

## **Appendix 6-D: Route 22 Highway Improvement Plans**

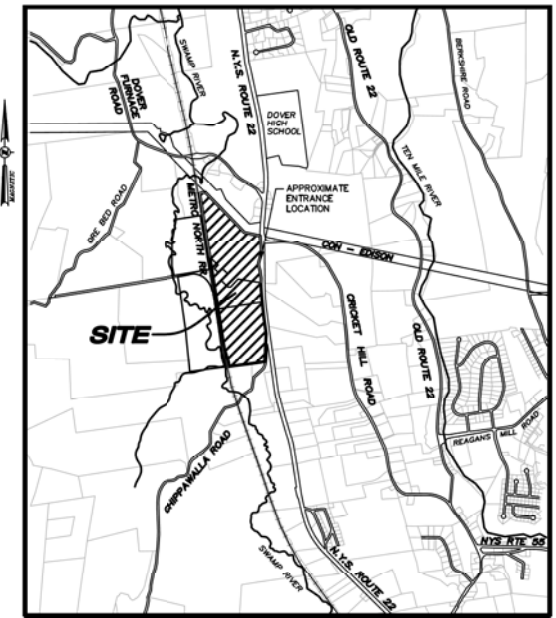
## **List of Contents**

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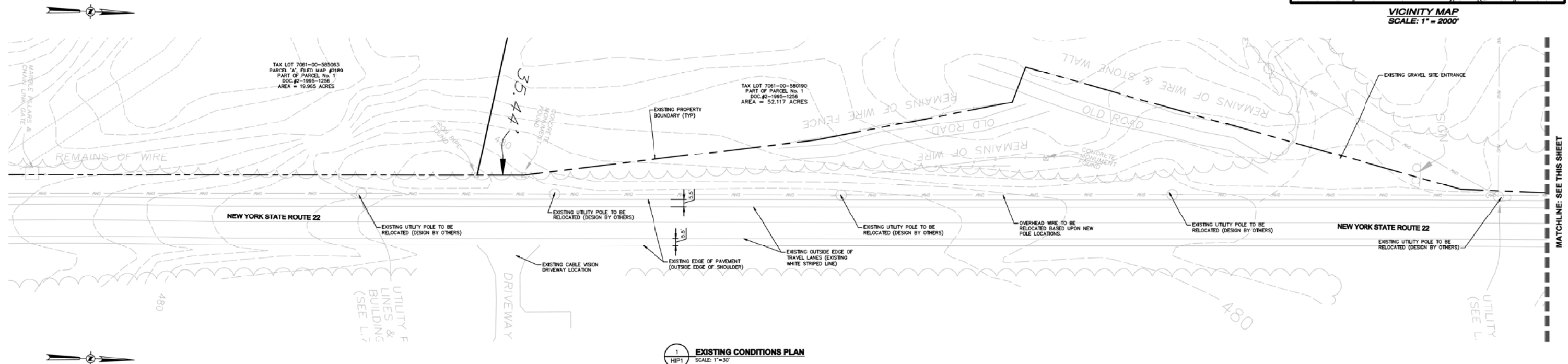
- Existing Conditions Plan
- Temporary NYSDOT Highway Improvement Plans
- Temporary NYSDOT Construction Entrance Plan
- Permanent NYSDOT Highway Entrance Plan
- Temporary Entrance Truck Movements Plan
- Permanent Entrance Truck Movements Plan
- NYSDOT Entrance Plan – Remote Laydown Site
- Entrance Turning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

**SURVEY REFERENCE:**

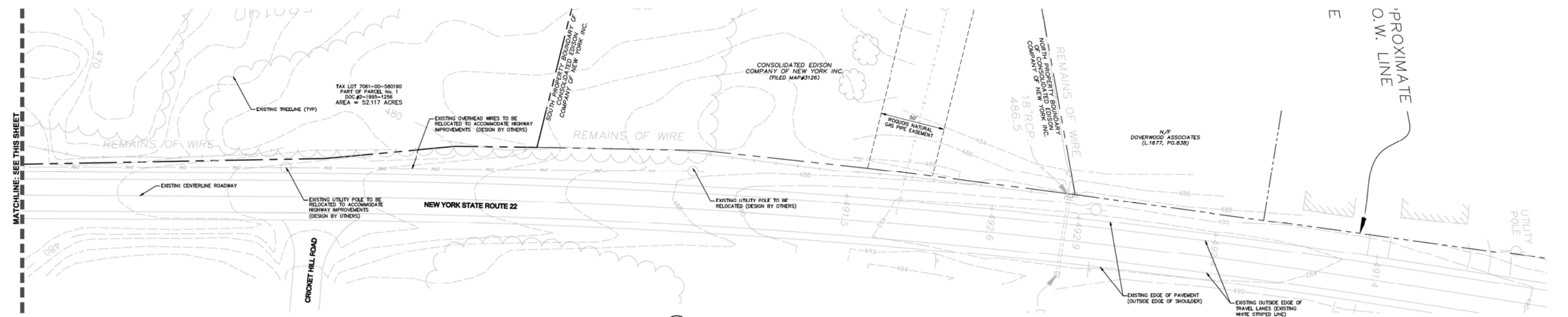
1. BOUNDARY AND TOPOGRAPHIC SURVEY TAKEN FROM "SURVEY OF PROPERTY PREPARED FOR CRICKET VALLEY ENERGY CENTER, LLC" PREPARED BY ZARECKI & ASSOCIATES, LLC SURVEY DATED JUNE 1, 2009, LAST REVISED OCTOBER 11, 2011.



**VICINITY MAP**  
SCALE: 1" = 2000'



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

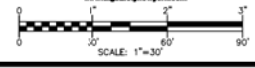


**2 EXISTING CONDITIONS PLAN**  
SCALE: 1" = 30'

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North Country Office: 100 Lake Street, Oneida, New York 13621, Phone: (518) 812-0015

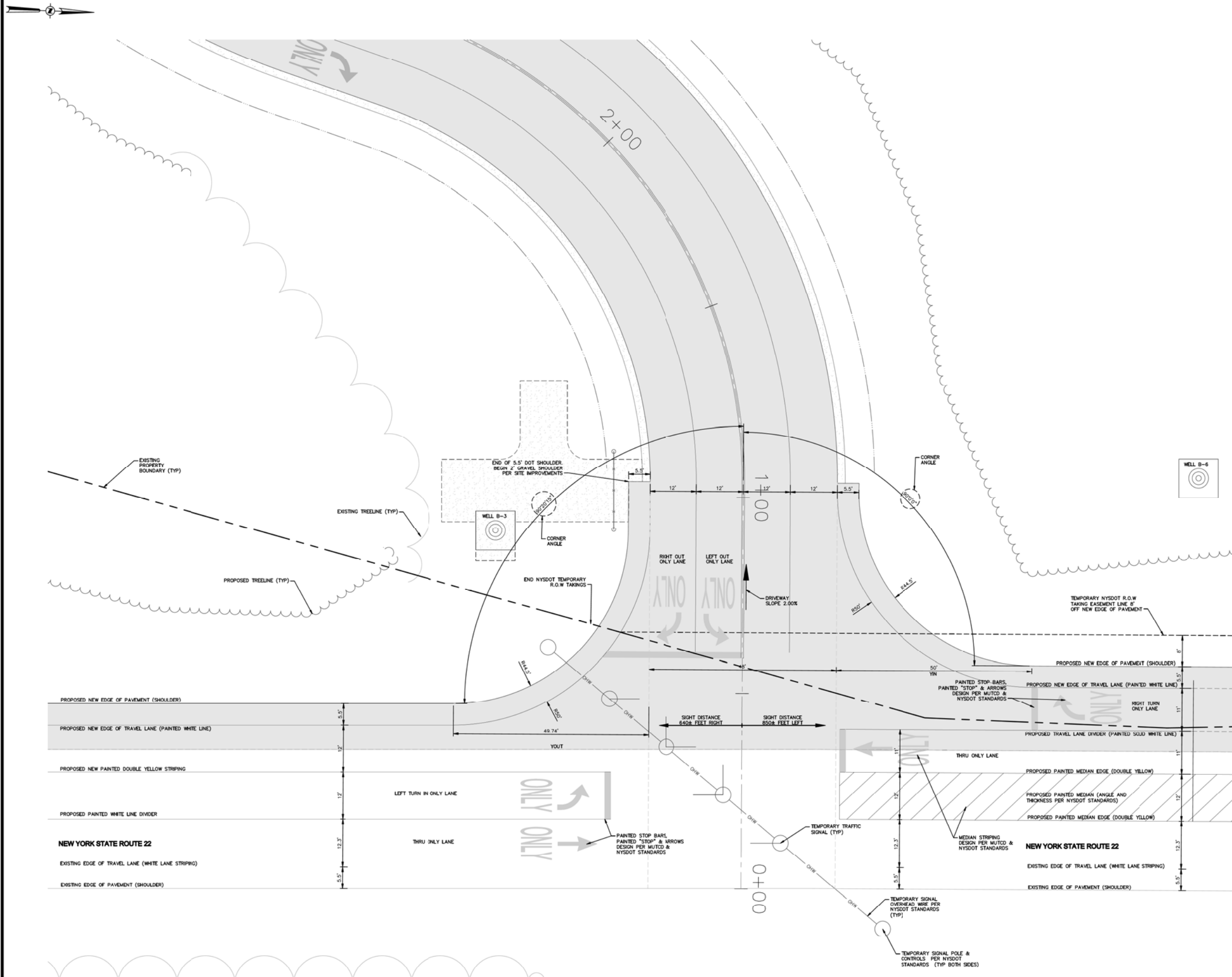
REV.	DATE	DESCRIPTION

**CRICKET VALLEY ENERGY**  
**NEW YORK STATE ROUTE 22**  
**NYSDOT HIGHWAY IMPROVEMENTS**  
**EXISTING CONDITIONS PLAN**  
TOWN OF DOVER, DUTCHESS COUNTY, NEW YORK

