



**CONTRACT #6240**

**DESIGN-BUILD SERVICES**

**FOR**

**LIRR EXPANSION PROJECT**

**FROM FLORAL PARK TO HICKSVILLE**

**CONFORMED DOCUMENTS**

**VOLUME 4**

**UTILITY REQUIREMENTS**

**December 27, 2017**

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## **VOLUME 4 - UTILITY REQUIREMENTS**

### **4.1 SCOPE**

This Volume 4 - Utility Requirements provides information on the Design-Builder's overall responsibilities as they relate to existing and/or new utilities, the manner in which utilities may be protected, relocated, upgraded, constructed or incorporated into the construction.

The Design-Builder's attention is directed to the fact that during the life of this Project the owners and operators of utilities may make changes to their facilities. These changes may be made by the utility employees or by contract within the Project limits of, or adjacent to, this Project and may involve temporary and/or permanent Work(s).

Potential utility conflicts shall be identified by the Design-Builder and brought to the attention of the Railroad and Utility Owners. Reference is made to the New York State Department of Transportation Highway Design Manual, and NYSDOT Standard Specifications and Construction Materials and all applicable NYSDOT Standards.

The Design-Builder shall abide by and fulfill the requirements related to utility facilities or systems included in the Contract Documents. See TP1.2 UTILITIES for Division of Work requirements.

Volume 4 applies to existing and proposed underground and overhead utilities.

The Design-Builder shall be responsible to verify all utility information provided and to coordinate with the utilities regarding any necessary modification to the Preliminary DB Utility Work Agreements (if provided) based on any new information and any further utility work required beyond that indicated in the Preliminary DB Utility Work Agreements (if provided).

If the Design-Builder's design requires additional utility relocations beyond those identified in the Preliminary DB Utility Work Agreements presented in Appendix C, it is the responsibility of the Design-Builder to suggest revised Preliminary DB Utility Work Agreements in coordination with the Utility Owners and submit the revised Preliminary DB Utility Work Agreements to the Railroad for approval.

### **4.2 GENERAL**

Utilities that may be affected by the Project and a potential disposition of those utilities are shown in Appendix A. The Design-Builder shall be responsible for resolving any and all utility conflicts that may arise on the Project, except as otherwise specified.

#### **4.2.1 Utility Coordination**

The Design-Builder shall coordinate its design and construction efforts with Utility Owners as set forth in Contract Documents. All design and construction work performed by the Design-Builder shall be coordinated with the Utility Owners, and shall be subject to the Preliminary DB Utility Work Agreements, utility standards and applicable provisions of the Contract Documents.

The Design-Builder shall notify the Railroad at least five working days in advance of each meeting with a Utility Owner's representative scheduled by the Design-Builder and shall allow the Railroad the opportunity to participate in each meeting. The Design-Builder shall also provide the Railroad with copies of all correspondence between the Design-Builder and any Utility Owner, within seven days after receipt or sending, as applicable.

#### **4.2.2 Utility Coordination Manager**

The Design-Builder shall utilize a single dedicated person responsible for managing all utility coordination. This person shall be referred to as the Utility Coordination Manager. The Design-Builder's Utility Coordination Manager shall be responsible for managing all utility coordination, including, but not limited to, the following:

- A) Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
- B) Identifying all existing utilities and coordinating any new utility installations.
- C) Reviewing Railroad prepared proposed utility permit application packages and commenting on each permit application as related to the Design-Builder's utility relocation drawings.
- D) Attending utility meetings, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
- E) Distributing all plans, conflict matrixes and changes that affect Utility Owners and making sure this information is properly coordinated.
- F) Coordinating the execution and performance of Work required for any utility Work needed within the Project.
- G) Preparing and coordinating the execution of Final DB Utility Work Agreements between the Design-Builder, Railroad, and Utility Owners.
- H) Assisting with the resolution of utility conflicts;
- I) Providing periodic Project updates to the Railroad as requested.
- J) Coordination with the Railroad on any issues that arise concerning reimbursement of utility work costs.

#### **4.2.3 Scheduling Utility Relocation Work**

The Design-Builder shall allow in its Baseline Progress Schedule and monthly updates, the time required for Utility Owners to accomplish the tasks and activities for which they are responsible, as specified in the Preliminary DB Utility Work Agreements (if applicable), Relocation Plans, and in this Volume .



#### **4.2.4 Standard of Care Applicable to Utility Work**

The Design-Builder shall be responsible for complying with 16 NYCRR Part 753 ("Part 753"), and requesting mark outs for utilities that are not members of the One Call System as defined in Part 753. A list of known utility operators that are not members of the One Call System with facilities within the Project area is included in Appendix B. The Design-Builder shall carry out its work carefully, and skillfully, and shall support and secure utilities so as to avoid damage and keep them satisfactorily maintained and functional. The Design-Builder shall not move or remove any utility without the Utility Owner's written consent unless otherwise directed by the Railroad.

The Design-Builder shall be responsible for the cost of repair of any utilities damaged by the Design-Builder. In the event of any such damage, the Design-Builder shall notify the affected Utility Owners and the Railroad, and shall enter into an agreement with such Utility Owner allocating responsibility for design and construction of any such repairs, and the schedule for completing the repairs. All such repairs made by the Design-Builder shall be performed in a good and workmanlike manner. If the Utility Owner undertakes the repairs and the Design-Builder fails to make any required payment within 30 Calendar Days after the repairs have been completed and the Design-Builder's receipt of the Utility Owner's invoice therefore, the Railroad will have the right to pay the Utility Owner from the Railroad's funds and/or deduct an amount sufficient to cover the cost from any moneys due or that may become due the Design-Builder under this Project.

The Design-Builder shall include provisions for its obligations with respect to utilities in its Quality Program.

#### **4.2.5 Coordination with Utility Owners**

The Design-Builder shall make diligent effort to obtain the cooperation of each Utility Owner as necessary for the Project. If the Design-Builder becomes aware that a Utility Owner is not cooperating in providing needed work or approvals, the Design-Builder shall notify the Railroad immediately of such problem. After such notice, the Design-Builder shall continue to diligently seek to obtain the Utility Owner's cooperation, and the Railroad and Design-Builder each shall assist the other party as reasonably requested by such other party with regard to the problem.

### **4.3 AFFECTED UTILITIES**

#### **4.3.1 Design-Builder's Responsibilities**

With respect to utilities for which the Railroad has identified a specific Utility Owner and conflict, the Design-Builder's responsibilities shall include:

- A) Verifying utility locations.
- B) Identifying potential conflicts not previously identified.
- C) Coordinating and/or designing/constructing utility relocations and/or new utilities and the

protection of existing utilities in accordance with this Volume and any additional requirements of the Utility Owner(s) as set forth in the relevant Preliminary DB Utility Work Agreement(s) included in Appendix C hereto.

- D) Preparing and coordinating the execution of Final DB Utility Work Agreements between the Design-Builder and Utility Owners.

With respect to any unknown utilities that are subsequently identified by the Design-Builder, the Design-Builder shall be responsible for identifying the ownership of each facility or line identified which requires either relocation or protection, and for all those responsibilities set forth in A through D, above; provided, however, that with respect to item C, the Design-Builder shall be responsible for negotiating and entering into a DB Utility Work Agreement with the Railroad and the Utility Owner for such previously unknown utilities and/or utilities for which no owner had been previously identified, and the Design-Builder's responsibilities in item C shall apply with respect to each such DB Utility Work Agreement.

#### **4.4 COORDINATION REQUIREMENTS**

The Design-Builder shall make diligent effort to obtain the cooperation of each Utility Owner as necessary for the Project. If the Design-Builder becomes aware that a Utility Owner is not cooperating in providing needed work or approvals, the Design-Builder shall notify the Railroad immediately of such situation. After such notice, the Design-Builder shall continue to diligently seek to obtain the Utility Owner's cooperation, and the Railroad and Design-Builder each shall assist the other party as reasonably requested by such other party with regard to the situation.

The Design-Builder shall provide information as required and maintain close coordination with the Railroad and Utility Owners to achieve timely relocations, new installations and new service connections necessary as part of the Design-Builder's design and construction.

##### **4.4.1 Prior Railroad Actions**

The Railroad has coordinated its efforts with all known Utility Owners and has:

- A) Developed a contact list.
- B) Identified potential utility conflicts.

##### **4.4.2 Design-Builder's Coordination Requirements**

The Design-Builder shall coordinate with Utility Owners. It is important that Utility Owners be kept informed of the Design-Builder's activities and schedule. In addition to satisfying any requirements set forth in applicable Governmental Rules and Standards, including but not limited to Part 753, the One-Call notification requirements, and in any DB Utility Work Agreements that may have been executed, the Design-Builder shall undertake the following activities, which have been identified by the Railroad as important to Utility Owners:

- A) Keep Utility Owners well informed of construction schedules and notify the Utility Owners at least twenty-four hours in advance of any work in the vicinity of the Utility Owners' facilities, that will not impact service.
- B) Keep Utility Owners well informed of changes that affect their facilities.
- C) In addition to any required notice, give the Utility Owners a minimum of 48 hours notice of potential impacts to service, unless longer notification times are specified elsewhere in this Volume or any DB Utility Work Agreements that may have been executed.
- D) Ensure Utility Owners are involved in making the decisions that affect their own facilities and services.
- E) Cooperate with the Utility Owners to solve relocation/installation issues to the extent that such relocations/installations are consistent with the Design-Builder's Scope of Work as otherwise set forth in the Contract Documents and without causing the Railroad to incur any unnecessary expense to the Project, or causing the Utility Owners to incur unnecessary expense.
- F) Act diligently in continuing the positive relationship that the Railroad has developed with the Utility Owners.
- G) Coordinate with those Utility Owners who perform their own work by scheduling adequate time to accomplish their work.

#### **4.4.3 Design Reviews**

The Design-Builder shall invite affected Utility Owners to participate in all pertinent Design-Builder's and Railroad's Design Reviews.

Some Utility Owners may design and/or construct any required utility relocations and revisions for their utilities. The Design-Builder shall be required to incorporate these utility designs into its own design prior to the Design Review.

#### **4.4.4 Meetings and Coordination**

The Design-Builder shall schedule meetings with each Utility Owner, the Design-Builder and the Railroad. These meetings are for the purpose of reviewing all items related to the utility Work, including all items which affect the Baseline Progress Schedule, the time required to procure construction material and the period of time utility service may be curtailed. These meetings will also be used to reach concurrence on the number and extent of known affected utility lines or issues, to discuss the possible elimination of conflicts, to establish the methods to be used at each specific location and procedures for addressing conflicts discovered during design and/or construction.

The Design-Builder shall jointly schedule at least monthly utility meetings with the Railroad to discuss Project progress, issues, and planned work for all phases of utility work including design

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and construction. These meetings shall include the Design-Builder's and the Railroad's personnel with responsibilities for utilities. The Design-Builder and the Railroad will jointly develop the agenda for these meetings. The Design-Builder shall be responsible for providing meeting facilities unless otherwise agreed. The Design-Builder shall keep minutes of the coordination meetings and distribute copies of the minutes to participants, including representatives of Utility Owners (even if not present) who have facilities in the areas reviewed, within five working days after the meeting date.

#### **4.5 DESIGN-BUILDER RESPONSIBILITIES**

The Design-Builder shall be responsible for coordinating its design and construction work with utility work as indicated herein, consistent with and subject to the terms and conditions set forth in the Contract Documents.

The Design-Builder shall identify and resolve all utility conflicts, and shall coordinate the construction, relocation, removal and/or protection of each affected utility with the applicable Utility Owner. If the Design-Builder discovers utilities not identified in Appendix A of this Volume that are affected by the construction, the Design-Builder shall immediately suspend construction operations at the site affected by such utility and shall notify the Railroad within 24 hours of discovery of such previously unknown utilities. The Design-Builder and the Railroad shall cooperate in identifying and notifying the Utility Owner.

##### **4.5.1 Cost of Temporary Relocations**

The Design-Builder shall be responsible for the cost of temporary utility relocations, including the cost of obtaining temporary easements, necessary to accommodate its own construction operations and/or methods, other than temporary relocations that are necessary for the construction of the Project permanent works.

##### **4.5.2 Point of Contact**

The Design-Builder shall coordinate, cooperate and work with the contact person designated by the Utility Owner. Table A-1 in Appendix A of this Volume 4 presents contact details by Utility Owner.

##### **4.5.3 Instructions and Authorizations**

The Design-Builder shall be responsible for obtaining specific written instructions and authorization from the Utility Owner, for any design or construction the Design-Builder performs on behalf of the Utility Owner, and for verifying that they are consistent and compatible with the Design-Builder's design. The Design-Builder shall get all necessary approvals from Nassau County Department of Health if required on any utility relocation on the Project.

#### **4.5.4 Verification of Utility Locations and Marking of Locations in the Field**

The Design-Builder shall be responsible for verifying the exact location of each affected utility on the Project regardless of the information that has been provided by the Railroad or the Utility Owner.

The Design-Builder shall comply with NYCRR 16 Part 753 to mark utility locations.

#### **4.5.5 Components of Utilities**

The Design-Builder shall consider necessary appurtenances to each utility facility (such as the utility source, guide poles, feeder service lines, supports, etc.) as part of the utility.

#### **4.5.6 Utility Owner's Right to Inspect**

The Utility Owner has the right to inspect the work on its facilities that is to be performed by the Design-Builder.

#### **4.5.7 Design-Builder-Caused Changes to Utility Owner Work**

If the Utility Owner maintains responsibility for the design and/or construction and the Design-Builder revises the conditions, the Design-Builder shall be responsible for the costs and schedule delays related to the change.

#### **4.5.8 Abandoned Utilities**

Unless otherwise directed by the Railroad, and the Utility Owners, the Design-Builder shall remove abandoned utilities and utilities proposed for abandonment within LIRR, State, County, and Local Municipality/Town/Village right of ways. Any work to remove or abandon in place any utilities shall be considered "Incidental Utility Work" and subject to the provisions of the Contract Documents.

#### **4.5.9 Quality Assurance and Quality Control**

The Design-Builder shall provide for QA and QC for all the utility relocation work performed by the Design-Builder.

#### **4.5.10 Changes to Design**

All changes to designs that have received the Railroad's or Utility Owner's consultation and written comment and/or Utility Owner's approval shall be dealt with in accordance with the Contract Documents, including obtaining the Railroad's and Utility Owner's consultation and written comment and/or approval for the change.

#### **4.5.11 Design-Builder Design and/or Construction**

The Design-Builder shall be responsible for the utility relocation design and/or construction as provided in the Contract Documents. The Utility Work set forth in Appendix A indicates the

allocation of responsibility between the Design-Builder and the identified Utility Owners for relocation design and/or construction of the utility facilities. Subject to the Contract Documents, the Design-Builder shall be responsible for all relocation costs and the Contract Price includes the price for such Work.

#### **4.5.12 Design Review**

The Design-Builder shall submit its utility relocation plans to the Railroad and to the Utility Owner for work performed by the Design-Builder, for consultation and written comment.

#### **4.5.13 Construction Record**

The Design-Builder shall maintain a record of the design and construction activities of all utility facilities that have been performed by the Design-Builder, and have been designed and released for construction after Notice to Proceed. Individual files shall include a record of the following information:

- A) Design Plans that have been reviewed by the Utility Owner and received consultation and written comment by the Railroad.
- B) Notification of construction dates.
- C) Record of meetings with Utility Owner.
- D) Signature of Utility Owner inspector on Design Plans (optional).
- E) Record of Utility Owner inspector present at any time.
- F) Any revisions to the Design Plans.
- G) Dates of construction completion.
- H) All other as-built requirements stipulated in this Volume.
- I) Any executed Final DB Utility Work Agreements (three-party agreements).

#### **4.5.14 Utility Damage Reports**

In the event that the Design-Builder damages an existing utility, the Design-Builder shall complete a utility damage report within 24 hours of damage and submit it to the Railroad. The Design-Builder shall report any utility facilities damaged immediately to the Utility Owner and the Railroad. The Design-Builder is responsible for developing a utility damage report form to use in the event a utility is damaged. The report shall be submitted to the Railroad. The following information shall be included:

- A. Utility Damage Information

1. Exact location.
2. Date and time of incident.
3. Date and time reported.
4. The weather the day of incident.
5. Description of the incident.
6. Who the damage was reported to.
7. Who the damage was repaired by.
8. Representative digital color photographs.

B. Utility Owner Information

1. Utility owner.
2. Utility owner contact.
3. Time Utility Owner was contacted.

C. Locator Information

1. Locator service.
2. Date of locate request.
3. Locate expiration date.
4. Locate log number.
5. If damaged utility line was marked.
6. Distance from damage to mark.

D. Design-Builder Information

1. Name of supervisor.
2. Name of foreman.
3. Name of witness.

E. Signatures

1. Design-Builder's supervisor.
2. Utility owner.
3. Locator service.

#### **4.5.15 Protection of Utility Facilities**

The Design-Builder shall prepare a protection plan for all utility facilities to be left in place and protected. The Design-Builder shall also obtain written approval of the plan from each Utility Owner of the specific facility to be protected.

#### **4.5.16 Utility Relocation Master Plan**

The Design-Builder shall coordinate with the utilities to prepare a utility relocation master plan after the Design-Builder has advanced the Project design sufficiently to clearly define utility

impacts. The Design-Builder shall update the plan at least quarterly throughout the duration of the Project. Updates shall be submitted to the Railroad for consultation and written comment.

#### **4.5.17 Betterments**

Some Utility Owners with whom the Design-Builder and the Railroad may request Betterments to their facilities as a result of required relocations of their lines. The costs of any such Betterments shall be resolved between the Railroad, the Design-Builder and the Utility Owners in their respective DB Utility Work Agreements. The forms of DB Utility Work Agreements attached hereto as Appendix C, if any, provide a template provision addressing agreed upon Betterments. The Railroad shall have no responsibility, actual or implied, with respect to any Betterments, and all Betterments shall be subject to the Railroad's permitting process.

#### **4.6 DESIGN AND APPROVAL OF THE UTILITY RELOCATION PLANS**

After the Design-Builder has advanced the Project design sufficiently to clearly define utility impacts, the Utility Relocation Plans shall be prepared by the Design-Builder. If the Utility Owner is preparing the design, the Design-Builder and the Railroad shall review the Utility Relocation Plans to be sure that they are consistent with the Design-Builder's design. Upon review by the Utility Owner and the Design-Builder, and consultation and written comment by the Railroad, the utility relocations may be constructed. Any subsequent revisions to the Utility Relocation Plans will require the review of the affected Utility Owner and the Railroad's consultation and written comment. The Design-Builder shall get all necessary approvals from Nassau County Department of Health if required on any utility relocation on the Project.

#### **4.7 SUBMITTALS**

##### **4.7.1 Design**

All design Work shall be coordinated between the Utility Owners and the Design-Builder. If the relocation plans are to be developed by the Design-Builder, the Design-Builder shall furnish to the Railroad prior to the start of construction of each utility relocation, Utility Relocation Plans and Design-Builder's Specifications completed to the levels of design and stages of design development and reviewed and certified in accordance with the Contract Documents. The Design-Builder shall get necessary approvals from Nassau County Department of Health if required on any utility design on the Project.

