Attachment E: Supplemental Information Summary

VERTEX was asked by Beveridge & Diamond to research several other aspects of the Proposed Project. The following provides the results of this additional research:

- Freight:
  - VERTEX reviewed the preliminary design for the Proposed Project to evaluate if the design would meet freight standards. Based on VERTEX's review of the design criteria provided in Appendix 1-A of the DEIS:
    - E80 Loading Standard is being used for the design of the rail. This standard will accommodate freight rail and commuter rail.
  - VERTEX also reviewed whether clearance at certain locations along the main line will increase based on the preliminary design. Based on VERTEX's review of the design criteria and design plans provided in Appendix 1-A of the DEIS:
    - 20 feet, 9 inches is the absolute minimum allowed vertical clearances.
    - 22 feet is the stated desirable vertical clearance.
    - 18.5 to 20 feet is the height range for three different configurations of double-stack rail cars specified by CSX Corporation which is one of the freight rail companies serving metro New York City and likely to provide interchange services with the Proposed Project.
    - The current bridge clearance for the LIRR line that is the subject of the Proposed Project presently meets the criteria allowing shipment of double-stack rail cars.
- Visual:
  - VERTEX reviewed where in the Study Area the elevation of the track infrastructure will increase. Based on VERTEX's review of the design plans provided in Appendix 1-A of the DEIS:
    - The proposed track from Tyson Ave to Sycamore Ave will be 2.5 feet above the current track elevation.
    - The proposed track from 4th Street to 10th Street will be 5 feet above the current track elevation. It appears that this elevation increase is part of the grade separation proposed at Covert Avenue.
    - A graphic representation of the raised track segments is provided in the Exhibit A at the end of this section.
  - VERTEX also reviewed where in the Study Area LIRR intends to put in retaining walls, and to the extent possible, whether the retaining wall will go right up to the ROW/property line. Based on VERTEX's review of the design plans provided in Appendix 1-A of the DEIS:
    - There are retaining walls proposed nearly continuously on the southern ROW line from Plainfield Avenue to Denton Avenue.
    - There is conflicting information on whether retaining walls will be placed along the northern ROW line

- A graphic representation of the proposed retaining walls is provided in the Exhibit B at the end of this section.

Traffic Restrictions:

- VERTEX reviewed the Proposed Project design as provided in the DEIS to determine if commercial traffic into/out of commercial areas may be restricted. Based on VERTEX's review of the design criteria provided in Appendix 1-A of the DEIS:
  - The specified minimum bridge clearance for vehicular traffic crossings under the Proposed Project is 14 feet, 6 inches. This height stated in the DEIS is to accommodate tractor trailer configurations using 53 foot trailers.
  - Travel lanes specified to be 11 feet in width with an allowance to decrease where needed to 10 width constrains (slows) the movement of tractor trailer configurations, but does not eliminate such traffic from travel through those underpasses.

Exhibit A: Track Elevation

TRACK ELEVATION EXHIBIT

PROPOSED ALIGNMENT PARCELS
PERMANENT ROW: 0
PERMANENT EASEMENT: 0

THIS SHEET REPRESENTS CONCEPTUAL DESIGN FOR THE DEIS PLAN AND PROFILE DRAWING NO. T-PP-001 TO T-PP-002

Long Island Rail Road

LIRR Expansion Project From Floral Park to Hicksville

Floral Park and Bellerose Village

Sheet 1 of 21

November 21, 2016

Gannett Fleming

AECOM

KSE
KS ENGINEERS, P.C.

