

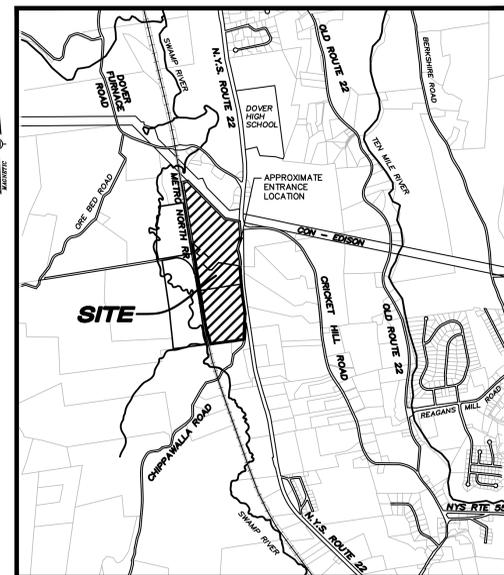
Appendix 6-D: Route 22 Highway Improvement Plans

List of Contents

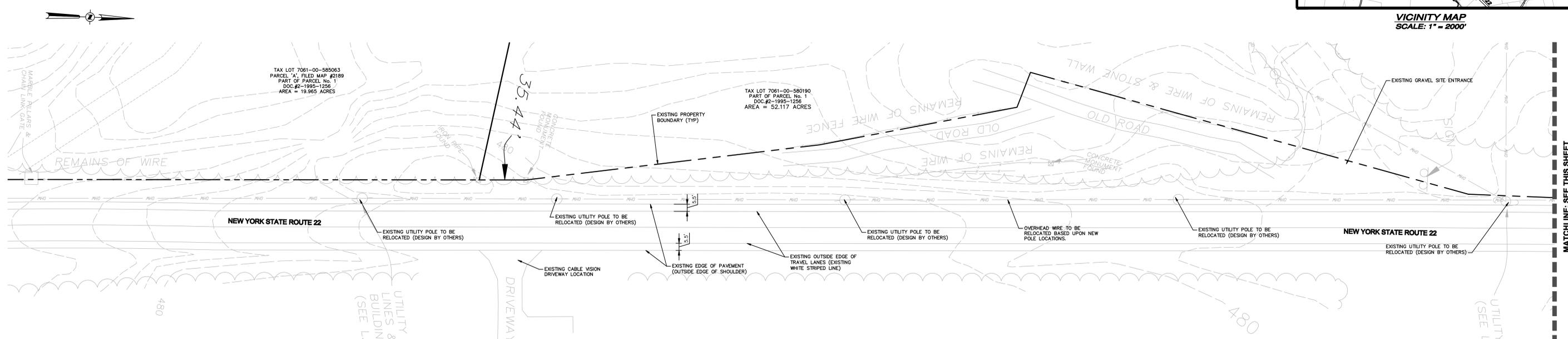
- Existing Conditions Plan
- Temporary NYSDOT Highway Improvement Plans
- Temporary NYSDOT Construction Entrance Plan
- Permanent NYSDOT Highway Entrance Plan
- Temporary Entrance Truck Movements Plan
- Permanent Entrance Truck Movements Plan
- NYSDOT Entrance Plan – Remote Laydown Site
- Entrance Turning Movements Plan – Remote Laydown Site

SURVEY REFERENCE:

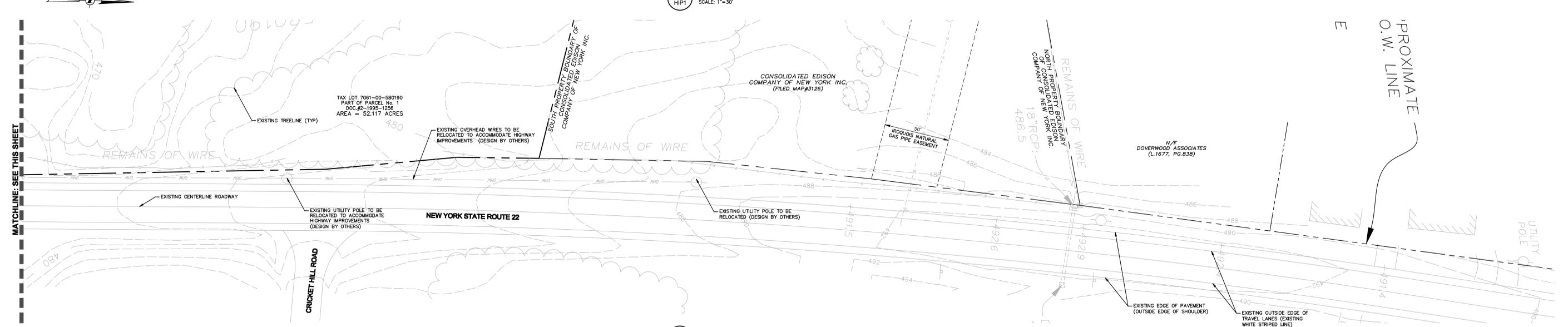
1. BOUNDARY AND TOPOGRAPHIC SURVEY TAKEN FROM "SURVEY OF PROPERTY PREPARED FOR CRICKET VALLEY ENERGY CENTER, LLC" PREPARED BY ZARECKI & ASSOCIATES, LLC SURVEY DATED JUNE 3, 2009, LAST REVISED OCTOBER 11, 2011.



VICINITY MAP
SCALE: 1" = 2000'



1 EXISTING CONDITIONS PLAN
HIP1 SCALE: 1" = 30'



2 EXISTING CONDITIONS PLAN
HIP1 SCALE: 1" = 30'

PROJECT NAME
CRICKET VALLEY ENERGY

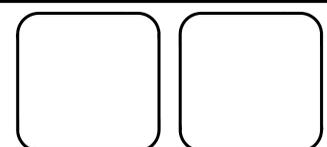
DEVELOPER
CRICKET VALLEY ENERGY CENTER, LLC.

OWNER OF RECORD
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P.O. BOX 285
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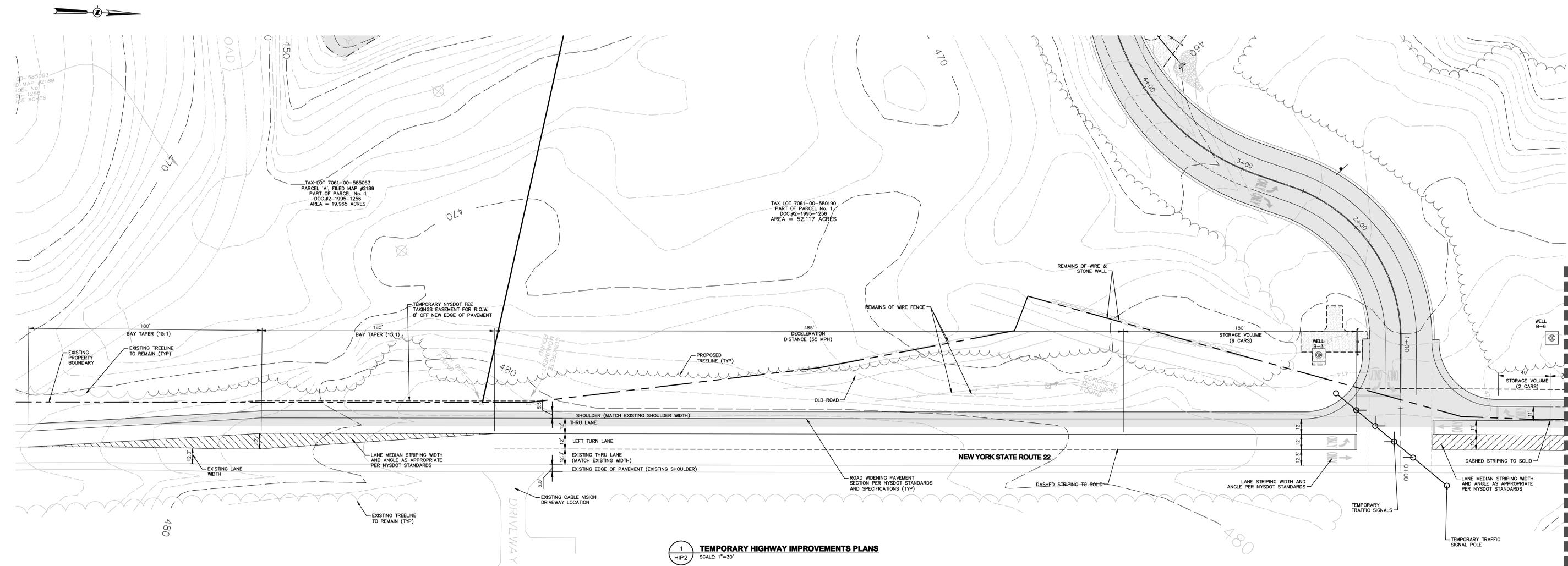
rev.	date	description