Designs prepared by the Utility Owner shall be reviewed and approved by the Design-Builder and receive the Railroad's consultation and written comment, for consistency and compatibility with the Design-Builder's design. Prior to construction, the Railroad will review all designs, whether by the Design-Builder or the Utility Owner.

##### **4.7.2 Construction**

The Design-Builder shall provide two sets of As-Built Utility Relocation Plans to the Railroad and each Utility Owner for utility relocation work constructed by the Design-Builder. The Design-



Builder shall also reflect in the As-Built plans any work that is performed by the Utility companies within the Project Limits. The As-Built Utility Relocation Plans shall comply with As-Built requirements stipulated in the Railroad's Utility Standards and shall include any utilities abandoned and not removed. The As-Built Utility Relocation Plans shall be part of the Project As-Built Plans.

**4.8 DELIVERABLES**

Unless otherwise indicated, all deliverables shall be submitted in both electronic format and hardcopy format. Acceptable electronic formats include Microsoft Word®, Microsoft Excel®, Bentley MicroStation version V8, or searchable portable document format (PDF) files, unless otherwise indicated.

At a minimum, the Design-Builder shall submit the items listed in Table 4.9-1 to the Railroad.

**Table 4.9-1 – Deliverables**

Deliverable	Number of Copies		Submittal Schedule
	Hardcopy	Electronic	
Utility Tracking Report	3	1 (PDF)	Weekly until Final Completion.
Utility Design Sheet	3	1 (PDF)	Two days prior to initial meeting with Utility Owner.
DB Utility Work Agreements (If any)	2	1 (PDF)	Seven days after construction of the utility identified.

**END**

## APPENDIX A UTILITY REQUIREMENTS

The Railroad has reviewed the Project Limits and has made a preliminary assessment of which utility facilities located within the Project Limits may be impacted by the Project.

The Railroad has conducted advanced utility coordination with the utility companies listed below. This Volume represents a potential plan of relocations based on assumptions related to the Project and possible Design-Builder means and methods. This is conducted to provide contacts and guidance of potential relocation proposals. Where the Design-Builder's proposal, design, means and methods alter these assumptions, the Design-Builder shall coordinate the changed conditions with the various involved utility companies.

### A-1 UTILITY COMPANIES

Table A-1 lists the utility companies with facilities located on, under or above the Project roadways and/or structures:

**Table A-1 Utility Contacts**

Utility Owner	Contact	Contact #	E Mail
Telecommunications			
Verizon	Lou Martone		
Verizon Business	Howard Tran		
Lighttower	Mark Goercke		
AT&T	Keith Appel		
Altice USA	Sam Martinez		
Electric			
PSEG LI <sup>†</sup>	Steve Scandura		
New York Power Authority	Vincent Zuccarelli		
Natural Gas			
National Grid	Steven Chau		
Water and Sewer			
Water Authority of Western Nassau	Robert Swartz		
Village of Mineola Water and Sewer	Thomas Rini		

Garden City Park Water District	Mike Levy	
Village of Garden City Water and Sewer	Joseph Piersa	
Carle Place Water District	Timothy Doyle	
Village of Westbury Water District	John Ingram	
NC DPW	Sean Sallie	

**A-2 UTILITY INVENTORY**

The types, sizes and approximate locations of utilities present in the immediate Project areas are described below.

**A-2.1 Telecommunications**

**A-2.1.1 Verizon**

South Tyson Avenue

At this location Verizon has ■ underground fiber optic cables in the roadway along the east curb line.

Plainfield Avenue

At this location Verizon has pole-mounted aerial lines running from Plainfield Avenue along the south side of the LIRR ROW. Underground fiber optic lines are located in the sidewalk along the west curb line crossing the tracks north-south.

Covert Avenue

At Covert Avenue Verizon has overhead and underground facilities within the area of proposed underground construction. The overhead facilities are located along the west side of Covert Avenue north of Second Avenue and south of Third Avenue on LIPA owned poles, between Second and Third Avenues Verizon cables dip into underground conduits to cross the railroad. Verizon manhole 708 exists within the street near the southwest corner of Covert and Third Avenues. Underground conduits run east from manhole 708 along Third Avenue are ducts providing services to several buildings in the vicinity of 8<sup>th</sup> Street.

South 12<sup>th</sup> Street

At South 12<sup>th</sup> Street Verizon has underground facilities within the area of proposed reconstruction. The underground facilities are located along the west side of South 12<sup>th</sup> Street south of 3<sup>rd</sup> Avenue turning east onto 4<sup>th</sup> Avenue and along the east side of South 12<sup>th</sup> Street north of 2<sup>nd</sup> Avenue turning east and west onto 2<sup>nd</sup> Avenue and turning west onto 1<sup>st</sup> Avenue on LIPA owned poles.

#### New Hyde Park Road

At New Hyde Park Road Verizon has overhead and underground facilities within the area of proposed underground construction. The overhead facilities are located along the west side of New Hyde Park Road between 4<sup>th</sup> Avenue and Plaza Avenue on LIPA owned poles, between 4<sup>th</sup> and Plaza Avenues Verizon cables dip into underground conduits to cross the railroad. Additional overhead and underground facilities include cables that cross New Hyde Park Road to transfer cables into the neighborhood to the east along the south side of Greenridge Avenue and a closed environment vault on leased village of garden city property.

#### Main Street

At Main Street Verizon has underground facilities within the area of proposed construction. The underground facilities are located along Main Street from south of the Project Limits beyond 3<sup>rd</sup> Street, under the LIRR tracks, to north of the Project Limits beyond 2<sup>nd</sup> Street. Additionally there is a Verizon building and telecommunications roadway vault along Main Street north of the LIRR tracks with a dense network of fibers running into them from various directions. Overhead facilities exist on most area poles.

#### Willis Avenue

At Willis Avenue Verizon has overhead facilities within the area of proposed construction. The overhead facilities are located along the east sidewalk along Willis Avenue south of the LIRR tracks and east and west along 3<sup>rd</sup> Street on LIPA owned poles. Both underground and overhead facilities exist north of the tracks and along 2<sup>nd</sup> Street. Including an underground duct system feeding from Main Street along 2<sup>nd</sup> Street, turning north on Willis Avenue, as well as feeding across the intersection with direct feeds to the businesses east of the Willis / 2<sup>nd</sup> Street intersection.

#### Glen Cove Road

At this bridge widening location, Verizon has ■ fiber optic conduits crossing the tracks north-south along the west curb line and in the west sidewalk. Verizon also has a pole-mounted aerial line along the west side of Glen Cove Road that ends ■ north of the tracks.

#### Cherry Lane

At this bridge widening location, Verizon has underground telephone lines crossing the tracks north-south.

#### School Street

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At School Street Verizon has overhead and underground facilities within the area of proposed underground construction. The overhead facilities are located along the west side of School Street from south of the Project Limits to north of the Project Limits on LIPA or joint owned poles, between Railroad and Union Avenues Verizon cables dip into underground conduits to cross the LIRR tracks.

#### Urban Avenue

At Urban Avenue Verizon has underground facilities within the area of proposed underground construction. The underground facilities are located along the east side of Urban Avenue from south of the Project Limits to north of the Project. A limited amount of overhead cables exist within the Project Limits providing local services.

#### Herricks Road, RR Station [REDACTED]

At this location Verizon has underground fiber optic lines in the roadway along the east and west curbs crossing the tracks north-south.

#### Mineola Station/Mineola Boulevard, RR Station [REDACTED]

At this location Verizon has underground fiber optic lines at RR Station [REDACTED] crossing the tracks north-south. Fiber optic lines are also hung from the bridge over the tracks at RR Station [REDACTED].

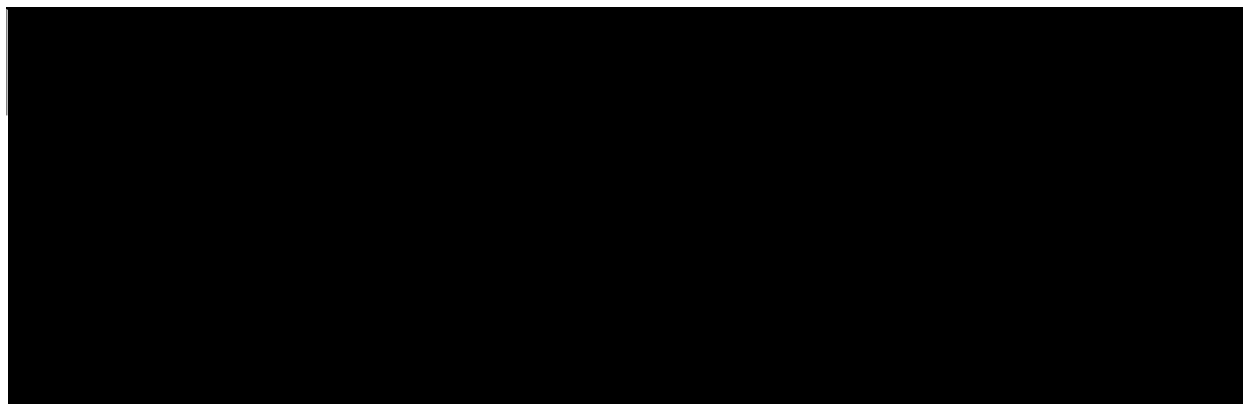
#### Roslyn Road, RR Station [REDACTED]

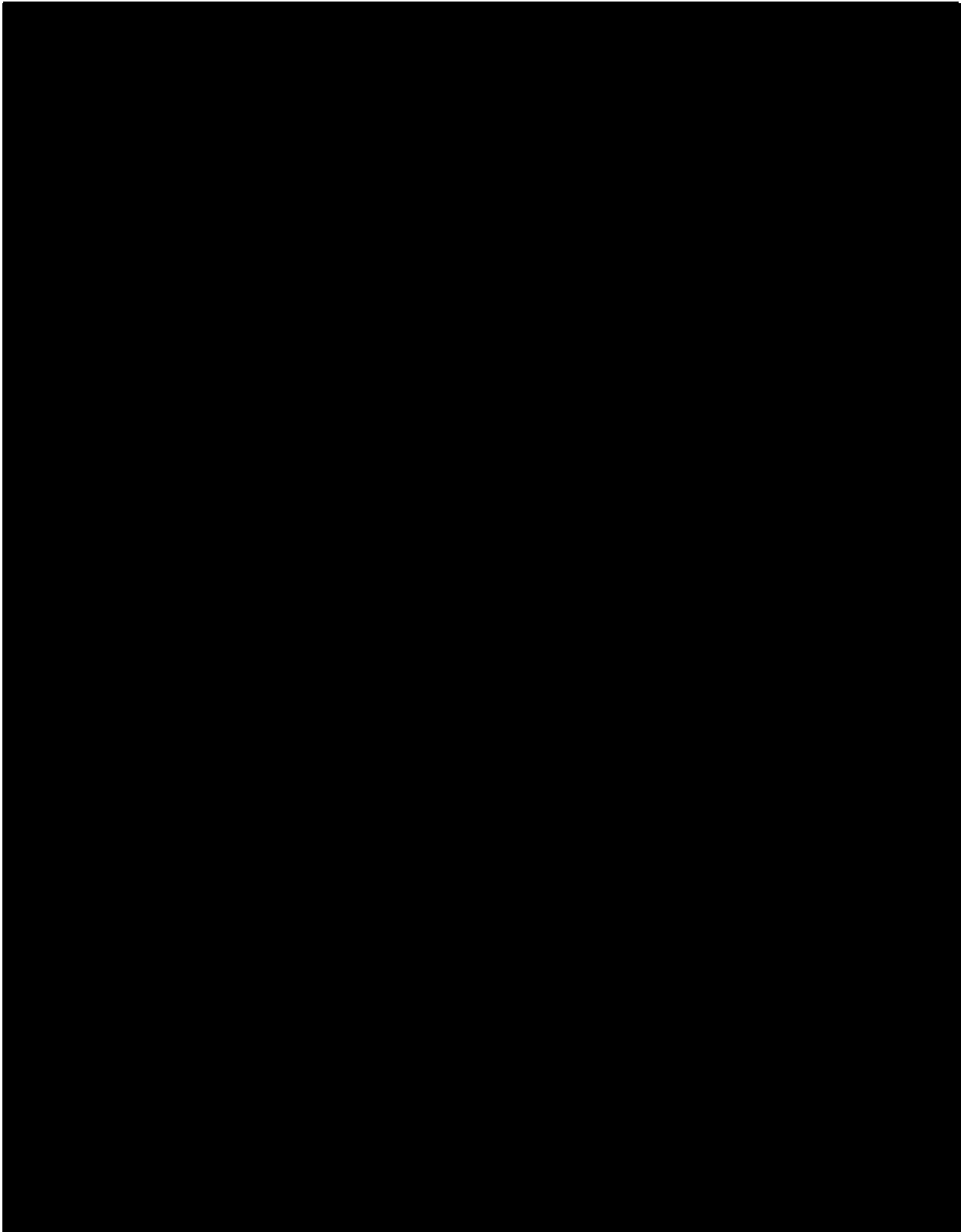
At this location Verizon has underground fiber optic lines in the old roadway of Roslyn Road crossing the tracks north-south.

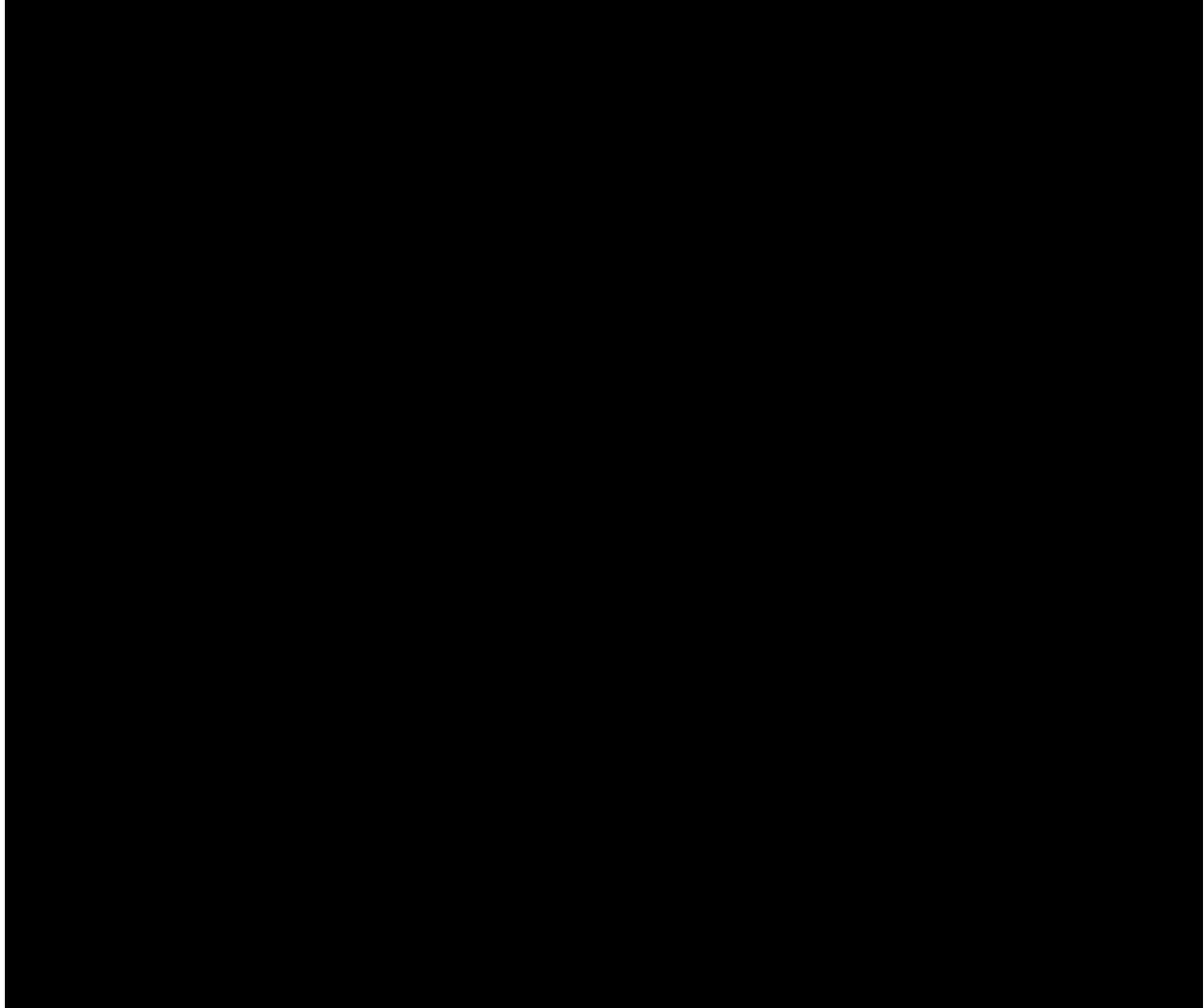
### **A-2.1.2 Verizon Business**

#### LIRR ROW

In the LIRR ROW, Verizon Business has pole-mounted aerial and underground fiber optic lines at the following locations:







### **A-2.1.3 Lighttower**

#### South Tyson Avenue

At this bridge widening location, Lighttower has one pole-mounted aerial fiber optic cable along the east curb line crossing the tracks north-south.

#### Covert Avenue

Lighttower owns several overhead cables which run along both sides of Covert Avenue on LIPA poles. Lighttower also leases fibers and other communication cables passing through the Project Limits.

#### New Hyde Park Road

Lighttower owns several overhead cables which run along west side of New Hyde Park Road on LIPA poles. Lighttower also leases fibers and other communication cables passing through the Project Limits.

#### Main Street

Lighttower facilities exist on Main Street from Old country Road to 3<sup>rd</sup> Street. These facilities enter the Verizon Building as well as along 3<sup>rd</sup> Street between Main Street and Willis Avenue.

#### Willis Street

Overhead Lighttower facilities cross Willis Avenue along 3<sup>rd</sup> Street including on 3 utility poles on the east side of Willis Avenue between the offset intersections.

#### Glen Cove Road

At this bridge widening location, Lighttower has one pole-mounted aerial fiber optic cable along the west curb line crossing the tracks north-south.

#### Cherry Lane

At this bridge widening location, Lighttower has 2 pole-mounted aerial fiber optic cables crossing under the tracks north-south.

#### School Street

Lighttower owns several overhead cables which run along west side of School Street on LIPA poles. Lighttower also leases fibers and other communication cables passing through the Project Limits.

#### Herricks Road, RR Station [REDACTED]

At this location Lighttower has 3 pole-mounted aerial fiber optic cables along the west curb line crossing the tracks north-south.

### **A-2.1.4 AT&T – Local Network Services**

#### South Tyson Avenue

At this bridge widening location, AT&T–LNS has underground fiber optic lines in [REDACTED] sets of duct banks crossing the tracks north-south in the center of the roadway. One set of duct banks is owned by Verizon and 2 are owned by AT&T.

#### Main Street



At Main Street AT&T LNS has underground facilities within the area of proposed construction. The underground facilities are located along Main Street from south of the Project limits and beyond 3<sup>rd</sup> Street running north under the LIRR tracks.

#### Willis Avenue

Overhead AT&T facilities cross Willis Avenue along 3<sup>rd</sup> Street including on 3 utility poles on the east side of Willis Avenue between the offset intersections.