Source:
Aerial Photography - flown in April 2016 - bandwidth of 500' on either side of the Long Island Rail Road. Merged with New York State Digital Orthoimagery Program flown in 2013

Parcels - Nassau County Department of Assessment and Nassau County GIS

N

0 100 200

SCALE: 1"=200'

MTA Long Island Rail Road

PROPOSED ALIGNMENT PARCELS
PERMANENT ROW: 0
PERMANENT EASEMENT: 0

THIS SHEET REPRESENTS CONCEPTUAL DESIGN FOR THE DEIS PLAN AND PROFILE DRAWING NO. T-PP-003 TO T-PP-004

Long Island Rail Road

LIRR Expansion Project From
Floral Park to Hicksville

Floral Park and New Hyde Park

Sheet 2 of 21

November 21, 2016

ENLARGED AREA

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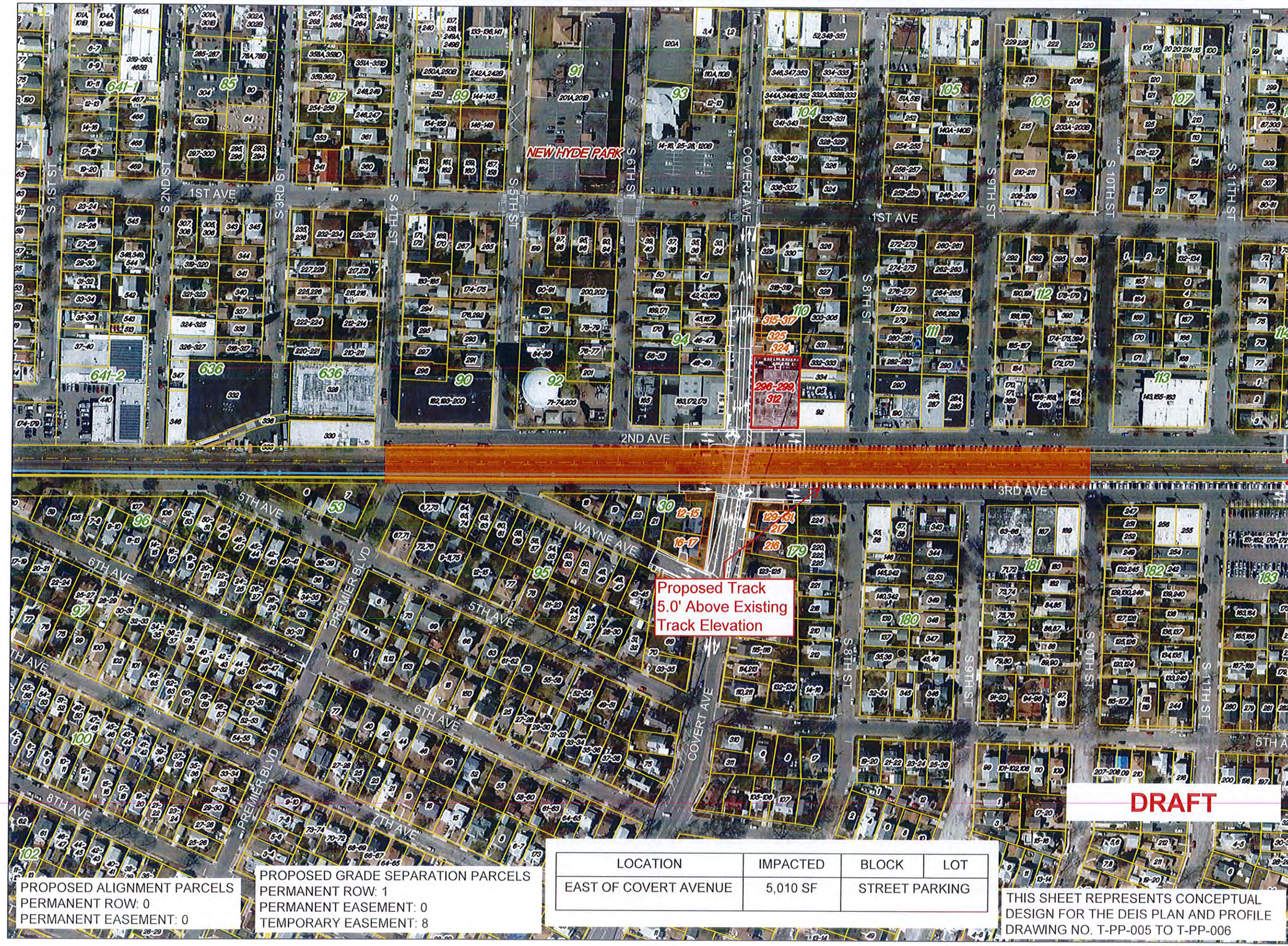
SCALE: 1"=200'