CRICKET VALLEY ENERGY

**NEW YORK STATE ROUTE 22
NYS DOT HIGHWAY IMPROVEMENTS
EXISTING CONDITIONS PLAN**

TOWN OF DOVER, DUTCHESS COUNTY, NEW YORK

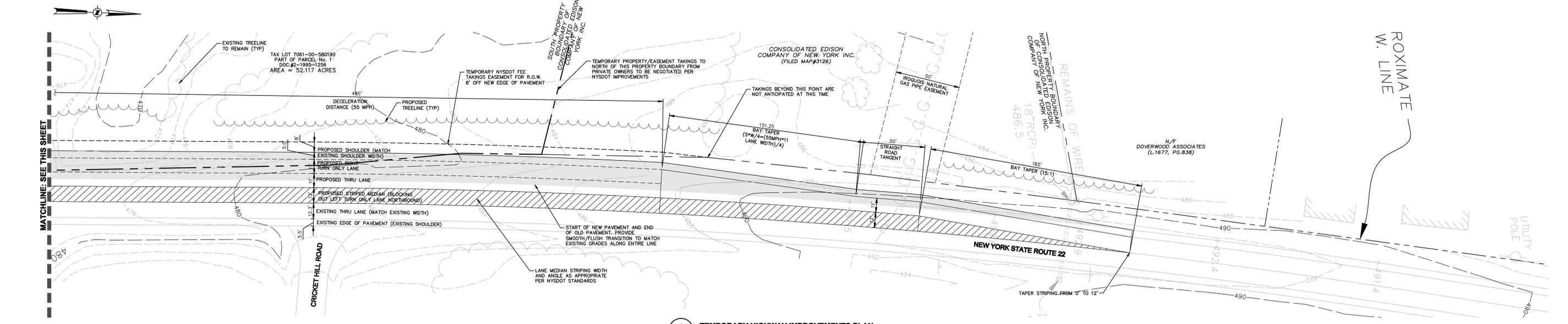
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date	scale
2012.05.31	AS SHOWN
project no.	81001.00
sheet no.	HIP1
	SHEET #01 OF 06



1 TEMPORARY HIGHWAY IMPROVEMENTS PLANS
HIP2 SCALE: 1"=30'

HIGHWAY IMPROVEMENTS PLAN NOTES:

1. PROPOSED SIGNAGE AND STRIPING LAYOUT AND DESIGN DESIGNATING LANE CREATION, SHIFTS, SIGNAL AHEAD, TRAFFIC MOVEMENTS SHALL BE PER NYS DOT AND MUTCD STANDARDS.
2. STRIPING DESIGN SHALL BE PER NYS DOT STANDARDS.
3. TRAFFIC SIGNAL DESIGN SHALL BE PER NYS DOT STANDARDS.



2 TEMPORARY HIGHWAY IMPROVEMENTS PLAN
HIP2 SCALE: 1"=30'

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PROJECT NAME
CRICKET VALLEY ENERGY

DEVELOPER
CRICKET VALLEY ENERGY CENTER, LLC.

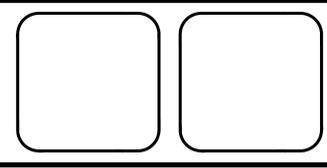
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SCALE: 1"=30'



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rev.	date	description

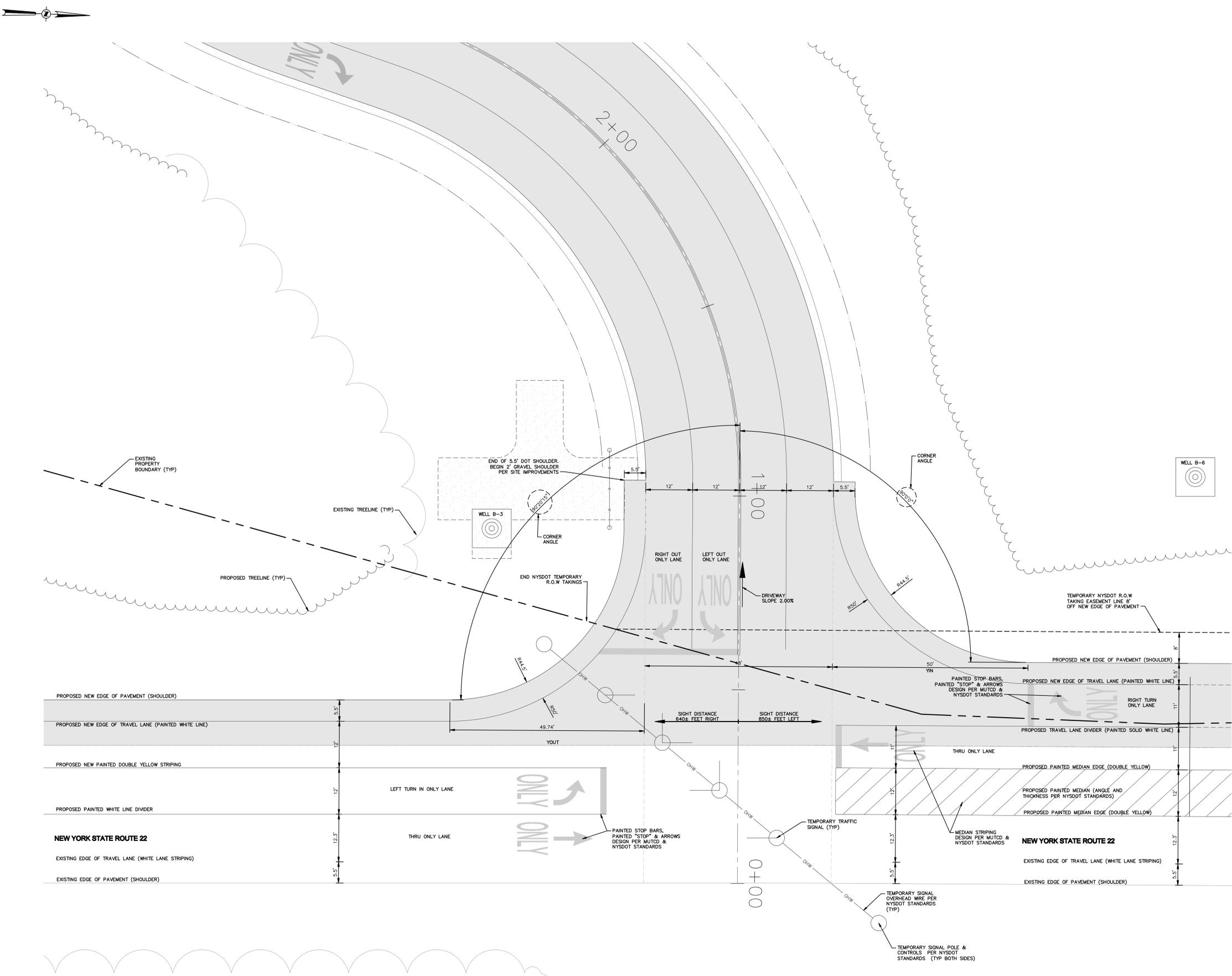
CRICKET VALLEY ENERGY

**NEW YORK STATE ROUTE 22
TEMPORARY NYS DOT HIGHWAY IMPROVEMENTS PLANS**

TOWN OF DOVER, DUTCHESS COUNTY, NEW YORK

drawn	checked
MMF	CL
date	scale
2012.05.31	AS SHOWN
project no.	81001.00
sheet no.	HIP2
	SHEET #02 OF 08

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NYSDOT ENTRANCE NOTES:
LAYOUT AND DESIGN :
TYPE 1 (NO CURB) MAJOR COMMERCIAL DRIVEWAY

- DRIVEWAY CLASSIFICATION:** MAJOR COMMERCIAL DRIVEWAY - ANY COMMERCIAL DRIVEWAY WHERE THE ACTUAL OR ANTICIPATED TRAFFIC VOLUME ON A TYPICAL DAY IS EITHER: (1) 100 OR MORE ONE-WAY TRIPS DURING THE PEAK HOUR FOR EITHER THE ADJACENT ROADWAY OR THE DEVELOPMENT, OR (2) 50 OR MORE ONE-WAY TRIPS DURING THE 8TH HIGHEST HOUR OF ANNUAL DRIVEWAY ACTIVITY.
- DRIVEWAY WIDTH:** RECOMMENDED DRIVEWAY WIDTH "W" FROM TABLE 1 FOR A MINOR/MAJOR COMMERCIAL SHARED TWO-WAY DRIVEWAY = 24'; PERMISSIBLE RANGE OF WIDTHS 22' TO 30'; DESIGN WIDTH = 39' PER SECTION 5A.7.2 "LAYOUT" WHICH STATES THAT "AN EXCEPTION TO THE WIDTHS IN TABLE 1 ON NYSDOT DRIVEWAY STANDARD SHEET M608-6 (FIGURE 5A-2) MAY BE GRANTED BY THE DEPARTMENT FOR SPECIAL CASES (E.G. WHEN A WIDER DRIVEWAY IS REQUIRED FOR A FIRE DEPARTMENT ENTRANCE OR FOR OVERSIZED VEHICLES).
- MAXIMUM SLOPE:** MAXIMUM DRIVEWAY SLOPE FROM TABLE 2 "MAXIMUM SLOPE" ON FIGURE 5A-2 FOR A ROADWAY CLASSIFICATION OF RURAL IS 10 PERCENT. THE PROPOSED DRIVEWAY MAXIMUM SLOPE IS 7 PERCENT.
- DRIVEWAY MATERIALS AND THICKNESS:** DRIVEWAY MATERIALS AND THICKNESS ARE OBTAINED FROM TABLE 3 "DRIVEWAY MATERIAL AND THICKNESS" OF FIGURE 5A-2. USING A MINOR COMMERCIAL DRIVEWAY THE MINIMUM ASPHALT THICKNESS IS 4 INCHES WITH 8 INCHES OF SUBBASE BENEATH.
- DRIVEWAY OPENING WIDTH (Y):**
 VARIABLES:
 YIN=FROM TABLE 10 FIGURE 5A-5 "DRIVEWAY OPENING LIMITS"
 YIN=FROM TABLE 10 FIGURE 5A-5 "DRIVEWAY OPENING LIMITS"
 W = WIDTH OF DRIVEWAY = 39'
 CORNER ANGLE = 90°
 SK = DRIVEWAY SKEW FACTOR = 1.00 FROM TABLE 13 ON FIGURE 5A-5
 OFFSET FROM OUTSIDE EDGE OF 12' LANE = (12'+5.5'(SHOULDER)) = 17.5' (USE 18' FOR TABLE 10) FROM TABLE 10 USING ABOVE PARAMETERS:
 YIN = 12.8'
 YOUT = 12.8'
 DRIVEWAY OPENING WIDTH CALCULATION: $Y = YIN + (W \times SK) + YOUT$
 $Y = 12.8' + (39 \times 1.00) + 12.8' = 64.6'$ REQUIRED OPENING WIDTH
 DRIVEWAY OPENING WIDTH PROVIDED =
 $Y = 50.00' + (39 \times 1.00) + 49.74' = 138.74'$
- SIGHT DISTANCE:** CLEAR TREE AND BRUSH WITHIN 10' OF THE EDGE OF PAVEMENT ALONG ROUTE 22.