#### Cherry Lane

At this bridge widening location, AT&T-LNS has underground fiber optic lines in conduit crossing the tracks north-south in the roadway along the east curb line. The conduit is owned by Verizon.

#### School Street

AT&T overhead facilities exist along Railroad Avenue west of School Street and continues south on School Street.

#### Herricks Road, RR Station [REDACTED]

At this location AT&T-LNS has underground fiber optic lines in 3 sets of duct banks crossing the tracks north-south in the roadway along the west curb line. The lines are carried in duct banks owned by Verizon and AT&T.

### **A-2.1.5 Altice USA (Formerly Cablevision)**

#### Covert Avenue

Altice overhead facilities exist north and south along the west side of Covert Avenue. Additional overhead facilities exist east and west along Second and Third Avenues, but may be beyond the active proposed construction area.

#### South 12<sup>th</sup> Street

Altice overhead facilities are located along the west side of South 12<sup>th</sup> Street south of 3<sup>rd</sup> Avenue and along the east side of South 12<sup>th</sup> Street north of 2<sup>nd</sup> Avenue on LIPA owned poles. Additional overhead facilities exist east and west along Second and Third Avenues, but may be beyond the active proposed construction area.

#### New Hyde Park Road

Altice overhead facilities are located along the west side of New Hyde Park Road between 4<sup>th</sup> Avenue and Plaza Avenue and cross New Hyde Park Road to the east along the south side of Greenridge Avenue on LIPA owned poles.

#### Denton Avenue

At this location Altice has pole-mounted fiber optic facilities.

#### Main Street

Altice overhead facilities are located along the west side of Main Street from south of the Project Limits beyond 3<sup>rd</sup> Street, cross Main Street to the east side between 3<sup>rd</sup> Street and the LIRR tracks, and continue along the east side of Main Street to north of the Project limits beyond 2<sup>nd</sup> Street on LIPA owned poles.

#### Willis Avenue

Altice overhead facilities are located along the east side of Willis Avenue from 3<sup>rd</sup> Street to Front Street, the south side of 3<sup>rd</sup> Street to the east of Willis Avenue, the north side of 3<sup>rd</sup> Street to the west of Willis Avenue, the north side of Front Street to the east of Willis Avenue, the north side of Hinck Way, and the east side of Willis Avenue from 2<sup>nd</sup> Street to north of the project limits beyond 1<sup>st</sup> Street on LIPA owned poles.

#### Glen Cove Road

At this location Altice has pole-mounted fiber optic facilities north of the LIRR ROW along the east and west curb lines, servicing commercial buildings. Altice also has pole-mounted fiber optic facilities south of the LIRR ROW terminating on a pole on the west curb line.

#### Cherry Lane

At this location Altice has pole-mounted fiber optic facilities along the east curb line crossing the tracks north-south.

#### School Street

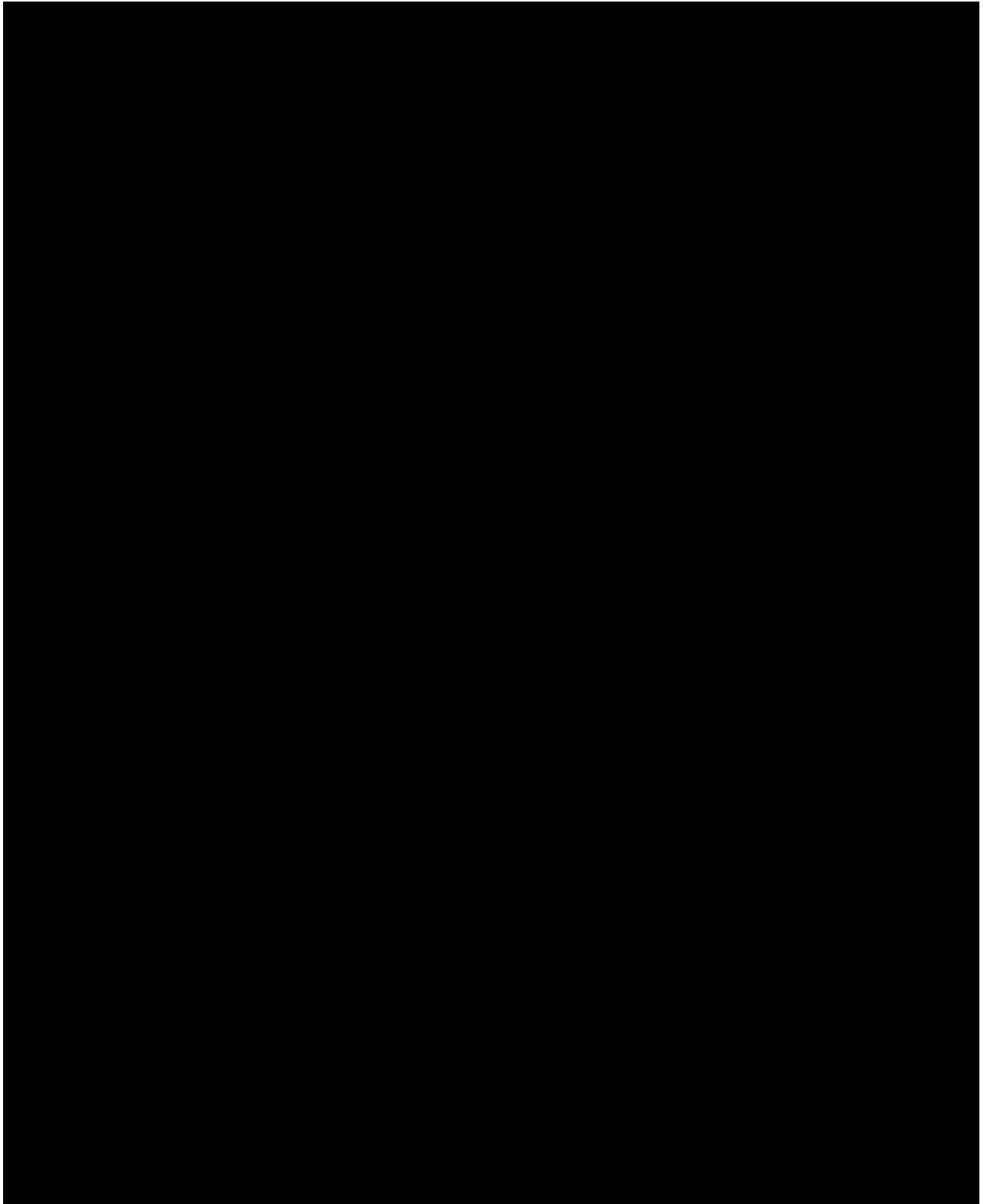
Altice overhead facilities are located along the west side of School Street from south of the project limits beyond Dryden Street to north of the project limits beyond Center Street, the north side of Dryden Street, the south side of Railroad Avenue to the east of School Street, the north side of Railroad Avenue to the west of School Street, and the north side of Center Street to the east of School Street on LIPA owned poles.

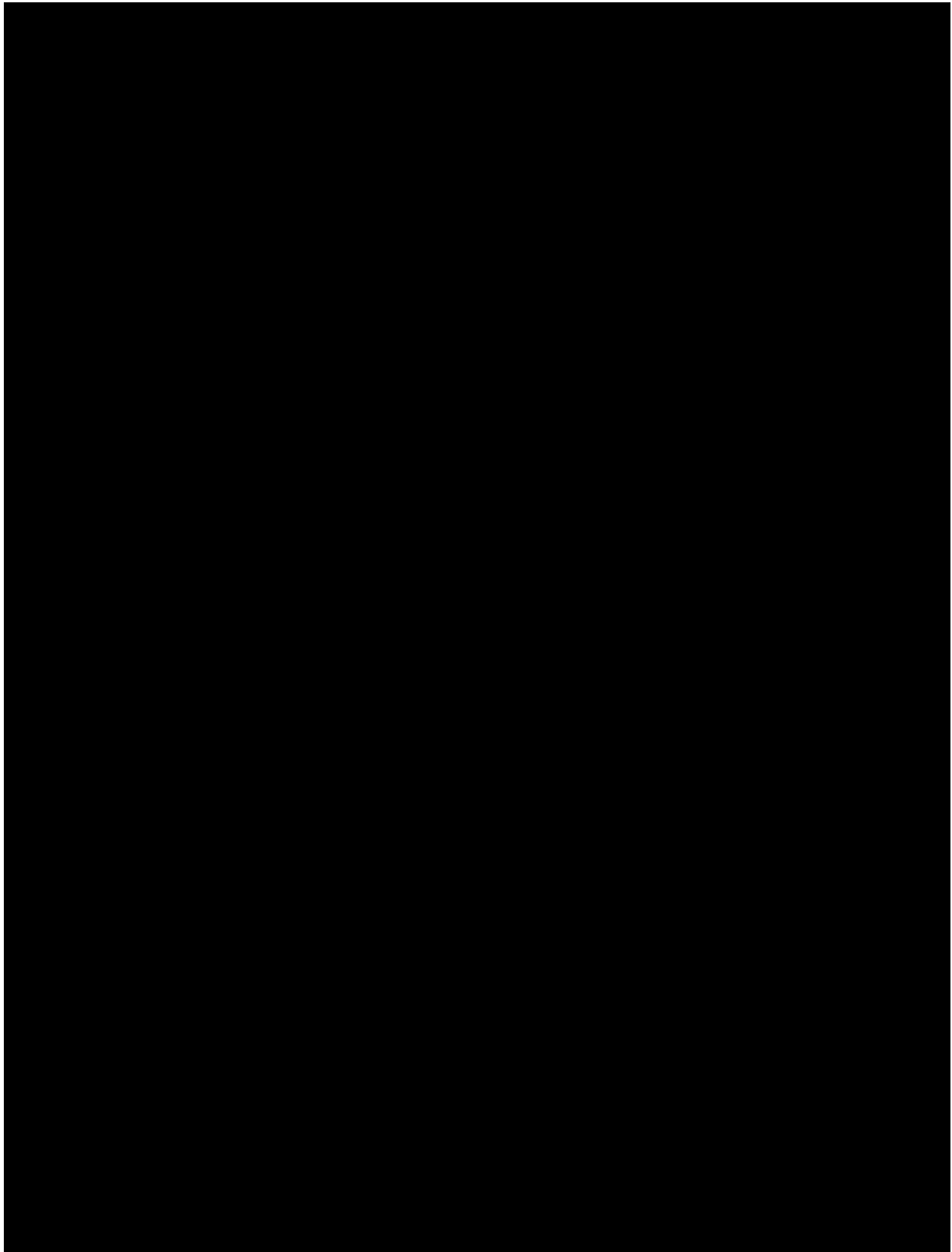
#### Urban Avenue

Altice overhead facilities are located along the west side of Urban Avenue from south of the project limits to north of the project limits and the south side of Broadway Street on LIPA owned poles.

#### LIRR ROW

In the LIRR ROW, Altice USA has pole-mounted aerial and underground fiber optic lines at the following locations:







overhead facilities exist east and west along Second and Third Avenues, but may be beyond the active proposed construction area.

### New Hyde Park Road

At New Hyde Park Road LIPA/PSEG has poles and overhead facilities within the area of proposed construction. The poles and facilities are located along the west side of New Hyde Park Road between 4<sup>th</sup> Avenue and Plaza Avenue and cross New Hyde Park Road to the east to serve Clinch and Greenridge Avenues.

### Nassau Boulevard, RR Station [REDACTED]

At this bridge widening location, LIPA/PSEG has 1 Secondary underground electric line and 2 ducts, attached to the existing abutment, crossing the tracks north-south.

### Denton Avenue

At this bridge widening location, LIPA/PSEG has underground primary and secondary electric lines crossing the tracks north-south along Denton Avenue. LIPA/PSEG also has overhead electric lines along Main Avenue outside, but near the LIRR ROW.

### Main Street

At Main Street LIPA/PSEG has both underground and overhead facilities within the area of proposed construction. The poles and overhead facilities are located along the west sidewalk of Main Street from south of the project limits beyond 3<sup>rd</sup> Street to the LIRR tracks and along the east sidewalk of Main Street from south of the project limits beyond 3<sup>rd</sup> Street to north of the project limits beyond 2<sup>nd</sup> Street. The underground facilities include 1) an electric line and services along the west sidewalk of Main Street between 3<sup>rd</sup> Street and Front Street south of the LIRR tracks 2) an electric line and services along the east side of Main Street from south of the project limits to south of Front Street south of the LIRR tracks 3) an electric line and services along the north side of 3<sup>rd</sup> Street from the intersection of Main Street and 3<sup>rd</sup> Street to west of the project limits 4) an electric line and services along the west side of Main Street from Front Street north of the LIRR tracks to 2<sup>nd</sup> Street 5) an electric line and services along the east sidewalk of Main Street between Front Street north of the LIRR tracks and 2<sup>nd</sup> Street

### Willis Avenue

At Willis Avenue LIPA/PSEG has poles and overhead facilities within the area of proposed construction. The poles and overhead facilities are located along the east sidewalk from south of the project limits beyond 3<sup>rd</sup> Street to north of the project limits beyond 2<sup>nd</sup> Street, west sidewalk between Front Street and 3<sup>rd</sup> Street, and along the south sidewalk to the west of project limits and the north sidewalk to the east of project limits along 2<sup>nd</sup> Street.

### Glen Cove Road

At this bridge widening location, LIPA/PSEG has 1 overhead line [REDACTED] line and [REDACTED] (neutral wire), and crossing the tracks north-south. It also has [REDACTED] underground lines that cross into the LIRR ROW from the north and south. One [REDACTED] line from the north crosses into the ROW diagonally near Sta. [REDACTED] to Sta. [REDACTED] on the south. At Sta. [REDACTED] it crosses under the tracks northerly to a pole on the north side of the ROW. The second line, also one [REDACTED] line from the south, runs parallel to the south ROW line from about Sta. [REDACTED] to about Sta. [REDACTED]. At Sta. [REDACTED] the line crosses the tracks to a pole on the north side of the ROW.

#### Cherry Lane

At this bridge widening location, LIPA/PSEG has a pole-mounted overhead line ([REDACTED]) along the east curb line crossing the tracks north-south.

#### School Street

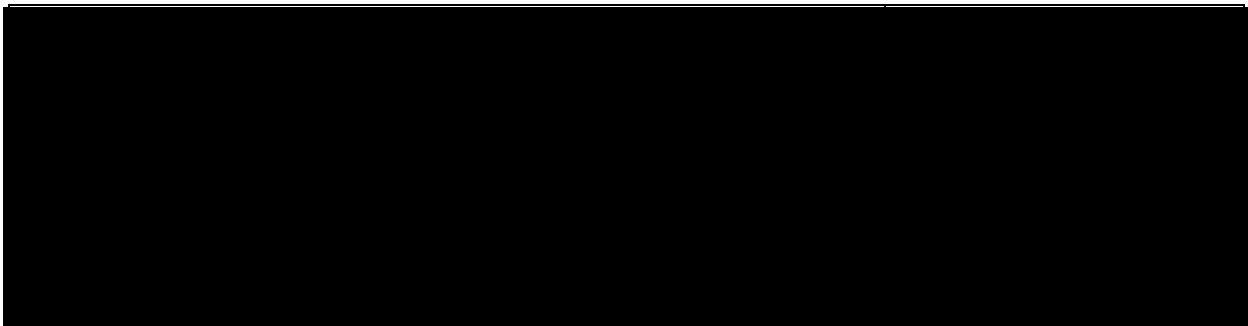
LIPA/PSEG has poles and overhead primary and secondary facilities within the area of proposed construction. The poles and overhead facilities are located along the west sidewalk of School Street from south of the project limits to north of the project limits with additional service poles on the east sidewalk of School Street. Additionally overhead electric primary and secondary are provided on Railroad Avenue and Dryden Street.

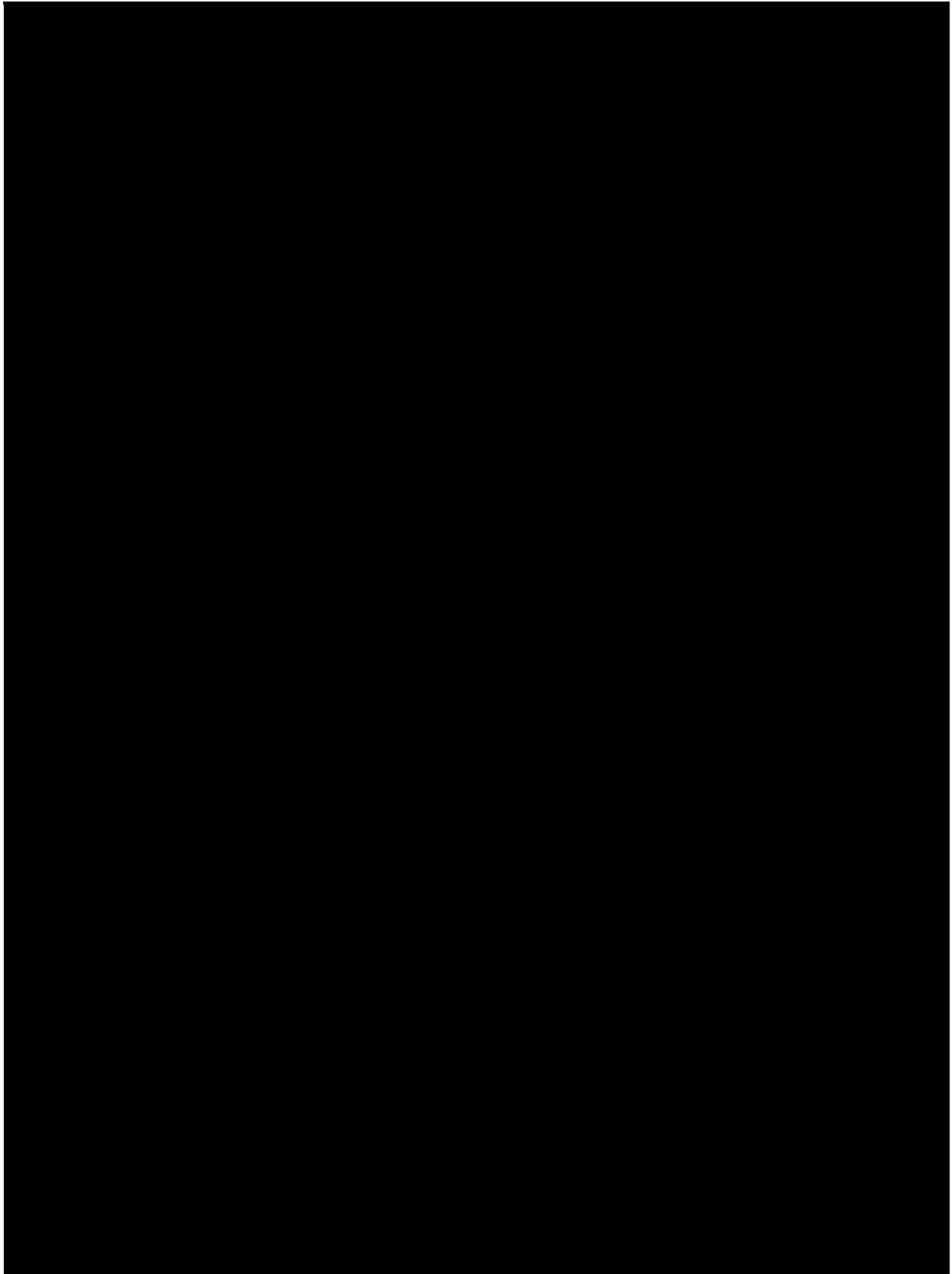
#### Urban Avenue

At Urban Avenue LIPA/PSEG has poles and overhead primary and secondary facilities within the area of proposed construction. The poles and overhead facilities are located along the west sidewalk of Urban Avenue from south of the project limits to north of the project limits. . Additionally overhead electric primary and secondary are provided on Broadway, Railroad Avenue and Main Street.

