

TOWN CLERKS OFFICE
TOWN OF DOVER

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Engineer ✓
Planner ✓
Loz ✓

WILLIAM J. GORTON, P.E.
ACTING REGIONAL DIRECTOR
February 15, 2012



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION EIGHT
4 BURNETT BOULEVARD
POUGHKEEPSIE, NEW YORK 12603
www.dot.ny.gov



JOAN McDONALD
COMMISSIONER

Mr. David Ellis
The Chazen Companies
21 Fox Street
Poughkeepsie, NY 12601

RE: CRICKET VALLEY ENERGY
PIN #AW08.11.70L
RTE 22 TOWN OF DOVER
DUTCHESS COUNTY

Dear Mr. Ellis:

We have reviewed the Traffic Impact Study dated May 25, 2011 and associated documents. The project is conceptually approved with the following initial comments.

1. Work Zone Traffic Control (WZTC) plans will be required as the project logic develops. This must include the laydown area and project development site traffic (trucks, superload [described in the TIS as "heavy haul"] trucks, worker commuter traffic, shuttle buses, etc.). The WZTC plans (as relates to temporary or permanent highway improvements) shall be phased to coincide with the project phasing.
2. Provide stone, wash or other means to prevent tracking of soils to ROW.
3. Separate permits are required for utilities, highway improvements, temporary access, and superloads.
4. Detail any utility connections, lateral, connections, transmission lines, etc. proposed in the ROW.
5. Show sight distance lines and support distances by reference.
6. Show details of the highway improvement plans at the project development area access. It is not clear what type of access is proposed or if turning lane(s) are indicated. Additional comments will follow based upon future submissions.
7. The laydown area "passing lane" should be modified to function as a left turn lane with approach and departure tapers meeting NYSDOT standards for the 85th percentile speed. Submit the basis of establishing the length of the left turn lane (storage) as well as the basis of the submitted taper lengths. Twelve foot lanes shall be provided. Submit more detail describing the left turn/thru traffic conflict point. Consider a temporary signal with actuation by applying signal warrants and or other justification. Consider trucks, superload trucks, worker commuter traffic, shuttle buses, etc.

8. The impact from trucks entering/exiting the laydown site and project site at non-peak hours with no traffic control must to be evaluated.
9. Detail the type of trucks entering the main site or laydown area and associated tracking.
10. On all actions abutting the State Right of Way, detail the property boundaries and FEE status as researched and attested to by a NYS licensed land surveyor. If a land donation is required, it is advised that the process begin early.
11. The study recommends a temporary signal at Route 22 and Duncan Hill Road. The applicant shall perform 72 hour counts at this intersection to check the traffic signal warrants. Adjust the volume to the "build" scenario to study if a signal is needed.
12. Please add Confederate Drive to the Synchro analysis. This is the residential street that is unsignalized, located between the proposed laydown site and Sherman Hill Rd.
13. It is noted that according to the trip generation appendix, there will be a significant impact during construction, which is scheduled to last 3 years, and a very minor impact for final build conditions. The ICU percent jumps as much as 20% during construction conditions. This is a concern requiring mitigation.
14. Submit a detailed mitigation plan that will alleviate the traffic impact during construction. This may include for example, the use of VMS' to warn the commuters to seek alternate routes if required, intersection improvements, etc.
15. According to Google maps, it appears that traffic could use Old Route 22 to bypass Route 22. The intersection is north of the laydown site, and connects back to Route 22 at Route 55, south of the project site. Investigate possible alternative routes for the commuters for possible implementation.
16. Manual control is proposed for the laydown site and project site during peak times. The two appear to be presented as normal signalized intersections. If that is the case please clarify the discrepancy.
17. The actual field condition shall be accurately reflected in the Synchro analysis.
18. Please show the recommended temporary signalization at Duncan Hill Rd in the Synchro analysis.
19. Route 22 is a State Bike Route that is signed in Columbia Co., and will be signed in Dutchess Co. in the future as well. The shoulder width must be maintained.
20. As general guidance for resubmissions, please submit enumerated responses by comment number, sheet, page, detail number, etc.

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21. Additional comments will follow based upon future submissions and NYSDOT reviews.
22. Your assistance in file management is requested for efficiency of review and archiving. All electronic files are required in PDF format. Naming conventions should follow thus:
 - a. Site Plan (SP), Highway Improvement Plan (HIP), etc.
 - i. Sheet # _#_;
 - ii. R0 = initial issue, R1 = first revision, etc.;
 - iii. YEAR_Month_Day;
 - iv. Description – brief description;
 - v. EXAMPLE: HIP_1_R0_2011_11_22_CB details
 - b. Other documents:
 - i. Use consistent naming;
 - ii. Follow with date yyyy_mm_dd
 - iii. Revisions shall be called out by "clouding" or other method.

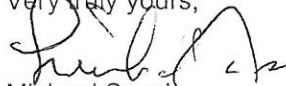
23. Future submissions shall be electronic (PDF) with one paper copy to both of the following:

Regional Permit Coordinator
New York State Department of Transportation
4 Burnett Blvd.
Poughkeepsie, NY 12603

Permit Engineer Residency 8-2
New York State Department of Transportation
334 Violet Avenue (Rte. 9G)
Poughkeepsie, NY 12601

As the project develops, please let me know how I can assist you in achieving your goals.

Very truly yours,



Michael Sassi
Regional Highway Work Permit Coordinator

cc: C. Walters, Permit Engineer, Res. 8-2
Dutchess County Planning Board
Town of Dover Planning Board