1 TEMPORARY HIGHWAY CONSTRUCTION ENTRANCE PLAN
 HIP.3 SCALE: 1"=10'

ISSUED FOR PRELIMINARY USE ONLY

PROJECT NAME
 CRICKET VALLEY ENERGY

DEVELOPER
 CRICKET VALLEY ENERGY CENTER, LLC.

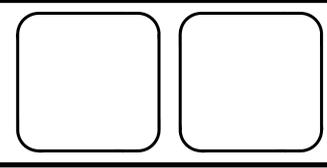
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SCALE: 1"=10'



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rev.	date	description

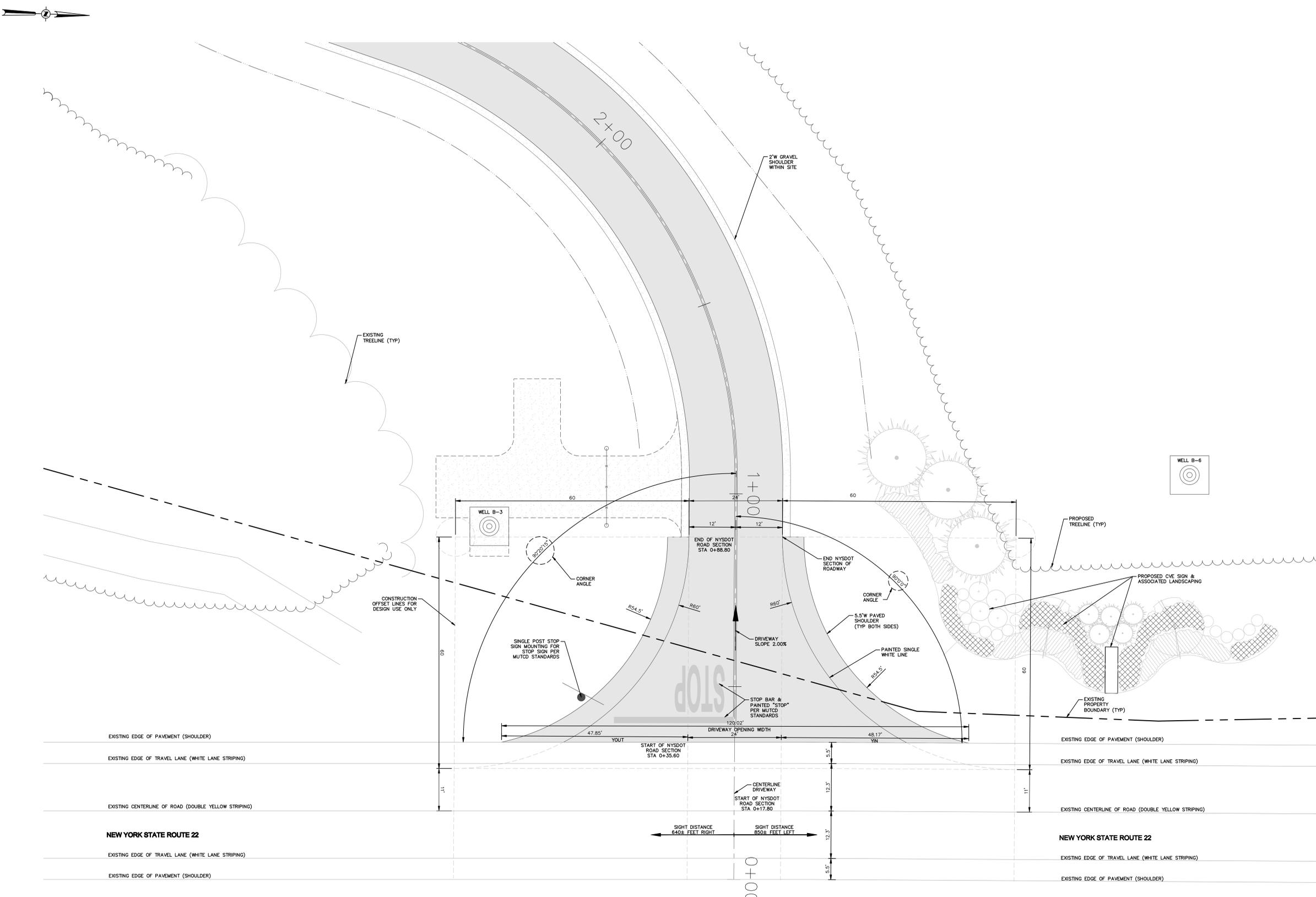
CRICKET VALLEY ENERGY

**NEW YORK STATE ROUTE 22
 TEMPORARY NYSDOT HIGHWAY
 CONSTRUCTION ENTRANCE PLAN**

TOWN OF DOVER, DUTCHESS COUNTY, NEW YORK

drawn	checked
MMF	CL
date	scale
2012.05.31	AS SHOWN
project no.	
81001.00	
sheet no.	
HIP3	
SHEET #03 OF 08	

Drawing Name: S:\A\1000-81009\81001\00\ENVDWG\20_HIP3_81001-01_NYSDOT_CONS_ENTRANCE.dwg
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NYS DOT ENTRANCE & HIGHWAY IMPROVEMENT NOTES:
LAYOUT AND DESIGN :
TYPE 1 (NO CURB) MINOR COMMERCIAL DRIVEWAY

1. DRIVEWAY CLASSIFICATION: MINOR COMMERCIAL DRIVEWAY - ANY COMMERCIAL DRIVEWAY WHERE THE ACTUAL OR ANTICIPATED TRAFFIC VOLUME ON A TYPICAL DAY ARE LESS THAN THE VALUES STIPULATED FOR A MAJOR COMMERCIAL DRIVEWAY.
2. DRIVEWAY WIDTH: RECOMMENDED DRIVEWAY WIDTH "W" FROM TABLE 1 FOR A MINOR COMMERCIAL SHARED TWO-WAY DRIVEWAY = 24'. PERMISSIBLE RANGE OF WIDTHS 22' TO 30'. DESIGN WIDTH = 24'.
3. MAXIMUM SLOPE: MAXIMUM DRIVEWAY SLOPE FROM TABLE 2 "MAXIMUM SLOPE" ON FIGURE 5A-2 FOR A ROADWAY CLASSIFICATION OF RURAL IS 10 PERCENT. THE PROPOSED DRIVEWAY MAXIMUM SLOPE IS 2.0 PERCENT FOR FIRST 50 FEET.
4. DRIVEWAY MATERIALS AND THICKNESS: DRIVEWAY MATERIALS AND THICKNESS ARE OBTAINED FROM TABLE 3 "DRIVEWAY MATERIAL AND THICKNESS" OF FIGURE 5A-2. USING A MINOR COMMERCIAL DRIVEWAY THE MINIMUM ASPHALT THICKNESS IS 4 INCHES WITH 8 INCHES OF SUBBASE BENEATH.
5. DRIVEWAY OPENING WIDTH (Y):
 VARIABLES:
 YIN=FROM TABLE 10 FIGURE 5A-5 "DRIVEWAY OPENING LIMITS"
 YN=FROM TABLE 10 FIGURE 5A-5 "DRIVEWAY OPENING LIMITS"
 W = WIDTH OF DRIVEWAY = 24'
 CORNER ANGLE = 90°
 SK = DRIVEWAY SKEW FACTOR = 1.00 FROM TABLE 13 ON FIGURE 5A-5
 OFFSET FROM OUTSIDE EDGE OF 12' LANE = (12'+5.5'(SHOULDER)) = 17.5' (USE 18' FOR TABLE 10)
 FROM TABLE 10 USING ABOVE PARAMETERS:
 YIN = 12.8'
 YOUT = 12.8'
 DRIVEWAY OPENING WIDTH CALCULATION: Y = YIN + (W x SK) + YOUT
 Y = 12.8' + (39 x 1.00) + 12.8' = 64.6' REQUIRED OPENING WIDTH
 DRIVEWAY OPENING WIDTH PROVIDED =
 Y = 48.17' + (24 X 1.00) + 47.85' = 120.02'
6. SIGHT DISTANCE: CLEAR TREE AND BRUSH WITHIN 10' OF THE EDGE OF PAVEMENT ALONG ROUTE 22. DUE TO CLEARING FROM THE TEMPORARY HIGHWAY IMPROVEMENTS DURING CONSTRUCTION (SEE SHEET HE-2) THERE IS NO ANTICIPATED CLEARING REQUIRED FOR SIGHT DISTANCE ALONG R.O.W FOR THE PERMANENT ENTRANCE.