Drawn	Checked
MMF	CL
date	scale
proj. no.	AS SHOW
project no.	81001.00
sheet no.	HIP1
SHEET #01 OF 06	

Drawing Name: C:\temp\AP\81001\_01\81001\_01\_NYS DOT EX. COND.dwg  
User: kshahar...  
Date Printed: Jun 13, 2012, 12:11pm





- 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 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 SA.7.2 "LAYOUT" WHICH STATES THAT, "AN EXCEPTION TO THE WIDTHS IN TABLE 1 ON NYS DOT DRIVEWAY STANDARD SHEET MD08-6 (FIGURE SA-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 SA-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 SA-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 SA-5 "DRIVEWAY OPENING LIMITS"  
 W = WIDTH OF DRIVEWAY = 39'  
 CORNER ANGLE = 90°  
 SK = DRIVEWAY OVER FACTOR = 1.00 FROM TABLE 13 ON FIGURE SA-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:  
 YN = 12.8'  
 YOUT = 12.8'  
 DRIVEWAY OPENING WIDTH CALCULATION:  $Y = YN + (W \times SK) + YOUT$   
 $Y = 12.8' + (39 \times 1.00) + 12.8' = 64.6'$  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**  
 SCALE: 1"=10'

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SCALE: 1"=10'

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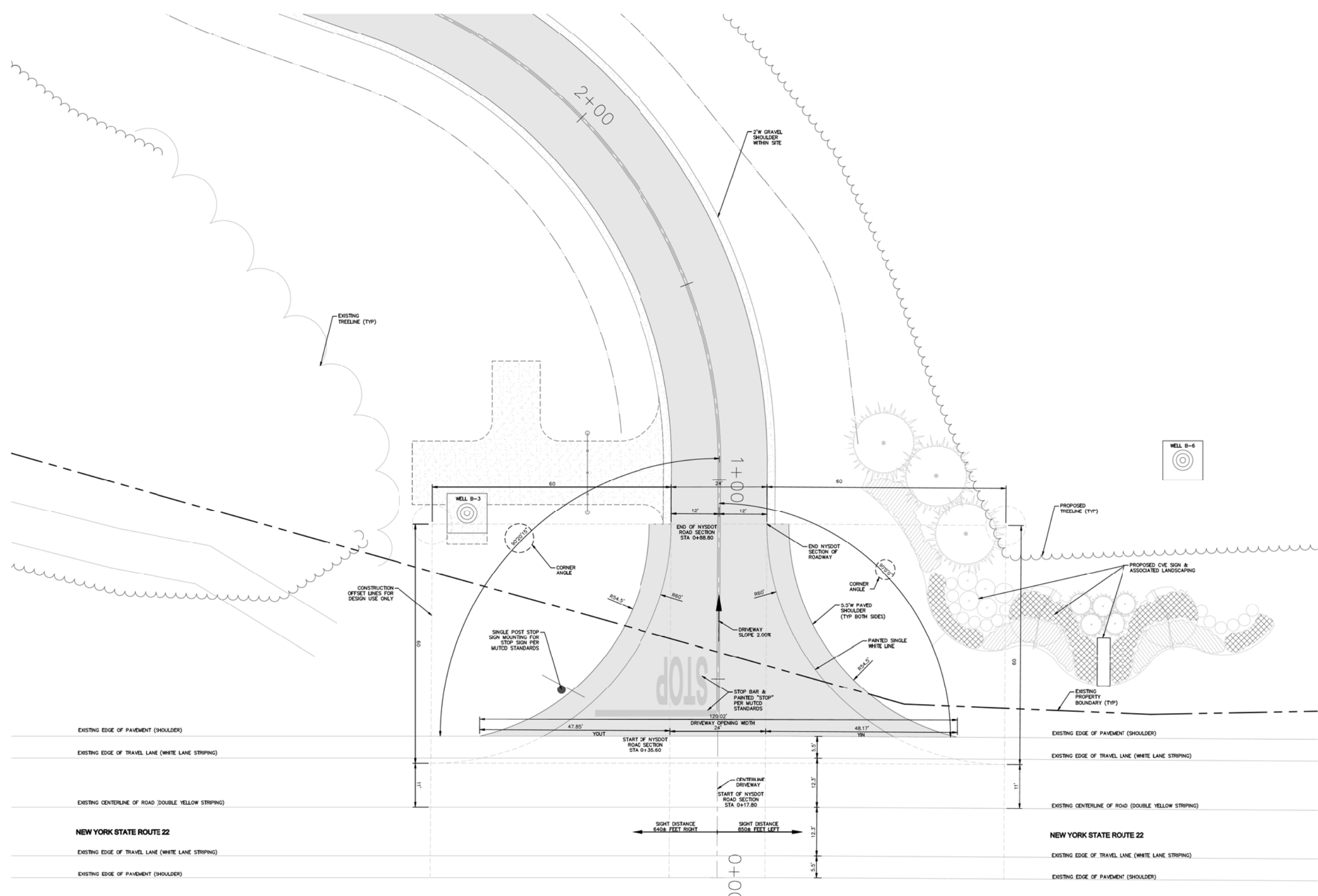
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 West County Office: 100 Lake Street, Glen Falls, New York 12801, Phone: (518) 812-0013

REV.	DATE	DESCRIPTION

CRICKET VALLEY ENERGY  
**NEW YORK STATE ROUTE 22**  
**TEMPORARY NYS DOT HIGHWAY**  
**CONSTRUCTION ENTRANCE PLAN**  
 TOWN OF DOVER, DUTCHESS COUNTY, NEW YORK

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Date	06/05/12	Scale	AS SHOWN
Project No.	81001.00	Sheet No.	HIP3
SHEET #03 OF 06			

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 Date Printed: Jun 13, 2012, 12:11pm



- ### 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 SA-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 SA-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 SA-5 "DRIVEWAY OPENING LIMITS"  
 YIN=FROM TABLE 10 FIGURE SA-5 "DRIVEWAY OPENING LIMITS"  
 W = WIDTH OF DRIVEWAY = 24'  
 CORNER ANGLE = 90°  
 SK = DRIVEWAY SKEW FACTOR = 1.00 FROM TABLE 13 ON FIGURE SA-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' + (24 x 1.00) + 12.8' = 64.6' REQUIRED OPENING WIDTH  
 DRIVEWAY OPENING WIDTH PROVIDED =  
 Y = 18.17' + (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  
HIP-4 SCALE: 1"=10'

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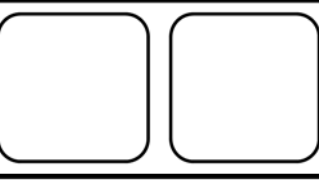
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SCALE: 1"=10'