MTA Long Island Rail Road



PROPOSED ALIGNMENT PARCELS
PERMANENT ROW: 0
PERMANENT EASEMENT: 0

PROPOSED GRADE SEPARATION PARCELS
PERMANENT ROW: 1
PERMANENT EASEMENT: 0
TEMPORARY EASEMENT: 8

LOCATION	IMPACTED	BLOCK	LOT
EAST OF COVERT AVENUE	5,010 SF	STREET PARKING	

THIS SHEET REPRESENTS CONCEPTUAL DESIGN FOR THE DEIS PLAN AND PROFILE DRAWING NO. T-PP-005 TO T-PP-006

Long Island Rail Road

LIRR Expansion Project From Floral Park to Hicksville

New Hyde Park

Sheet 3 of 21

November 21, 2016

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SCALE: 1"=200'

MTA Long Island Rail Road

Exhibit B: Retaining Wall Exhibit

RETAINING WALL LOCATION EXHIBIT

PROPOSED ALIGNMENT PARCELS
PERMANENT ROW: 0
PERMANENT EASEMENT: 0

THIS SHEET REPRESENTS CONCEPTUAL DESIGN FOR THE DEIS PLAN AND PROFILE DRAWING NO. T-PP-001 TO T-PP-002

Long Island Rail Road

LIRR Expansion Project From Floral Park to Hicksville

Floral Park and Bellerose Village

Sheet 1 of 21

November 21, 2016

ENLARGED AREA

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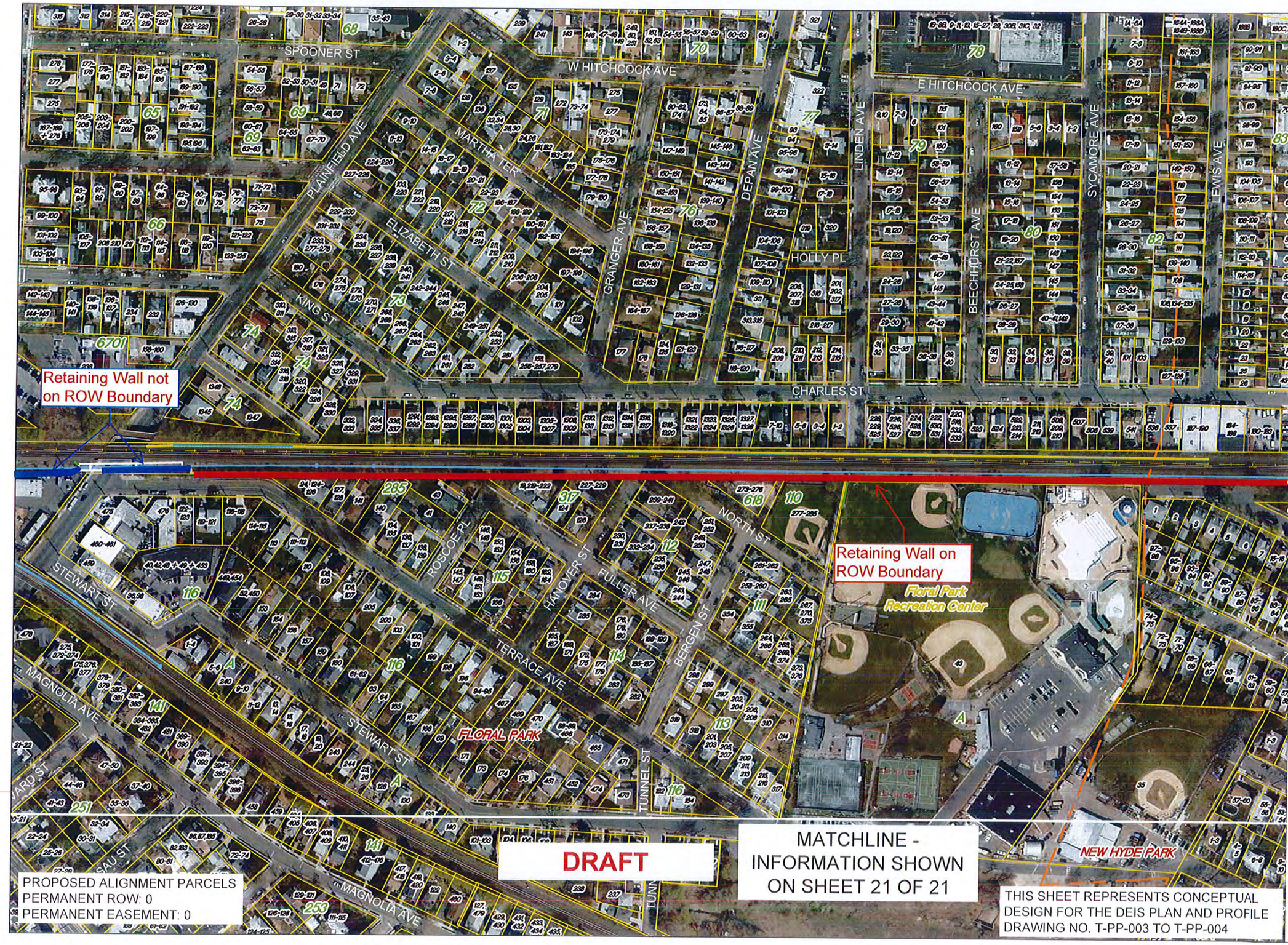
SCALE: 1"=200'

