distance:**

Site plans must meet AASHTO and any other applicable sight distance and sight line guidelines. Sight lines and distances must be depicted on a plan sheet, showing available distances for all lines into and out of the site. AASHTO guidelines shall be provided to indicate if the conditions are met or deficient. Site plans with deficient sight distances may be returned for revisions.

### **12. Autoturn:**

- a. All site plans must contain a plan sheet showing autoturn for all movements into and out of the site using an adequate size vehicle. All turns must be safe and may not come into conflict with any other movements.
- b. Sites must provide for adequate storage of delivery vehicles on the site, as well as accessibility into and out of the site without blocking or obstructing any roadway or sidewalk for any period of time.

### **13. Turn restrictions:**

It is the responsibility of the applicant's engineer to identify and propose appropriate turning restrictions into and out of the site. The County reserves the right to request the implementation of any turning restriction into and out of the site. An existing condition is not a guarantee of the approval of that condition for the proposed site plan. Gap analyses may be provided to assert the safety of proposed turning movements. All analyses must be provided upon initial

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submission of the 239. Upon review of the initial submission, Traffic Engineering will review the documentation and issue a final determination.

### **14. Pavement markings and Signs: The following paragraph applies for existing and proposed pavement markings and signs:**

- a. Plans must show all pavement markings and signs along the site frontage.
- b. Show pavement markings for the entire width of the roadway and the curb lines for the opposite side of the street.
- c. Driveways along the opposite side of the street must be shown.
- d. Ownership of the signs must be provided under each sign.
- e. Upon 239 approval, the applicant must submit 5 full size copies of each pavement marking plan sheet, signed and stamped by the engineer, with County signature block.

### **15. Cross access:**

- a. If the site plan includes multiple lots, a cross-access agreement, deed restriction, or covenant indicating the allowance of cross-access in perpetuity must be provided with the initial 239 submission, even if all the lots are currently under single ownership.
- b. To the greatest extent possible, the County wishes to try and limit the number of curb cuts onto County roads. The applicant should make every effort to explore cross access scenarios and to utilize existing curb cuts.
- c. Agreements must be provided for any work being proposed on any property adjacent to the site.

### **16. Fire marshal:**

It is the responsibility of the engineer and applicant to provide for any Fire Marshal requirements. These requirements must also conform to all requirements listed in this document.

**Traffic Engineering 239f Review Help and Guidance**

DRAFT SURETY BOND LANGUAGE

If any of the conditions presented in the Traffic Impact Analysis for the \_\_\_\_\_ development at Section \_\_, Block \_\_, Lot \_\_-GML 239F N.C. Application Log #\_\_\_\_ including any supplements (the “TIA”), change or are modified between the date of approval of the application and the build year, the owner \_\_\_\_\_ with offices at \_\_\_\_\_, (the “Applicant”) shall prepare a new TIA for review by Nassau County. These changes or modifications shall be included and represented in the no-build estimates and the transportation network in the TIA. Such changes or modifications, whether implemented by the County or by another developer or municipality, include, but may not be limited to changes in roadway or intersection configuration, additions of, or modifications to traffic control devices, changes to the roadway network in the TIA, changes to the County transit network that impact the development, or changes to the Applicant’s construction phasing or construction timeframe.

Applicant agrees to perform a Supplementary Traffic Impact Analysis (the “STIA”) in the \_\_\_\_\_ month following the day that the development related to this application is first occupied by tenants (the “\_\_\_\_\_ Month Anniversary”). The STIA shall quantify and evaluate the conditions at the \_\_\_\_\_ Month Anniversary for all locations and facilities included in the TIA and shall compare it to the build year forecasts estimated in the TIA. The traffic counts collected in the STIA shall be decreased by the background growth rate used in the TIA in order to adjust them back to the build year forecasts, thereby compensating for any non-project related growth during the \_\_\_\_\_ month period following the opening. Any discrepancies, anomalies, differences or unidentified impacts between the STIA conditions and the build conditions in the TIA as a direct result of Application #\_\_\_\_\_ shall be documented, and mitigation measures shall be developed and included in the STIA to the satisfaction of the County. Any such mitigation measures presented in the STIA and required by the County shall be performed at the expense of the Applicant.

The Applicant shall submit to the County a surety bond in the amount of \$\_\_\_\_\_.00 (equal to \$1 per square foot of approximate planned floor area) for the purpose of implementing any such mitigation measures presented in the STIA and required by the County. Should there be mitigation measures required by the County in the STIA; the Applicant shall implement said mitigation measures at the Applicant’s sole expense. Should the Applicant fail to satisfactorily complete said required mitigation, the County shall utilize the surety bond to implement the mitigation measures. In the event that no mitigation is required, the County shall release the surety bond to the Applicant following County acceptance and approval, in writing, of the STIA.