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REV.	DATE	DESCRIPTION

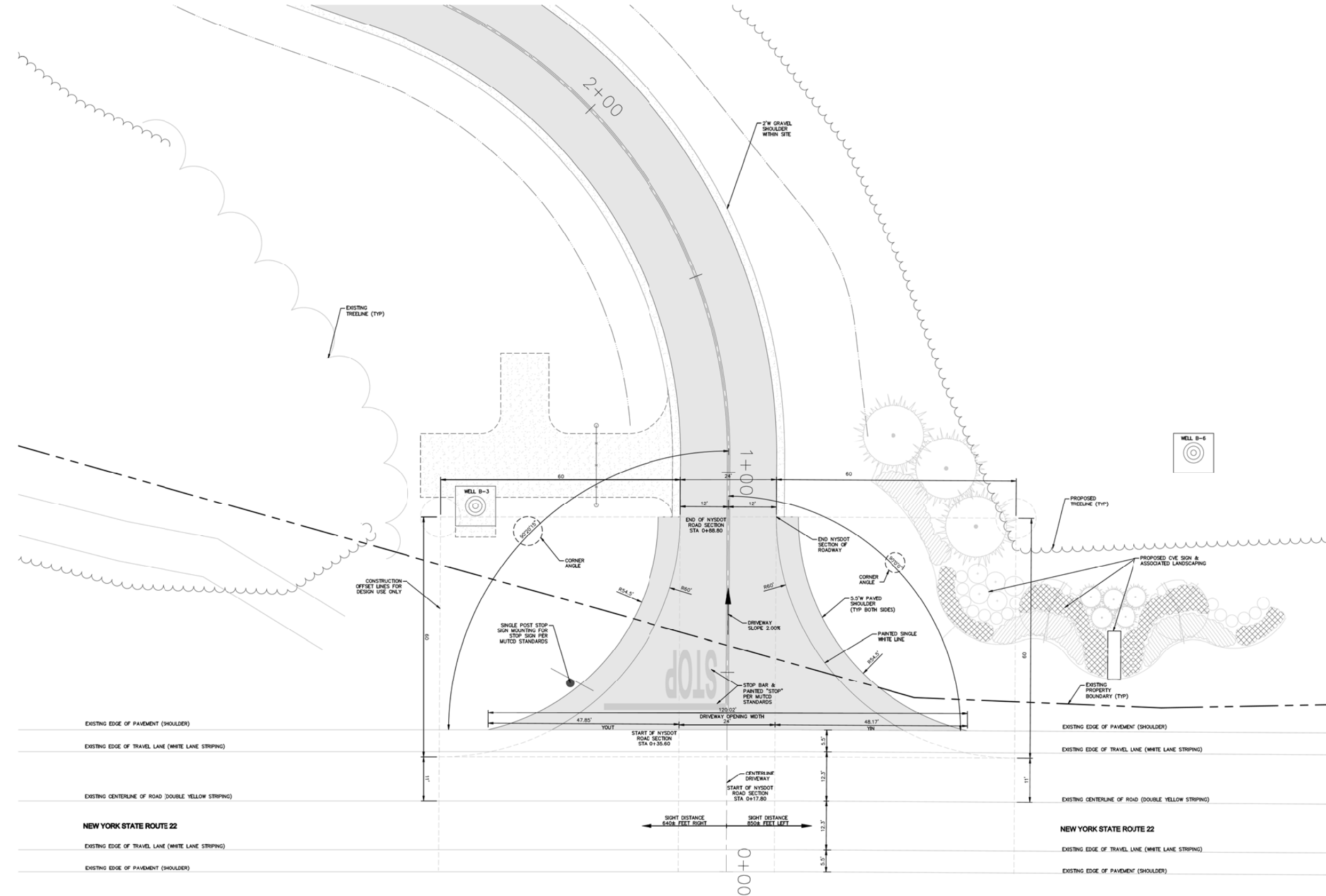
CRICKET VALLEY ENERGY

**NEW YORK STATE ROUTE 22  
PERMANENT NYS DOT  
HIGHWAY ENTRANCE PLAN**

TOWN OF DOVER, DUTCHESS COUNTY, NEW YORK

Drawn	Checked
MMF	CL
Date	Scale
10/13/2012	AS SHOWN
Project No.	Sheet No.
81001.00	81001.00
HIP4	
SHEET #04 OF 06	

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 Date Printed: Jun 13, 2012, 12:11pm



**NYSDOT 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.
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TABLE 10  
 FROM TABLE 10 USING ABOVE PARAMETERS:  
 YIN = 12.8'  
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 DRIVEWAY OPENING WIDTH CALCULATION: Y = YIN + (W + SK) + YOUT  
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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**  
 HIP-4 SCALE: 1"=10'

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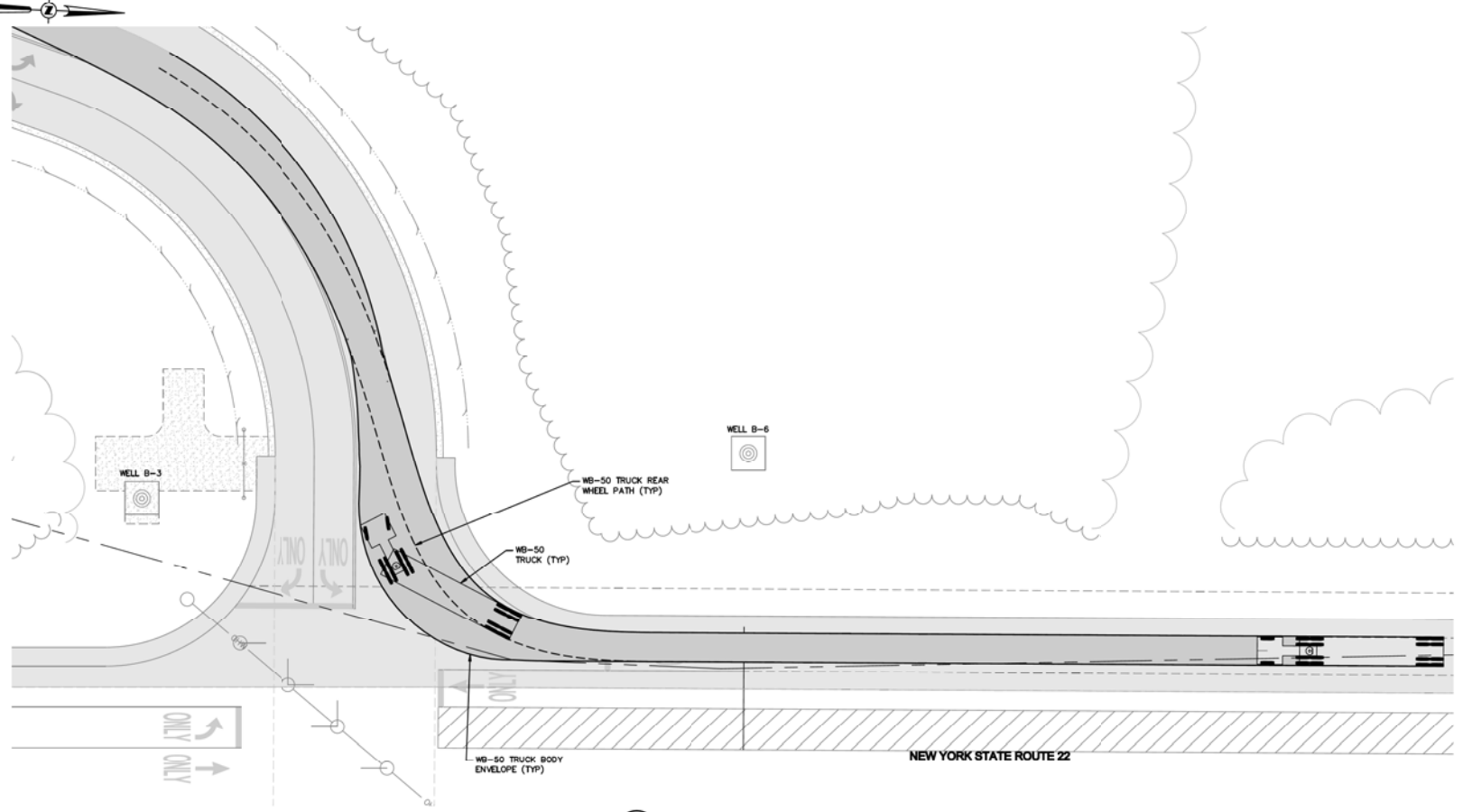
REV.	DATE	DESCRIPTION