1 HIGHWAY IMPROVEMENTS PLANS
 HIP4 SCALE: 1"=10'

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 CRICKET VALLEY ENERGY

DEVELOPER
 CRICKET VALLEY ENERGY CENTER, LLC.

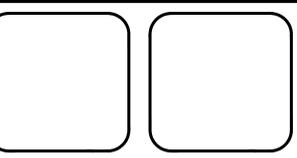
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SCALE: 1"=10'



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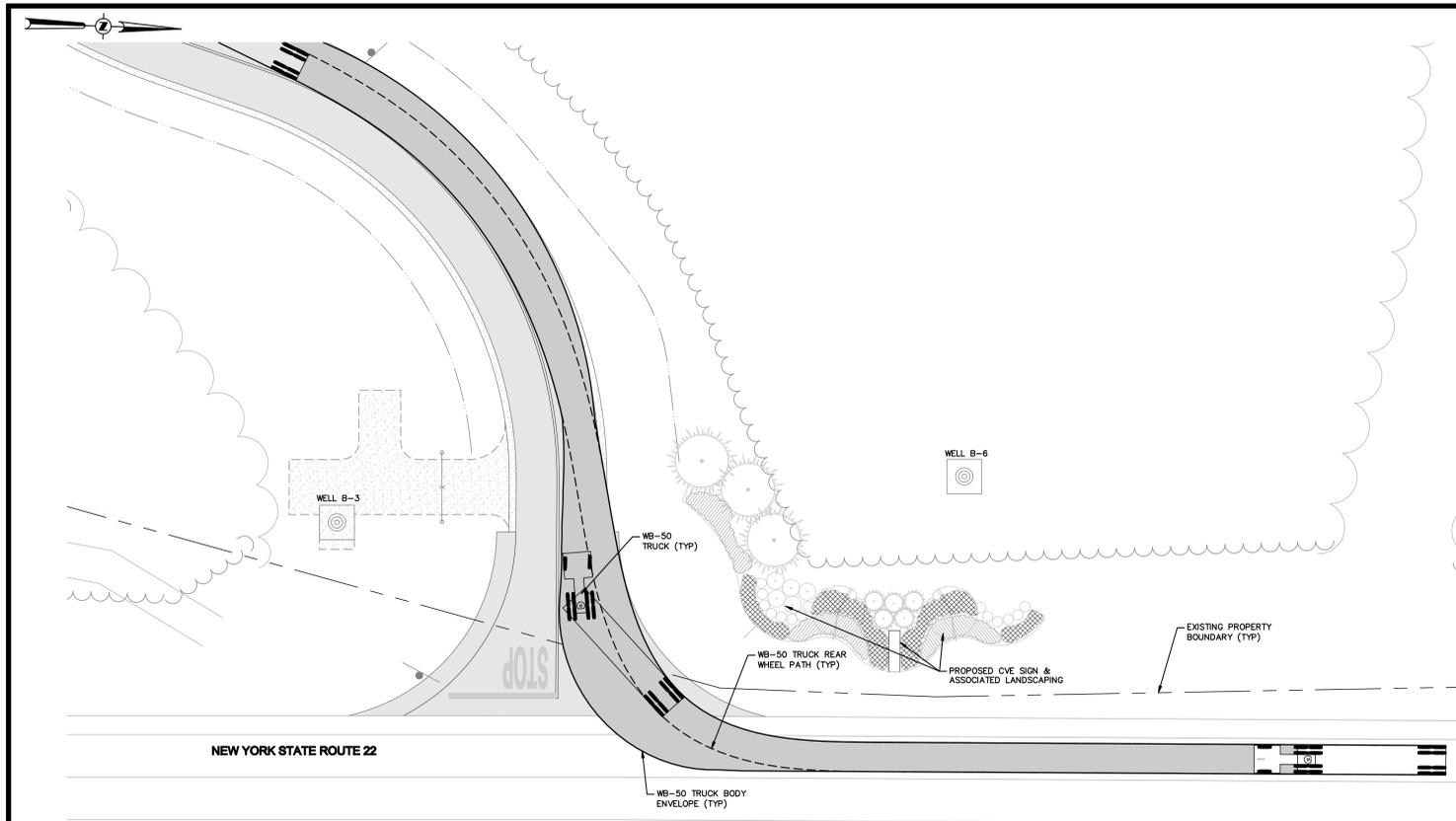
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CRICKET VALLEY ENERGY

