



CONTRACT #6240

**DESIGN-BUILD SERVICES
FOR
LIRR EXPANSION PROJECT
FROM FLORAL PARK TO HICKSVILLE**

CONFORMED DOCUMENTS

**VOLUME 4
UTILITY REQUIREMENTS**

December 27, 2017

A handwritten signature in blue ink, consisting of a stylized, large letter 'A' or similar shape, with the initials 'DKE' written below it in a cursive script.

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] [REDACTED] gas main and services approaching 2nd Avenue from the north providing building services and turning west to provide services 2 additional services along 2nd Avenue 2) [REDACTED] gas main from south of Wayne Avenue towards 3rd Avenue.

South 12th Street

National Grid facilities generally consist of [REDACTED] mains and services. This includes 1) a [REDACTED] [REDACTED] gas main running south along the east curb line of South 12th Street from 1st Street towards 2nd Avenue and ends into an abandoned gas main which formerly connected to the gas main in 2nd Avenue 2) a [REDACTED] gas main along the north curb of 2nd Avenue and connecting services on both sides of South 12th Street 3) a [REDACTED] gas main on the north side of 3rd Avenue between South 12th Street and Millers Lane with services, as well as a service that runs on the east side of South 12th 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 4th 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 3rd Street and Front Street south of the LIRR tracks 2) a PL gas main and services along the west side of Main Street between 3rd 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 3rd 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 2nd Street.

Willis Avenue

National Grid facilities include 1) a ■ ST gas main and services along the center of Willis Avenue between 3rd 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 2nd 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 3rd 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 3rd Avenue and 5th Avenue 2) a ■ sewer main and services along west side of Covert Avenue south of the LIRR tracks between 3rd Avenue and 5th Avenue 3) a ■ sewer main and services along east side of Covert Avenue north of the LIRR tracks approaching 1st Avenue and turning east to provide services along 2nd Avenue 4) a ■ sewer main and services along west side of Covert Avenue north of the LIRR tracks approaching 1st Avenue and turning west to provide services along 2nd Avenue.

South 12th Street

Nassau County Department of Public Works sewer facilities in the vicinity of South 12th Street include a ■ sewer main and services along the center of South 12th 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 2nd Avenue to north of the project limits 2) a ■ sewer main and services along the east sidewalk of New Hyde Park Road from 2nd Avenue to north of the project limits 3) a sewer main and services along the center of 2nd 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.

6th 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.

5th 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 6th 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 12th Street

Water Authority of Western Nassau County water facilities in the vicinity of South 12th Street include 1) a [REDACTED] water main and services along the west side of South 12th 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 3rd 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 2nd 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 4th Avenue and 3rd 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 4th Avenue and 3rd 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 3rd 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 2nd 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 3rd 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 2nd 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 ■ 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 2nd Street 4) a sewer main and services along the north and south sidewalks of 2nd Street.

Station Road, RR Station ■ to RR Station ■

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 1st Avenue and 2nd Avenue.

Station Road, RR Station ■ to RR Station ■

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

Denton Avenue

At this bridge widening location, the Village of Garden City has a ■ 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 ■ 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 ■ 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 ■ water main along the east side of New Hyde Park Road, a ■ 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 ■

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

5th Avenue, RR Station [REDACTED]

At this location, the Village of Garden City has a sanitary sewer line in the roadway of 5th 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.

12th 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 5th Avenue, south of the tracks, with a new trunkline along 8th 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 1st Street.

South 12th 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 4th 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)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 3rd 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 2nd 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.