MTA Long Island Rail Road



Long Island Rail Road

LIRR Expansion Project From Floral Park to Hicksville

Floral Park and New Hyde Park

Sheet 2 of 21

November 21, 2016

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SCALE: 1"=200'

MTA Long Island Rail Road

Long Island Rail Road

LIRR Expansion Project From Floral Park to Hicksville

New Hyde Park

Sheet 3 of 21

November 21, 2016

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Parcels - Nassau County Department of Assessment and Nassau County GIS

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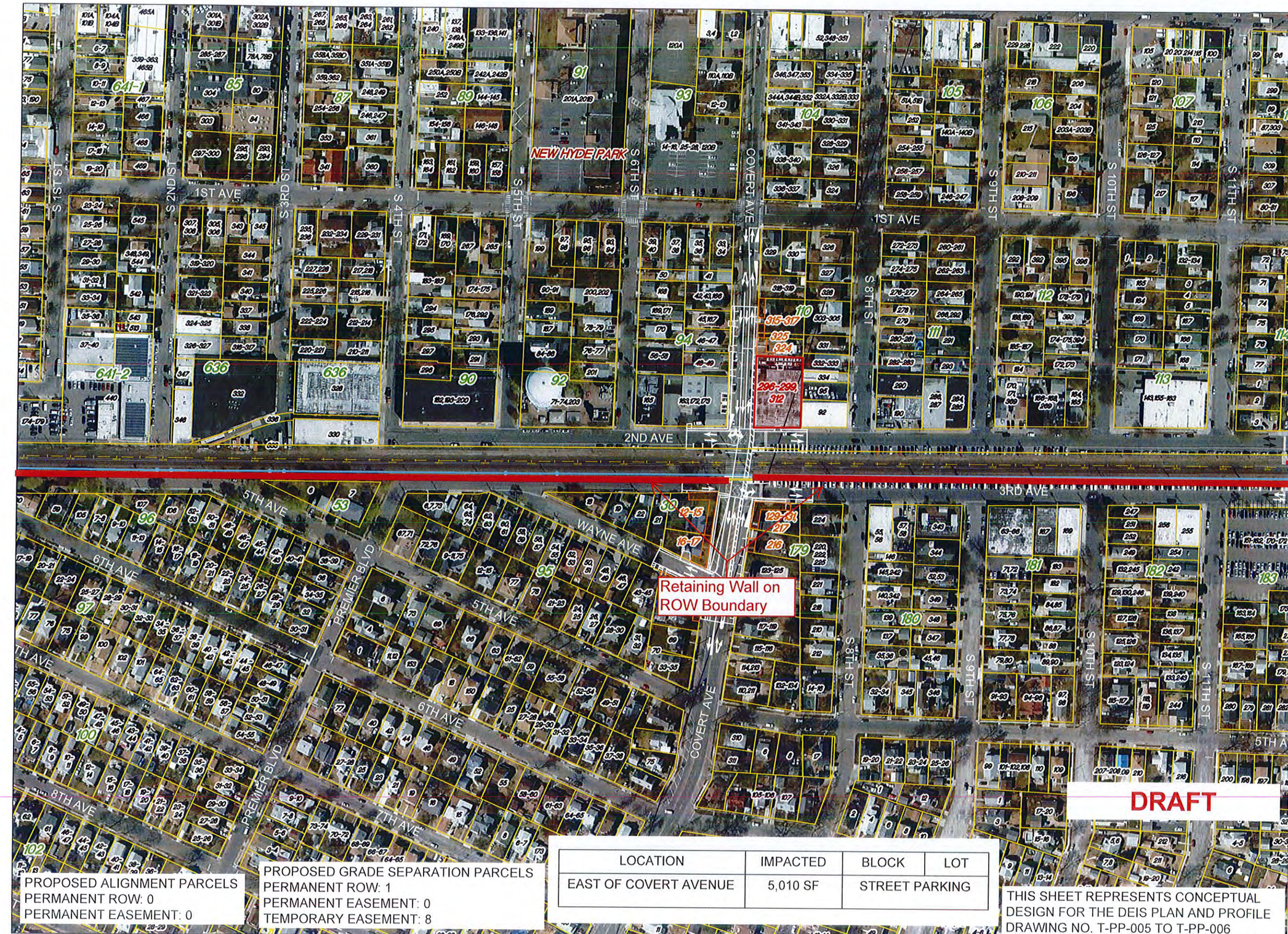
SCALE: 1"=200'

