



STATE OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
REGION 8  
4 BURNETT BOULEVARD  
POUGHKEEPSIE, NEW YORK 12603  
www.dot.ny.gov



WILLIAM J. GORTON, P.E.  
ACTING REGIONAL DIRECTOR

JOAN McDONALD  
COMMISSIONER

August 9, 2012

Stephen Tomasik  
NYS Dept. of Environmental Conservation  
625 Broadway – 4<sup>th</sup> floor  
Albany, NY 12233

**Re: Cricket Valley Energy  
PIN #AW08.11.70L  
RTE 22; Town of Dover  
Dutchess County**

Dear Mr. Tomasik:

We have reviewed the revised submissions and FEIS detailing among other considerations, the alternate plan of using the Rasco parcel for construction period traffic. In part, this will relieve construction period traffic at the off-site laydown area. The plan submitted is conceptually acceptable subject to additional mitigation on RTE 22 and continued project development as noted in the comments below:

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. Submission of WZTC plans is required in advance of submission of the permit set of documents.
2. 705 total peak construction period trips are expected with 580 trips terminating at the project development site. The difference discounted for car pooling is expected to terminate at the laydown area with a mix of automobiles, trucks, and shuttle buses. The balance of trips at the laydown area, while greatly reduced, continues to require mitigation as it is anticipated that up to 125 vehicles may be required to use the remote laydown area. This is particularly important during peak hours but also should be considered for non-peak truck traffic.
3. The highway entrance plans call for a dedicated right turn lane. Where there are dedicated right turn lanes at driveways, the right turn lane should be located adjacent to the curb, and the shoulder width should be carried through the intersection, adjacent to the travel lane, as a bike lane. See the MUTCD and AASHTO guidelines for guidance.
4. Confederate Drive was added to the Synchro analysis but a technical issue prevented analysis. Confederate Drive is an unsignalized residential street between the proposed laydown site and Sherman Hill Rd. Please resubmit on disc.
5. Cricket Hill Rd will experience a delay increase of 19.8 seconds for the WB approach in the AM. Duncan Hill Rd will experience a delay increase of 28.7 seconds for the WB approach in the AM and 15.8 seconds for the WB approach in the PM. The applicant is asked to review for possible mitigation proposals.
6. The amended Traffic Impact Study reads that a temporary traffic signal will be installed at the Project Development Area entranceway prior to the end of Phase 2 of construction. The signal should be installed before the volumes shown in the Synchro files begin to use the site. The project development improvements (including the temporary signal) should commence construction as the project site work commences. Detailed signal plans must be submitted for review and ultimately upon approval, a fee is required.
7. HIP2 – A significant amount of existing trees are being removed from the State Right-of-Way. Only remove trees that are absolutely necessary and add replacement trees.
8. HIP2 – There is a section of "Remains of Wire Fence" labeled on the plans. We recommend remains of wire fence on State Right-of-Way be removed if no longer functioning or replaced as part of the permit.

9. HIP4 – Landscaping is shown along the State Right-of-Way at the entrance, but a plant list is not included. A proposed planting list is required subject to approval by the NYSDOT Regional Landscape Architecture Group.
10. Detailed plans (as appropriate for project development) should indicate depth to water table in areas of proposed Stormwater facilities.
11. Existing culverts – The proposed widening of Route 22 will require the following two existing cross culverts to be extended.
  - Midway between the proposed entrance and Cricket Hill Road
  - Approx. 150' south of the proposed entranceThe locations of these culverts and details for their extension must be shown on the plans. Typical Sections - Provide necessary typical sections and details showing how the proposed work within the NYSDOT right-of-way will be constructed (i.e., widening of Route 22 and construction of entrance drives). All typical sections and details should reference NYSDOT specification pay items.
12. As general guidance for resubmissions, the applicant is asked to submit enumerated responses by comment #, sheet, page, detail #, etc.
13. Drawing revisions should be clouded as a means of call-out.
14. Additional comments will follow based upon future submissions and NYSDOT reviews.
15. The applicant's 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, R01 = first revision, etc.;
    - iii. Year\_Month\_Day;
    - iv. Description – brief description;
    - v. EXAMPLE: HIP\_01\_R0\_2011\_11\_22\_CB details
  - b. Other documents:
    - i. Use consistent naming;
    - ii. Use date convention yyyy\_mm\_dd
    - iii. Revisions shall be called out by "clouding" or other method.
16. Future submissions shall be electronic (PDF) with one paper copy to both of the following:

Regional Permit Coordinator	Permit Engineer Residency 8-2
NYS Department of Transportation	NYS Dept. of Transportation
4 Burnett Blvd.	334 Violet Ave.
Poughkeepsie, NY 12603	Poughkeepsie, NY 12601

Thank you for the opportunity to offer comments.

Very truly yours,



Michael Sassi, P.E.

Regional Highway Work Permit Coordinator

cc: C. Walter, Permit Engineer – Residency 8-2  
Dutchess County Planning Board  
Town of Dover Planning Board  
C. Lapine - The Chazen Companies