

Main Line Corridor Improvement Project

Project Briefing

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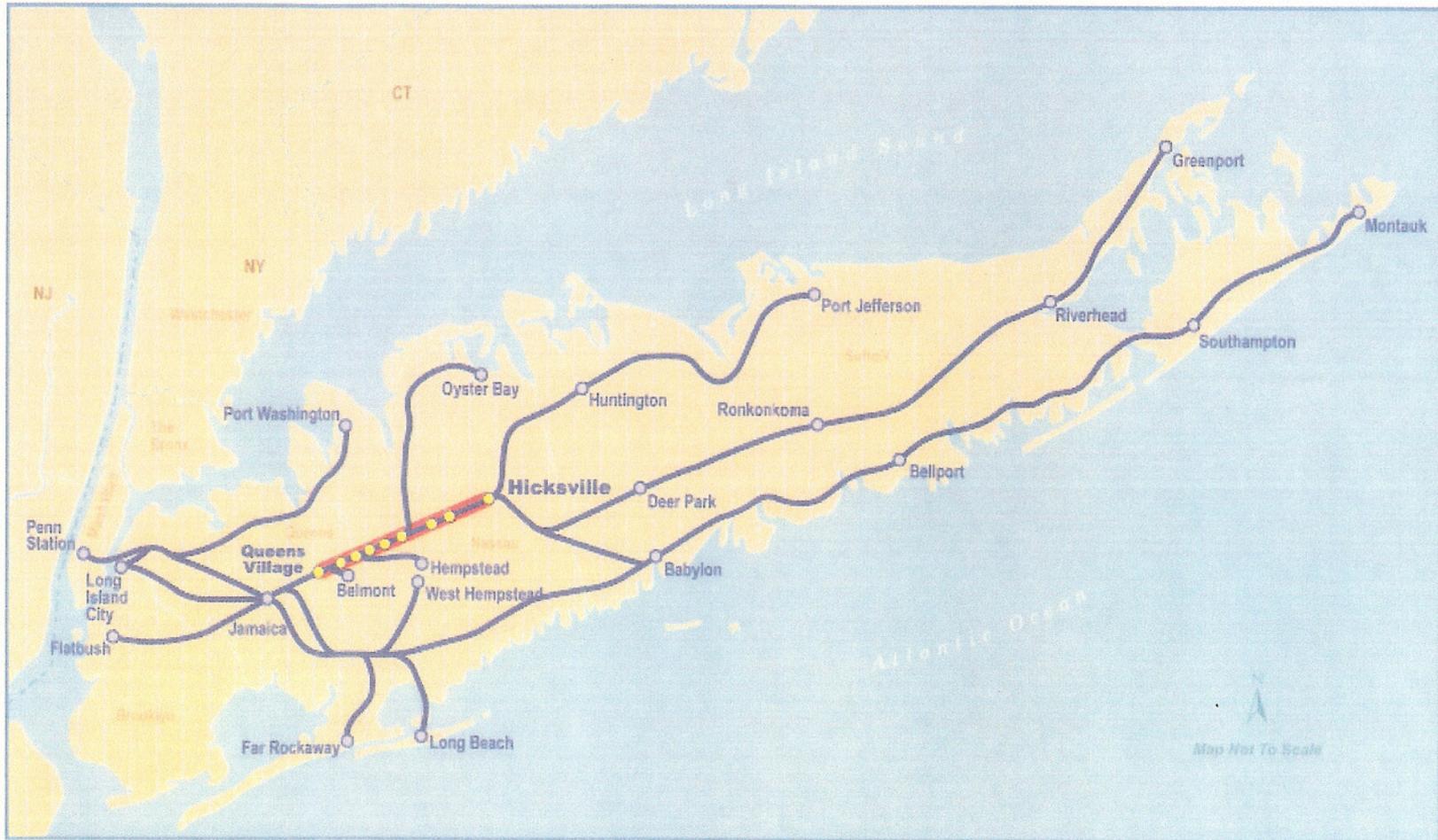
Jeff Sandler - Public Relations