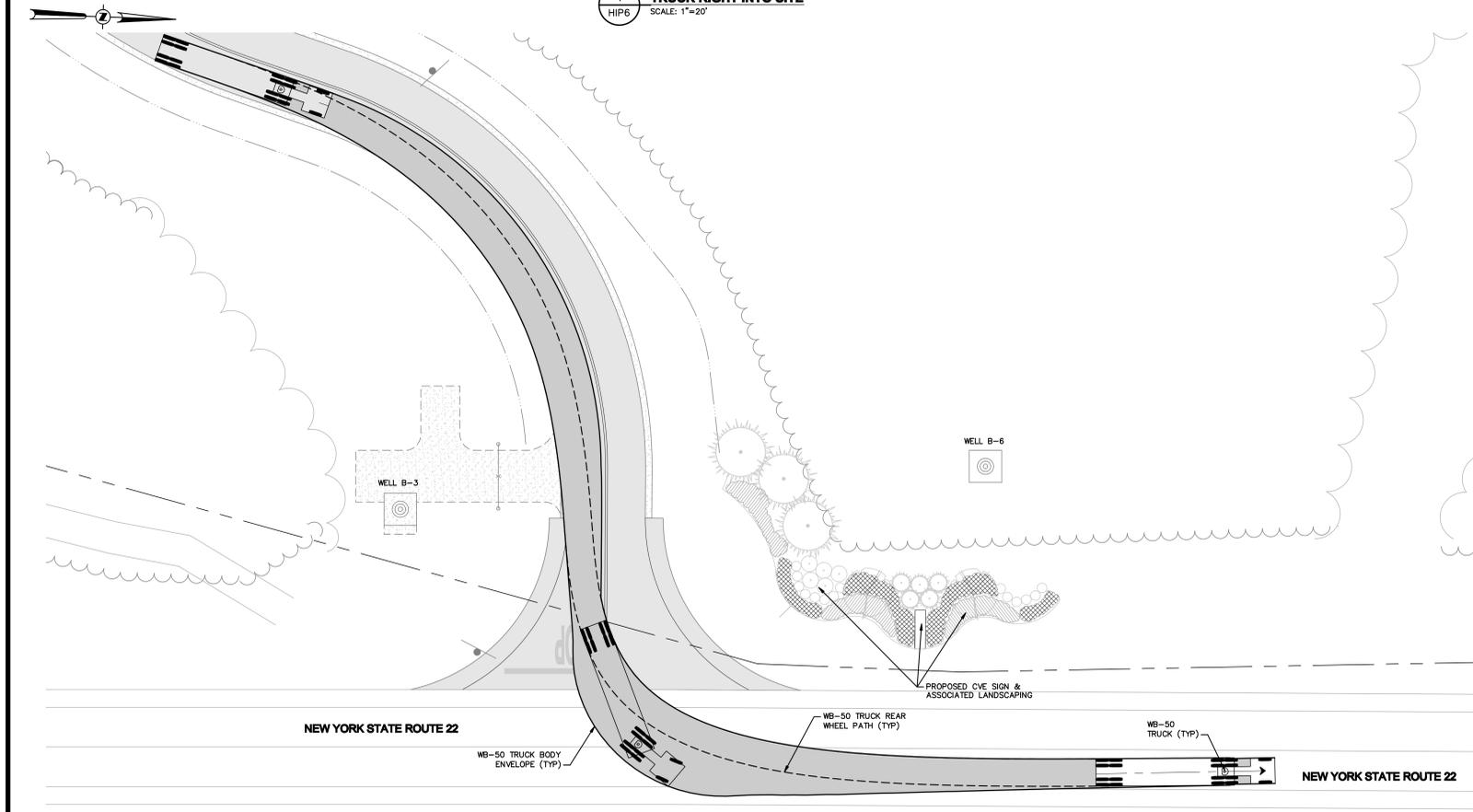
NEW YORK STATE ROUTE 22 PERMANENT NYS DOT HIGHWAY ENTRANCE PLAN

TOWN OF DOVER, DUTCHESS COUNTY, NEW YORK

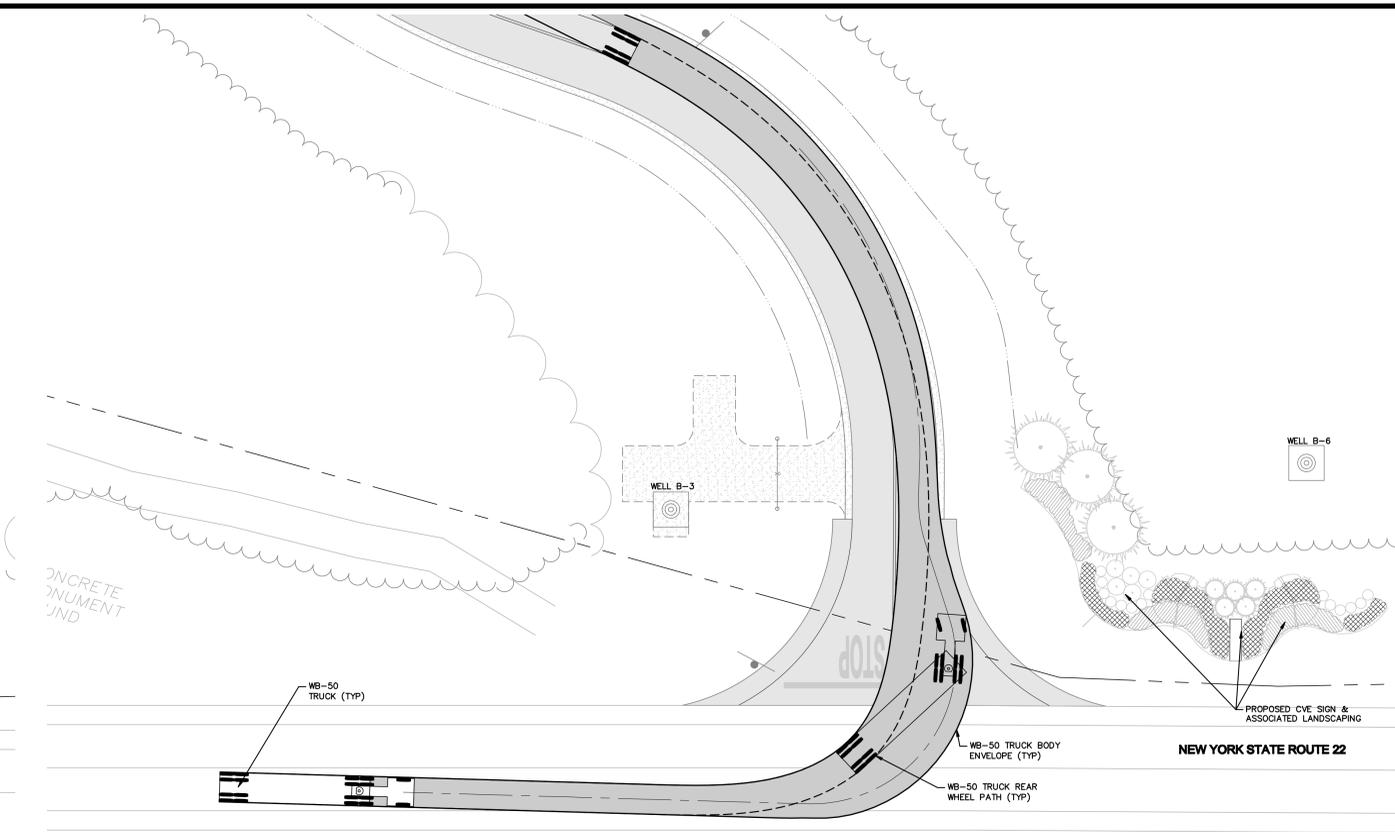
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date	scale
2012.05.31	AS SHOWN
project no.	81001.00
sheet no.	81001.00
HIP4	
SHEET #04 OF 08	



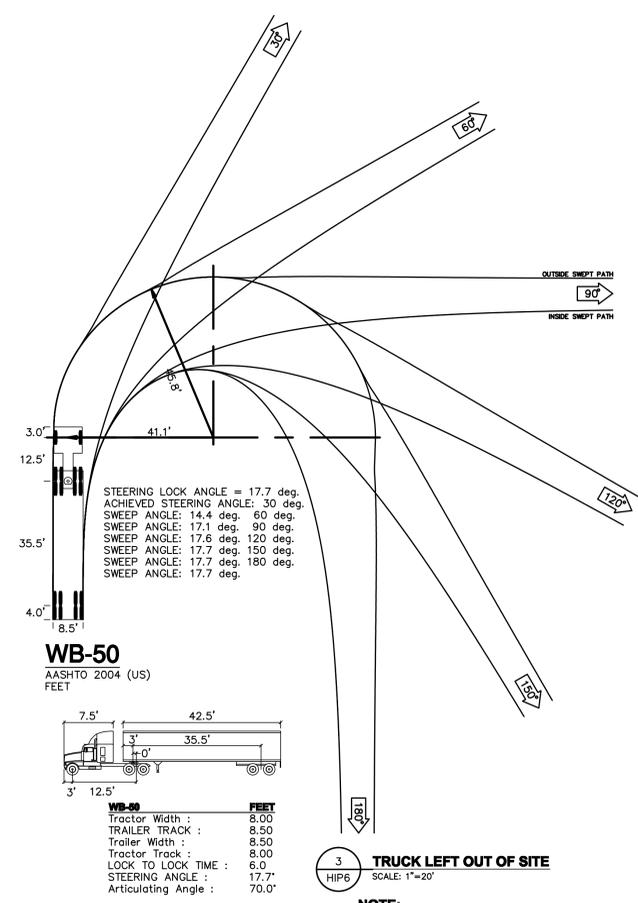
1 TRUCK RIGHT INTO SITE
HIP6 SCALE: 1"=20'



3 TRUCK LEFT OUT OF SITE
HIP6 SCALE: 1"=20'



2 TRUCK LEFT INTO SITE
HIP6 SCALE: 1"=20'



3 TRUCK LEFT OUT OF SITE
HIP6 SCALE: 1"=20'

NOTE:
1. TURNING MOVEMENTS SHOWN ON THIS PLAN WERE GENERATED USING AUTOTURN 7 FOR AUTOCAD CIVIL 3D LAND DESKTOP COMPANION 2009 BY TRANSOFT SOLUTIONS, INC.

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DEVELOPER
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SCALE: 1"=20'



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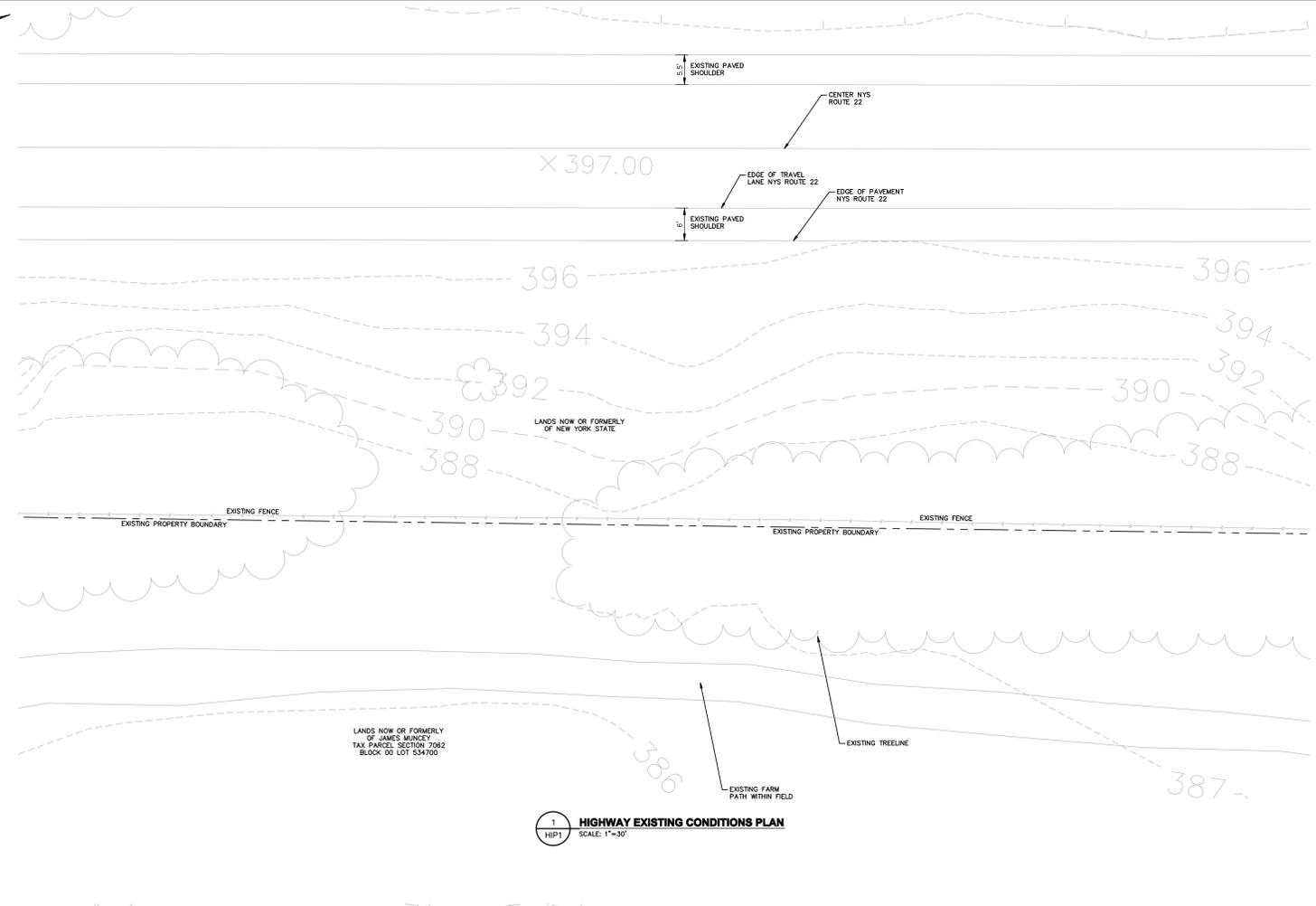
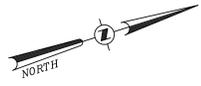
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CRICKET VALLEY ENERGY