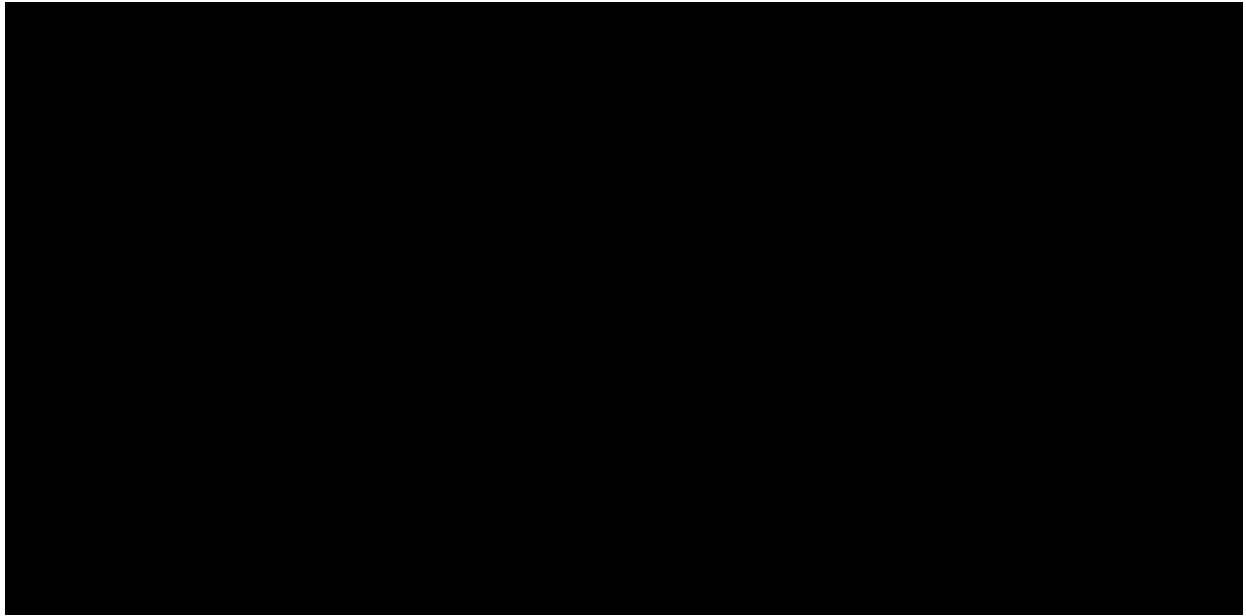
#### LIRR ROW

In the LIRR ROW, LIPA/PSEG has pole-mounted aerial electric and underground transmission lines at the following locations:









Linden Avenue, RR Station [REDACTED]

At this location LIPA/PSEG has overhead electric lines (service wires) crossing the tracks north-south near the existing tunnel.

Millers Lane, RR Station [REDACTED]

At this location LIPA/PSEG has [REDACTED] and [REDACTED] Service Wire electric lines crossing the tracks north-south.

5<sup>th</sup> Avenue, RR Station [REDACTED]

At this location, LIPA/PSEG has underground electric lines [REDACTED]-Primary and [REDACTED] Secondary) crossing the tracks north-south.

RR Station [REDACTED]

At this location, LIPA/PSEG has [REDACTED] pole-mounted aerial electric line crossing the tracks north-south.

Herricks Road, RR Station [REDACTED]

At this location LIPA/PSEG has underground electric lines crossing the tracks north-south in separate ducts along the east and west curb lines. One Primary line is in the east duct, and one neutral wire is in the west duct.

RR Station [REDACTED]

At this location LIPA/PSEG has one pole-mounted overhead neutral wire crossing the tracks north-south.

3<sup>rd</sup> Avenue, RR Station [REDACTED]

At this location LIPA/PSEG has [REDACTED] underground electric lines in a [REDACTED] HDPE conduit crossing the tracks north-south.

Roslyn Road, RR Station [REDACTED]

At this location, LIPA/PSEG has underground electric lines (1 Primary cable) in 2 ducts in the old roadway crossing the tracks north-south. It also has one overhead neutral line crossing the tracks north-south.

Russel Drive, RR Station [REDACTED]

At this location, LIPA/PSEG has several overhead and underground electric lines: 3 separate overhead lines, and underground lines in 3 ducts cross the tracks north-south. The overhead lines consist of: 1-neutral wire and [REDACTED] lines; [REDACTED] lines on Steel Towers; and 1- neutral wire and [REDACTED] line. The underground lines are 3 Primary lines.

RR Station 369+40

At this location, LIPA/PSEG has 3-Primary underground electric lines in 6 ducts crossing the tracks north-south to a substation. There is also one [REDACTED] pole-mounted overhead line running parallel and [REDACTED] north of the north tracks to a point outside the LIRR ROW.

Carle Road, RR Station [REDACTED]

At this bridge widening location, LIPA/PSEG has an overhead line [REDACTED] crossing the tracks north-south.

Ellison Avenue, RR Station [REDACTED]

At this location LIPA/PSEG has pole-mounted overhead lines [REDACTED] crossing the tracks north-south.

Magnolia Avenue, RR Station [REDACTED]

At this location LIPA/PSEG has a pole-mounted overhead line ([REDACTED]) crossing the tracks north-south.

Hooper Street, RR Station [REDACTED]

At this location LIPA/PSEG has a pole-mounted Neutral wire crossing the tracks north-south.

Swalm Avenue, RR Station [REDACTED]

At this location LIPA/PSEG has 2 separate sets of pole-mounted overhead lines, and underground lines in 2 sets of ducts crossing the tracks north-south. One overhead line is a 69Kv line serves a substation, and the other consists of [REDACTED] line, 1-Neutral wire, a [REDACTED] line, which also serve the substation. One set of ducts carries [REDACTED] lines to the substation, and the other set carries [REDACTED] line to the substation.

### **A-2.2.2 New York Power Authority**

#### Roslyn Road, RR Station [REDACTED]

At this location the New York Power Authority has one [REDACTED] underground cable pipe in a [REDACTED] casing pipe in the in the old roadway of Roslyn Road.

### **A-2.3 Natural Gas**

#### **A-2.3.1 National Grid**

##### Plainfield Avenue

National Grid gas has facilities that are reported to be in the roadbed near the east curb line.

##### Nassau Boulevard

National Grid gas has facilities that are reported to be in the roadbed running north-south near the east curb line. There is a service connection to the station near station [REDACTED] left from Atlantic Avenue.

##### Covert Avenue

National Grid gas facilities in the vicinity of the Covert Avenue construction include 1) [REDACTED] gas main and services approaching 2<sup>nd</sup> Avenue from the north providing building services and turning west to provide services 2 additional services along 2<sup>nd</sup> Avenue 2) [REDACTED] gas main from south of Wayne Avenue towards 3<sup>rd</sup> Avenue.

##### South 12<sup>th</sup> Street

National Grid facilities generally consist of [REDACTED] mains and services. This includes 1) a [REDACTED] gas main running south along the east curb line of South 12<sup>th</sup> Street from 1<sup>st</sup> Street towards 2<sup>nd</sup> Avenue and ends into an abandoned gas main which formerly connected to the gas main in 2<sup>nd</sup> Avenue 2) a [REDACTED] gas main along the north curb of 2<sup>nd</sup> Avenue and connecting services on both sides of South 12<sup>th</sup> Street 3) a [REDACTED] gas main on the north side of 3<sup>rd</sup> Avenue between South 12<sup>th</sup> Street and Millers Lane with services, as well as a service that runs on the east side of South 12<sup>th</sup> Street.

##### New Hyde Park Road

National Grid facilities include 1) a ■ ST gas main and services along the west side of New Hyde Park Road from 4<sup>th</sup> Avenue towards the LIRR tracks that connects to a ■ PLST gas main in ■ STL to pass under the LIRR tracks and then the ■ PLST gas main and services continues north along the west side of New Hyde Park Road turning west onto Plaza Avenue 2) a ■ ST gas main and services along the east side of Clinch Avenue from beyond project limits to New Hyde Park Road 3) a ■ ST gas main and services along the south side of Greenridge Avenue from beyond project limits to New Hyde Park Road.

#### Denton Avenue

At this bridge widening location, National Grid has a ■ steel gas line near the west abutment, which crosses the tracks north-south diagonally under the bridge.

#### Nassau Boulevard

At this bridge widening location, National Grid has a ■ steel gas line near the east curb.

#### Main Street

National Grid facilities include 1) a ■ ST gas main and services along the center of Main Street between 3<sup>rd</sup> Street and Front Street south of the LIRR tracks 2) a PL gas main and services along the west side of Main Street between 3<sup>rd</sup> Street and Front Street south of the LIRR tracks 3) a gas main and services along the east sidewalk running south from Front Street south of the LIRR tracks and turning east onto 3<sup>rd</sup> Street 4) a gas main and services along the west side of Main Street from Front Street north of the LIRR tracks to north of the project limits 5) a gas main and services along the east sidewalk of Main Street from Front Street north of the LIRR tracks turning east onto 2<sup>nd</sup> Street.

#### Willis Avenue

National Grid facilities include 1) a ■ ST gas main and services along the center of Willis Avenue between 3<sup>rd</sup> Street and Front Street with a ■ ST sleeve running under the LIRR tracks to the north 2) a ■ PE gas main and services along the center of Willis Avenue from Hinck Way to north of the project limits beyond 2<sup>nd</sup> Street 3) a ■ ST gas main and services along the south side of Front Street from Willis Avenue to east of the project limits 4) a ■ PE gas main and services along the south side of Front Street from Willis Avenue to east of the project limits.

#### School Street

National Grid facilities include 1) a gas main and services along the east side of School Street between Dryden Street and the LIRR tracks 2) a ■ PE gas main and services along the east side of School Street between the LIRR tracks and Center Street 3) a ■ PE gas main and services along the north side of Railroad Avenue from School Street to west of the project limits.

#### Urban Avenue

National Grid facilities include a gas main and services along the east side of Urban Avenue from south of the project limits to north of the project limits.

Millers Lane, RR Station [REDACTED]

At this location, National Grid has a [REDACTED] steel gas line, which crosses the tracks north-south in a 4-inch steel sleeve, and ties into gas lines in 3<sup>rd</sup> Avenue.

Herricks Road, RR Station [REDACTED]

At this location, National Grid has a [REDACTED] high pressure polyethylene gas line near the east curb.

4th Avenue, RR Station [REDACTED]

At this location, National Grid has a [REDACTED] steel gas line, which crosses the tracks north-south in a steel casing.

Near Station [REDACTED] right to [REDACTED]

National Grid gas has facilities reported to be in the ground servicing a building near the southern ROW line.

Atlantic Avenue from Silver Lake Blvd to Cherry Lane

National Grid gas has facilities reported to be in the road bed near the northerly ROW line and near the southerly ROW line at atation [REDACTED] to [REDACTED].

Cherry Lane

National Grid gas has facilities are reported to be in the road bed and eastern curb line and sidewalk running north-south.

Carle Road

National Grid gas has facilities are reported to be in the road bed running north-south.

Ellison Avenue

National Grid gas has facilities are reported to be in the road bed. However, at ROW the gas main deviates easterly from the road and at about station [REDACTED], crosses the ROW under the tracks in a steel sleeve.

Madison Avenue near Station [REDACTED] right

National Grid gas has facilities are reported to be in the road bed near the southerly ROW line.

## **A-2.4 Water and Sewer**

### **A-2.4.1 Nassau County Department of Public Works – Sewer Department**

#### Covert Avenue

Nassau County Department of Public Works sewer facilities in the vicinity of the Covert Avenue construction include 1) a ■ sewer main and services along east side of Covert Avenue south of the LIRR tracks between 3<sup>rd</sup> Avenue and 5<sup>th</sup> Avenue 2) a ■ sewer main and services along west side of Covert Avenue south of the LIRR tracks between 3<sup>rd</sup> Avenue and 5<sup>th</sup> Avenue 3) a ■ sewer main and services along east side of Covert Avenue north of the LIRR tracks approaching 1<sup>st</sup> Avenue and turning east to provide services along 2<sup>nd</sup> Avenue 4) a ■ sewer main and services along west side of Covert Avenue north of the LIRR tracks approaching 1<sup>st</sup> Avenue and turning west to provide services along 2<sup>nd</sup> Avenue.

#### South 12<sup>th</sup> Street

Nassau County Department of Public Works sewer facilities in the vicinity of South 12<sup>th</sup> Street include a ■ sewer main and services along the center of South 12<sup>th</sup> Street from south of the project limits under the LIRR tracks to north of the project limits.

#### New Hyde Park Road

Nassau County Department of Public Works sewer facilities in the vicinity of New Hyde Park Road include 1) a ■ sewer main and services along the west side of New Hyde Park Road from 2<sup>nd</sup> Avenue to north of the project limits 2) a ■ sewer main and services along the east sidewalk of New Hyde Park Road from 2<sup>nd</sup> Avenue to north of the project limits 3) a sewer main and services along the center of 2<sup>nd</sup> Avenue from east of the project limits to west of the project limits 4) a sewer main and services along the center of Plaza Avenue from New Hyde Park Road to west of the project limits.

#### Denton Avenue

At this bridge widening location, the Nassau County Department of Public Works has a sewer line crossing the tracks north-south to manholes outside the LIRR ROW.

#### Glen Cove Road

At this bridge widening location, the Nassau County Department of Public Works has a sewer line crossing the tracks north-south to manholes outside the LIRR ROW.

#### School Street

Nassau County Department of Public Works sewer facilities in the vicinity of School Street include 1) a ■ sewer main and services along the center of School Street from south of the Project Limits to the LIRR tracks 2) a ■ sewer main and services along the center of School Street from the LIRR tracks to north of the Project Limits.

Urban Avenue

Nassau County Department of Public Works sewer facilities in the vicinity of Urban Avenue include 1) a sewer main and services along the center of Urban Avenue from south of the Project Limits to the LIRR tracks 2) a [REDACTED] sewer main and services along the center of Urban Avenue from the LIRR tracks to north of the Project Limits 3) a sewer main and services along the north side of Railroad Avenue from Urban Avenue to west of the Project Limits 4) a sewer main and services along the south side of Railroad Avenue from Urban Avenue to east of the Project Limits 5) a sewer main and services along Broadway Street from east of the Project Limits to west of the Project Limits.

RR Station [REDACTED]

At this location the Nassau County Department of Public Works has a [REDACTED] RCP sewer line crossing the tracks north-south to manholes outside the LIRR ROW.

6<sup>th</sup> Avenue, RR Station [REDACTED]

At this location the Nassau County Department of Public Works has a sewer line crossing the tracks north-south to manholes outside the LIRR's southerly ROW line.

5<sup>th</sup> Avenue, RR Station [REDACTED]

At this location the Nassau County Department of Public Works has a sewer line crossing the tracks north-south to manholes outside the LIRR's southerly ROW line.

RR Station [REDACTED]

At this location the Nassau County Department of Public Works has a [REDACTED] sewer line crossing the tracks north-south.

RR Station [REDACTED]

At this location the Nassau County Department of Public Works has a [REDACTED] sewer line crossing the tracks north-south.

RR Station [REDACTED]

At this location the Nassau County Department of Public Works has a sewer line crossing the tracks north-south.

RR Station [REDACTED]

At this location the Nassau County Department of Public Works has a [REDACTED] sewer line crossing the tracks north-south.

Carle Road, RR Station [REDACTED]

At this location the Nassau County Department of Public Works has a [REDACTED] sewer line crossing the tracks north-south.

#### RR Station [REDACTED]

At this location the Nassau County Department of Public Works has a [REDACTED] sewer line crossing the tracks north-south.

### **A-2.4.2 Water Authority of Western Nassau County**

#### Plainfield Avenue

At this bridge widening location, the Water Authority of Western Nassau County has an [REDACTED] water main along the west curb line crossing the tracks north-south.

#### Covert Avenue

Within the limits of the Covert Avenue underpass and drainage construction are significant public water mains. WAWNC pump station [REDACTED] is located on the corner of Second Avenue and 6<sup>th</sup> Street. From the pump station to Covert Avenue both a [REDACTED] and [REDACTED] water exist in order to facilitate the distribution of water to the north, east and south. A [REDACTED] main runs in south bound lane of Covert Avenue from north of the Project Limits, under the railroad and divides in the vicinity of Third Avenue. This [REDACTED] main connects with both the [REDACTED] and [REDACTED] mains in Second Avenue. The [REDACTED] main continues east through the intersection along the north side of Second Avenue. South of the railroad the [REDACTED] divides through a series of valves, with a [REDACTED] main running east on Third Avenue, a [REDACTED] main on the west side of Covert Avenue and a [REDACTED] main on the east side of Covert Avenue.

#### South 12<sup>th</sup> Street

Water Authority of Western Nassau County water facilities in the vicinity of South 12<sup>th</sup> Street include 1) a [REDACTED] water main and services along the west side of South 12<sup>th</sup> Street from south of the Project Limits under the LIRR tracks to north of the Project Limits 2) a [REDACTED] water main and services along the south side of 3<sup>rd</sup> Avenue from east of the Project Limits to west of the Project Limits 3) a [REDACTED] water main and services along the north side of 2<sup>nd</sup> Avenue from east of the Project Limits to west of the Project Limits.

#### New Hyde Park Road

Water Authority of Western Nassau County water facilities in the vicinity of New Hyde Park Road include 1) a [REDACTED] water main and services along the west side of New Hyde Park Road from south of the Project Limits to the intersection of Hyde Park Road and Clinch Avenue 2) a [REDACTED] water main and services along the west side of New Hyde Park Road from the intersection of New Hyde Park Road and Clinch Avenue to north of the Project Limits 3) a [REDACTED] water main and services along the east side of New Hyde Park Road from south of the Project Limits turning east to the east corner of Clinch Avenue 4) a [REDACTED] water main and services along the center of Greenridge Avenue from the intersection of Clinch Avenue and Greenridge Avenue to east of



the Project Limits 5) a ■ water main and services along the south side of Plaza Avenue from New Hyde Park Road to west of the Project Limits 6) a ■ water main and services along the north side of Plaza Avenue from New Hyde Park Road to east of the Project Limits.

#### Mineola Station, RR Station ■■■■■

At this station location, the Water Authority of Western Nassau County has 2 water mains running along the south side of the station platform between 4<sup>th</sup> Avenue and 3<sup>rd</sup> Avenue.

#### Mineola Station/Mineola Boulevard, RR Station ■■■■■

At this location, the Water Authority of Western Nassau County has a water main running along the south side of the station platform between 4<sup>th</sup> Avenue and 3<sup>rd</sup> Avenue.