## TRAFFIC AND SAFETY

### General

The applicant should include in his submission, a site plan showing the land use and street system in the immediate vicinity of the proposed facility. This plan should include all site property owned by the applicant showing proposed facilities or existing facilities which are to be retained. This requirement would be limited to large apartment complexes, office buildings, shopping centers, industrial developments and any other large traffic generators. The applicant should make note of any other proposed large traffic generators in the immediate vicinity which could affect the placement of curb cuts.

### 1. Driveways

#### A. Number

Except in unusual cases, no more than two driveways are permitted on an abutting County road.

#### B. Type

There are two types of driveways; standard driveways, and curb return driveways (Similar to a side street).

The standard driveway is constructed in such a way that the sidewalk continues across the driveway. The sidewalk is usually warped slightly to conform to the contour of the driveway and is 6 inches higher than the pavement gutter line where there is usually a drop or flush curb. Standard driveways are used for low volume and are the most common type (See Figure 1).

A curb return driveway is not crossed by a sidewalk. It is delineated by a curb return whereby the elevation of the driveway is nearly the same as the pavement gutter line. A Nassau County Standard Handicapped Ramp will be installed in each curb return to facilitate pedestrian crossing. Flush driveways are designed to accommodate higher volumes of traffic which occur at shopping centers (See Figure 2).



## 1. Driveways (cont'd)

### C. Width

The width of each driveway opening depends upon existing conditions and thus no exact dimensions are specified. However, widths should conform as closely as possible to the range of values tabulated below:

	Width in Feet	
	Minimum	Maximum
Residential	13	20
Commercial One Way	20	30
Commercial Two Way	30	40

### D. Location

Driveways should be at least five (5) feet from the nearest property line to provide separation of driveways between adjacent property owners. Driveways should also be at least three (3) feet from the nearest utility pole. Driveways should also be at least five (5) feet from the beginning of the curb radius at an intersection. In no case can part of a curb cut be located in the corner radius.

If there is a cross street opposite a site, then one driveway should line up with the cross street. This is essential if the intersection is or will be controlled by a traffic signal. (See Figure 3-6 for examples).

### E. Radii Requirements

1. For driveway (intersection) requiring signalization - 30 feet.
2. For an unsignalized intersection - 20 feet.

### F. Sight Distance

Structures, walls, landscaping, fences, etc. should be located so as to develop the best practical sight distance for exiting traffic.

## II. Parking Area

### A. Spaces

The number of spaces required for a site is determined by the local municipality. Except in the case of a residence, the parking area must be designed to eliminate the possibility of a vehicle backing out onto the abutting County roadway. All parking spaces for a site must be accessible within the site from the driveway entered. Using public streets for internal circulation is prohibited.

### B. Delineation

Parking areas located next to the sidewalk must be separated by a physical barrier designed to prevent a parked vehicle from encroaching on the sidewalk area. The accepted method of separation is concrete curb, two types of which are used:

1. Standard County curb poured in place for new sites.
2. Precast bolted in place for sites where a paved parking area already exists.

The curb is placed 1' back of the property line when vehicles are parked parallel and 3' from property line when vehicles are parked perpendicularly, or angular to the County road.

### c. Turn Arounds

When only one access point is provided to a site, sufficient maneuvering area for a turnaround within the parking lot area must be provided.

## III. Multi-Level Parking Structures

### A. Ramps

For sites where more than one level of parking is proposed, each of the levels must be interconnected.

within the site so that drivers who do not find a parking space on one level will be able to proceed to another level without using the adjacent streets to circulate.

#### B. Ramp Grades

Where ramps are located to the property line, plans must provide a 20 foot level area behind the sidewalk. The purpose of this level area is to provide a place for a car coming up or down a ramp toward the sidewalk to come to a stop on a level area without encroaching on the sidewalk. Maximum grades on the ramp proper should be limited to 5% in the case of a ramp open to the weather and 10% in the case of a covered ramp. (See Figure 12)

#### C. Ramp Widths

Ramps that carry two-way traffic should be wide enough to permit opposing vehicles to pass on the ramp with a minimum of friction and to make any turns required at the end of the ramp without encroaching on opposing traffic. The minimum clear width between ramp walls is 24 feet for two-way traffic and 16 feet for one-way ramps. A 18" to 24" wide, 6" high concrete buffer should be placed adjacent to each wall to prevent vehicles from scraping the walls. (See Figure 12)

### IV. Drive-In Facilities

All drive-in facilities such as car wash operations, drive-in banks, etc. should provide enough capacity so that a vehicular length of five to seven cars can be accommodated without spilling over onto a County road. Also, a bypass lane must be provided for vehicles not desiring to use the drive-up facility or wishing to park.