MTA Long Island Rail Road



PROPOSED ALIGNMENT PARCELS
PERMANENT ROW: 0
PERMANENT EASEMENT: 0

PROPOSED GRADE SEPARATION PARCELS
PERMANENT ROW: 1
PERMANENT EASEMENT: 0
TEMPORARY EASEMENT: 8

LOCATION	IMPACTED	BLOCK	LOT
EAST OF COVERT AVENUE	5,010 SF	STREET PARKING	

THIS SHEET REPRESENTS CONCEPTUAL DESIGN FOR THE DEIS PLAN AND PROFILE DRAWING NO. T-PP-005 TO T-PP-006

LOCATION	IMPACTED	BLOCK	LOT
SOUTH OF NEW HYDE PARK STATION	960 SF	556	14-15, 16-19

PROPOSED ALIGNMENT PARCELS
PERMANENT ROW: 2
PERMANENT EASEMENT: 0

PROPOSED GRADE SEPARATION PARCELS
PERMANENT ROW: 1
PERMANENT EASEMENT: 3
TEMPORARY EASEMENT: 4

THIS SHEET REPRESENTS CONCEPTUAL DESIGN FOR THE DEIS PLAN AND PROFILE DRAWING NO. T-PP-007 TO T-PP-008

Long Island Rail Road

LIRR Expansion Project From Floral Park to Hicksville
Alternate B

New Hyde Park, North New Hyde Park and Garden City

Sheet 4B of 21

November 21, 2016

Gannett Fleming

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Source:
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Parcels - Nassau County Department of Assessment and Nassau County GIS