### **A-2.4.3 Village of Mineola Department of Public Works – Water and Sewer**

#### Main Street

Village of Mineola Department of Public Works water facilities in the vicinity of Main Street include 1) a ■ water main and services along the center of Main Street from south of the Project Limits, under the LIRR tracks, to north of the Project Limits 2) a ■ water main and services along the north side of 3<sup>rd</sup> Street from east of the Project Limits to west of the Project Limits 3) a 6" water main and services along the center of Front Street south of the LIRR tracks running east of the Project Limits 4) a ■ water main and services along the center of Front Street north of the LIRR tracks running west of the Project Limits 5) a ■ water main and services along the north side of 2<sup>nd</sup> Street from east of the Project Limits to west of the Project Limits.

Village of Mineola Department of Public Works sewer facilities in the vicinity of Main Street include 1) a ■ sewer main and services along the east side of Main Street from south of the Project Limits to Front Street south of the LIRR tracks 2) two ■ sewer mains and services running east and west along the north and south sides of 3<sup>rd</sup> Street 3) a sewer main and services along the center of Main Street from Front Street north of the LIRR tracks to north of the Project Limits 4) a sewer main and services along the north sidewalk of Front Street north of the LIRR tracks running west of Project Limits.

#### Willis Avenue

Village of Mineola Department of Public Works water facilities in the vicinity of Willis Avenue include 1) a ■ water main and services along the west side of Willis Avenue from south of the Project Limits, under the LIRR tracks, to north of the Project Limits 2) a ■ water main and services along the north side of Front Street from Willis Avenue to east of the Project Limits 3) a 6" water main and services along the south side of Front Street from Willis Avenue to west of the Project Limits 4) a ■ water main and services along the north side of 2<sup>nd</sup> Street from east of the Project Limits to west of the Project Limits.

Village of Mineola Department of Public Works sewer facilities in the vicinity of Willis Avenue include 1) a ■ sewer main and services along the center of Willis Avenue from south of the

Project Limits to Front Street 2) a [REDACTED] sewer main and services along the center of Front Street from Willis Avenue to east of the Project Limits 3) a sewer main and services along the center of Front Street north of 2<sup>nd</sup> Street 4) a sewer main and services along the north and south sidewalks of 2<sup>nd</sup> Street.

Station Road, RR Station [REDACTED] to RR Station [REDACTED]

At this location, the Village of Mineola has a sanitary sewer line on the south side of Station Road which parallels the south platform between 1<sup>st</sup> Avenue and 2<sup>nd</sup> Avenue.

Station Road, RR Station [REDACTED] to RR Station [REDACTED]

At this location, the Village of Mineola has a water main, which parallels the south platform of Mineola Station between 4<sup>th</sup> Avenue and 5<sup>th</sup> Avenue.

**A-2.4.4 Village of Garden City - Water and Sewer**

Plainfield Avenue

At this bridge widening location, the Village of Garden City has a sanitary sewer line, which parallels the south side of the Railroad ROW, 50 feet south of the ROW from Plainfield Avenue to RR Station [REDACTED].

Denton Avenue

At this bridge widening location, the Village of Garden City has a [REDACTED] sanitary sewer line in the center of the roadway, crossing the tracks north-south.

Nassau Boulevard

At this bridge widening location, the Village of Garden City has a sanitary sewer line crossing the tracks north-south.

New Hyde Park Road

Village of Garden City sewer facilities in the vicinity of New Hyde Park Road include 1) a [REDACTED] sewer main and services along the east side of New Hyde Park Road from south of the Project Limits to the intersection of New Hyde Park Road and Clinch Avenue 2) a [REDACTED] sewer main and services along the center of Clinch Avenue from south of the Project Limits to just south of the intersection of New Hyde Park Road and Clinch Avenue.

Village water includes an [REDACTED] water main along the east side of New Hyde Park Road, a [REDACTED] water main in Clinch Avenue, as well as a shared interconnect with Water Authority of Western Nassau in the intersection of Clinch and Greenridge.

RR Station [REDACTED]

At this location, the Village of Garden City has a [REDACTED] sanitary sewer line crossing the tracks north-south.

5<sup>th</sup> Avenue, RR Station [REDACTED]

At this location, the Village of Garden City has a sanitary sewer line in the roadway of 5<sup>th</sup> Avenue, which parallels the south side of the Railroad ROW.

Main Avenue, RR Station [REDACTED] to RR Station [REDACTED]

At this location, the Village of Garden City has an [REDACTED] water main mostly located along the south side of Main Avenue from Tanners Pond Road to Nassau Boulevard. This main provides 6-inch line connections to the south along each intersecting street between these limits.

West of Herricks Road, RR Station [REDACTED]

At this location, the Village of Garden City has a [REDACTED] sanitary sewer line crossing the tracks north-south.

12<sup>th</sup> Avenue, RR Station [REDACTED]

At this location, the Village of Garden City has a [REDACTED] sanitary sewer line crossing the tracks north-south.

**A-2.4.5 Village of Westbury Water District**

School Street

Westbury Water District water facilities in the vicinity of School Street include 1) a water main and services along the west side of School Street from south of the Project Limits to the LIRR tracks 2) a water main and services along the west side of School Street from the LIRR tracks to north of the Project Limits 3) a water main and services along the north side of Railroad Avenue from School Street to west of the Project Limits 4) a service connection at the [REDACTED] property.

Urban Avenue

Westbury Water District water facilities in the vicinity of Urban Avenue include a [REDACTED] water main and services along the west side of Urban Avenue from south of the Project Limits to north of the Project Limits. Within Broadway a [REDACTED] and [REDACTED] inch mains exist, with the [REDACTED] providing for services and the [REDACTED] primarily feeding the surrounding network.

Ellison Avenue, RR Station [REDACTED]

At this location the Village of Westbury Water District has [REDACTED] water line crossing the tracks north-south east of Ellison Avenue, and [REDACTED] south of the tracks jogs west to the roadway of Ellison Avenue.

Grand Boulevard, RR Station [REDACTED]

At this location the Village of Westbury Water District has an [REDACTED] water line crossing the tracks north-south.

State Street, RR Station [REDACTED]

At this location the Village of Westbury Water District has a water line crossing the tracks north-south.

**A-2.4.6 Carle Place Water District**

Glen Cove Road, RR Station [REDACTED]

At this bridge widening location, Carle Place Water has a [REDACTED] water main crossing the tracks north-south in the east sidewalk.

Cherry Lane, RR Station [REDACTED]

At this bridge widening location, Carle Place Water has a [REDACTED] and a [REDACTED] water main in the center of the roadway crossing the tracks north-south.

RR Station [REDACTED]

At this location Carle Place Water has a [REDACTED] water main crossing the tracks north-south.

RR Station [REDACTED]

At this location has a [REDACTED] water main crossing the tracks north-south and continues parallel to the LIRR ROW for a short distance.

Carle Road, RR Station [REDACTED]

At this location Carle Place Water has a [REDACTED] water main crossing the tracks north-south.

**A-2.5 Other Utilities**

**A-2.5.1 Other Utility Company Name**

N/A

**A-2.6 Utility Service Connections**

Utility service connections exist throughout the Project Limits. The majority are not individually discussed in this text.

**A-3 UTILITY RELOCATIONS BY OTHERS**

The Design-Builder shall be aware that all utility relocation work presented in this Volume is approximate and is predicated on the assumption of a single relocation to the new, permanent utility locations, unless otherwise known. Should the Design-Builder's design, means and methods require interim utility relocations, the Design-Builder shall be responsible for coordinating with the affected utilities. The Design-Builder shall be responsible for coordinating all final utility relocation proposals, as well as being responsible for the costs of each.

### **A-3.1 Telecommunications**

#### **A-3.1.1 Verizon**

##### South Tyson Avenue

It is anticipated that abutment construction at this bridge widening location will require protecting and maintaining the underground Verizon facilities discussed in section 2.1.1.

##### Plainfield Avenue

It is anticipated that abutment construction at this bridge widening location will require protecting and maintaining the overhead and underground Verizon facilities discussed in section 2.1.1.

##### Covert Avenue

It is anticipated that both the overhead and underground Verizon facilities discussed in section A-2.1.1 will require relocation as a result of the preferred alternative. It is the intent of Verizon to reconstruct their primary feeder cables for Covert Avenue, and New Hyde Park Road between NY 25 and 5<sup>th</sup> Avenue, south of the tracks, with a new trunkline along 8<sup>th</sup> Street in advance of Covert Avenue underpass construction. Additional relocations anticipated in coordination with Design-Builder operations during construction of the underpass include, Verizon will still need to remove existing trunk lines, conduit and relocate poles and area services along Covert Avenue between Wayne Street and 1<sup>st</sup> Street.

##### South 12<sup>th</sup> Street

It is anticipated that under the road closed alternative existing Verizon facilities will be only nominally impacted.

##### New Hyde Park Road

It is anticipated that both the overhead and underground Verizon facilities discussed in section A-2.1.1 will require relocation ahead of Design-Builder operations during construction of the underpass. See Covert Avenue section for description of Verizon's joint relocation plan. Additional relocations anticipated in coordination with Design-Builder operations during construction of the underpass include, Verizon will still need to 1) a replacement for grade change and realignment of poles and overhead facilities along the west side of New Hyde Park Road between 4<sup>th</sup> Street and Clinch Avenue and crossing cables into the neighborhood to the east along the south side of Greenridge Avenue and along Clinch Avenue affected by grade and

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alignment of underpass 2) a replacement of poles and transfers for grade change along Plaza Drive and New Hyde Park Road for 2 to 3 poles in each direction of the intersection , 3)relocation of CEV potentially within proposed FEE take area, 4) removal of existing facilities.

### Main Street

It is anticipated that only minimal relocations will be required. Anticipated relocations in conjunction with Design-builder include manhole adjustments as needed for new road configuration and extension of sleeves as needed below proposed third track. Provision of the commuter drop area and mini roundabout could result in several utility pole moves both north and south of the tracks.

### Willis Avenue

It is expected that Verizon overhead facilities will be impacted as a result of the preferred alternative. Anticipated relocations include 1) cables on the east side of Willis Avenue from Front Street to 3<sup>rd</sup> Street will require transfer to new poles as a result of the proposed north bound frontage road. 2) west side of Willis Avenue from Front Street to north of 2<sup>nd</sup> Street will include relocation of poles for grade, retaining walls and an extension of sleeves at the crossings if it can be maintained through construction. 3) replacement of 3 poles plus elimination of 2 guy poles impacted by grade.

### Glen Cove Road

It is anticipated that abutment construction at this bridge widening location will require protecting and maintaining the underground Verizon facilities and relocating the aerial facilities discussed in section 2.1.1.

### Cherry Lane

It is anticipated that maintaining vertical clearance during construction at this bridge widening location will require raising the overhead Verizon Facilities discussed in section 2.1.1 on existing or relocated poles.

### School Street

It is anticipated that both the overhead and underground Verizon facilities discussed in section A-2.1.1 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a relocation of all overhead facilities along the west side of School Street from south of the Project Limits to north of the Project Limits 2) a re-establishment of all services lines south of the tracks 3) a re-establishment of all services lines north of the tracks via a proposed pole line on the east side of School Street extending from existing facilities south of Railroad Avenue, crossing the tracks to several new poles on acquired property with underground drops and overhead laterals to provide existing services or via a path which would include Center St, Grant St and property acquired for the Project.

Urban Avenue

It is anticipated that the underground Verizon facilities discussed in section A-2.1.1 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a relocation of all facilities along the east side of Urban Avenue from south of the Project Limits to north of the project through an alternate roadway route between Broadway and Main Street along Swalm Street under the Railroad, west to Garden and back to Urban Avenue. 2) The relocation of several poles along Urban Avenue is anticipated, requiring relocation of existing cables and services. Verizon anticipates relocating services s/o tracks to rear access from adjacent streets.

Herricks Road, RR Station [REDACTED]

It is anticipated that sound wall construction at this location will require protecting and maintaining the underground Verizon facilities discussed in section 2.1.1.

Mineola Station/Mineola Boulevard, RR Station [REDACTED]

It is anticipated that track and platform construction at this location will require protecting and maintaining the underground Verizon facilities discussed in section 2.1.1.

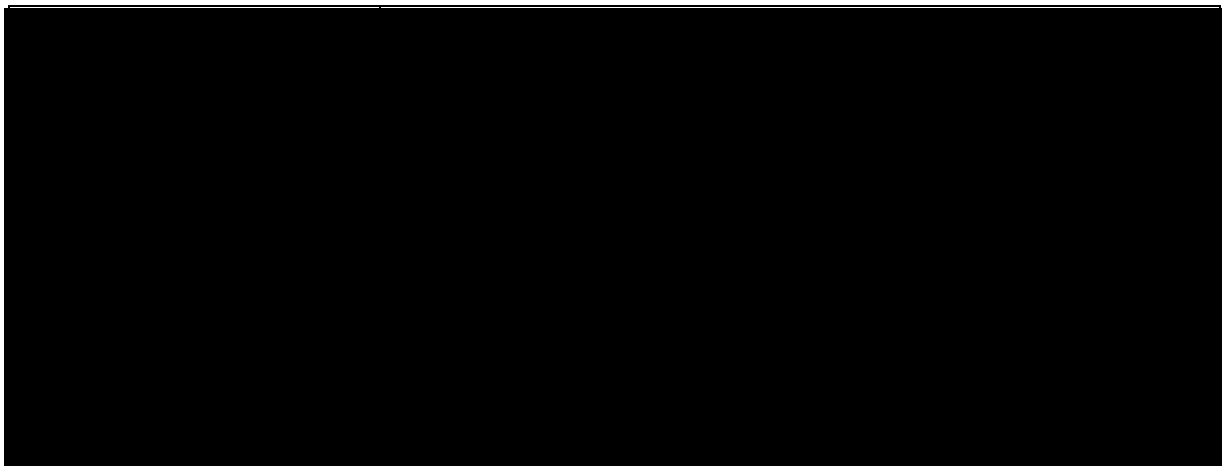
Roslyn Road, RR Station [REDACTED]

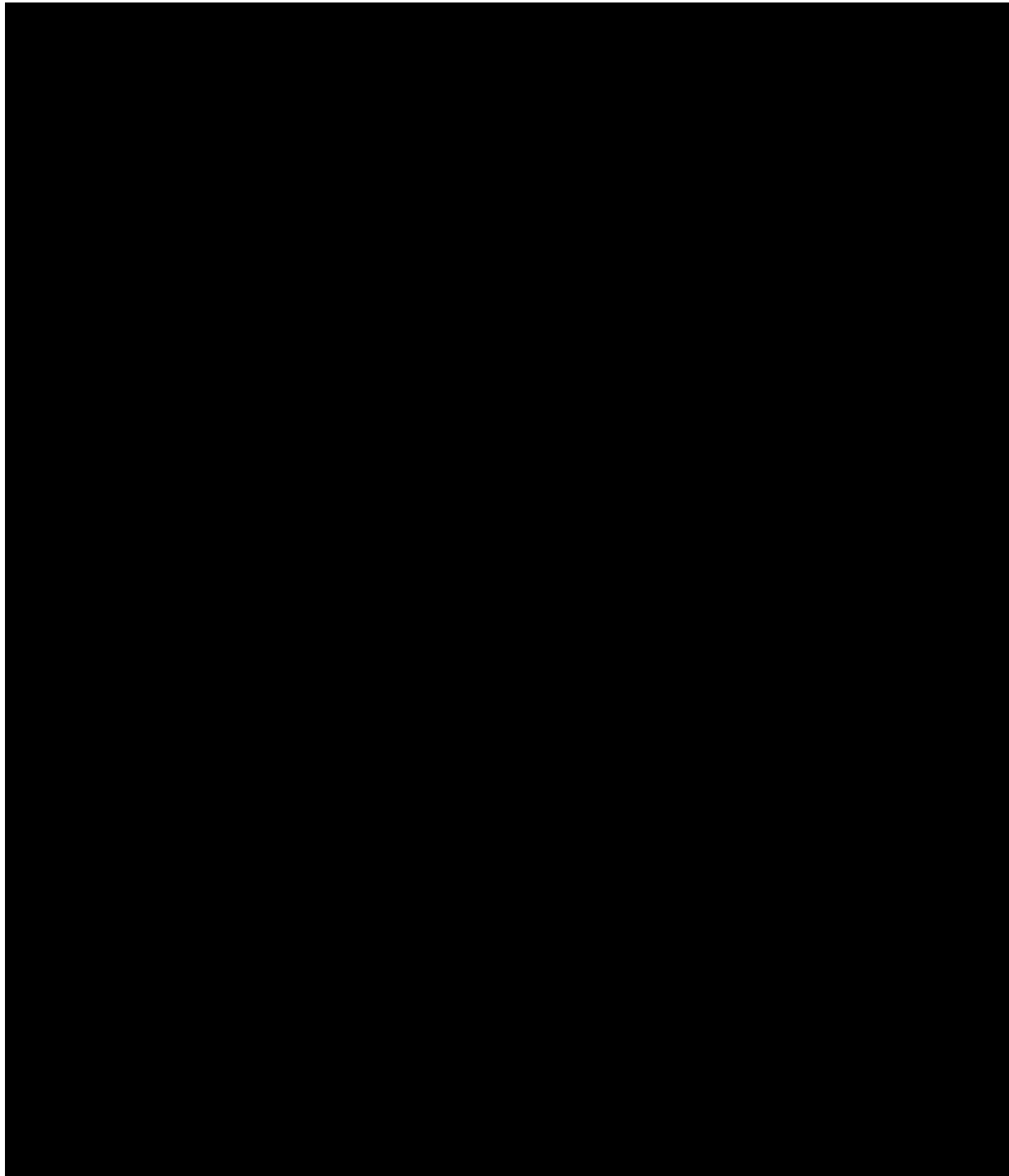
It is anticipated that retaining wall construction at this location will require protecting and maintaining the underground Verizon facilities discussed in section 2.1.1.

**A-3.1.2 Verizon Business**

LIRR ROW

It is anticipated that the proposed construction in the LIRR ROW, will require the following adjustments to Verizon Business' pole-mounted aerial and underground fiber optic lines in section A-2.1.2 at the following locations:





**A-3.1.3 Lighttower (Also Crown Castle Cables)**

South Tyson Avenue



It is anticipated that bridge construction at this bridge widening location will require protecting and maintaining Lighttower's aerial facilities discussed in section 2.1.3.

#### Covert Avenue

It is anticipated that the Lighttower overhead facilities discussed in section A-2.1.3 will require relocation in coordination with the Design-Builder operations during construction of the underpass. The relocation is anticipated to include a relocation of all overhead facilities to follow a path from Covert Avenue, of either Covert to Wayne Avenue and from South 5<sup>th</sup> Street to 1<sup>st</sup> Avenue back to Covert Avenue or Covert Avenue to 5<sup>th</sup> Avenue to 8<sup>th</sup> Street to 1<sup>st</sup> Avenue and back to Covert Avenue.

#### New Hyde Park Road

It is anticipated that the Lighttower overhead facilities discussed in section A-2.1.3 will be relocated following a 30+ utility pole bypass of New Hyde Park Rd to Fourth Street, west to Baer Place, north to the north side of 2<sup>nd</sup> Avenue (crossing the new platforms), east to Herkimer and west on Plaza or South Park Place back to New Hyde Park Road as a result of the preferred alternative.