CRICKET VALLEY ENERGY

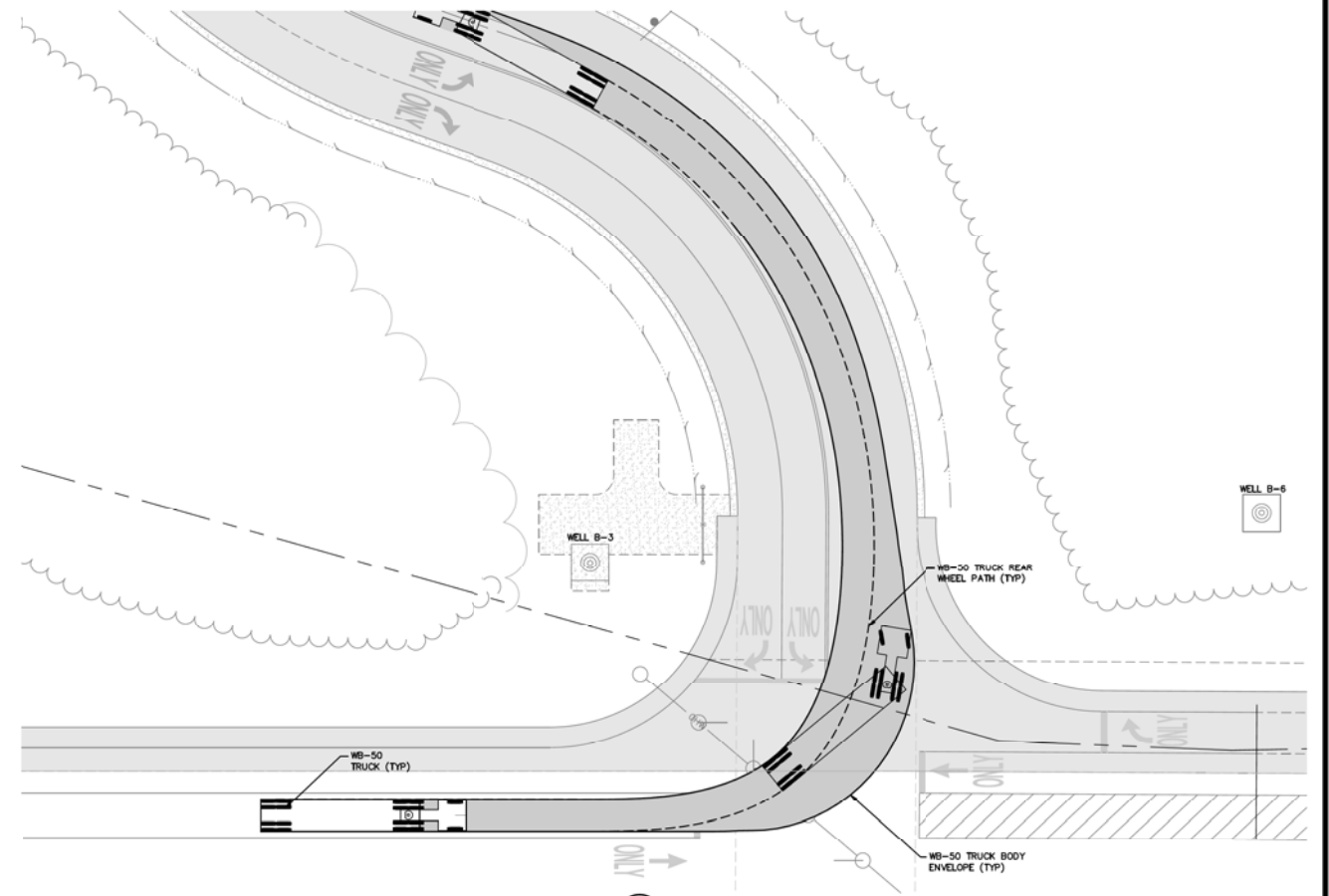
**NEW YORK STATE ROUTE 22 PERMANENT NYSDOT HIGHWAY ENTRANCE PLAN**

TOWN OF DOVER, DUTCHESS COUNTY, NEW YORK

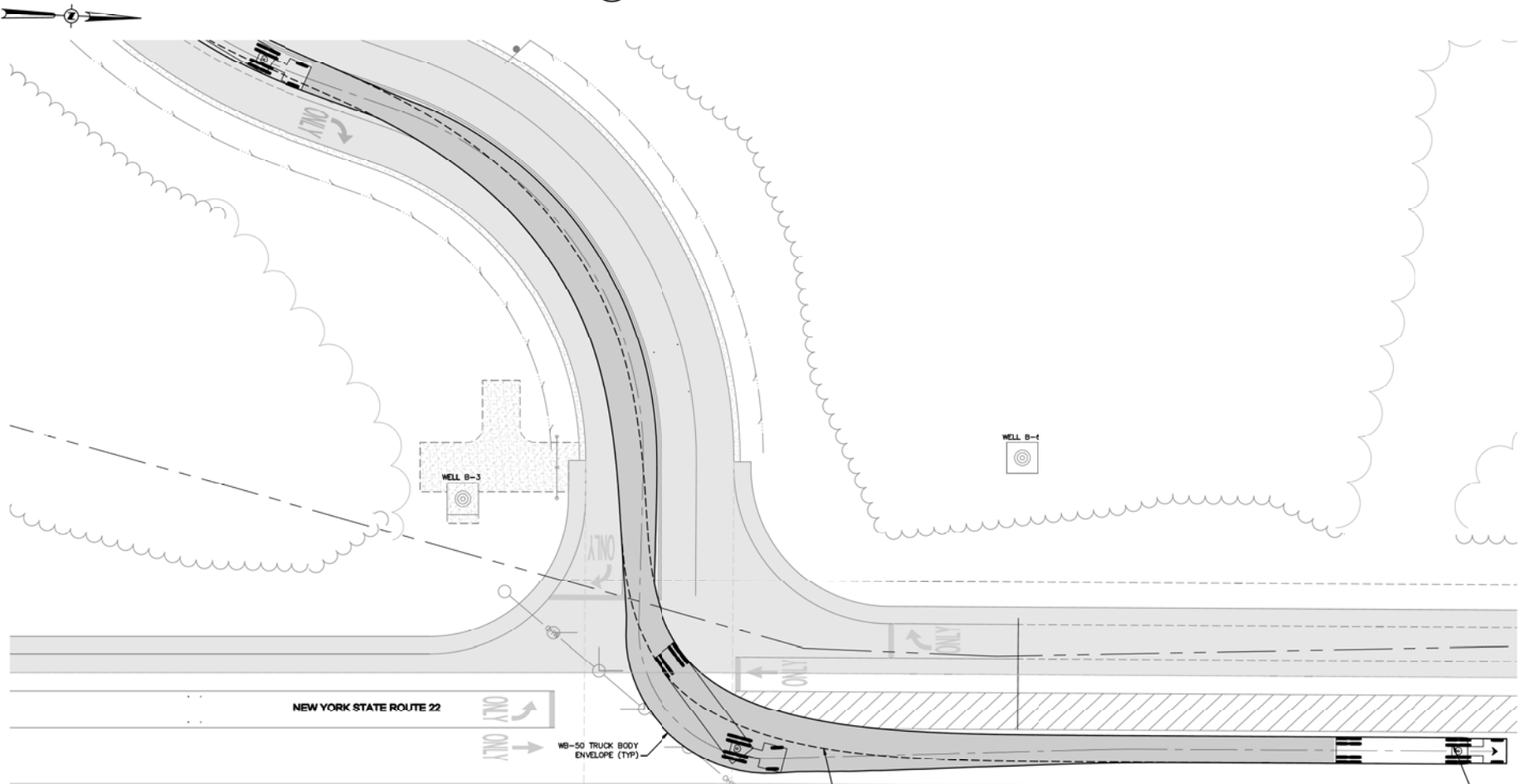
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Date	Scale
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Project No.	81001.00
Sheet No.	HIP-4
SHEET #04 OF 06	



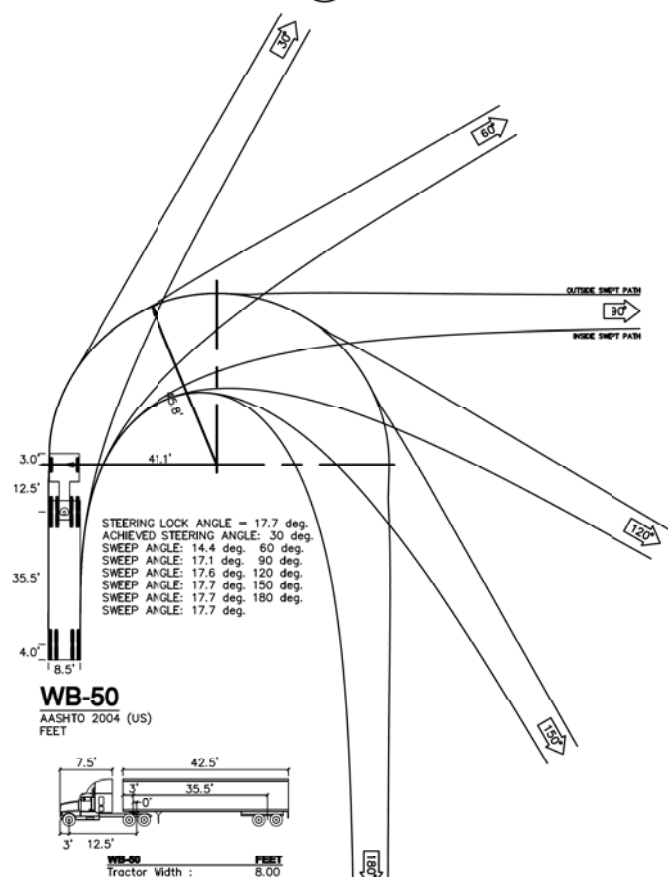
1 TRUCK RIGHT INTO SITE  
HIP5 SCALE: 1"=20'



2 TRUCK LEFT INTO SITE  
HIP5 SCALE: 1"=20'



3 TRUCK LEFT OUT OF SITE  
HIP5 SCALE: 1"=20'



4 WB-50 TRUCK  
HIP5 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 TRANSOF SOLUTIONS, INC.

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SCALE: 1"=20'