December 4, 2006
New Hyde Park, NY



Long Island Rail Road

Main Line Corridor - Overview

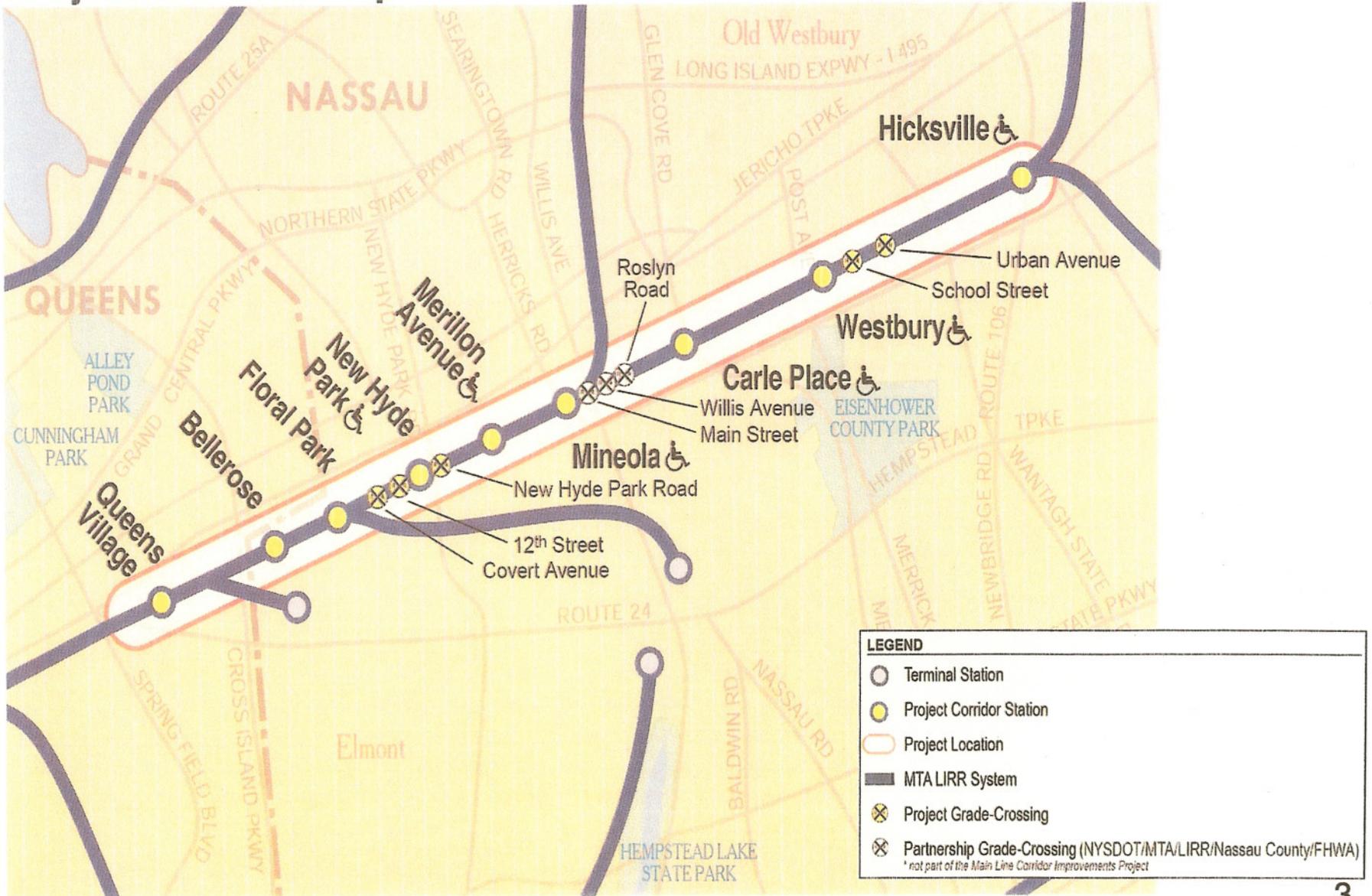