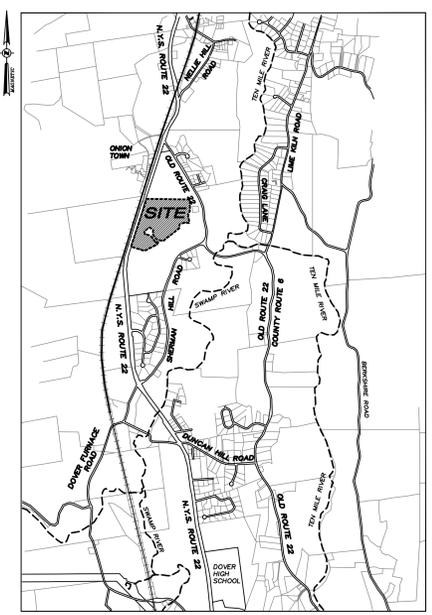
**NEW YORK STATE ROUTE 22
PERMANENT NYS DOT ENTRANCE
TRUCK MOVEMENTS PLAN**

TOWN OF DOVER, DUTCHESS COUNTY, NEW YORK

drawn	checked
MMF	CL
date	scale
2012.05.31	AS SHOWN
project no.	81001.00
sheet no.	HIP6
	SHEET #06 OF 06



1 HIGHWAY EXISTING CONDITIONS PLAN
SCALE: 1"=30'



VICINITY MAP
SCALE: 1" = 2000'

GENERAL NOTES:

- CONTRACTOR SHALL ACQUIRE NECESSARY NYS DOT WORK PERMITS BEFORE COMMENCING WITH ANY WORK WITH THE NEW YORK STATE RIGHT OF WAY.
- ALL DRIVEWAY ENTRANCE WORK SHALL BE DONE IN ACCORDANCE WITH THE FOLLOWING APPLICABLE STANDARDS:
 - NYS DOT HIGHWAY DESIGN MANUAL, LATEST REVISION
 - THE NEW YORK STATE POLICY AND STANDARDS FOR THE DESIGN OF ENTRANCES TO STATE HIGHWAYS, NOVEMBER 24, 2003 OR LATEST REVISION.
 - FEDERAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS, 2009 OR LATEST EDITION AND NEW YORK STATE SUPPLEMENT TO THE FEDERAL MUTCD.
 - MAINTENANCE AND PROTECTION OF TRAFFIC.
 - NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.

NYS DOT ENTRANCE NOTES:

LAYOUT AND DESIGN:

TYPE 1 (NO CURB) MAJOR COMMERCIAL DRIVEWAY

- DRIVEWAY CLASSIFICATION:** MAJOR COMMERCIAL DRIVEWAY - ANY COMMERCIAL DRIVEWAY WHERE THE ACTUAL OR ANTICIPATED TRAFFIC VOLUME ON A TYPICAL DAY IS EITHER: (1) 100 OR MORE ONE-WAY TRIPS DURING THE PEAK HOUR HOUR FOR EITHER THE ADJACENT ROADWAY OR THE DEVELOPMENT, OR (2) 50 OR MORE ONE-WAY TRIPS DURING THE 8TH HIGHEST HOUR OF ANNUAL DRIVEWAY ACTIVITY.
- DRIVEWAY WIDTH:** RECOMMENDED DRIVEWAY WIDTH "W" FROM TABLE 1 FOR A MINOR/MAJOR COMMERCIAL SHARED TWO-WAY DRIVEWAY = 24'. PERMISSIBLE RANGE OF WIDTHS 22' TO 30'. DESIGN WIDTH = 30' PER SECTION 5A.7.2 LAYOUT WHICH STATES THAT "AN EXCEPTION TO THE WIDTHS IN TABLE 1 ON NYS DOT DRIVEWAY STANDARD SHEET M608-8 (FIGURE 5A-2) MAY BE GRANTED BY THE DEPARTMENT FOR SPECIAL CASES (E.G., WHEN A WIDER DRIVEWAY IS REQUIRED FOR A FIRE DEPARTMENT ENTRANCE OR FOR OVERSIZED VEHICLES).
- MAXIMUM SLOPE:** MAXIMUM DRIVEWAY SLOPE FROM TABLE 2 "MAXIMUM SLOPE" ON FIGURE 5A-2 FOR A ROADWAY CLASSIFICATION OF RURAL IS 10 PERCENT. THE PROPOSED DRIVEWAY MAXIMUM SLOPE IS 6 PERCENT.
- DRIVEWAY MATERIALS AND THICKNESS:** DRIVEWAY MATERIALS AND THICKNESS ARE OBTAINED FROM TABLE 3 "DRIVEWAY MATERIAL AND THICKNESS" OF FIGURE 5A-2, USING A MINOR COMMERCIAL DRIVEWAY. THE MINIMUM ASPHALT THICKNESS IS 4 INCHES WITH 8 INCHES OF SUBBASE BENEATH.
- DRIVEWAY OPENING WIDTH (Y):**

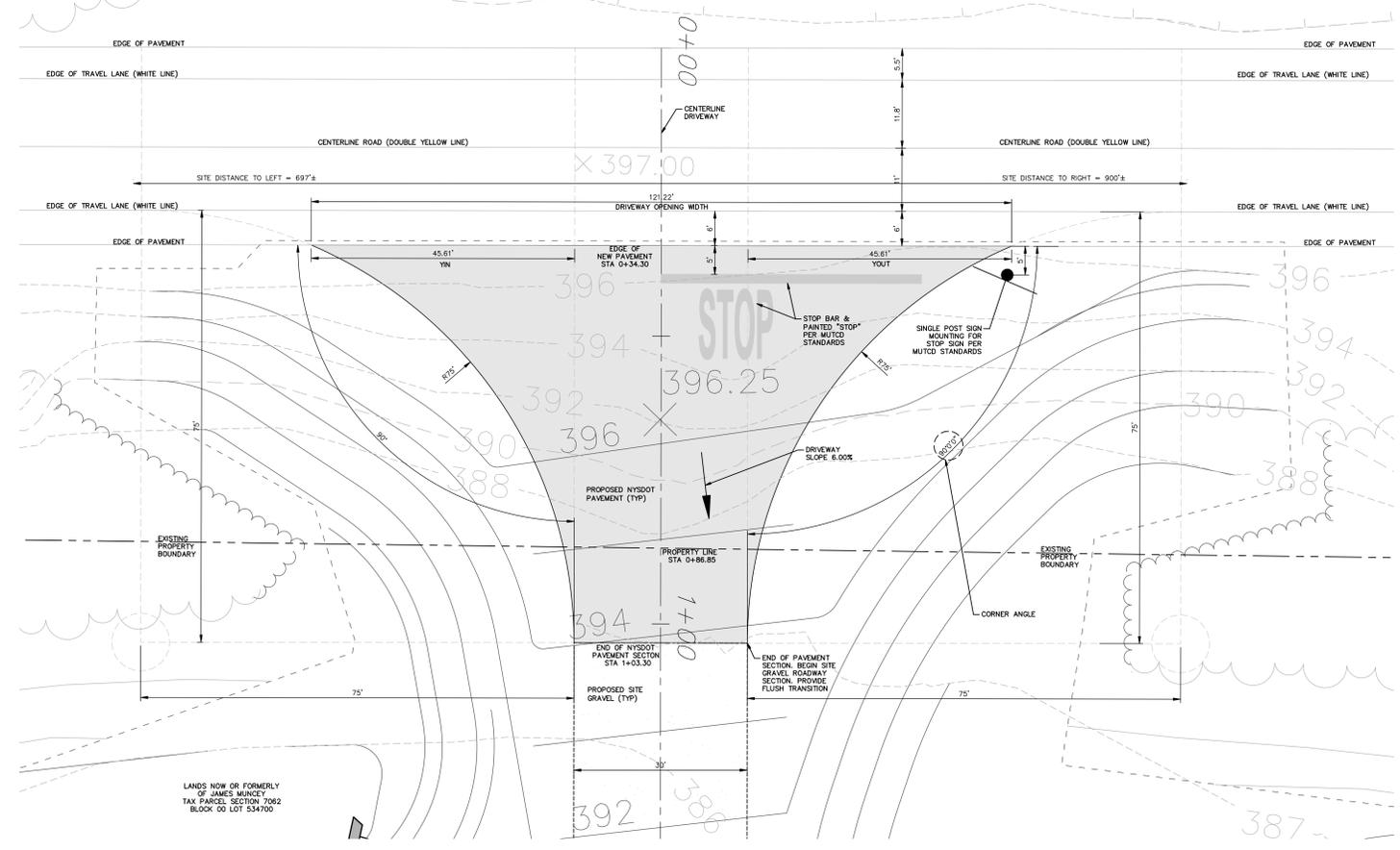
VARIABLES:

YN=FROM TABLE 10 FIGURE 5A-5 "DRIVEWAY OPENING LIMITS"
 YN=FROM TABLE 10 FIGURE 5A-5 "DRIVEWAY OPENING LIMITS"
 W = WIDTH OF DRIVEWAY = 40'
 CORNER ANGLE = 30°
 SK = DRIVEWAY SKEW FACTOR = 1.00 FROM TABLE 13 ON FIGURE 5A-5
 OFFSET FROM OUTSIDE EDGE OF 12' LANE = (12'+6'(SHOULDER)) = 18'
 FROM TABLE 10 USING ABOVE PARAMETERS:
 YN = 12.8'
 YOUT = 12.8'

DRIVEWAY OPENING WIDTH CALCULATION: Y = YN + (W x SK) + YOUT
 Y = 12.8' + (30 x 1.00) + 12.8' = 55.6' REQUIRED OPENING WIDTH
 DRIVEWAY OPENING WIDTH PROVIDED = 121.22'
 Y = 45.61' + (30 x 1.00) + 45.61' = 121.22'
- SIGHT DISTANCE:** CLEAR TREE AND BRUSH WITHIN 10' OF THE EDGE OF PAVEMENT ALONG ROUTE 22 TO THE SOUTH OF THE ENTRANCE FROM APPROXIMATELY 297' TO 400'.

LEGEND:

- EXISTING PROPERTY LINE
- PROPOSED PAVEMENT
- PROPOSED DRIVEWAY CENTER LINE
- PROPOSED GRAVEL DRIVEWAY
- PROPOSED WORK LIMITS
- PROPOSED STOP SIGN



2 HIGHWAY ENTRANCE PLAN
SCALE: 1"=10'



PROJECT NAME
CRICKET VALLEY ENERGY - REMOTE LAYDOWN SITE

DEVELOPER
CRICKET VALLEY ENERGY CENTER, LLC.

OWNER OF RECORD
JAMES MUNCEY
344 LAKE ELLIS RD
WINGDALE, NEW YORK 12594



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CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., P.C.

Office Locations:

Delaware County Office: 27 1/2nd Street P.O. Box 1200 New York, NY 12001 Phone: (518) 434-5900	Capital District Office: 245 West Street Troy, New York 12180 Phone: (518) 273-0500	North Country Office: 100 West Street Oneonta, New York 12850 Phone: (518) 913-0513
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REV.	DATE	DESCRIPTION
1	04/24/12	REVISED PER TOWN & CLIENT COMMENTS
2	05/15/12	DESCRIPTION

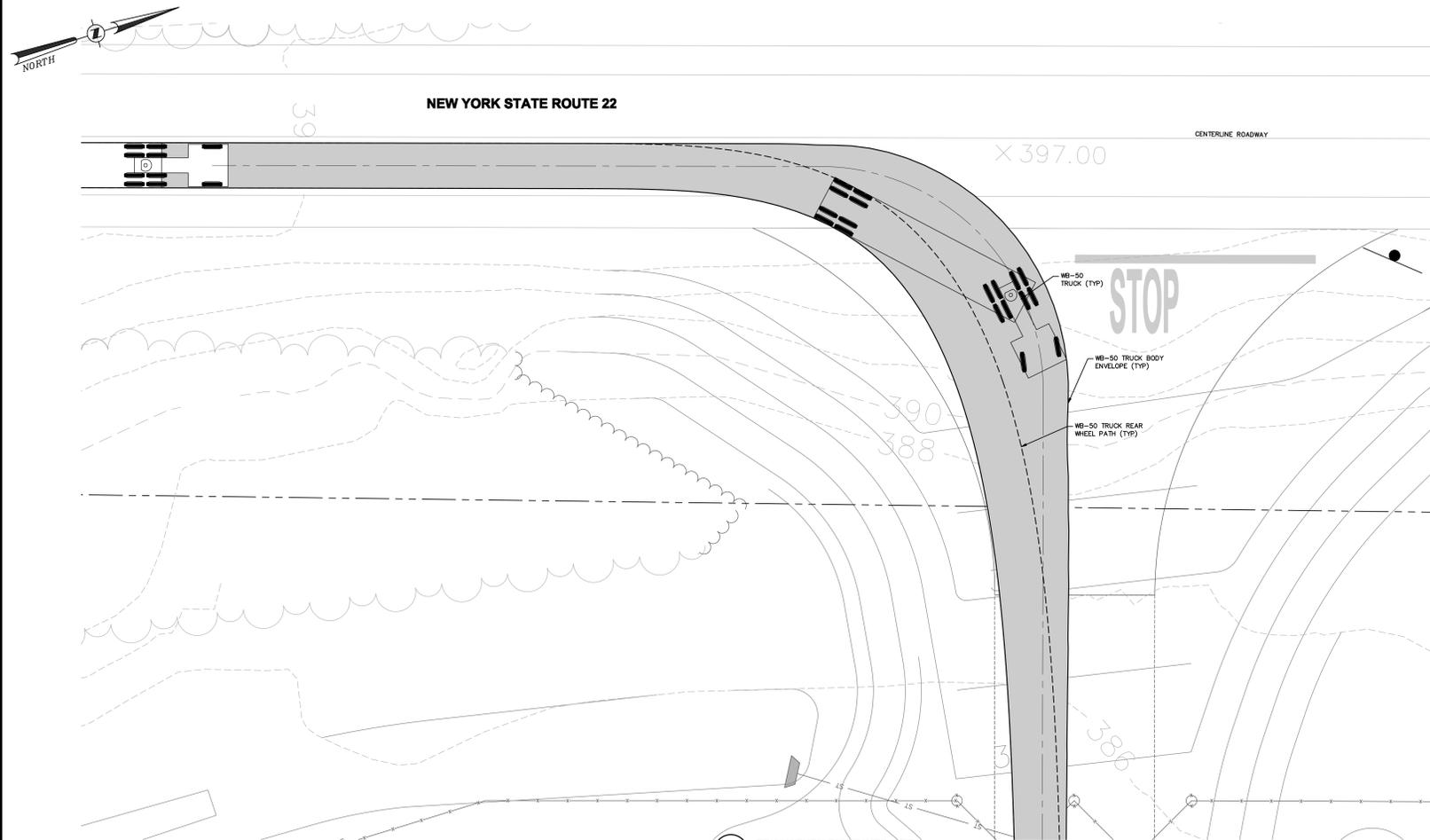
ISSUED FOR PRELIMINARY USE ONLY

CRICKET VALLEY ENERGY
REMOTE LAYDOWN SITE
**NEW YORK STATE ROUTE 22
NYS DOT ENTRANCE PLAN**

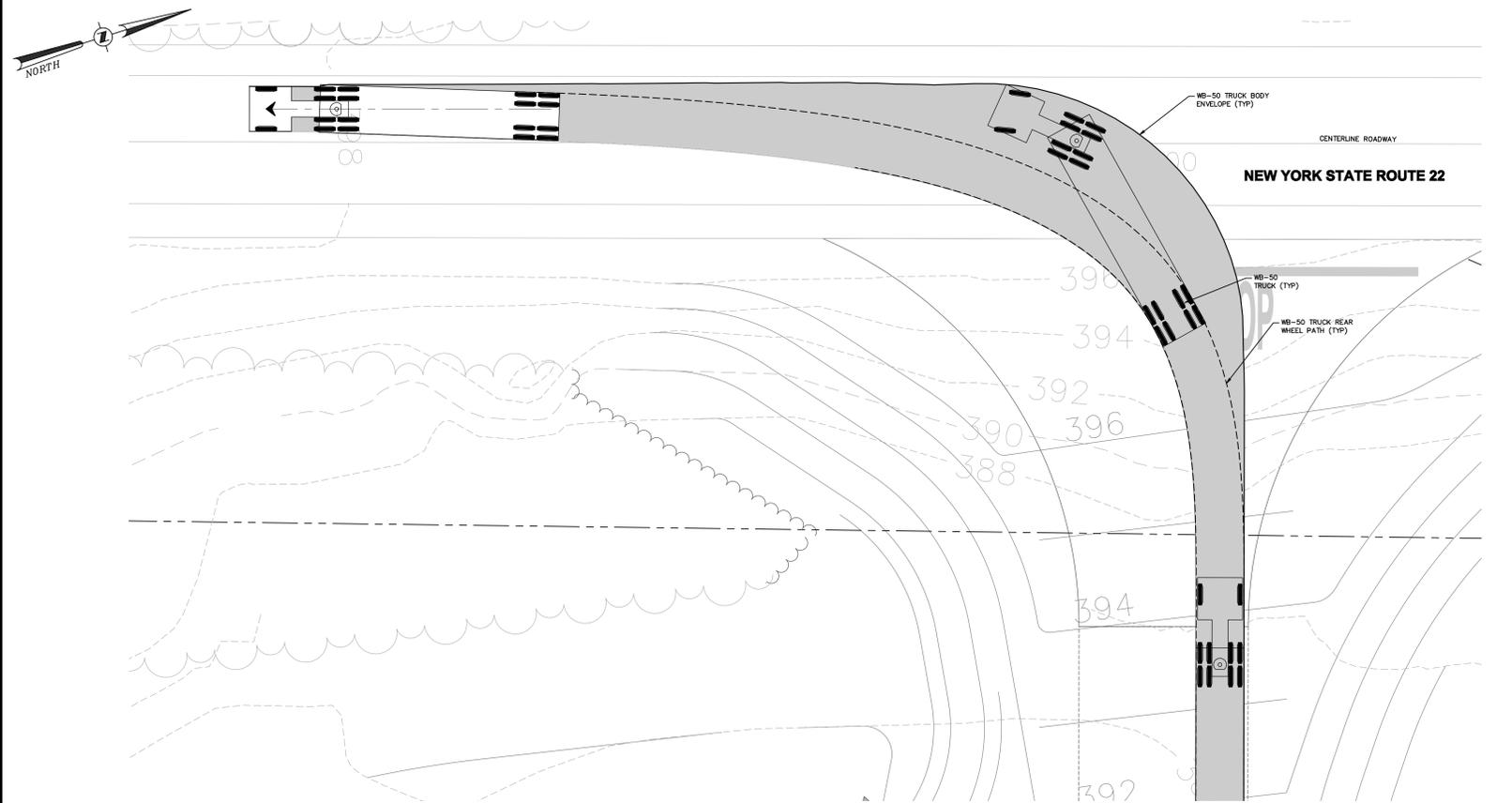
NYS ROUTE 22, TOWN OF DOVER PLAINS, DUTCHESS COUNTY, NEW YORK