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REV.	DATE	DESCRIPTION

CRICKET VALLEY ENERGY

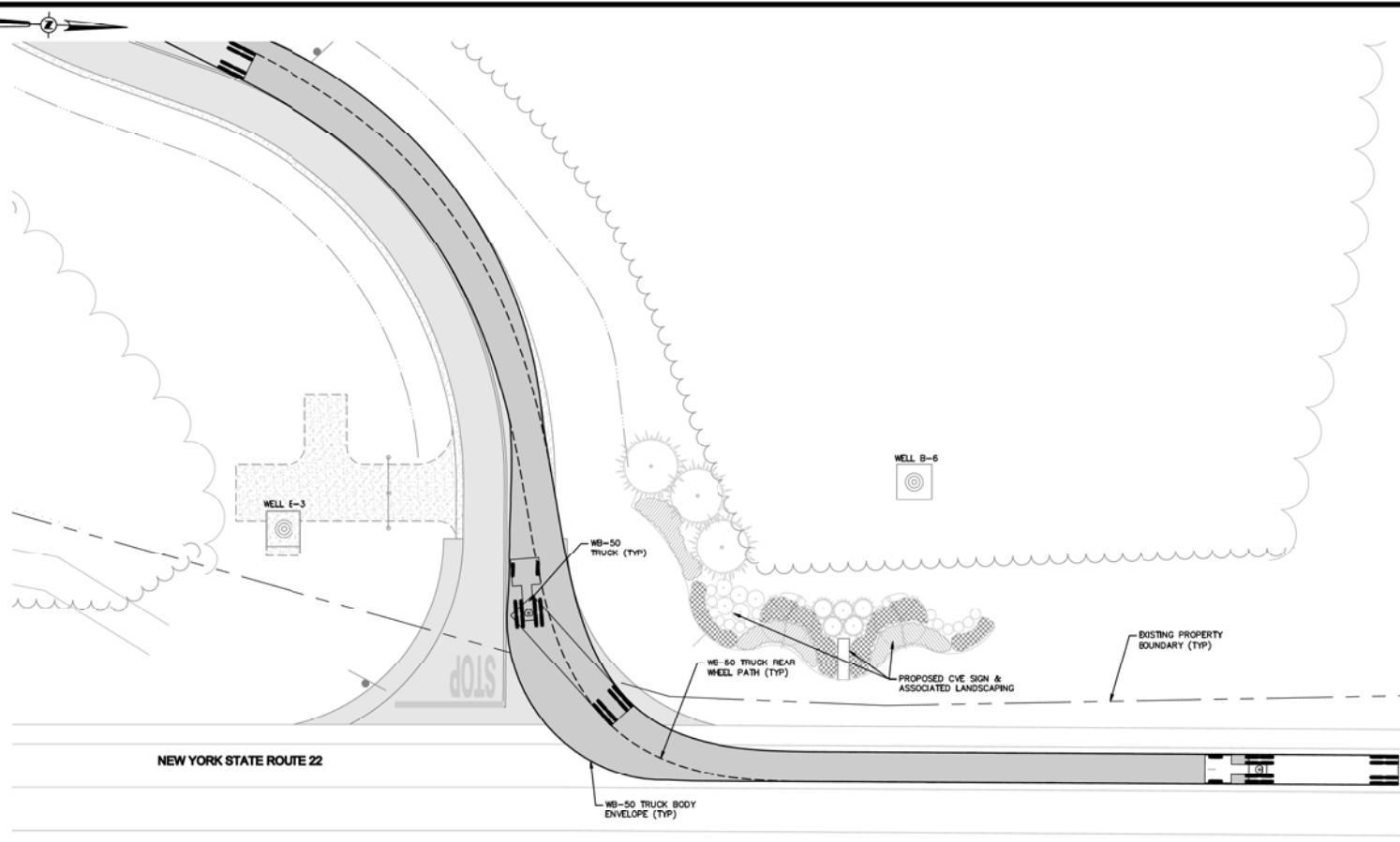
**NEW YORK STATE ROUTE 22  
TEMPORARY NYSOT ENTRANCE  
TRUCK MOVEMENTS PLAN**

TOWN OF DOVER, DUTCHESS COUNTY, NEW YORK

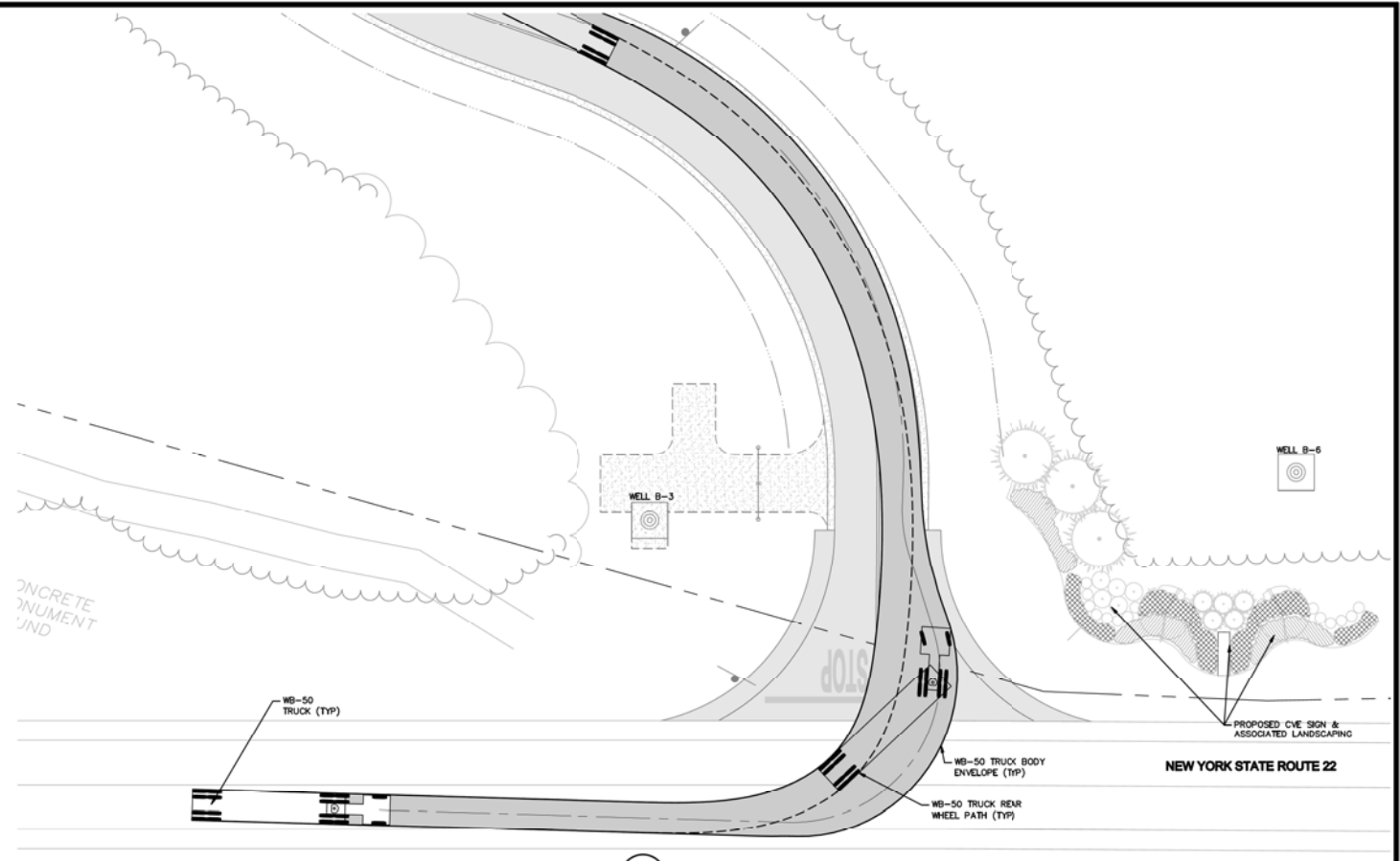
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Sheet No.	HIP5
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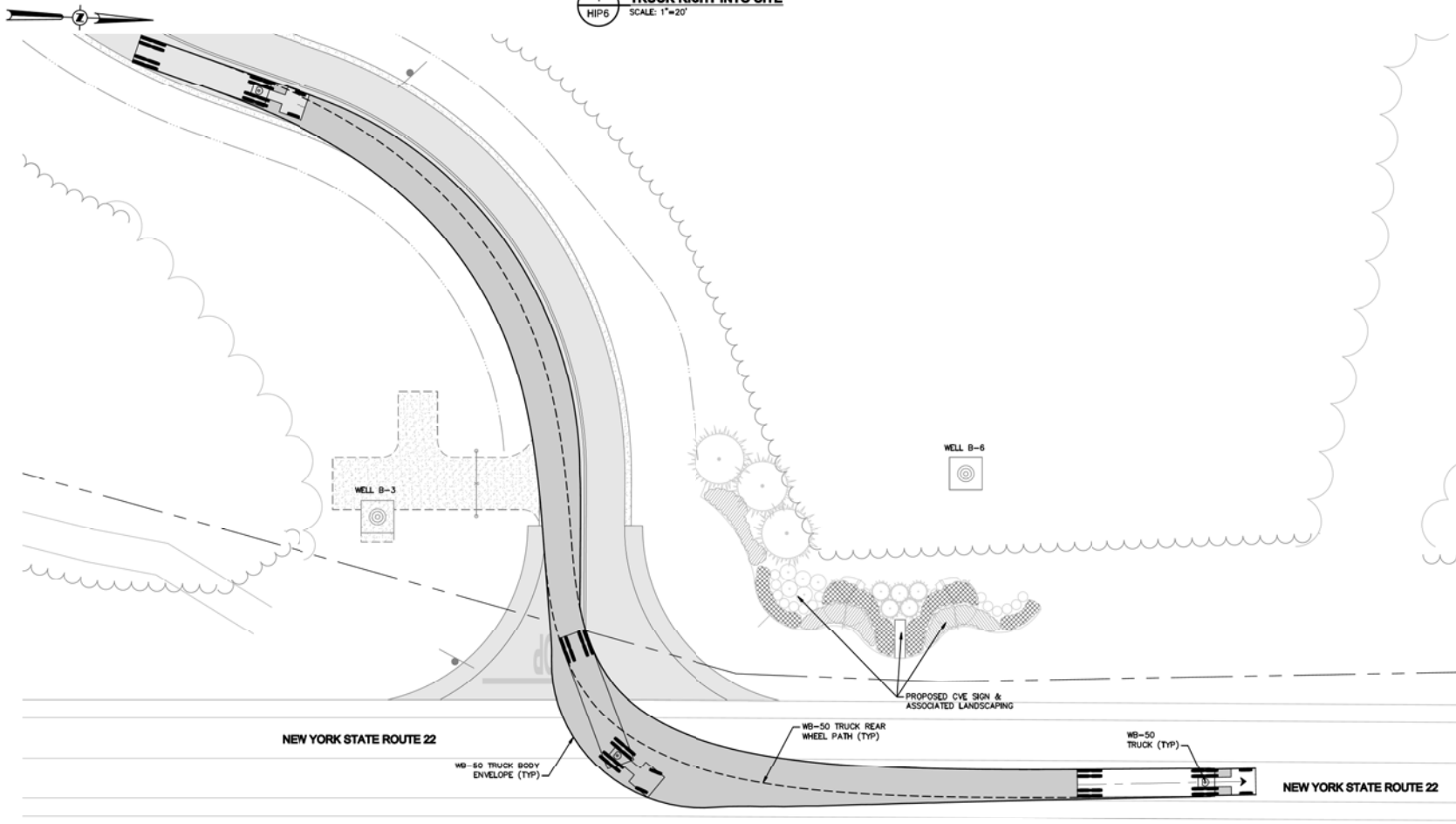