LEGEND

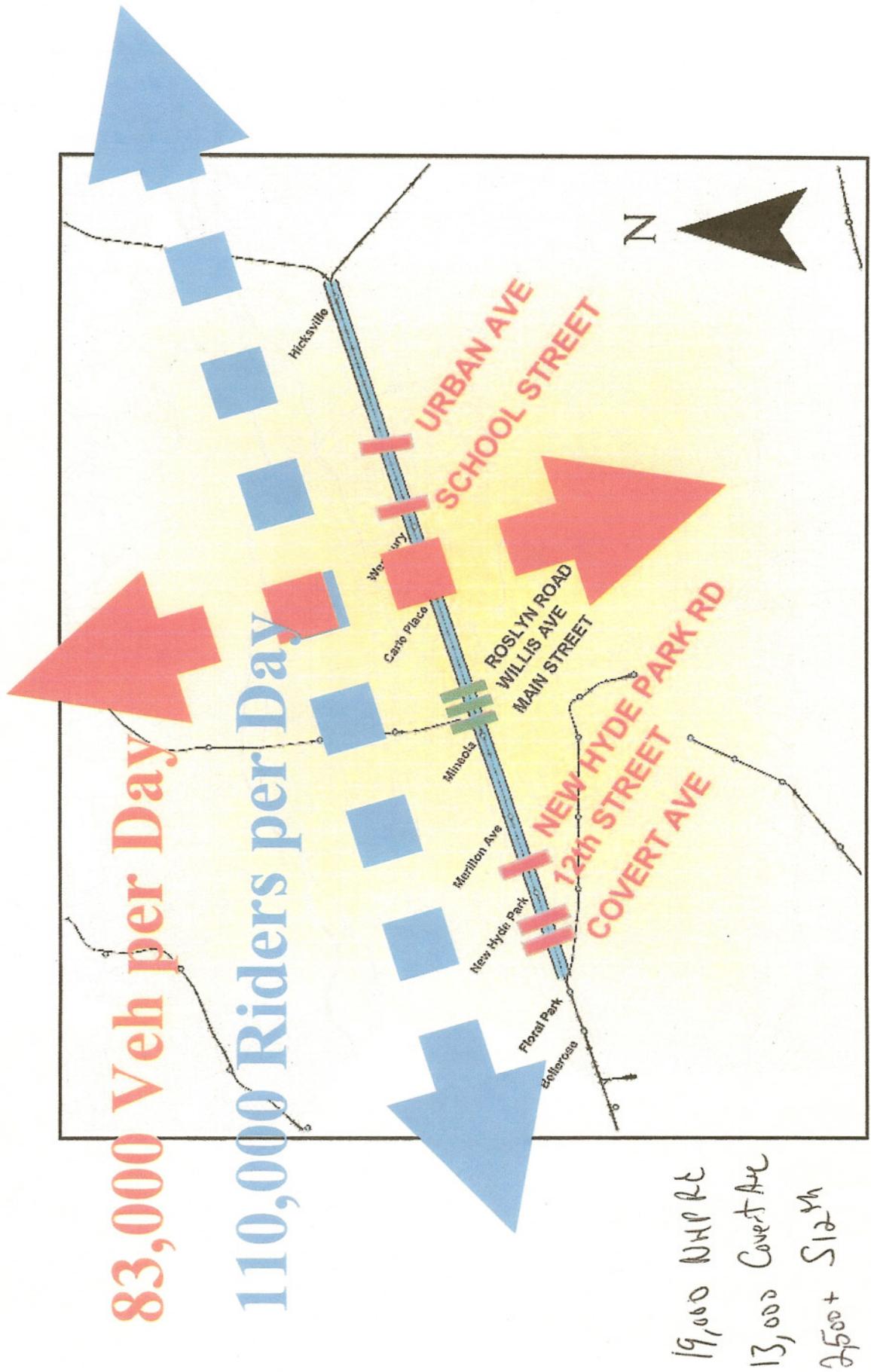
- Project Corridor Station
- Terminal Station
- Project Location
- MTA LIRR System