### V. Traffic Signals

#### A. Installation of New Signals

If the County determines that a traffic signal is required to provide safe ingress and egress movements

to a particular facility, the owner or developer must bear the cost of such installation. Any traffic signal installation must be constructed in accordance with Nassau County specifications and must be approved by the County and inspected while under construction by County personnel. Upon acceptance by the County, ownership and maintenance of the signal becomes the responsibility of the County. In developing new signal plans, questions should be referred to the Traffic Engineering Division at (516) 535-4126

#### B. Modifying Existing Signals

A site plan may require that an existing traffic signal be modified. An example of this would be a driveway located opposite the leg of a signalized "T" intersection. Typical modifications involve relocating detectors. If the County determines that any modifications are required, the owner or developer will be required to make such modifications at his expense, following procedures similar to those noted above.

#### VI. Tree Removal

When site work requires that trees within the County right-of-way be removed, such must be approved by the County. If the tree is less than 3 inches in diameter or if the tree is dead and constitutes a hazard, the County may remove the tree, otherwise the owner must perform the work at his own expense.

#### VII. Construction Details

Details regarding the installation of sidewalks, curbs, drainage structures, etc. are explained in the set of standard sheets for the construction of highways and bridges which can be obtained from the Department of Public Works. Handicapped ramp standards may also be obtained from the Department.

During construction, all work shall be done in such a manner, so as to keep the sidewalk and roadway free of any hazards or obstructions. If a sidewalk area must be

into them or out of them on to County roads where considerable pedestrians use the sidewalk or where the annual daily traffic exceeds 10,000 vehicles. To determine the number of vehicles using a specific County road, a traffic flow map is available. This map can be obtained from the Traffic Engineering Division, Department of Public Works, Mineola, New York 11501.

## XI. Traffic Maintenance and Protection

All work performed by the applicant shall be so planned as to cause a minimum of delay and inconvenience to vehicular traffic. The Commissioner may require roadway work to be done in off-peak hours on weekdays or on Saturdays and Sundays. The applicant shall install and maintain adequate barricades and protection around all his work while in progress in the form of flags, signs or suitable red and/or yellow typical standard lights, and watchmen shall be provided if warranted. Where the free movement of traffic is interfered with the applicant shall provide competent persons to manually direct or guide traffic by the use of light, flags, traffic cones, etc. The applicant shall place and maintain warning lights, flags or signs a minimum of 300 feet in advance on approaching any obstruction. All warning lights, flags, or signs shall be five (5) feet above road level in rural areas, and seven (7) feet in urban areas where parking is practiced. The Commissioner may require additional protection if he deems it to be warranted.

- A. The grade of driveways in areas where curbs do not exist or are not required shall be so constructed as to slope away from the roadway surface such a distance as to conform with the existing drainage line. The rate of slope shall conform to Nassau County standards. The drainage of highway ditches shall not be impeded and all drainage shall be subject to approval by the Commissioner. Driveways shall be designed to meet the grade of the transverse section of the highway at the property line, not at the edge of pavement. Particular attention should be given to the design on driveways to obviate the necessity for reconstruction where future widening of the

used, or if a roadway opening is necessary, a permit for the work must be obtained. The application for a permit must be accompanied by a detail plan showing how the pedestrian traffic will be protected and maintained when the existing sidewalk is closed.

## VIII. Permits

### A. Sidewalks

Permits for the installation or repair of sidewalk in an unincorporated area of a town must be obtained from the Nassau County Department of Public Works. For work within an incorporated village or city, the local municipality has jurisdiction.

### B. Curb and Curb Cuts

To install or repair curbs in an unincorporated area of a town, a permit must be obtained from Nassau County Department of Public Works, within an incorporated village or city the local municipality has jurisdiction. For the installation of curb cuts on any County road, a permit must be obtained from the County Department of Public Works.

### C. Tree Removal

The removal of a tree on most County roads requires a permit. As noted in Item VI, sometimes the County will perform the removal. If the tree lies within a city or village with a population greater than 3,000, then that city or village has jurisdiction.