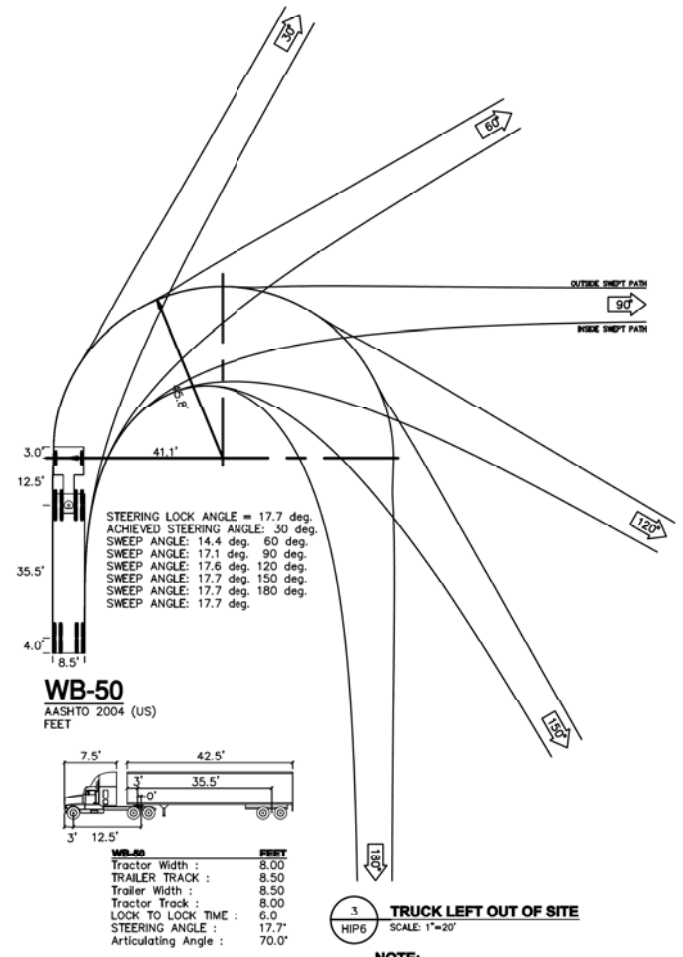
1 TRUCK RIGHT INTO SITE  
HIP6 SCALE: 1"=20'



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



3 TRUCK LEFT OUT OF 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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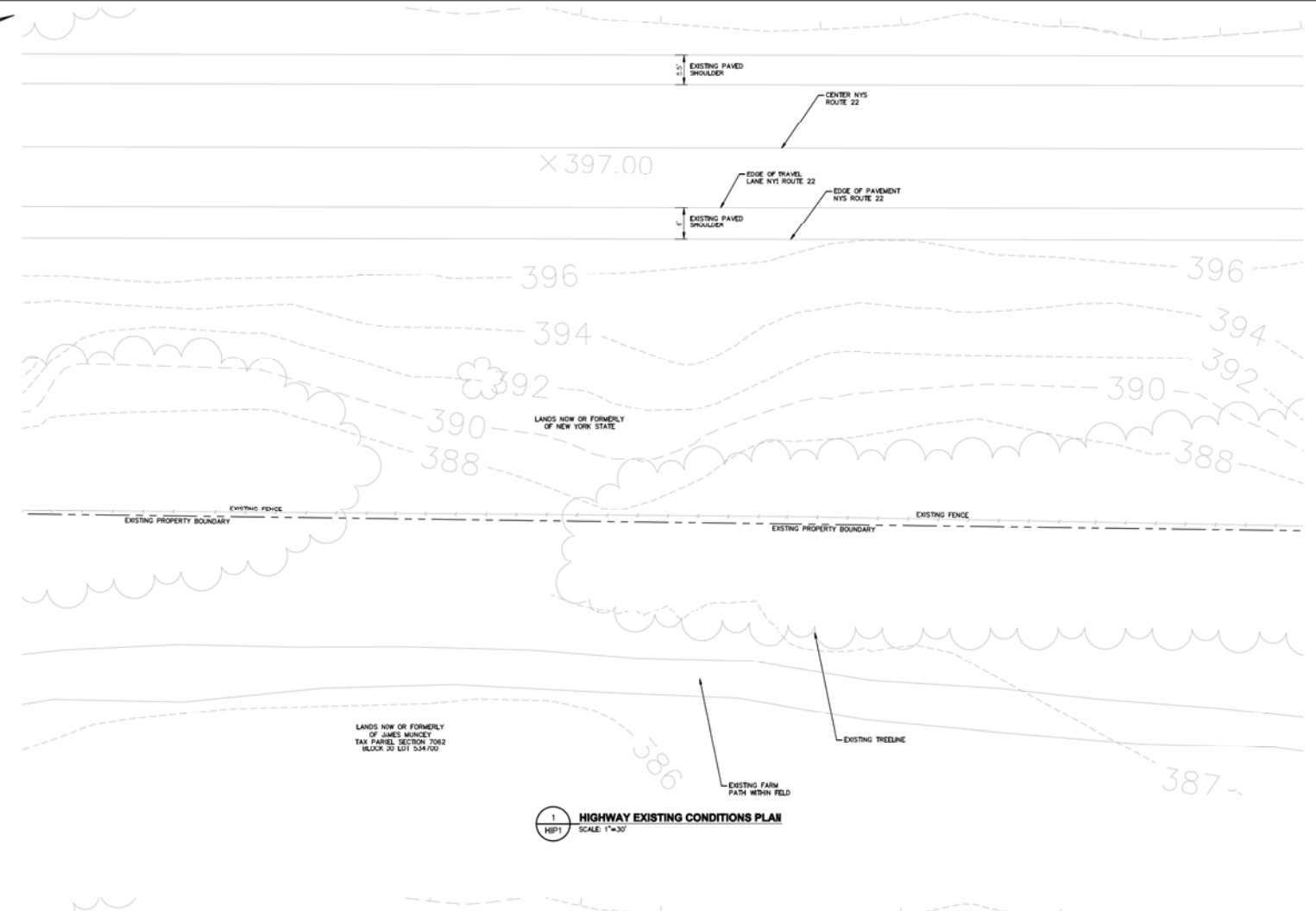
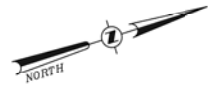
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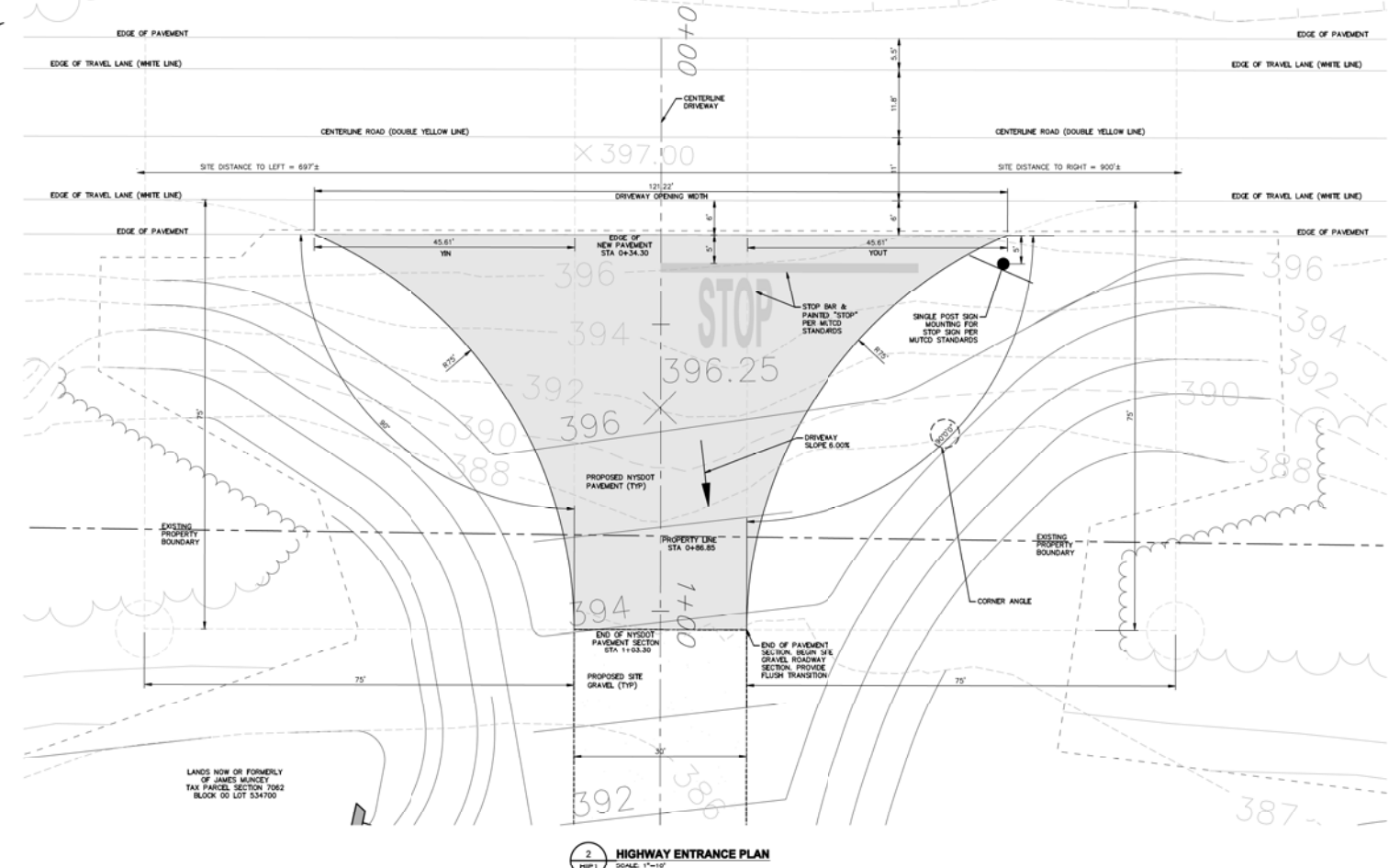
REV.	DATE	DESCRIPTION