Main Line Corridor - Overview

Project Corridor Map



Main Line Corridor - Current Condition



19,000 NHP Rt
 13,000 Covert Ave
 2500+ 12th

Main Line Corridor – NYSDOT Role in EIS

LIRR = Lead Agency

NYSDOT = Coordinating Agency

□ **NYSDOT comments are incorporated into DEIS before submission to FTA.**

□ **2005-09 capital funds available:**

□ NYSDOT \$80.0M Phase I Grade Crossings

□ LIRR \$80.3M Phase I Grade Crossings

□ LIRR \$122.3M Phase I Alignment of 3rd Track

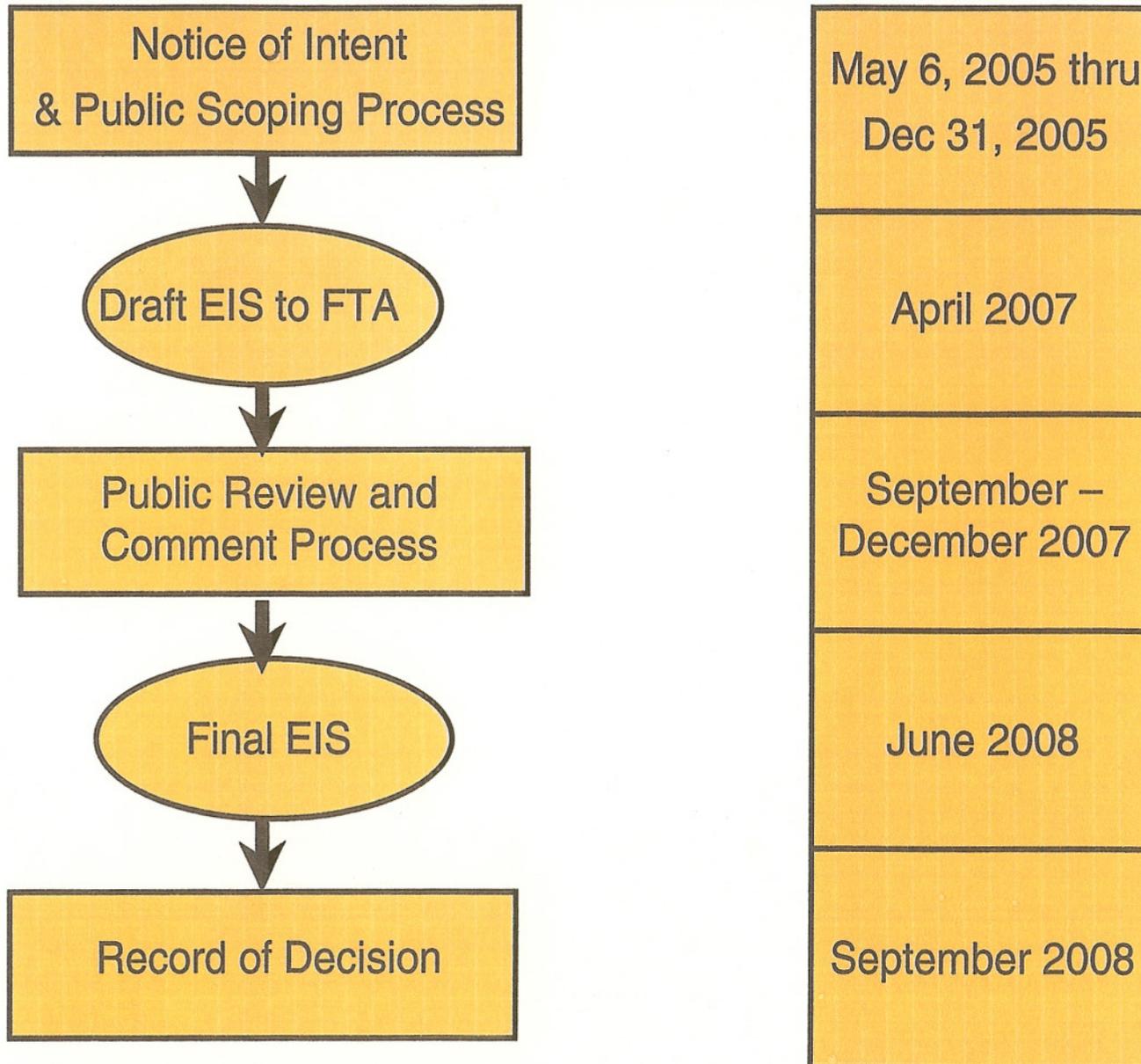
*772MM total cost
for the project*

*100MM for the grade
crossing (each)*

Main Line Corridor – EIS Overview

- ❑ National Environmental Policy Act (NEPA) process**