## IX. Signing

All signing shall conform to Nassau County specifications and the Uniform Manual on Traffic Control Devices. Examples of typical signs required are shown in Figures 7-11.

## X. Overhead Doors

No access will be granted to overhead doors or loading Areas which require vehicles using these facilities to back

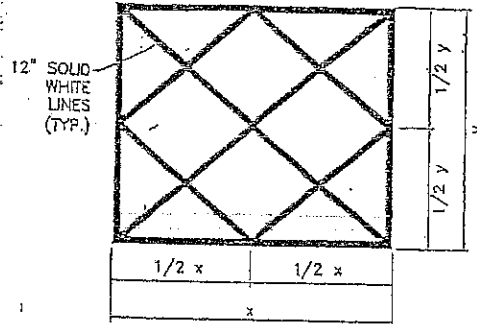
**NOTES:**

1. PAVEMENT MARKING ABBREVIATIONS SHOWN ON THIS DRAWING ARE AS FOLLOWS:

- SWEL - SOLID WHITE EDGE LINE, 4" WHITE
- SWLL - SOLID WHITE LANE LINE, 4" WHITE
- BWLL - BROKEN WHITE LANE LINE, 4" WHITE  
(10' LINE - 30' SPACE)
- DWLL - DOTTED WHITE LANE LINE, 4" WHITE  
(2' LINE - 6' SPACE)
- FYBL - FULL YELLOW BARRIER LINE, 4" YELLOW
- PYBL - PARTIAL YELLOW BARRIER LINE, FOR TWO-WAY  
LEFT TURN LANE, 4" YELLOW
- SYEL - SOLID YELLOW EDGE LINE, 4" YELLOW
- DYLL - DOTTED YELLOW LANE LINE, 4" YELLOW  
(2' LINE - 6' SPACE)
- SL - STOP LINE (12" UNLESS OTHERWISE SHOWN)
- YL - TRIANGLE PATTERN YIELD LINE
- HVCW - HIGH VISIBILITY CROSSWALK  
(12" LINES, 10' BARS @ 4' O.C., UNLESS  
OTHERWISE SHOWN)

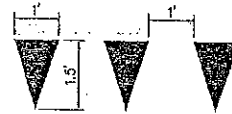
- SWHL - SOLID WHITE HATCH LINE (4" LINES @ 5' O.C. AT  
HYDRANTS & 10' O.C. IN AREAS OF PARKING  
RESTRICTIONS)
- SWCHL - SOLID WHITE CHANNELIZING LINE  
(SEE NOTE #11)
- SYHL - SOLID YELLOW HATCH LINE  
(12" LINES @ 10' O.C.)

2. THE WIDTH AND LAYOUT FOR EACH OF THESE MARKINGS SHALL CONFORM TO THE CURRENT STANDARD DETAILS UNLESS OTHERWISE SHOWN ON THIS DRAWING.
3. ALL LONG LINES AND HATCHING TO BE EPOXY MATERIAL, ITEM #442W & 442Y.
4. WORD MARKINGS AND CHARACTERS TO BE PREFORMED PAVEMENT MARKING TAPE, ITEM #443C.
5. ALL ARROWS TO BE PREFORMED MARKING TAPE, ITEM #443A.
6. ALL STOP LINES AND CROSSWALKS TO BE PREFORMED HIGH PERFORMANCE TAPE, ITEM #443W-12.
7. ALL GRIDLOCK LINES TO BE PREFORMED HIGH PERFORMANCE TAPE, ITEM #445W-12.
8. ALL REQUIRED 16" BARS TO BE PREFORMED HIGH PERFORMANCE TAPE, ITEM #445W-16.
9. ALL HATCH LINES TO BE PLACED AT A 45 DEGREE ANGLE TO THE ADJACENT TRAVEL LANE.
10. PAVEMENT MARKING SYMBOLS SHALL BE DESIGNED IN ACCORDANCE WITH THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE PROVISIONS OF THE NEW YORK STATE SUPPLEMENT TO THE NATIONAL MUTCD. ITEM #443.
11. PAVEMENT MARKINGS FOR TRAFFIC ISLANDS SHALL BE 8" SOLID WHITE EDGE LINES & 12" HATCH LINES @ 10' O.C. CURRENT STANDARD DETAILS UNLESS OTHERWISE SHOWN ON DESIGN DRAWINGS.



**GRIDLOCK BOX  
DETAIL "B"**

N.T.S.



**YIELD LINE DETAIL**  
NOT TO SCALE