**CRICKET VALLEY ENERGY**  
**NEW YORK STATE ROUTE 22**  
**PERMANENT NYS DOT ENTRANCE**  
**TRUCK MOVEMENTS PLAN**  
 TOWN OF DOVER, DUTCHESS COUNTY, NEW YORK

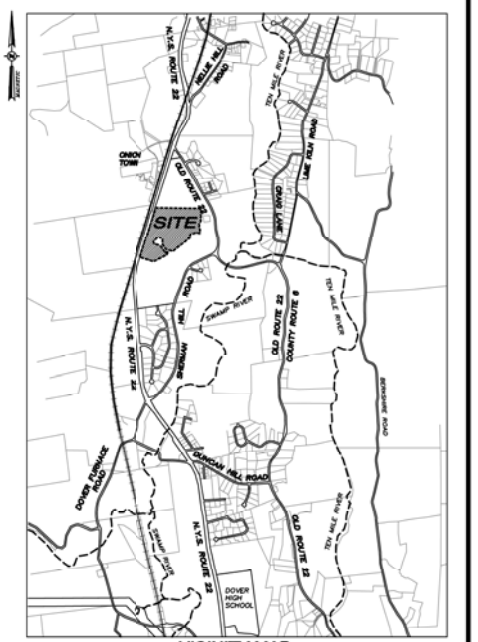
Drawn	Checked
MMF	CL
Date	Scale
8/15/2012	AS SHOWN
Project No.	81001.00
Sheet No.	HIP6
	SHEET #06 OF 06



1 HIGHWAY EXISTING CONDITIONS PLAN  
HP1 SCALE: 1"=30'



2 HIGHWAY ENTRANCE PLAN  
HP1 SCALE: 1"=10'



VICINITY MAP  
SCALE: 1"=2000'

**GENERAL NOTES:**

- CONTRACTOR SHALL ACQUIRE NECESSARY NYSDOT 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:
  - NYSDOT HIGHWAY DESIGN MANUAL LATEST EDITION
  - 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 2008 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.

**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 TRIP WITH A DESIGN RANGE OF WIDTHS 22' TO 30'. DESIGN WIDTH = 20' PER SECTION 5A-2.2 LAYOUT WHICH STATES THAT, "AN EXCEPTION TO THE WIDTHS IN TABLE 1 ON NYSDOT DRIVEWAY STANDARD SHEET M808-6 (FIGURE 5A-2) MAY BE GRANTED BY THE DEPARTMENT FOR SPECIAL CASES (E.G., WHEN A WOOD 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 5 TO 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-3. USING A MINOR COMMERCIAL DRIVEWAY THE MINIMUM ASPHALT THICKNESS IS 4 INCHES WITH 8 INCHES OF SUBBASE BENEATH.
- DRIVEWAY OPENING WIDTH (YD):
 

VARIABLES:  
 YIN=FROM TABLE 10 FIGURE 5A-5 "DRIVEWAY OPENING LIMITS"  
 YOUT=FROM TABLE 10 FIGURE 5A-5 "DRIVEWAY OPENING LIMITS"  
 W = WIDTH OF DRIVEWAY = 42'  
 CORNER ANGLE = 30°  
 SK = DRIVEWAY SKEW FACTOR = 1.00 FROM TABLE 13 ON FIGURE 5A-5  
 OFFSET FROM OUTSIDE EDGE OF 12" LANE = 12" + (SHOULDER) = 16"  
 FROM TABLE 10 USING ABOVE PARAMETERS:  
 YIN = 12.8'  
 YOUT = 12.8'

DRIVEWAY OPENING WIDTH CALCULATION:  $Y = YIN + (W \times SK) + YOUT$   
 $Y = 12.8' + (30 \times 1.00) + 12.8' = 55.6'$  REQUIRED OPENING WIDTH  
 DRIVEWAY OPENING WIDTH PROVIDED = 121.27'  
 $Y = 45.81' + (30 \times 1.00) + 45.81' = 121.27'$
- 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