- ❑ Required by Federal law**
- ❑ Considers Environmental effects of alternatives compared with the No-Build Alternative**
- ❑ The EIS will describe the proposed alternative as well as mitigation of environmental and socio-economic impacts, particularly Property Impact**

Main Line Corridor – EIS Overview/Schedule



Project Design Guiding Principles

Minimize Property Impacts

- **Property Impacts Include**
 - R.O.W. Acquisition, Permanent Easement, Temporary Easement for Construction

Reduce Community Impacts

- **Community Impacts Include**
 - traffic, including peripheral roadway impacts, noise and vibration

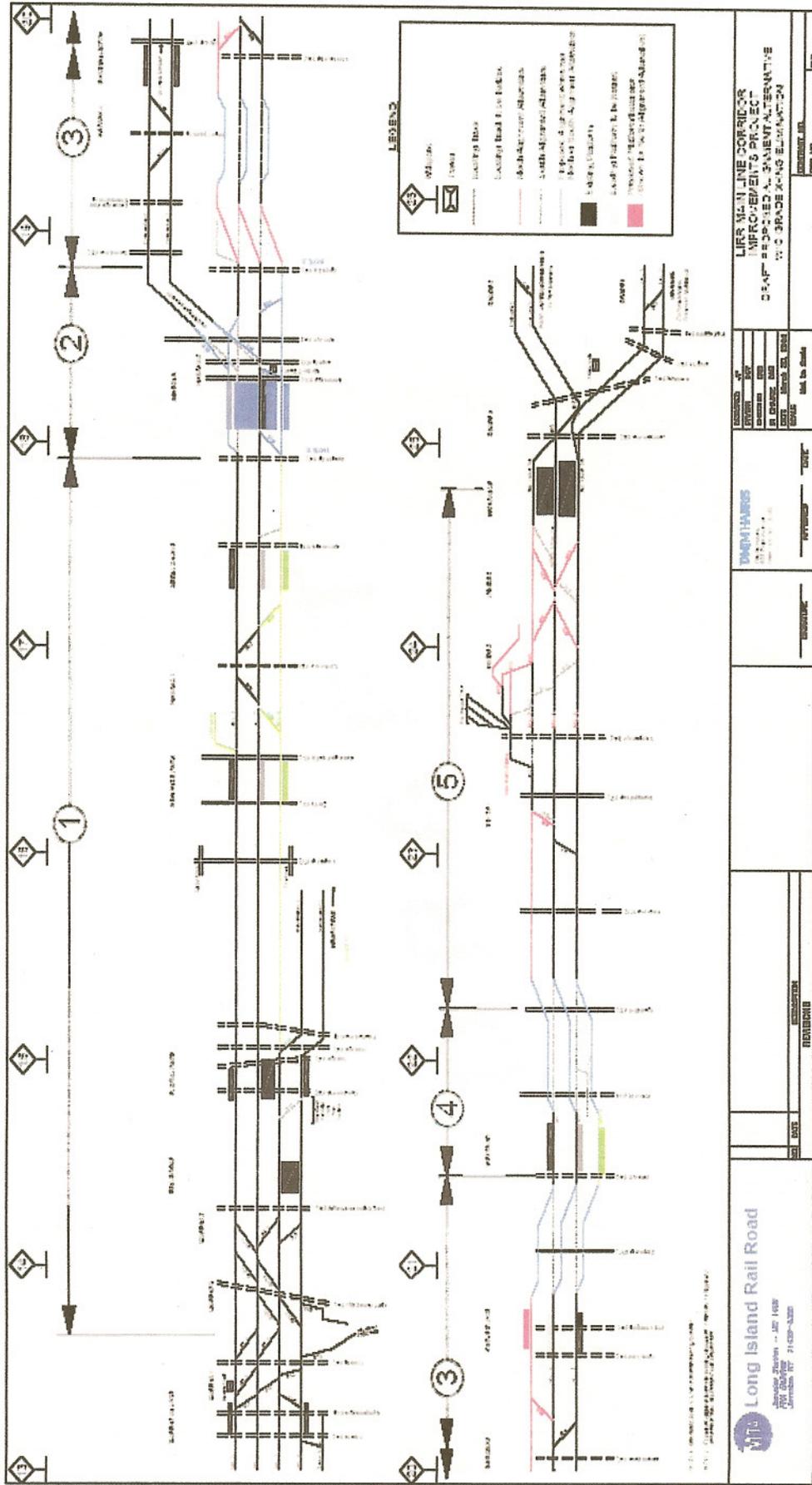
Minimize Construction and Staging Impact