Drawn	checked
MAF	CL
Date	Scale
2012.06.21	AS SHOWN
Project No.	
81001.01	
Sheet No.	
HIP1	
SHEET #01 OF 02	

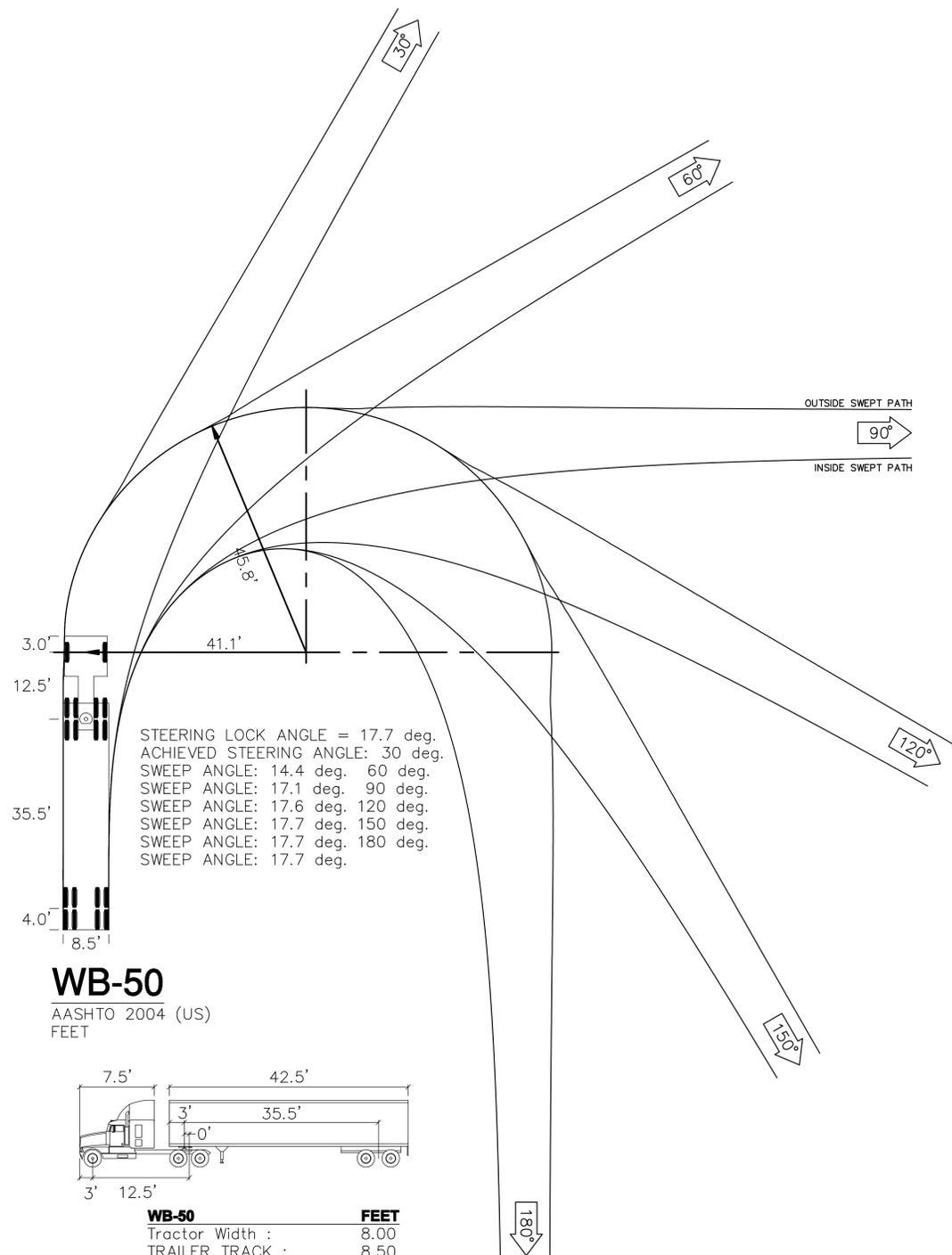
Drawing Name: C:\Users\jlpalmer_0138\OneDrive\HIP1_0102\01_MUNCEY_NYS DOT ENTRANCE.dwg
 Plot Name: C:\Users\jlpalmer_0138\OneDrive\HIP1_0102\01_MUNCEY_NYS DOT ENTRANCE.dwg
 Date Plotted: Jun 13, 2012, 12:18pm



1 TRUCK TURN RIGHT INTO SITE
SCALE: 1"=30'

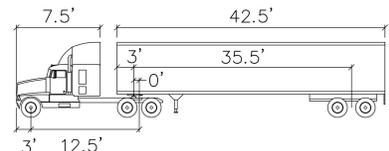


2 TRUCK TURN LEFT OUT OF SITE
SCALE: 1"=10'



STEERING LOCK ANGLE = 17.7 deg.
 ACHIEVED STEERING ANGLE: 30 deg.
 SWEEP ANGLE: 14.4 deg. 60 deg.
 SWEEP ANGLE: 17.1 deg. 90 deg.
 SWEEP ANGLE: 17.6 deg. 120 deg.
 SWEEP ANGLE: 17.7 deg. 150 deg.
 SWEEP ANGLE: 17.7 deg. 180 deg.

WB-50
 AASHTO 2004 (US)
 FEET

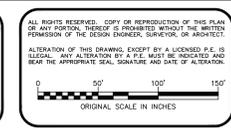


WB-50	FEET
Tractor Width :	8.00
TRAILER TRACK :	8.50
Trailer Width :	8.50
Tractor Track :	8.00
LOCK TO LOCK TIME :	6.0
STEERING ANGLE :	17.7°
Articulating Angle :	70.0°

3 TRUCK TURN LEFT OUT OF SITE
SCALE: 1"=10'

NOTE:
 1. TURNING MOVEMENTS SHOWN ON THIS PLAN WERE GENERATED USING AUTOTURN 7 FOR AUTOCAD CIVIL 3D LAND DESKTOP COMPANION 2009 BY TRANSPT SOLUTIONS, INC.

PROJECT NAME
 CRICKET VALLEY ENERGY - REMOTE LAYDOWN SITE
 DEVELOPER
 CRICKET VALLEY ENERGY CENTER, LLC.
 OWNER OF RECORD
 JAMES MUNCEY
 344 LAKE ELLIS RD
 WINGDALE, NEW YORK 12594



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THE CHAZEN COMPANIES
 Engineers/Surveyors
 Planners
 Environmental Scientists
 Landscape Architects

CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., P.C.

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 North Country Office: 100 Main Street, Oneonta, New York 13820, Phone: (518) 912-0513

REV.	DATE	DESCRIPTION
1	04/24/12	REVISED PER TOWN & CLIENT COMMENTS

CRICKET VALLEY ENERGY
 REMOTE LAYDOWN SITE
NEW YORK STATE ROUTE 22
NYS DOT ENTRANCE TURNING MOVEMENTS PLAN
 NYS ROUTE 22, TOWN OF DOVER PLAINS, DUTCHESS COUNTY, NEW YORK

Drawn	Checked
MMF	CL
2012_06_21	AS SHOWN
PROJECT NO.	81001.01
SHEET NO.	HIP2
	SHEET #02 OF 02

ISSUED FOR PRELIMINARY USE ONLY

Drawing Name: S:\181000-81009\81001\DWG\WINGDALE\HIP2_81001_01_MUNCEY_NYS DOT ENTRANCE.dwg
 Plot Name: S:\181000-81009\81001\DWG\WINGDALE\HIP2_81001_01_MUNCEY_NYS DOT ENTRANCE.dwg
 Date Plotted: Jun 13, 2012, 12:19pm