ISSUED FOR PRELIMINARY USE ONLY

PROJECT NAME  
CRICKET VALLEY ENERGY - REMOTE LAYDOWN SITE

DEVELOPER  
CRICKET VALLEY ENERGY CENTER, LLC

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



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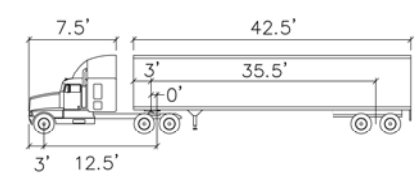
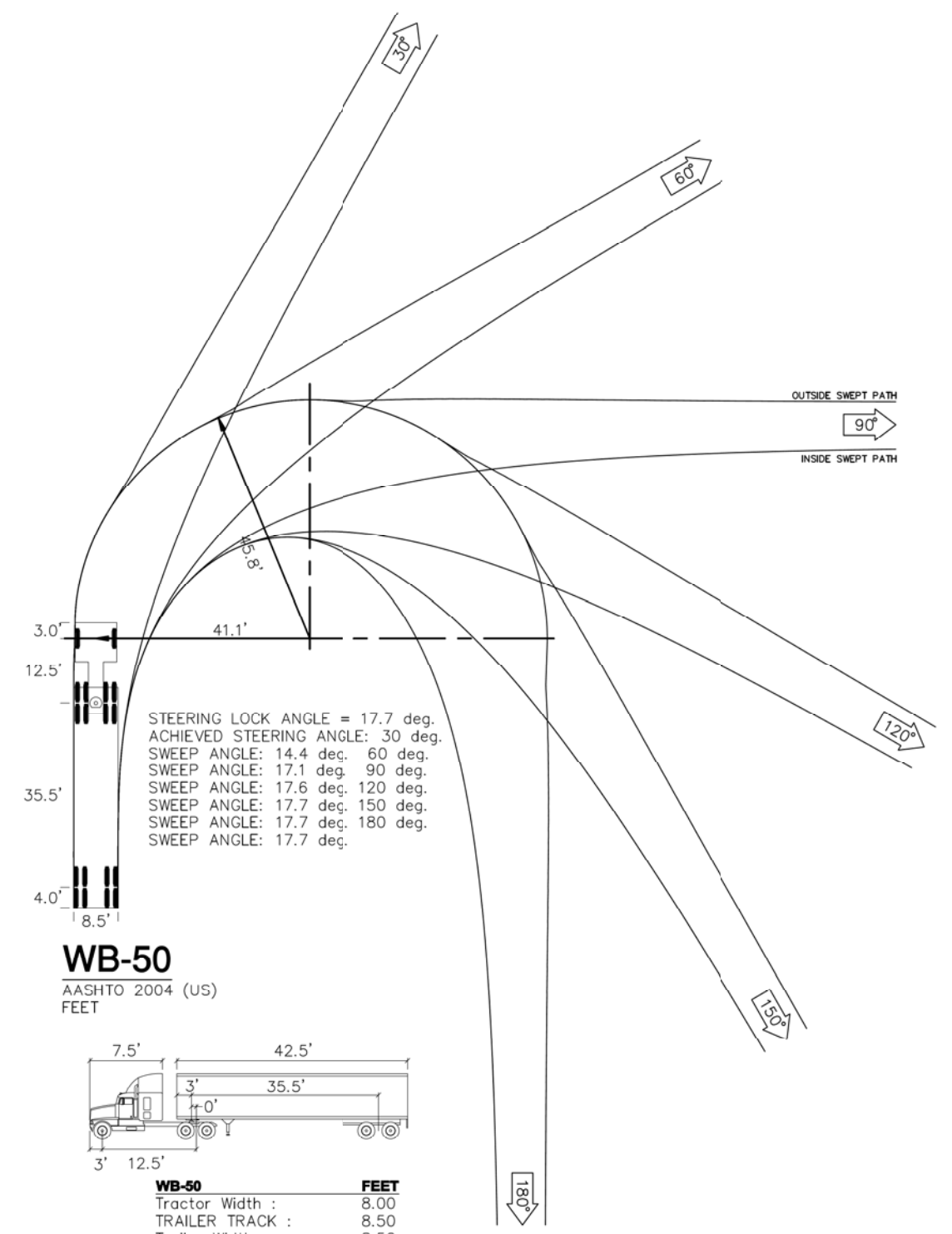
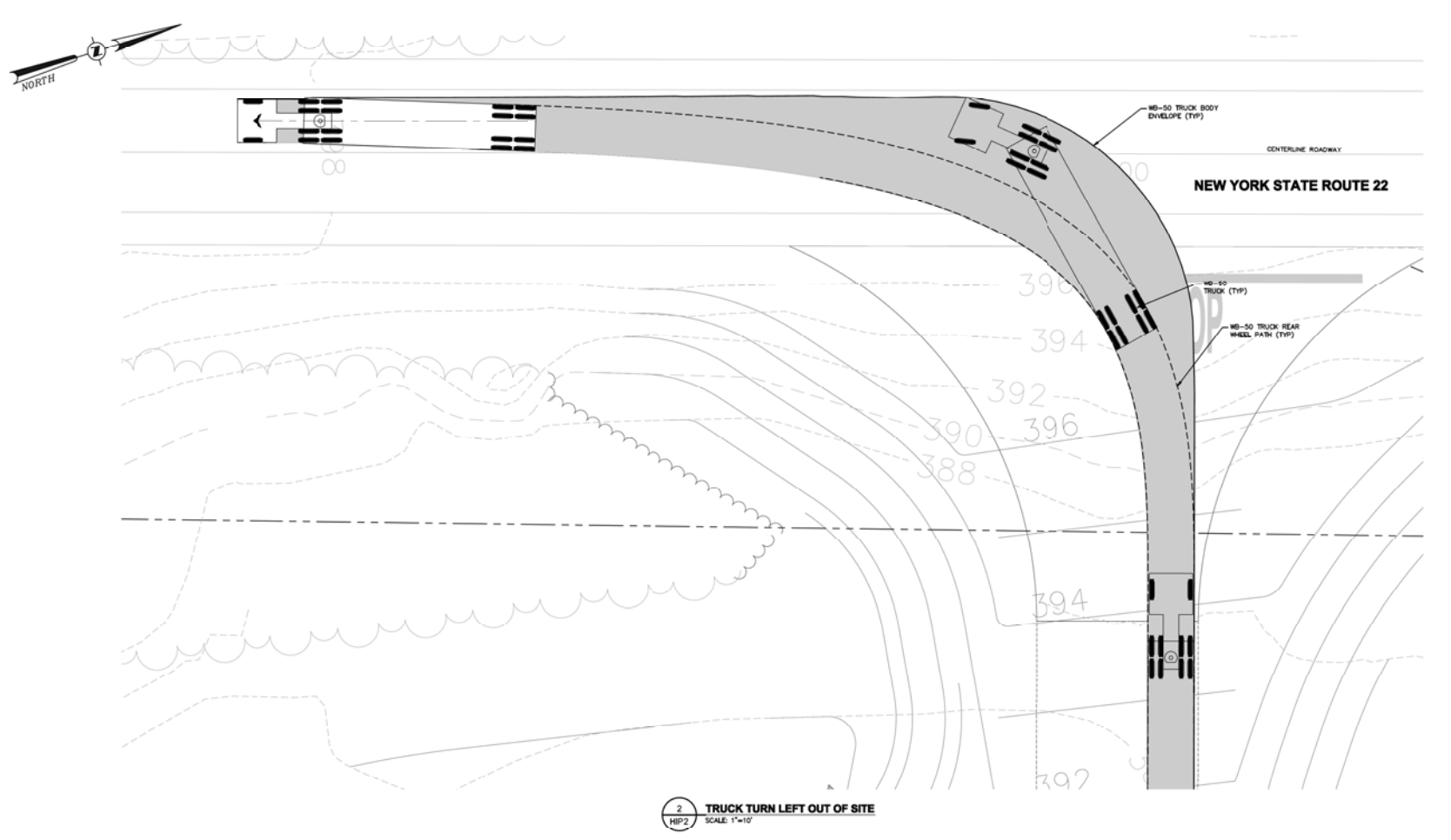
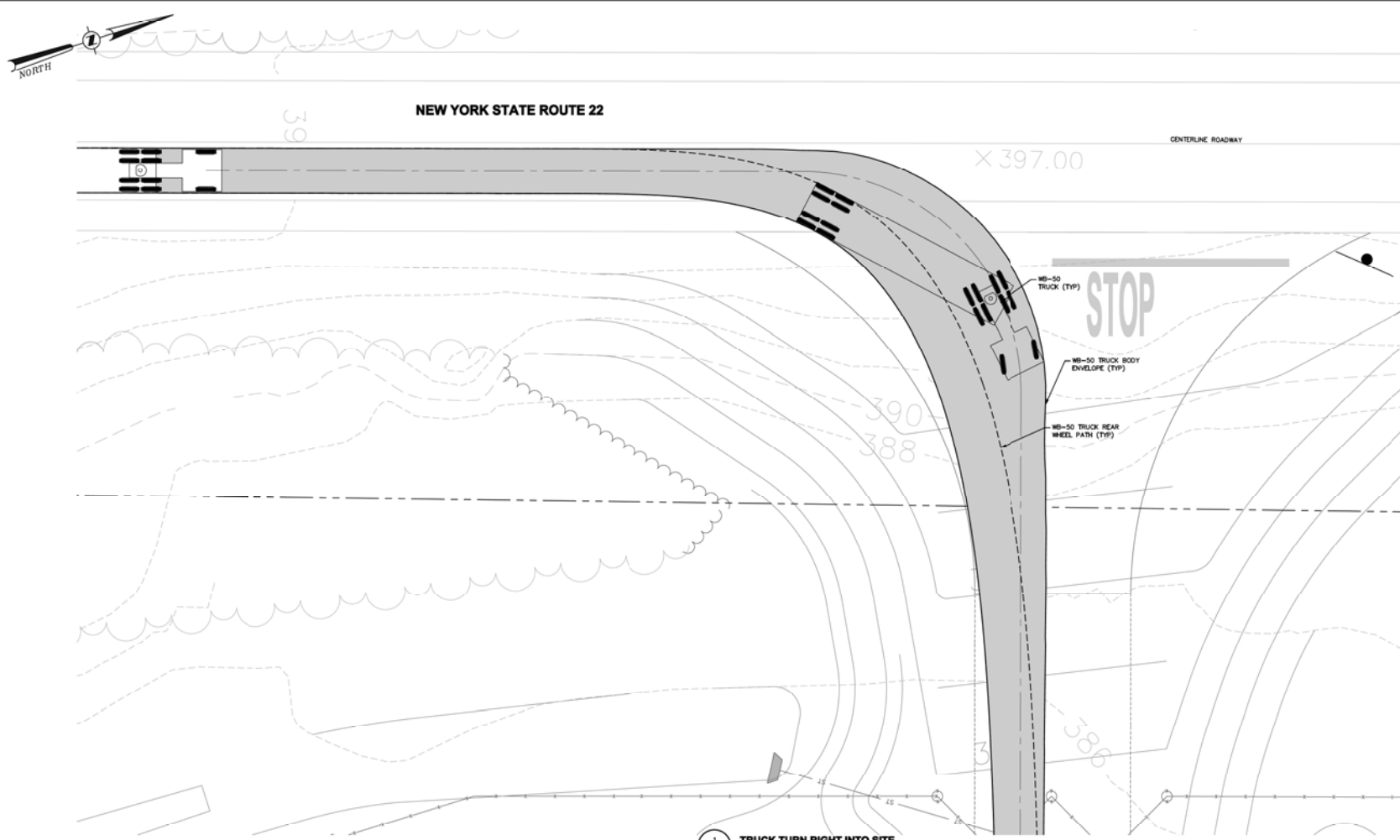
NO.	DATE	REVISION PER TITLE & CLIENT COMMENTS
1	04/24/12	REVISED PER TOWN & CLIENT COMMENTS
2	05/01/12	DESCRIPTION

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

NYSDOT PROJECT NO. 12-001-01  
SHEET NO. HP1  
SHEET #01 OF 02

NYSDOT PROJECT NO. 12-001-01  
SHEET NO. HP1  
SHEET #01 OF 02

Drawing Name: C:\temp\pub\12-001-01-HP1-01\_MUNCEY\_NYSDOT\_ENTRANCE.dwg  
 Date Plotted: 04/13/2012 10:18am  
 Plot Device: HP1000-PS-12-001-01-HP1-01\_MUNCEY\_NYSDOT\_ENTRANCE.dwg



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"=30'

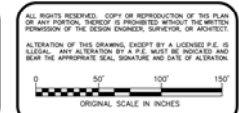
**NOTE:**  
1. TURNING MOVEMENTS SHOWN ON THIS PLAN WERE GENERATED USING AUTODRIVE 7 FOR AUTOCAD CIVIL 3D LAND DESKTOP COMPANION 2009 BY TRANSOFF SOLUTIONS, INC.

PROJECT NAME  
CRICKET VALLEY ENERGY - REMOTE LAYDOWN SITE

DEVELOPER  
CRICKET VALLEY ENERGY CENTER, LLC

OWNER OF RECORD  
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1	04/24/12	REVISED PER TOWN & CLIENT COMMENTS	
2	05/14		

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
Site	INSE
Site	AS SHOWN
Sheet No.	81001.01
Sheet No.	<b>HIP2</b>
	SHEET #02 OF 02

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