- **Maintain adequate level of RR operations**
- **Minimize roadway impacts**

Means to Mitigate

- **Modify conceptual design details and criteria**
- **Provide WAIVERS where design, construction, operations or maintenance criteria may avert property impacts or Community impacts without unduly compromising costs, operations or safety**

Proposed Alignment for 3rd Track



Alcoa property would be used for the platform

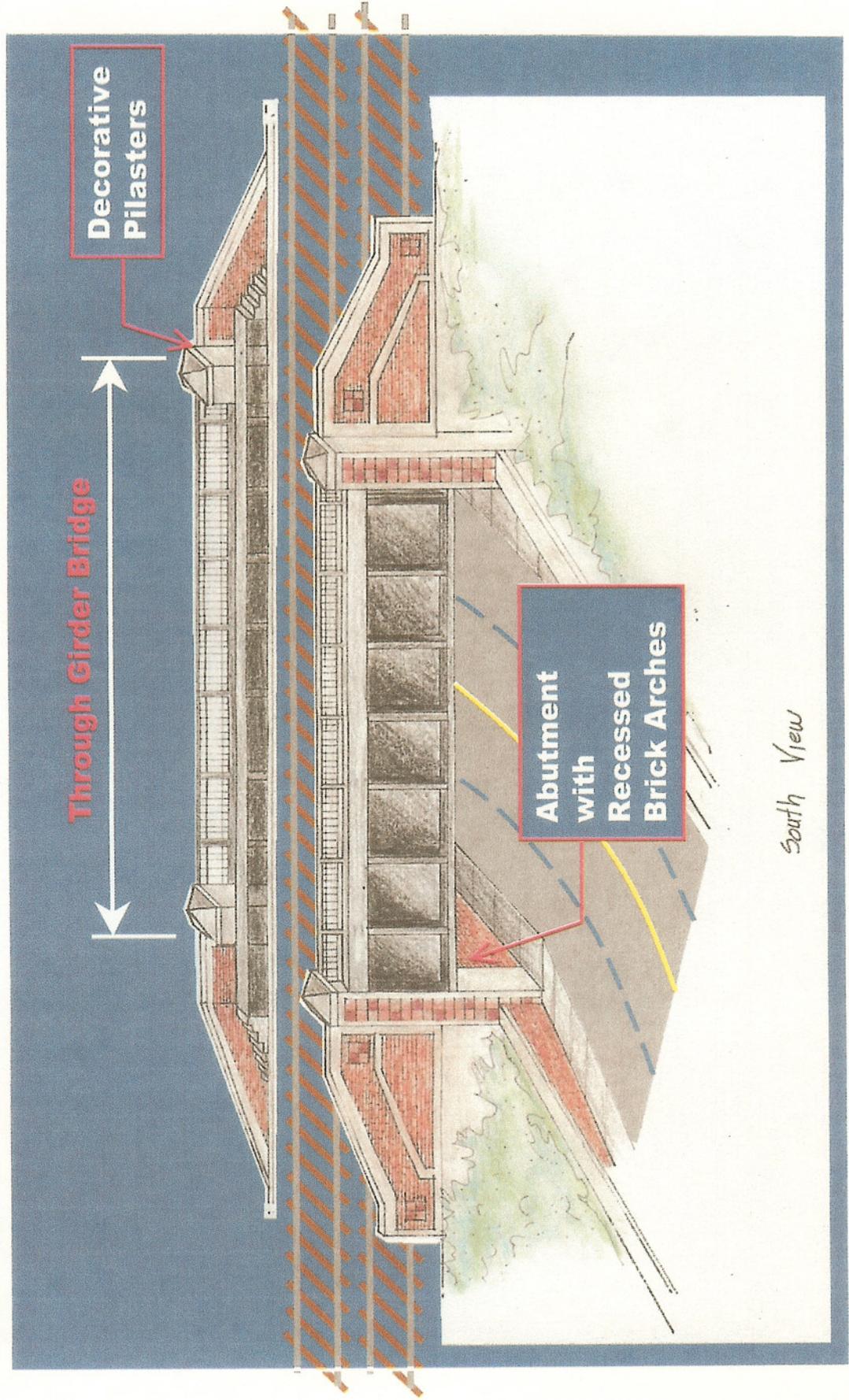
Main Line Corridor - Current Condition

Herricks Road



Main Line Corridor - Current Condition

Roslyn Road



New Hyde Park Area (Selected Options)

12th Street			Property Acquisitions*				Access Only		Total
Option*	Height	Type	Res	C/I	Res	C/I	Res	C/I	
Close 12th Street Crossing			0	0	0	0	0	0	0
B	16.5	Undergrade	5	4	2	0	1	2	14
C	16.5	Undergrade	6	4	2	0	2	1	15

New Hyde Park Road			Property Acquisitions*				Access Only		Total
Option*	Height	Type	Res	C/I	Res	C/I	Res	C/I	
B	16.5	Undergrade	0	1	0	0	0	0	1

Covert Avenue			Property Acquisitions*				Access Only		Total
Option*	Height	Type	Res	C/I	Res	C/I	Res	C/I	
B	16.5	Undergrade	6	1	1	0	4	1	13
C	16.5	Undergrade	8	1	2	0	1	1	13

* Parameters and Impacts subject to consultation with NYSDOT and/or Local Jurisdiction

Option A is not an option

Property Impacts in New Hyde Park