#### Main Street

It is anticipated that the Lighttower overhead facilities discussed in section A-2.1.3 will not require relocations under the preferred alternative.

#### Willis Avenue

It is anticipated that the Lighttower overhead facilities discussed in section A-2.1.3 will require transfer to new utility poles on the east side of Willis Avenue between the 3<sup>rd</sup> Streets as a result of the development of a frontage road.

#### Glen Cove Road

It is anticipated that bridge construction at this bridge widening location will require protecting and maintaining, or possibly relocating Lighttower's aerial facilities discussed in section 2.1.3.

#### Cherry Lane

It is anticipated that bridge construction at this bridge widening location will require protecting and maintaining, or possibly relocating Lighttower's aerial facilities discussed in section 2.1.3.

#### School Street

It is anticipated that the Lighttower overhead facilities discussed in section A-2.1.3 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include a relocation of all overhead facilities along the west side of School Street from the area of the underpass. Lighttower to determine its own best path.

Herricks Road, RR Station [REDACTED]

It is anticipated that sound wall construction at this location will require protecting and maintaining, or possibly relocating Lighttower's aerial facilities discussed in section 2.1.3.

**A-3.1.4 AT&T – Local Network Services**

South Tyson Avenue

It is anticipated that bridge construction at this bridge widening location will require protecting and maintaining AT&T-LNS's underground facilities discussed in section 2.1.4.

Main Street

It is anticipated that under a road closed alternative the AT&T facilities discussed in section A-2.1.4 will not require relocation.

Willis Avenue

It is anticipated that the AT&T overhead facilities discussed in section A-2.1.4 will require transfer to new utility poles on the east side of Willis Avenue between the 3<sup>rd</sup> Streets as a result of the development of a frontage road.

Cherry Lane

It is anticipated that abutment construction at this bridge widening location will require protecting and maintaining the underground AT&T-LNS facilities discussed in section 2.1.4.

Herricks Road, RR Station [REDACTED]

It is anticipated that sound wall construction at this location will require protecting and maintaining AT&T-LNS's underground facilities discussed in section 2.1.4.

**A-3.1.5 Altice USA (Formerly Cablevision)**

Covert Avenue

It is anticipated that the Altice overhead facilities discussed in section A-2.1.5 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include a relocation of all overhead facilities to follow a path from Covert Avenue to Wayne Avenue and from South 5<sup>th</sup> Street to 1<sup>st</sup> Avenue back to Covert Avenue or Covert Avenue to 5<sup>th</sup> Avenue to 8<sup>th</sup> Street to NY 25 and back to Covert Avenue for trunk lines. Additionally Altice will need to provide service lines along Covert Avenue to provide for existing local uses.

South 12<sup>th</sup> Street

It is anticipated that under the road closed alternative existing Altice facilities will be only nominally impacted.

### New Hyde Park Road

It is anticipated that the Altice overhead facilities discussed in section A-2.1.5 will be relocated following a 30+ utility pole bypass of New Hyde Park Road to Fourth Street, west to Baer Place, north to the north side of 2<sup>nd</sup> Avenue (crossing the new platforms), north on Miller to NY 25 ahead of Design-builder operations to construct a staged underpass.

Additional relocations anticipated in coordination with Design-Builder operations during construction of the underpass include, 1) a replacement for grade change and realignment of poles and overhead facilities along the west side of New Hyde Park Road between 4<sup>th</sup> Street and Clinch Avenue and crossing cables into the neighborhood to the east along the south side of Greenridge Avenue and along Clinch Avenue affected by grade and alignment of underpass 2) a replacement of poles and transfers for grade change along Plaza Drive and New Hyde Park Road for 2 to 3 poles in each direction of the intersection , 3) removal of existing facilities.

### Denton Avenue

It is anticipated that abutment construction at this bridge widening location will require protecting and maintaining Altice's aerial facilities discussed in section 2.1.5.

### Main Street

It is anticipated that only minimal relocations will be required. Provision of the commuter drop area and mini roundabout could result in several utility pole moves both north and south of the tracks.

### Willis Avenue

It is expected that Altice overhead facilities will be impacted as a result of the preferred alternative. Anticipated relocations include 1) cables on the east side of Willis Avenue from Front Street to 3<sup>rd</sup> Street will require transfer to new poles as a result of the proposed north bound frontage road. 2) west side of Willis Avenue from Front Street to north of 2<sup>nd</sup> Street will include replacement of poles and transfers as a result of grade changes, retaining walls and curb changes 3) along 2<sup>nd</sup> Street replacement of 3 poles plus elimination of 2 guy poles impacted by grade are anticipated to require transfers.

### Glen Cove Road

It is anticipated that abutment construction at this bridge widening location will require protecting and maintaining Altice's aerial facilities discussed in section 2.1.5.

### Cherry Lane

It is anticipated that abutment construction at this bridge widening location will require protecting and maintaining Altice's aerial facilities discussed in section 2.1.5. Additionally in order to maintain the grade crossing, the new e/w right of way pole line shall make room for Altice cables prior to removal of the existing right of way pole.

#### School Street

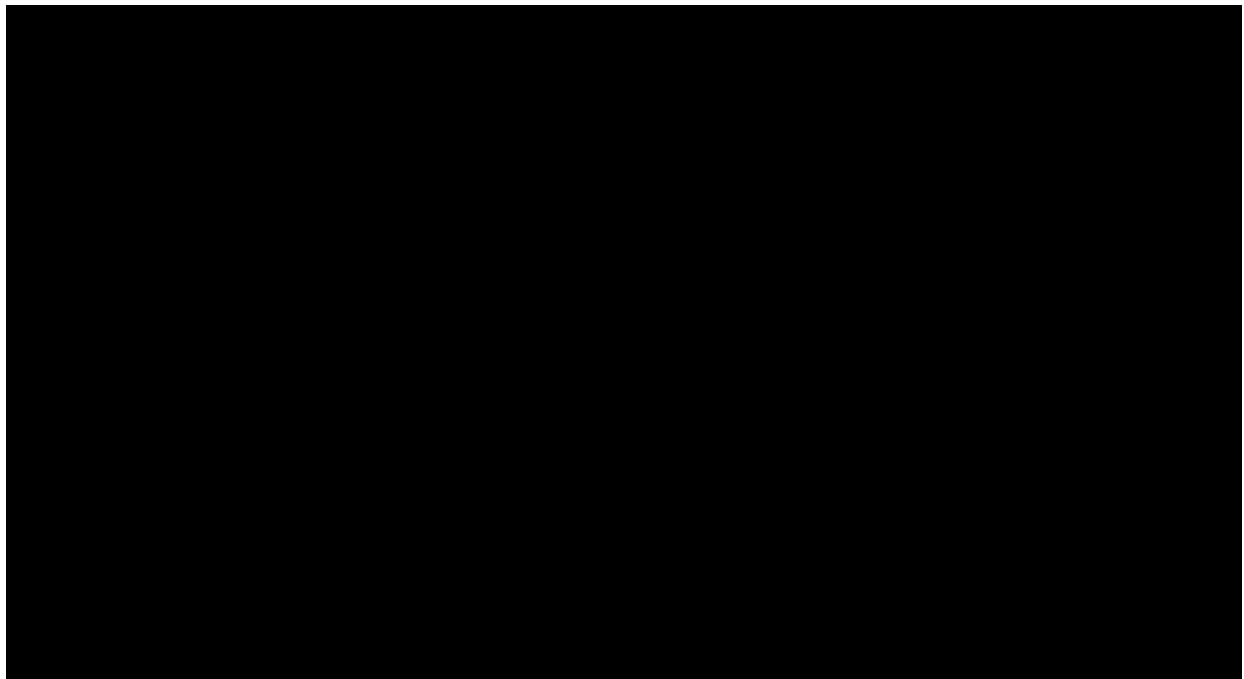
It is anticipated that the overhead Altice facilities discussed in section A-2.1.5 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a relocation of overhead services north of the tracks via a proposed pole line on the east side of School Street extending from existing facilities south of Railroad Avenue, crossing the tracks to several new poles on acquired property with underground drops and overhead laterals to provide existing services or via a path which would include Center St, Grant St and property acquired for the Project.

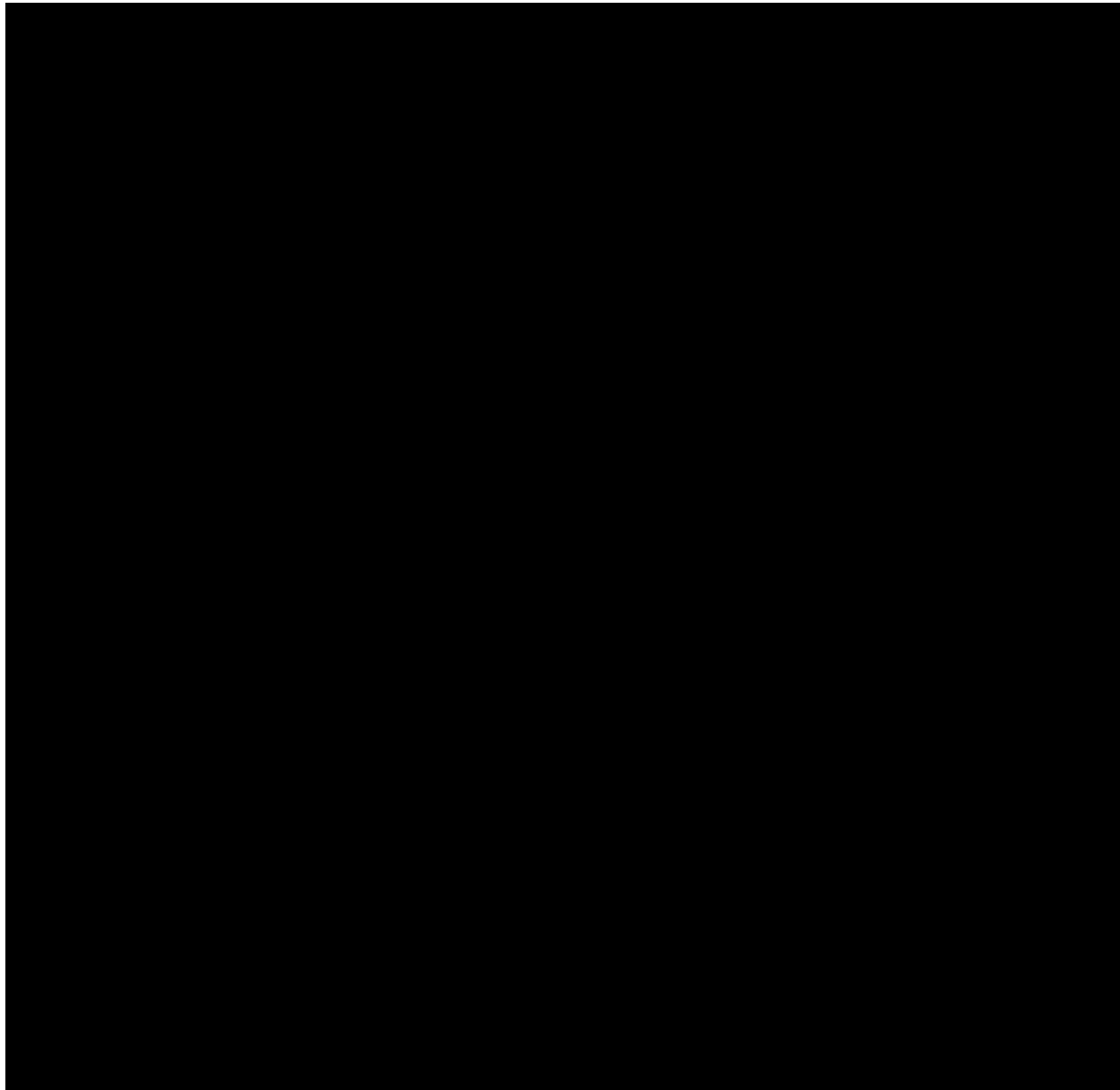
#### Urban Avenue

It is anticipated that facilities discussed in section A-2.1.5. will require relocation in coordination with the Design-Builder operations during construction of the underpass. The relocation is anticipated to include the relocation of several poles along Urban Avenue is anticipated, requiring relocation of existing cables and services.

#### LIRR ROW

It is anticipated that the proposed construction in the LIRR ROW, will require the following adjustments to Altice USA's pole-mounted aerial and underground fiber optic lines in section A-2.1.5 at the following locations:





Roslyn Road, RR Station [REDACTED]

It is anticipated that new track construction at this location will require protecting and maintaining Altice's aerial facilities discussed in section 2.1.5.

Ellison Avenue, RR Station [REDACTED]

It is anticipated that new track construction at this location will require protecting and maintaining Altice's aerial facilities discussed in section 2.1.5.

Other Locations

It is anticipated that the proposed construction at these locations will require relocating some of Altice's aerial facilities and protecting and maintaining other aerial facilities discussed in section 2.1.5.

## **A-3.2 Electric**

### **A-3.2.1 LIPA (PSEG as agent for LIPA)**

#### Plainfield Avenue

It is anticipated that abutment construction at this bridge widening location will require relocating the underground LIPA/PSEG facilities discussed in section 2.2.1 outside the construction zone, and protecting and maintaining the overhead facilities.

#### Covert Avenue

It is anticipated that the LIPA/PSEG overhead electric facilities discussed in section A-2.2.1 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a relocation of all primary cables along Covert Avenue between Wayne Avenue and north of 2<sup>nd</sup> Avenue while poles for secondary cables and services may be maintained south from 1<sup>st</sup> Avenue and north from Wayne Avenue. The proposed relocated primary will follow a path on 8<sup>th</sup> Street between 1<sup>st</sup> and 5<sup>th</sup> Avenue 2) an understanding that overhead transmission poles may need to be held, made temporarily taller or require offset as a result of final design and construction methods. Steel foundation poles may be required. Transmission outages between Memorial Day and Labor Day are typically not available.

#### South 12<sup>th</sup> Street

It is anticipated that the LIPA/PSEG overhead electric facilities discussed in section A-2.2.1 will only be nominally impacted.

#### New Hyde Park Road

It is anticipated that the LIPA overhead facilities discussed in section A-2.2.1 will be relocated following a 30+ utility pole bypass of New Hyde Park Road to Fourth Avenue, west to Baer Place, north to the north side of 2<sup>nd</sup> Avenue (crossing the new platforms), east to Herkimer and west on Plaza or South Park Place back to New Hyde Park Road ahead of Design-Builder operations to construct a staged underpass. This is anticipated to be only a temporary condition; provisions for permanent re-establishment of primary electric along New Hyde Park Road shall be included in the Design-Builder's Design.

Additional relocations anticipated in coordination with the Design-Builder operations during construction of the underpass include, 1) a replacement for grade change and realignment of poles and overhead facilities along the west side of New Hyde Park Road between 4<sup>th</sup> Street and Clinch Avenue and crossing cables into the neighborhood to the east along the south side of Greenridge Avenue and along Clinch Avenue affected by grade and alignment of underpass

2) a replacement of poles and transfers for grade change along Plaza Drive and New Hyde Park Road for 2 to 3 poles in each direction of the intersection , 3) removal of existing facilities.

#### Denton Avenue

It is anticipated that abutment construction at this bridge widening location will require relocating the underground LIPA/PSEG facilities discussed in section 2.2.1 outside the construction zone, and protecting and maintaining the overhead facilities.

#### Nassau Boulevard

It is anticipated that abutment construction at this bridge widening location will require protecting and maintaining, or relocating the underground LIPA/PSEG facilities discussed in section 2.2.1 outside the construction zone.

#### Main Street

It is anticipated that only minimal relocations will be required. Provision of the commuter drop area and mini roundabout could result in minor utility pole shifts both north and south of the tracks.

#### Willis Avenue

It is anticipated that the LIPA/PSEG overhead electric facilities discussed in section A-2.2.1 will require relocation in coordination with the Design-Builder operations during construction of the underpass, as well as relocations in advance of the Design-Builder's operations. LIPA has proposed to relocate overhead primary line from Willis Avenue to Main Street in advance of the Design-Builder's operations at Willis Avenue, eliminating the need for overhead primary over and between the LIRR mainline and Oyster Bay branch. The relocations anticipated during Design-Builder's operations include 1) a relocation of poles and overhead facilities located along the east sidewalk between Front Street and 3<sup>rd</sup> Street to proposed east sidewalk 2) a relocation of poles and overhead facilities located along the east sidewalk from south of 2<sup>nd</sup> Street to north of the Project Limits to accommodate project grading 3) a relocation and re-alignment of poles and overhead facilities along 2<sup>nd</sup> Street for vertical changes. Establish service to the [REDACTED] properties along permanent easement proposed under Project.

#### Glen Cove Road

It is anticipated that abutment construction and retaining wall construction at this bridge widening location will require relocating the overhead and underground LIPA/PSEG facilities discussed in section 2.2.1 outside the construction zone.

#### Cherry Lane

It is anticipated that abutment construction at this bridge widening location will require raising the overhead LIPA/PSEG facilities discussed in section 2.2.1 on existing or relocated poles.

### School Street

It is anticipated that the LIPA/PSEG overhead electric facilities discussed in section A-2.2.1 will require relocation in coordination with the Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a re-establishment of all services lines south of the tracks affected by grade or frontage road development. 2) a re-establishment of all services lines north of the tracks through an alternate roadway route from Union Avenue or Center Street to Grant Street or via a proposed pole line on the east side of School Street extending from existing facilities south of Railroad Ave, crossing the tracks to several new poles on acquired property with underground drops and overhead laterals to provide existing services.

### Urban Avenue

It is anticipated that the LIPA/PSEG overhead electric facilities discussed in section A-2.2.1 will require relocation in coordination with the Design-Builder operations during construction of the underpass, as well as relocations in advance of the Design-Builder operations. LIPA has proposed to relocate overhead primary line from Urban Avenue to Sylvester Street in advance of the Design-Builder's operations, eliminating the need for overhead primary over and between the LIRR mainline at Urban Avenue. The relocation in coordination with the Design-Builder is anticipated to include a relocation of poles and remaining overhead facilities along the west sidewalk of Urban Avenue to the east side of Urban Avenue within the length of the underpass limits.

### LIRR ROW

It is anticipated that the proposed construction in the LIRR ROW, will require the following adjustments to LIPA/PSEG's pole-mounted aerial and underground electric transmission lines at the following locations:

- A. *From Plainfield Ave. (REDACTED):*
1. Relocate south side utilities (along south side poles) to the north side poles.
  2. Upgrade north side poles to fiber poles and place within LIRR ROW.
  3. Remove south side poles.
  4. New poles to be owned by LIRR and will carry LIRR facilities (including Fiber Optic).
  5. New poles to be designed and constructed by the Design-Builder.
- B. *From Covert Ave (REDACTED) to Denton Ave (REDACTED):*
1. Relocate south side utilities to the north side poles.
  2. Upgrade north side poles to PSEG Hybrid Steel poles and place within LIRR ROW.
  3. Remove south side poles.
  4. New poles to be owned by PSEG-LI and carry PSEG Transmission, and LIRR facilities (including Fiber Optic).
  5. New poles to be designed by LIRR and constructed by the Design-Builder.

