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 DEPARTMENT OF TRANSPORTATION
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WILLIAM J. GORTON, P.E.
 ACTING REGIONAL DIRECTOR

JOAN McDONALD
 COMMISSIONER

January 24, 2013

Stephen Tomasiak
 NYS Dept. of Environmental Conservation
 625 Broadway – 4th floor
 Albany, NY 12233

TOWN CLERKS OFFICE
 TOWN OF DOVER
 COPIED FOR
 Supervisor
 Town Board
 Others

*Planned
 Approval*

Re: **Cricket Valley Energy; PIN #AW08.11.70L
 RM 2282041108-1148
 RTE 22, Town of Dover; Dutchess County**

Dear Mr. Tomasiak:

We have reviewed the revised submission dated November 28, 2012, supplemented on January 11, 2013, with the request for project conceptual approval. This is a project of major construction period impact and yet the impact of the completed operation is minor. The applicant has submitted and revised various schemes to address the impact to the NYSDOT Right-of Way (ROW). At this time, NYSDOT is able to accept the proposed project mitigations in concept related to the temporary highway widening, temporary turn lanes, and temporary signals. As such the project is conceptually approved. However, the following clarifications and details must be resolved during the project development process.

Please respond to the following comments in future submissions:

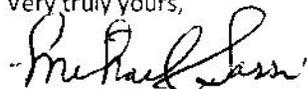
1. The project development site parking area should be defined and striped to maximize parking at the site, thereby minimizing the need for commuter (worker) traffic to travel to the alternate parking area at the remote lay down area.
2. Temporary signals require a submission, separate fee, and separate approval.
3. The two temporary signals shall be designed using signal poles and span wires.
4. Overhead utilities must be coordinated with the temporary signals, meet minimum clearances, and comply with applicable standards/codes.
5. Both temporary signals shall be fully actuated.
6. During development of the signal plans, signal coordination may be required.
7. Both temporary signals shall be installed at the same time as site work begins. It is not acceptable to defer this work until temporary traffic conditions develop.
8. Widening plans shall show full depth pavement details.
9. Drainage calculations and impact of the temporary widening (additional impervious surface) shall be submitted with appropriate mitigation (if any) proposed.
10. The current plan is to restore the state ROW after project completion. Restoration plans will be required as the project develops. The shoulder widths shall be determined as part of the restoration submission and any highway damage repaired.
11. Eight utility poles are shown to be relocated to accommodate the temporary highway widening. NYSDOT does not require that these poles be restored to the original locations. This may be resolved at the option of the applicant/utility. However, access to the utility assets must be considered, presumably achieved by deeded easement.

12. Of note, the temporary easement (TE) to NYSDOT shown requires the same process as a permanent easement (PE), or a deeded land donation in fee. An alternate to which NYSDOT does not object is for the applicant to donate the fee interest of the area presently shown as a temporary easement, leave the utility poles as relocated, and leave the road widening permanent. The northbound left turn lane under this scheme should be shortened at the completion of construction.
13. The temporary widening may be installed adjacent to the existing pavement with existing pavement markings removed mechanically (black-out paint is not allowed), and epoxy pavement markings meeting the requirements of NYSDOT Standard Specifications Section 685 applied.
14. Temporary facilities (pavement, striping, signals, etc.) must be maintained throughout the project construction period.
15. Upon project completion, any damage to the highway shall be repaired and at a minimum, the project areas (project development area and lay down area) of disturbance shall be resurfaced and restriped. This applies to the widening under the alternate scheme.
16. Existing drainage culverts shall be researched for any easements at the culvert termini.
17. Maintenance easements (PE) for culverts shall be established by research or land donation process.
18. Drainage culverts will be reestablished as part of the restoration process.
19. Accommodate Cricket Hill Rd. by striping a southbound left turn lane on RTE 22 in what is currently shown as a temporary striped median.
20. The lane shift tapers must be designed as per NYSDOT Standard Sheet 619-11, Table 6H-4. For example, the 180 foot taper used for the Route 22 travel lane may be too short. Clarify the plan with respect to the Design Speed and the lateral shift required for the turn lane construction.
21. Review the plans for consistency in lane width. Twelve foot lanes are preferred. Lane widths are determined as per the NYSDOT Highway Design Manual Chapter 2.
22. Signage details shall be provided.
23. In general, signage shall be shown as new installations, not relocations. As well, signs that must be moved during construction shall be replaced, not relocated.
24. The bicycle lane symbol is not needed in the shoulder south of the proposed entrance.
25. Clarify the intended operation of the proposed right turn lane and how/if it is controlled by the signal. In particular, the location of the stop bar/sign might be relocated forward and possibly be changed to a yield bar/sign.
26. Work Zone Traffic Control (WZTC) plans will be required as the project logic develops. This must include the lay down 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.
27. As general guidance for resubmissions, the applicant is asked to submit enumerated responses by comment #, sheet, page, detail #, etc.
28. Drawing revisions should be clouded as a means of call-out.
29. Additional comments will follow based upon future submissions and NYSDOT reviews.
30. Future submissions shall be electronic (PDF) with one paper copy to both of the following:

Regional Permit Coordinator	Permit Engineer Residency 8-2
NYSDOT	NYSDOT
4 Burnett Blvd.	334 Violet Avenue
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