- **There are over 1,000 parcels along the Main Line R.O.W. between Queens Village and Hicksville**
- **80 parcels in corridor impacted by takings and easements**
- **Only 1 property in NHP impacted by 3rd track alignment** *Alcoa*
- **Approximate Number of Impacted Parcels:**
 - Construction of new third track:
 - Residential: None.
 - Commercial and industrial: 1 Permanent ROW of approximately 17 feet.
 - Grade Crossing Separations:
 - Residential: 8 to 21 properties affected; up to 14 full takings.
 - Commercial and industrial: 2 to 6 properties impacted; 2 to 5 full takings.

Transportation Facilities—Impacts to Streets

- **Adjacent Roads:**

- 3rd Avenue:

- Adjacent to new track,
- Street terminated at Covert and South 12th Street if separated.

- 2nd Avenue:

- Street terminated at Covert and South 12th Street if separated.

Detention basins will be given
to the Village / County



Noise and Vibration

- **Existing corridor will experience increase in trains by 2030 in both the No Build and Build conditions. Increased service levels are projected due to both background growth in population and employment, as well as the opening of East Side Access in 2013.**
- **Train horn noise will be reduced by elimination of grade crossings in New Hyde Park and construction of new 3rd track**
- **Noise levels may increase during construction**

Main Line Corridor – Next Steps