- C. *From Denton Ave (REDACTED) to Nassau Blvd (REDACTED):*
-



1. North side utilities and poles to be maintained as-is.
2. South side utilities and poles to be relocated further south within LIRR ROW.
3. South side relocated poles to be upgraded to fiber poles.
4. Transfer south side underground lines to overhead (If needed).
5. New poles to be owned by LIRR and carry LIRR facilities (including Fiber Optic).
6. New poles to be designed and constructed by the Design-Builder.

*D. From Nassau Blvd ( ) to Main St./Willis Ave ( ):*

1. North side utilities and poles to be maintained as-is.

*E. From Nassau Blvd ( ) to 6<sup>th</sup> Ave ( ):*

1. South side utilities and poles to be maintained as-is.

*F. From 6TH Ave ( ) to 5<sup>th</sup> Ave ( ):*

1. South side poles to be removed.

*G. Mineola Station ( ) to ( ):*

1. South side utilities and poles to be relocated further south within LIRR ROW.
2. South side relocated poles to be upgraded to fiber poles.
3. New poles to be owned by LIRR and carry LIRR facilities.
4. New poles to be designed and constructed by the Design-Builder.

*H. Mineola Rd/Main St ( ):*

1. South side utilities and pole to be relocated further south within LIRR ROW.
2. South side relocated pole to be upgraded to fiber pole.
3. New pole to be owned by LIRR and carry LIRR facilities.
4. New pole to be designed and constructed by the Design-Builder.

*I. Main St./Willis Ave ( ):*

1. South side utilities and poles to be relocated further south within LIRR ROW.
2. South side relocated poles to be upgraded to fiber poles.
3. New poles to be owned by LIRR and carry LIRR facilities.
4. New poles to be designed and constructed by the Design-Builder.

*J. From Main St./Willis Ave ( ) to Weybridge Rd ( ):*

1. Relocate south side utilities to the north side poles.
2. Upgrade north side poles to PSEG Hybrid Steel poles and place within LIRR ROW.
3. Remove south side poles.
4. New poles to be owned by PSEG-LI and carry PSEG Distribution, and LIRR facilities (including Fiber Optic).
5. New poles to be designed by LIRR and constructed by the Design-Builder.

K. *Weybridge Rd ( ) to Vanderbilt Dr ( )*:

1. Relocate north side utilities to the south side poles.
2. Upgrade south side poles to PSEG Hybrid Steel poles and place within LIRR ROW.
3. Remove north side poles.
4. New poles to be owned by PSEG-LI and carry PSEG Distribution, and LIRR facilities (including Fiber Optic).
5. New poles to be designed by LIRR and constructed by the Design-Builder.

L. *Vanderbilt Dr ( ) to Elmwood St ( )*:

1. Relocate north side utilities to the south side poles.
2. Upgrade south side poles to PSEG Hybrid Steel poles and place within LIRR ROW.
3. Remove north side poles.
4. New poles to be owned by PSEG-LI and carry PSEG Transmission, and LIRR facilities (including Fiber Optic).
5. New poles to be designed by LIRR and constructed by the Design-Builder.

M. *Elmwood St/Manor Ave ( ) to Brook St ( )*:

1. South side utilities and poles to be relocated further south within LIRR ROW.
2. South side relocated poles to be upgraded to fiber poles.
3. New poles to be owned by LIRR and carry LIRR facilities (including Fiber Optic).
4. New poles to be designed and constructed by the Design-Builder.

N. *Elmwood St/Manor Ave ( ) to Henry St/Tremont St ( )*:

1. North side utilities and poles to be relocated further north within LIRR ROW.
2. North side relocated poles to be upgraded to PSEG Hybrid Steel poles.
3. New poles to be owned by PSEG-LI and carry PSEG Transmission, and LIRR facilities.
4. New poles to be designed by LIRR and constructed by the Design-Builder.

O. *Tremont St/Post Ave ( ) to Linden Ave/School St ( )*:

1. North side utilities and poles to be maintained as-is.

P. *Linden Ave/School St ( ) to Catherine St/Wantagh Pky ( )*:

1. North side utilities and poles to be relocated further north within LIRR ROW.
2. North side relocated poles to be upgraded to PSEG Hybrid Steel poles.
3. New poles to be owned by PSEG-LI and carry PSEG Transmission, and LIRR facilities.
4. New poles to be designed by LIRR and constructed by the Design-Builder.

Q. *Brook St ( ) to New York Ave ( )*:

1. South side utilities and poles to be maintained as-is.

R. *New York Ave* ( ) to *State St* ( ):

1. South side utilities and poles to be relocated further south within LIRR ROW.
2. South side relocated poles to be upgraded to fiber poles.
3. New poles to be owned by LIRR and carry LIRR facilities (including Fiber Optic).
4. New poles to be designed and constructed by the Design-Builder.

S. *State St/Bond St* ( ) to *Wantagh Pky* ( )

1. South side utilities and poles to be maintained as-is.

Linden Avenue, RR Station ( )

It is anticipated that new track and retaining wall construction at this location will require protecting and maintaining the underground LIPA/PSEG facilities discussed in section 2.2.1.

Millers Lane, RR Station 1 ( )

It is anticipated that new construction at this location will require protecting and maintaining the overhead LIPA/PSEG facilities discussed in section 2.2.1.

5<sup>th</sup> Avenue, RR Station ( )

It is anticipated that new track construction at this location will require protecting and maintaining the underground LIPA/PSEG facilities discussed in section 2.2.1.

RR Station ( )

It is anticipated that new track construction at this location will require protecting and maintaining the overhead LIPA/PSEG facilities discussed in section 2.2.1.

Herricks Road, RR Station ( )

It is anticipated that sound wall construction at this location will require protecting and maintaining, or relocating the underground LIPA/PSEG facilities discussed in section 2.2.1.

RR Station ( )

It is anticipated that new platform construction at this location will require protecting and maintaining the overhead LIPA/PSEG facilities discussed in section 2.2.1.

3<sup>rd</sup> Avenue, RR Station ( )

It is anticipated that new platform construction at this location will require protecting and maintaining the underground LIPA/PSEG facilities discussed in section 2.2.1.

Roslyn Road, RR Station [REDACTED]

It is anticipated that retaining wall and sound wall construction at this location will require protecting and maintaining the overhead and underground LIPA/PSEG facilities discussed in section 2.2.1.

Russel Drive, RR Station [REDACTED]

It is anticipated that new track construction at this location will require protecting and maintaining the overhead and underground LIPA/PSEG facilities discussed in section 2.2.1.

RR Station [REDACTED]

It is anticipated that new track construction at this location will require protecting and maintaining the overhead and underground LIPA/PSEG facilities discussed in section 2.2.1.

Carle Road, RR Station [REDACTED]

It is anticipated that abutment construction at this bridge widening location will require raising the overhead LIPA/PSEG facilities discussed in section 2.2.1 on existing or relocated poles.

Ellison Avenue, RR Station [REDACTED]

It is anticipated that retaining wall construction at this location will require raising the overhead LIPA/PSEG facilities discussed in section 2.2.1 on existing or relocated poles.

Magnolia Avenue, RR Station [REDACTED]

It is anticipated that retaining wall construction at this location will require raising the overhead LIPA/PSEG facilities discussed in section 2.2.1 on existing or relocated poles.

Hooper Street, RR Station [REDACTED]

It is anticipated that retaining wall construction at this location will require raising the overhead LIPA/PSEG facilities discussed in section 2.2.1 on existing or relocated poles.

Swalm Avenue, RR Station [REDACTED]

It is anticipated that new track construction at this location will require protecting and maintaining the overhead and underground LIPA/PSEG facilities discussed in section 2.2.1.

**A-3.2.2 New York Power Authority**

Roslyn Road, RR Station [REDACTED]

It is anticipated that retaining wall and sound wall construction at this location will require protecting and maintaining the underground New York Power Authority facilities discussed in section 2.2.2.

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### **A-3.3 Natural Gas**

#### **A-3.3.1 National Grid**

##### Covert Avenue

It is anticipated that the gas mains, both north and south of the LIRR tracks, discussed in section A-2.3.1 will require relocation in coordination with the Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a split or relocation of the gas main north of 2<sup>nd</sup> Avenue to provide services on either side of the underpass 2) a relocation of the gas main along Covert Avenue to the east side 3) a new gas main on 3<sup>rd</sup> Avenue to Covert Avenue to provide a new service to the [REDACTED] 4) a new service to the [REDACTED] property from Wayne Avenue.

##### South 12<sup>th</sup> Street

It is anticipated that the gas mains discussed in section A-2.3.1 will not require relocation as a result of the roadway closure.

##### New Hyde Park Road

It is anticipated that the gas mains discussed in section A-2.3.1 will require relocation in coordination with the Design-Builder operations during construction of the underpass. National Grid proposes to shut down and cap existing mains within the majority of the section of the proposed underpass utilizing back feed options for duration of construction. National Grid will need to restore these mains prior to restoration of pavement by Design-Builder. Additional relocations anticipated in coordination with the Design-Builder include 1) a replacement for proposed roadway grade change for the gas main and services along Plaza Avenue and New Hyde Park Road north of Plaza Avenue 2) a re-establishment for new grade and alignment of the [REDACTED] and [REDACTED] ST gas main and services along Clinch and Greenridge Avenues from beyond the point of full term shut down.

##### Denton Avenue

It is anticipated that abutment construction at this bridge widening location will require relocating National Grid's gas facilities discussed in section 2.3.1 outside the construction zone.

##### Nassau Boulevard

It is anticipated that abutment construction at this bridge widening location will require relocating National Grid's gas facilities discussed in section 2.3.1 outside the construction zone.

##### Main Street

It is anticipated that the gas mains discussed in section A-2.3.1 will not require relocation. Some adjustments of valve boxes may be needed in coordination with curb and alignment changes associated with proposed mini roundabout and drop off area.

### Willis Avenue

It is anticipated that the gas mains discussed in section A-2.3.1 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a relocation of the ■ ST gas main and services along the center of Willis Avenue between 3<sup>rd</sup> Street and 2<sup>nd</sup> Street with a 12" ST sleeve running under the LIRR tracks to the west side of the underpass along Willis Avenue 2) a re-establishment of connection between the relocated gas main on the west side of Willis Avenue to the gas main along Front Street to east of the Project Limits 3) a replacement of mains for new grade and alignment on 2<sup>nd</sup> Street from east of the Project Limits to west of the Project Limits 4) an addition of a new service for the ■ properties from 2<sup>nd</sup> Street.

### School Street

It is anticipated that the gas mains discussed in section A-2.3.1 will require relocation in coordination with the Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a relocation of the ■ PE gas main and services along the east side of School Street between the LIRR tracks and Center Street to the proposed east sidewalk to provide a service to the ■ property 2) a new service to the 172 School Street property from Union Avenue 3) a lowering of the ■ PE gas main and services along the north side of Railroad Avenue from School Street to west of the Project Limits to meet cover requirements for proposed roadway grade 4) a relocation of the a gas main and services along the east side of School Street between Dryden Street and the LIRR tracks to the proposed east sidewalk.

### Urban Avenue

It is anticipated that the gas mains discussed in section A-2.3.1 will require relocation in coordination with the Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) provide new services from Broadway along both east and west side proposed sidewalks north of the LIRR tracks and new services from proposed at-grade turn-out lane to east side south of the LIRR tracks for the gas main and services along the east side of Urban Avenue from south of the Project Limits to north of the Project Limits 2) an addition of a new service to the ■ property through the proposed driveway.

### Millers Lane, RR Station ■

It is anticipated that new track and platform construction at this location will require protecting and maintaining National Grid's gas facilities discussed in section 2.3.1.

### Herricks Road, RR Station ■

It is anticipated that sound wall construction at this location will require protecting and maintaining, or relocating National Grid's gas facilities discussed in section 2.3.1.

### 4th Avenue, RR Station ■

It is anticipated that any new construction at this location will require protecting and maintaining National Grid's gas facilities discussed in section 2.3.1, and possibly extending the pipe's steel casing.

### **A-3.4 Public Water and Sewer Agencies**

#### **A-3.4.1 Nassau County Department of Public Works – Sewer Department**

Relocation of all public water / sewer system is the responsibility of the Design-Builder. See Section A-4.4.1.

#### **A-3.4.2 Water Authority of Western Nassau County**

Relocation of all public water / sewer system is the responsibility of the Design-Builder. See Section A-4.4.2.

#### **A-3.4.3 Village of Mineola Department of Public Works – Water and Sewer**

Relocation of all public water / sewer system is the responsibility of the Design-Builder. See Section A-4.4.3.

#### **A-3.4.4 Village of Garden City – Water and Sewer**

Relocation of all public water / sewer system is the responsibility of the Design-Builder. See Section A-4.4.4.

#### **A-3.4.5 Village of Westbury Water District**

Relocation of all public water / sewer system is the responsibility of the Design-Builder. See Section A-4.4.5.

### **A-3.5 Other Utilities**

#### **A-3.5.1 Other Utility Company Name**

N/A

### **A-3.6 Utility Service Connections**

#### **A-3.6.1 List any utility services / connections of concern**

Utility service connections exist throughout the Project Limits. The majority are not individually discussed in this text as the reestablishment of services is expected to follow typical procedures.

- At [REDACTED] sewer services are provided via a routing to 2<sup>nd</sup> Avenue east of the Oyster Bay Branch. As a result of project proposals it is anticipated that all existing utilities will need to be relocated in a project easement following that route. This
-

includes electric, telecoms, natural gas, water and a reconstructed sewer in order to provide the 5 services through a [REDACTED] permanent easement.

- Sewer Services facing 2<sup>nd</sup> Street [REDACTED] [REDACTED] will require several feet between face of building / foundation walls and proposed retaining walls in order to allow for dropping sewer service below retaining wall and to gain access to lowered mains. Other utility services are anticipated to be similarly impacted at these locations.
- [REDACTED] – It is anticipated that water sewer and gas services will need to be reconstructed from Union Avenue or the proposed driveway on School Street. It is known that these buildings are on slab. Interior construction and restoration may be expected for gas at the small building near the NW quadrant of the School Street crossing with the Railroad. Electric and telecom services will also need to be reconstructed. There are 2 proposals circulating that would bring overhead services from the east side of School Street either from the south or from Grant Street on property being purchased for other project needs. Service poles for building drops are assumed to be needed on private property.
- [REDACTED] – Gas and sewer services are anticipated in essentially the same location, however they will need to pass through the proposed underpass walls. At a minimum the sewer should be considered for placement under the proposed sidewalk. Water service will also be impacted by the proposed underpass walls, it is proposed to provide new water and fire line service via the proposed driveway. A covered portico along the building face along School Street may provide exterior access to a tie in point with the existing building services. Electric and telecoms will follow the same path options as proposed for the [REDACTED] property with underground drops to existing building service tie in.
- [REDACTED] will no longer have access to water mains in Urban Avenue as a result the proposed walls and conflicts with spacing to sewer. It is proposed to provide a new service for the [REDACTED] property from the [REDACTED] water main in Broadway. It is proposed to provide service for the [REDACTED] property from Railroad Avenue, a new water main will need to be constructed from Broadway along Kinkel Street. An existing [REDACTED] main on Kinkel Street provides service to homes. It is anticipated that the [REDACTED] main will need to be replaced with a [REDACTED] main and all existing services tied over.
- Town Park –. It is anticipated that sewer connection needs to be rerouted. If existing sewer mains to park buildings fronting Railroad Avenue cannot be relocated along the west side of the proposed underpass, consideration will need to be given to a rerouting of sewer main along Railroad Avenue to Garden Street.



### **A-3.6.2 Other Utilities**

### **A-3.6.3 Other Utility Company Name**

N/A

## **A-4 UTILITY RELOCATIONS BY THE DESIGN-BUILDER**

The Design-Builder shall be responsible for coordinating the relocation of all utility services which are impacted by the Project, including the maintenance and protection of those utilities not impacted by this Project, participation in all meetings, preparing minutes of meetings, performing plan reviews, ground preparation, performing survey and markout required for utility relocations as well as excavating test pits as necessary to facilitate resolution of design utility conflict tables to final conflict resolution tables.

Additional Design-Builder responsibilities in conjunction with both public and private utility relocations or offsets include:

- Work Zone Traffic Control
- Removal of abandoned utilities in conflict with construction.
- Removal of pavement, sidewalk and curb as needed and rough excavation to depth agreed to with utilities
- Backfill and restoration to current standards of curb, sidewalk, pedestrian ramps and pavement. Pavement restoration to include full depth pavement repairs and a minimum of a ■ curb to curb Mill and Fill the entire length of the offset or relocation and extending ■ beyond the pavement repair area. Where the mill and fill extends into an intersection the intersection shall be mill and filled ■ along each leg of the intersection.

The following sections describe the anticipated Work to be performed and coordination required with each Utility Owner.

### **A-4.1 Telecommunications**

#### **A-4.1.1 Verizon**

Except as provided for under the LIRR pole clearance plan each utility will provide design of relocated facilities. Construction will be as agreed between the Design-Builder and Utility Owner. Verizon business is being treated as a separate identity for purposes of this discussion.

In addition to the responsibilities listed above, the Design-Builder shall be responsible for drills necessary under the Railroad and new underpasses to complete relocations.

#### School Street

The Design-Builder will be responsible for the placement of separate conduit or a [REDACTED] sleeve by directional drill for the length of proposed underpass for joint use by relocated Verizon and Lighttower cables, if an alternate overhead bypass is not feasible. The Design-Builder shall schedule lead time sufficient to provide for utility placement, customer notifications and splicing prior to start of underpass construction and removal of pole line.

#### **A-4.1.2 Verizon Business**

Except as provided for under the LIRR pole clearance plan each utility will provide design of relocated facilities. Construction will be as agreed between the Design-Builder and Utility Owner. In addition to responsibilities listed above, the DB will be responsible for drills necessary under the railroad and new underpasses to complete relocations.

#### **A-4.1.3 Lighttower**

Except for the following listed items and the additional responsibilities listed above, Lighttower will be responsible for their own relocations.

See above discussion on School Street in Section A-4.1.1.

#### **A-4.1.4 AT&T – Local Network Services**

Except as provided for under the LIRR pole clearance plan each Utility Owner will provide design of relocated facilities. Construction will be as agreed between the Design-Builder and Utility Owner. In addition to the responsibilities listed above, the Design-Builder will be responsible for drills necessary under the Railroad and new underpasses to complete relocations.

#### **A-4.1.5 Altice USA (Formerly Cablevision)**

Except as provided for under the LIRR pole clearance plan each Utility Owner will provide design of relocated facilities. Construction will be as agreed between the Design-Builder and Utility Owner. In addition to the responsibilities listed above, the Design-Builder will be responsible for drills necessary under the Railroad and new underpasses to complete relocations.

### **A-4.2 Electric**

#### **A-4.2.1 LIPA (PSEG as agent for LIPA)**

Except as provided for under the LIRR pole clearance plan each Utility Owner will provide design of relocated facilities. Construction will be as agreed between the Design-Builder and Utility Owner. In addition to the responsibilities listed above, the Design-Builder will be responsible for drills necessary under the Railroad and new underpasses to complete relocations.