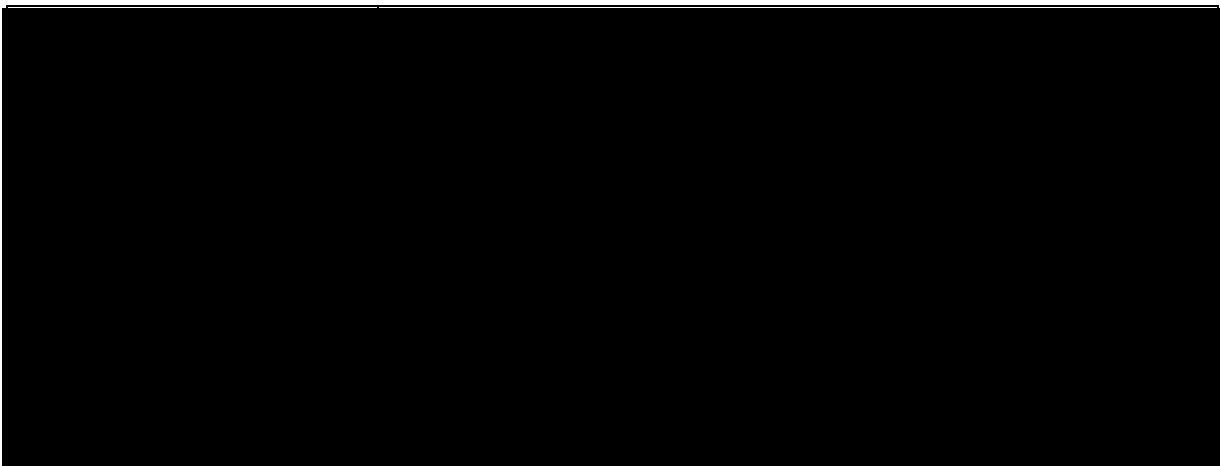
Roslyn Road, RR Station [REDACTED]

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 5th Street to 1st Avenue back to Covert Avenue or Covert Avenue to 5th Avenue to 8th Street to 1st 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 2nd 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 3rd 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 3rd 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 5th Street to 1st Avenue back to Covert Avenue or Covert Avenue to 5th Avenue to 8th 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 12th 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 2nd 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 4th 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 3rd 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 2nd Street will include replacement of poles and transfers as a result of grade changes, retaining walls and curb changes 3) along 2nd 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

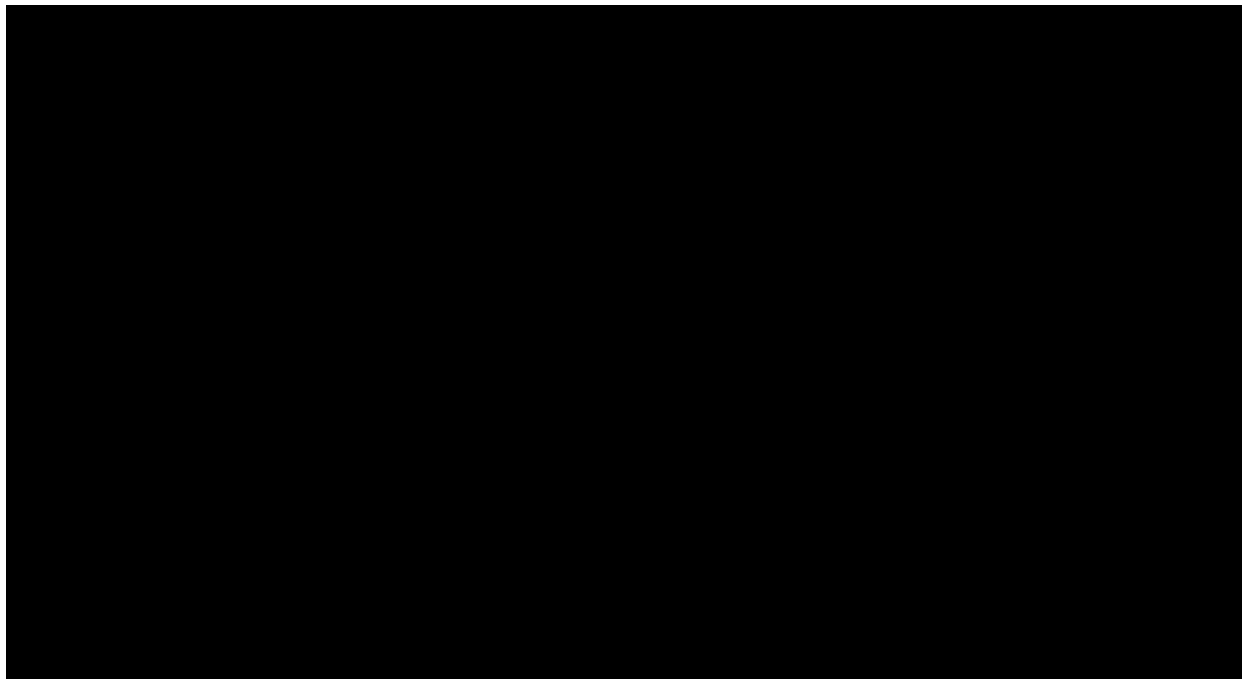
It is anticipated that the overhead Altice facilities discussed in section A-2.1.5 will require relocation in coordination with Design-Builder operations during construction of the underpass. The relocation is anticipated to include 1) a relocation of overhead services north of the tracks via a proposed 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.

