
State University of New York **GPI** at Stony Brook North Entrance Road and John S. Toll Drive Roadway Improvements



Owner: State University of New York at Stony Brook

Project Location: Stony Brook, NY

The final design of this project will incorporate the recommendations of the schematic design report prepared by GPI and its design team, and advance the preferred alternatives for North Entrance Road and John S. Toll Drive into the design development and construction documents. The project improvements are being undertaken to enhance pedestrian and driver safety, as well as provide needed road rehabilitation to aging sections of the campus infrastructure. GPI and the design team will also provide construction administration services for the project during the Bidding and Construction Phase. These services will include assisting the University during the bid process and responding to perspective bidder's requests for information and plan interpretation. The GPI team will also review shop drawings and other project submittals during the Construction Phase and perform periodic site visits to monitor Contractor progress, evaluate adherence to contract specifications, and review Contractor payment requisitions.

GPI and its design team prepared a schematic design report in 2009 in which GPI studied numerous conceptual alternatives of improvement for each location. The conceptual alternatives evaluated were discussed at length with the University, and a preferred alternative for each location was ultimately selected for advancement into this, the Final Design and Construction Documents phase of the project.

This project is generally thought of as two specific project locations, those being:

North Entrance Roadway

The North Entrance Road (NER) is the northerly most entrance to the University and it connects County Road 97-Nicolls Road to the University's interior loop road currently known as Circle Road. Final design of this project is predominantly a roadway design project, which will require typical civil engineering design elements such as roadway widening, horizontal and vertical realignment, pavement rehabilitation, stormwater management, drainage design, utility coordination and design, roadway lighting, structural retaining wall design, and erosion control measures.

John S. Toll Drive

John S. Toll Drive is a two-lane roadway with a posted speed limit of 15 mph. This road provides predominately east-west vehicular circulation within and across the core of the campus. Since various buildings and parking lots are located on either side of John S. Toll Drive, the roadway is subjected to significant pedestrian crossing activity during various times of a typical school day.

The study of John S. Toll Drive was performed to determine the best method of minimizing or eliminating the conflicts between pedestrians and vehicles at the crossing between the Library and Student Union, a consistent and growing problem on campus. By consensus of University representatives, the preferred alternative to resolving the pedestrian-vehicle conflict at the Library/Student Union, and to move forward into final design, is the construction of a pedestrian mall area. The study also included the evaluation of the existing pavement along John S. Toll Drive for its entire length, and recommendations for its rehabilitation. The incorporation of a pedestrian mall along John S. Toll Drive effectively expands the core pedestrian space and this space should provide continuity to the adjacent Academic Mall and to the general design principles and language used for other pedestrian spaces.