#### Covert Avenue

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For the Covert Avenue relocation of LIPA primary from Covert Avenue to South 8<sup>th</sup> Street the Design-Builder will be responsible for the directional drill of a ■ sleeve by directional drill under the LIRR mainline existing and proposed tracks. The Design-Builder shall schedule lead time sufficient to provide for utility placement customer notifications and splicing prior to start of underpass construction and removal of primary lines at Covert Avenue.

#### New Hyde Park Road

The Design-Builder to provide ■ conduit and manholes for replacement of overhead primary within the new roadway, being relocated temporarily offsite during construction of the underpass.

### **A-4.3 Natural Gas**

#### **A-4.3.1 National Grid**

Except as provided for under the LIRR pole clearance plan each Utility Owner will provide design of relocated facilities. Construction will be as agreed between the Design-Builder and Utility Owner. In addition to the responsibilities listed above, the Design-Builder will be responsible for drills necessary under the Railroad and new underpasses to complete relocations.

#### Willis Avenue

The Design-Builder will be responsible for placement of sleeves at both the LIRR Main Line and Oyster Bay Branch for the relocated ■ gas main.

### **A-4.4 Public Water and Sewer Agencies**

The Design-Builder shall design and construct as well as include all associated costs to design and construct any relocation or modification of the water and sewer systems required to accommodate this project in their price proposal. This includes but is not limited to connecting distribution mains, manholes, all service connections, hydrants, valves, water meters, curb stops, water meter pits, sleeves and isolated offsets required to complete the Project improvements and restore the water and sewer systems. Additional costs which are anticipated include permitting fees, disconnection /connection fees, road opening fees and bonding as required to ensure proper rededication of municipal utilities to the owning authority for mains and connections.

All work shall be done in accordance with the standards and specifications of the operating agency. For any work undertaken by the Design-Builder on behalf of the Utility Owner or work to complete repairs to utility facilities damaged by the Design-Builder, the Design-Builder shall engage the services of a sub-contractor approved by the Utility Owner.

Prior to beginning any work related to the water or sewer systems, the Design-Builder shall submit plans to the system operator (or their agent) and the Nassau County Department of Health (NCDOH) for review and approval. The Design-Builder shall not begin any work mains

or services prior to obtaining approval for the work from the operating agency and NCDOH. Additionally the Design-Builder shall be responsible for all hydrostatic testing, disinfection and sample testing and shall receive operating agency and NCDOH approval of sample testing, prior to putting into service new water mains.

For all water main work including connections, the Design-Builder shall be responsible for all hydrostatic testing, disinfection, and sample testing and shall receive approval of sample testing from both the Water Utility Owner and the Nassau County Department of Health, prior to putting new water mains and connections into service.

#### **A-4.4.1 Nassau County Department of Public Works – Sewer Department**

- Concerns have been expressed as a result of previous Design-Build projects which placed structural elements in such a manner as to place structural elements longitudinally over sewer mains, rendering the main non maintainable, this shall not be acceptable. Standard transverse sleeved crossings would be accepted.
- The use of plastic SM within influence areas of structures or within sleeves may be prohibited.

##### Covert Avenue

It is anticipated that the sewer mains discussed in section A-2.4.1 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a relocation of the ■ sewer main along the west side of Covert Avenue south of the LIRR tracks between 3<sup>rd</sup> Avenue and 5<sup>th</sup> Avenue to the west sidewalk 2) a relocation of the ■ sewer main along the east side of Covert Avenue south of the LIRR tracks between 3<sup>rd</sup> Avenue and 5<sup>th</sup> Avenue to the east sidewalk 3) a relocation of the ■ sewer main and services along the east side of Covert Avenue north of the LIRR tracks approaching 1<sup>st</sup> Avenue to the east sidewalk 4) a reconstruction and grading of the 8" sewer main along west sidewalk of Covert Avenue north of the LIRR tracks approaching 1<sup>st</sup> Avenue turning west to 2<sup>nd</sup> Avenue on 2<sup>nd</sup> Avenue and the west side of Covert Avenue to a point where it can be crossed and reconnected to the sewer main in the east sidewalk.

##### South 12<sup>th</sup> Street

It is anticipated that the sewer mains discussed in section A-2.4.1 will require relocation as a result of the road closure. Where track, platform, and pedestrian underpass improvements extend past the existing sleeve protecting and maintaining the ■ sewer main, the sleeve shall be extended ■ beyond the Project improvements as needed.

##### New Hyde Park Road

It is anticipated that the sewer mains discussed in section A-2.4.1 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a relocation of the 8" sewer main and services along the east and west sides of New Hyde Park Road from 2<sup>nd</sup> Avenue to north of the Project Limits to

the proposed utility corridor west of New Hyde Park Road within the acquired ROW or alternately west along Plaza Avenue to Herkimer and then reconnected in 2<sup>nd</sup> Avenue. 2) an alteration / reconstruction of the sewer main and services along the center of Plaza Avenue east of New Hyde Park Road to the west side as necessitated by grading activities.

#### Denton Avenue

It is anticipated that abutment construction at this bridge widening location will require protecting and maintaining the Nassau County Department of Public Works' sewer facilities discussed in section 2.4.1.

#### Glen Cove Road

It is anticipated that abutment construction at this bridge widening location will require protecting and maintaining, or relocating the Nassau County Department of Public Works' sewer facilities discussed in section 2.4.1.

#### School Street

It is anticipated that the sewer mains discussed in section A-2.4.1 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a relocation of the ■ sewer main and services along the center of School Street from south of the Project Limits to the LIRR tracks and the 8" sewer main and services along the center of School Street from the LIRR tracks to north of the Project Limits to the proposed east sidewalk 2) an extension of service on Railroad Avenue to the east to provide a new service to the ■ property 3) an addition of new service to the ■ property from Union Avenue or the new proposed driveway on School Street.

#### Urban Avenue

It is anticipated that the sewer mains discussed in section A-2.4.1 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a relocation of the ■ sewer main and services along the center of Urban Avenue from south of the Project Limits to the LIRR tracks to the proposed at-grade turn-out lane to provide new services to the east side south of the LIRR tracks 2) a relocation of the ■ sewer main and services along the center of Urban Avenue from the LIRR tracks to north of the Project Limits to the proposed east sidewalk to maintain services 3) an elimination of the sewer main and services along the north side of Railroad Avenue from Urban Avenue to west of the Project Limits. A possible solution is to construct a new main along Railroad Ave to provide a new service to the town park building and connect to systems at Railroad Avenue and Garden Street or if the space exists along the west side of the proposed underpass along Urban Ave 4) a reconnection of the sewer main and services along the south side of Railroad Avenue from Urban Avenue to east of the Project Limits to the relocated sewer main in the proposed east sidewalk 5) It is anticipated that MH adjustments will be required along Broadway and sections of Urban Avenue with minor grade changes, OTHERWISE protect

and maintain the sewer main and services 6) an addition of a new service to the 109 Urban Avenue property through the proposed driveway.

RR Station [REDACTED]

It is anticipated that new track, retaining wall, and sound wall construction at this location will require protecting and maintaining the Nassau County Department of Public Works' sewer facilities discussed in section 2.4.1.

6<sup>th</sup> Avenue, RR Station [REDACTED]

It is anticipated that retaining wall and sound wall construction at this location will require protecting and maintaining the Nassau County Department of Public Works' sewer facilities discussed in section 2.4.1.

5<sup>th</sup> Avenue, RR Station [REDACTED]

It is anticipated that retaining wall and sound wall construction at this location will require protecting and maintaining the Nassau County Department of Public Works' sewer facilities discussed in section 2.4.1.

RR Station [REDACTED]

It is anticipated that new track construction at this location will require protecting and maintaining the Nassau County Department of Public Works' sewer facilities discussed in section 2.4.1.

RR Station [REDACTED]

It is anticipated that new track and sound wall construction at this location will require protecting and maintaining the Nassau County Department of Public Works' sewer facilities discussed in section 2.4.1.

RR Station [REDACTED]

It is anticipated that new track and retaining wall construction at this location will require protecting and maintaining the Nassau County Department of Public Works' sewer facilities discussed in section 2.4.1.

RR Station [REDACTED]

It is anticipated that new track, retaining wall, and sound wall construction at this location will require protecting and maintaining the Nassau County Department of Public Works' sewer facilities discussed in section 2.4.1.

RR Station [REDACTED]

It is anticipated that new track and platform construction at this location will require protecting and maintaining the Nassau County Department of Public Works' sewer facilities discussed in section 2.4.1.

#### **A-4.4.2 Water Authority of Western Nassau County**

##### Plainfield Avenue

It is anticipated that abutment construction at this bridge widening location will require protecting and maintaining, or relocating WAWNC's water facilities discussed in section 2.4.2.

##### Covert Avenue

It is anticipated that the water mains discussed in section A-2.4.2 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) an elimination of the ■ water main along Covert Avenue between 2<sup>nd</sup> and 3<sup>rd</sup> Avenues 2) a reconnection of points south with a ■ water main from the pump house on 2<sup>nd</sup> Avenue, under the LIRR and via Wayne Avenue to the ■ water main along Covert Avenue 3) a relocation of water main east and west of underpass to maintain services and connection to facilities on 3<sup>rd</sup> Avenue east of Covert Avenue 4) a reconnection of the ■ and ■ water mains with the relocated ■ water main west of the proposed underpass 5) an addition of a ■ crossing water main north of the proposed underpass and along the east sidewalk to extend south to the existing ■ water main east of the proposed underpass 6) replace existing 8" water main with a ■ water main along 1<sup>st</sup> Avenue between South 8<sup>th</sup> Street and Covert Avenue and along South 8<sup>th</sup> Street between 1<sup>st</sup> and 2<sup>nd</sup> Avenues to connect with the ■ water main at 2<sup>nd</sup> Avenue and thus maintain services on 2<sup>nd</sup> Avenue 7) reroute water main north of LIRR tracks from water tower to 1st Avenue and bring services back in east and west sidewalks along Covert Avenue north of the LIRR tracks 8) reroute water main south of LIRR tracks from water tower to Wayne Avenue and bring services back in east and west sidewalks along Covert Avenue south of the LIRR tracks.

##### South 12<sup>th</sup> Street

It is anticipated that the water mains discussed in section A-2.4.2 will require relocation as a result of the proposed pedestrian underpass and associated stair cases / ramps. A possible relocation to maintain system connectivity is to relocate a sleeved WM to the west of the proposed platform extensions.

##### New Hyde Park Road

It is anticipated that the water mains discussed in section A-2.4.2 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) relocation of all of the ■ water mains along New Hyde Park Road both north and south of the LIRR tracks with a new main in the roadway 2) a replacement for proposed roadway grade of the ■ water main and services along Plaza Avenue from New Hyde Park Road to west of the Project Limits and Plaza Avenue from New Hyde Park



Road to east of the Project Limits 3) an addition of a replacement ■ water main crossing New Hyde Park Road from the proposed water main to Greenridge Avenue 4) replacement of interconnect between Water Authority of Western Nassau County and Village of Garden City.

#### Mineola Station, RR Station ■■■■■

It is anticipated that platform construction at this location will require protecting and maintaining WAWNC's water mains and relocating the service connections discussed in section 2.4.2.

#### Mineola Station/Mineola Boulevard, RR Station ■■■■■

It is anticipated that new track construction at this location will require relocating WAWNC's water facilities discussed in section 2.4.2 outside the construction zone.

### **A-4.4.3 Village of Mineola Department of Public Works – Water and Sewer**

#### Main Street

It is anticipated that the water and sewer mains discussed in section A-2.4.3 will not require relocation. Some adjustments of manholes and valve box adjustments may be needed in coordination with curb and alignment changes associated with proposed mini roundabout and drop off area.

#### Willis Avenue

It is anticipated that the water mains discussed in section A-2.4.3 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a relocation of the ■ water main and services along the west side of Willis Avenue from south of the Project Limits, under the LIRR tracks, to north of the Project Limits to the proposed west sidewalk 2) a maintaining of the services and termination of the ■ water main and services along the north side of Front Street from Willis Avenue to east of the Project Limits at the Willis Avenue intersection, it is required to restore system redundancy via a new ■ water main between Roslyn road and Willis Avenue conceptually 2<sup>nd</sup> Street and 3<sup>rd</sup> Street have been considered 3) a lowering of the ■ water main and services along the north side of 2<sup>nd</sup> Street from east of the Project Limits to west of the Project Limits to meet cover requirements for the proposed roadway grade. Alternate proposals may be considered with the ultimate consideration being the maintenance of existing system capacity.

It is anticipated that the sewer mains south of the LIRR tracks discussed in section A-2.4.3 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocations are anticipated to include 1) a relocation or split of the ■ sewer main and services along the center of Willis Avenue from south of the Project Limits to Front Street to each side of the proposed underpass to maintain services 2) a reconnection of the ■ sewer main and services along the center of Front Street from Willis Avenue to east of the Project Limits to the relocated sewer main on the east side of the underpass



As a result of the lowering of 2<sup>nd</sup> Street, the sewer systems north, east and west of the Willis Avenue and 2<sup>nd</sup> street intersection will need to be constructed. Possible options for the maintenance of gravity fed sewer services included 1) constructing one or more new sewer mains on 2<sup>nd</sup> Street able to provide ■ minimum cover under the lowered Willis Avenue and 2<sup>nd</sup> Street intersection and chasing grade of the sewer system to either Roslyn Road or Main Street and potentially beyond the Nassau County sewer system in Old Country Road 2) split the reconstruction of sewers a) connection north of the intersection to the existing sewer main on 1<sup>st</sup> Street b) an elimination of the sections within the approach of the sewer mains and services along the north and south sidewalks of 2<sup>nd</sup> Street and a construction of a new sewer main east of the intersection and beneath the Oyster Branch tracks connecting to systems serving Roslyn Road and 3) reconstruction of the sewers w/o the intersection towards systems serving Main Street. The most efficient option has not been determined.

Glen Cove Road, RR Station ■■■■■

It is anticipated that abutment construction at this bridge widening location will require relocating the Village of Mineola's sanitary sewer facilities discussed in section A-2.4.3 outside the construction zone.

RR Station ■■■■■

It is anticipated that retaining wall and new track construction at this location will require protecting and maintaining the Village of Mineola's sanitary sewer facilities discussed in section A-2.4.3.

East of Cherry Lane, RR Station ■■■■■

It is anticipated that retaining wall construction at this location will require protecting and maintaining the Village of Mineola's sanitary sewer facilities discussed in section A-2.4.3.

Carle Road, RR Station ■■■■■

It is anticipated that retaining wall construction at this location will require protecting and maintaining the Village of Mineola's sanitary sewer and water facilities discussed in section 2.4.3.

West of Post Avenue, RR Station ■■■■■

It is anticipated that platform construction at this location will require protecting and maintaining the Village of Mineola's sanitary sewer facilities discussed in section 2.4.3.

**A-4.4.4 Village of Garden City – Water and Sewer**

Plainfield Avenue

It is anticipated that abutment construction at this bridge widening location will require protecting and maintaining the Village of Garden City's sanitary sewer facilities discussed in section 2.4.4.

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It is anticipated that new track construction at this location will require protecting and maintaining the Village of Garden City's sanitary sewer facilities discussed in section 2.4.4.

12<sup>th</sup> Avenue, RR Station [REDACTED]

It is anticipated that new track construction at this location will require protecting and maintaining the Village of Garden City's sanitary sewer facilities discussed in section 2.4.4.

**A-4.4.5 Village of Westbury Water District**

School Street

It is anticipated that the water mains discussed in section A-2.4.5 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a replacement of the water main along the west side of School Street within the underpass limits to the [REDACTED] below the proposed underpass profile 2) an addition of new service through the retaining wall or via the proposed driveway to the [REDACTED] [REDACTED] 3) relocate services to the properties [REDACTED] along the east side of School Street south of the LIRR tracks to Union Avenue.

Urban Avenue

It is anticipated that the water mains discussed in section A-2.4.5 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a relocation of the [REDACTED] water main along the west side of Urban Avenue from Main Street and Urban Avenue to the [REDACTED] main in Broadway via Sylvester Street or another suitable location as needed to maintain system capacity. 2) Provide new service to the [REDACTED] property from the [REDACTED] main in Broadway 3) Re-establish services to the [REDACTED] property along an alternate roadway route of Kinkel Street to Railroad back to the house. See Section A-3.6.1. 4) South of the LIRR tracks utilize existing 6" water main to split services to either side of the LIRR tracks.

Ellison Avenue, RR Station [REDACTED]

It is anticipated that new track construction and retaining wall construction will require protecting and maintaining the Village of Westbury Water District's water facilities discussed in section 2.4.5.

Grand Boulevard, RR Station [REDACTED]

It is anticipated that new track construction, and retaining wall and sound wall construction will require protecting and maintaining the Village of Westbury Water District's water facilities discussed in section 2.4.5.

State Street, RR Station [REDACTED]

It is anticipated that new track construction, and retaining wall and sound wall construction will require protecting and maintaining the Village of Westbury Water District's water facilities discussed in section 2.4.5.

#### **A-4.4.6 Carle Place Water District**

Glen Cove Road, RR Station [REDACTED]

It is anticipated that abutment construction at this bridge widening location will protecting and maintaining, or relocating the Carle Place Water District's water facilities discussed in section 2.4.6.

Cherry Lane, RR Station [REDACTED]

It is anticipated that abutment construction at this bridge widening location will require protecting and maintaining the Carle Place Water District's water facilities discussed in section 2.4.6.

RR Station [REDACTED]

It is anticipated that new track construction at this location will require protecting and maintaining the Carle Place Water District's water facilities discussed in section 2.4.6.

RR Station [REDACTED]

It is anticipated that new track and retaining wall construction at this location will require protecting and maintaining the Carle Place Water District's water facilities discussed in section 2.4.6.

Carle Road, RR Station [REDACTED]

It is anticipated that new track and retaining wall construction at this location will require protecting and maintaining the Carle Place Water District's water facilities discussed in section 2.4.6.

#### **A-4.5 Other Utilities**

##### **A-4.5.1 Other Utility Company Name**

N/A

#### **A-5 DESIGN BUILD UTILITY DOCUMENTS**

The Design-Builder shall provide documentation regarding the coordination and locations of the impacted utilities to the Railroad as well as appropriate Utility Owner staff contacts. The required documents are: utility conflict/resolution table with proposed locations, utility plans, and Special Note of Utility Coordination.

**END**

## **APPENDIX B NON-PARTICIPATING AGENCIES**

The Design-Builder shall be aware that the following agencies which are not participants in the One-Call System may have facilities located within the Project Limits:

- There are no Utility Owners known not to participate in the one call system.

Contact information, known facilities, and required lead times are indicated in the Table B-1 on the following page. The Design-Builder shall contact each of these agencies to obtain mark-outs of their facilities.

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**Table B - 1: Contact Information for Non-Participating Agencies**

<b>Agency</b>	<b>Callout Contact</b>	<b>Contact PH#</b>	<b>Contact E-mail</b>	<b>Known Facilities</b>	<b>Required Lead Time for mark out</b>
-	-	-	-	-	-



## **APPENDIX C    PRELIMINARY DB UTILITY WORK AGREEMENTS**

ALL UTILITY WORK AGREEMENTS TO BE DEVELOPED BY THE DESIGN-BUILDER.

**END**