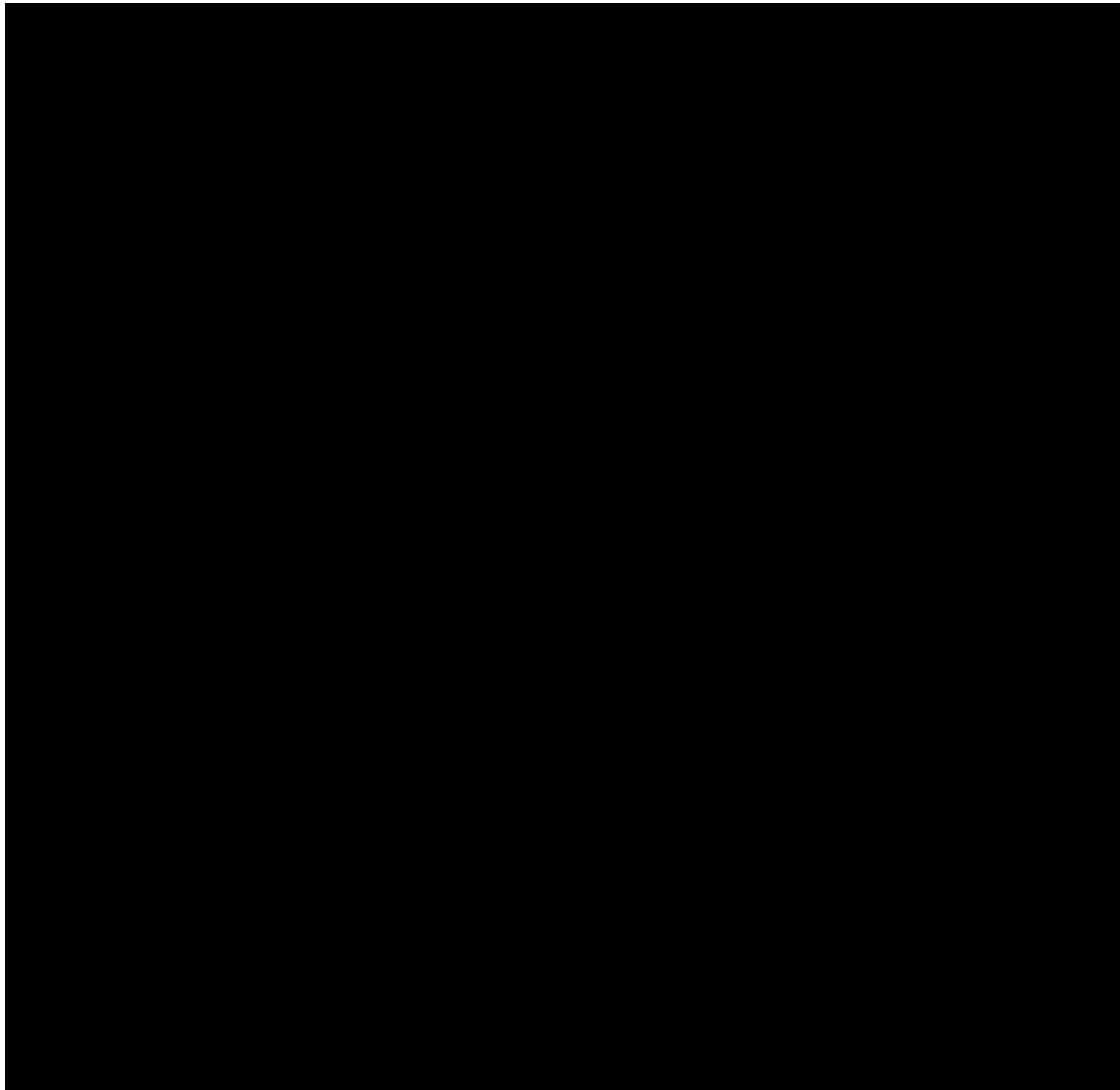
Urban Avenue

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 2nd Avenue while poles for secondary cables and services may be maintained south from 1st Avenue and north from Wayne Avenue. The proposed relocated primary will follow a path on 8th Street between 1st and 5th 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 12th 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 2nd 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 4th 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 3rd Street to proposed east sidewalk 2) a relocation of poles and overhead facilities located along the east sidewalk from south of 2nd Street to north of the Project Limits to accommodate project grading 3) a relocation and re-alignment of poles and overhead facilities along 2nd 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. ()*:
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 () to Denton Ave ()*:
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 () to Nassau Blvd ()*:
-

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 6th Ave (██████████):

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

F. From 6TH Ave (██████████) to 5th 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 ([REDACTED] to State St ([REDACTED]):

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 [REDACTED] to Wantagh Pky [REDACTED]

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

Linden Avenue, RR Station [REDACTED]

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 [REDACTED]

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.

5th Avenue, RR Station [REDACTED]

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 [REDACTED]

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 [REDACTED]

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 [REDACTED]

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.

3rd Avenue, RR Station [REDACTED]

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.

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 2nd 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 3rd Avenue to Covert Avenue to provide a new service to the [REDACTED] 4) a new service to the [REDACTED] property from Wayne Avenue.

South 12th 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 3rd Street and 2nd 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 2nd Street from east of the Project Limits to west of the Project Limits 4) an addition of a new service for the ■ properties from 2nd 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 2nd 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 2nd 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 4" curb to curb Mill and Fill the entire length of the offset or relocation and extending 10' beyond the pavement repair area. Where the mill and fill extents into an intersection the intersection shall be mill and filled 10' 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

For the Covert Avenue relocation of LIPA primary from Covert Avenue to South 8th 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 3rd Avenue and 5th 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 3rd Avenue and 5th 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 1st 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 1st Avenue turning west to 2nd Avenue on 2nd 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 12th 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 2nd 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 2nd 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.

6th 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.

5th 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 2nd and 3rd Avenues 2) a reconnection of points south with a ■ water main from the pump house on 2nd 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 3rd 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 1st Avenue between South 8th Street and Covert Avenue and along South 8th Street between 1st and 2nd Avenues to connect with the ■ water main at 2nd Avenue and thus maintain services on 2nd 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 12th 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 2nd Street and 3rd Street have been considered 3) a lowering of the ■ water main and services along the north side of 2nd 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 2nd Street, the sewer systems north, east and west of the Willis Avenue and 2nd 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 2nd Street able to provide ■ minimum cover under the lowered Willis Avenue and 2nd 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 1st Street b) an elimination of the sections within the approach of the sewer mains and services along the north and south sidewalks of 2nd 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.

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.

12th 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.

This page is intentionally left blank.

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

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

APPENDIX C PRELIMINARY DB UTILITY WORK AGREEMENTS

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

END