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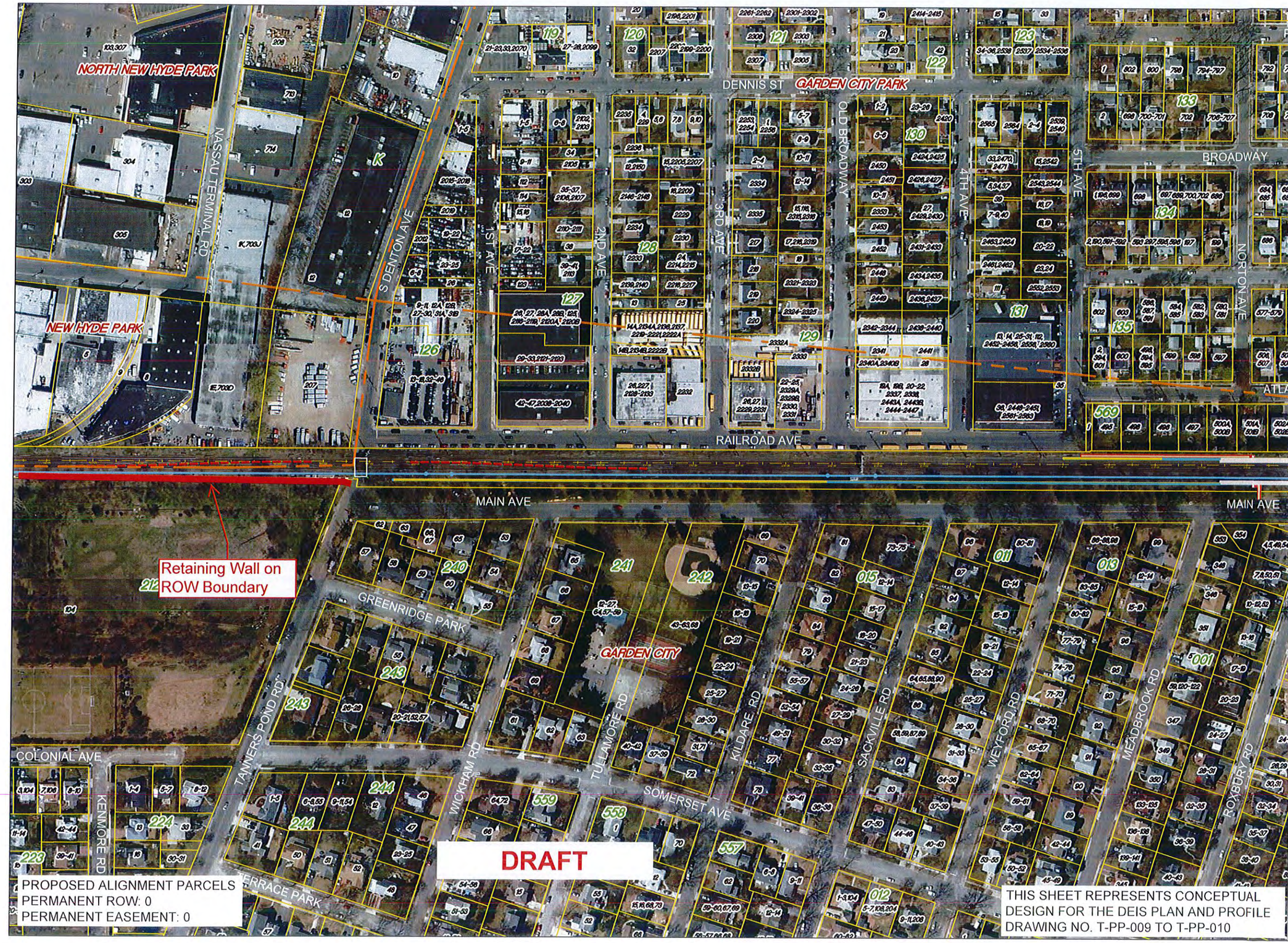
SCALE: 1"=200'

MTA Long Island Rail Road



PROPOSED ALIGNMENT PARCELS
PERMANENT ROW: 0
PERMANENT EASEMENT: 0

THIS SHEET REPRESENTS CONCEPTUAL DESIGN FOR THE DEIS PLAN AND PROFILE DRAWING NO. T-PP-009 TO T-PP-010

Long Island Rail Road

LIRR Expansion Project From Floral Park to Hicksville

Garden City, New Hyde Park, North New Hyde Park and Garden City Park

Sheet 5 of 21

November 21, 2016

Gannett Fleming

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Parcels - Nassau County Department of Assessment and Nassau County GIS

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SCALE: 1"=200'

MTA Long Island Rail Road