

**DESIGN REVIEW COMMENT AND RESOLUTION FORM**

PROJECT NO.: 604531  
 DESCRIPTION: MAYNARD - ACTON ASSABET RIVER RAIL TRAIL  
 DESIGNER: AECOM TECHNICAL SERVICES, INC  
 SUBMITTAL: 25% REVIEW  
 REVIEW SECTION: DISTRICT #3



DATE: JUNE 6, 2012

COMMENT No.	SHEET OR ITEM No.	COMMENTS <sup>(1)</sup> (LUCIANO RABITO, P.E/BIKE/PED ACCOMMODATION ENG.)	INITIAL ACTION	RESPONSE <sup>(2)</sup> (COMPLETED BY DESIGNER)	QC REVIEW INITIAL	FINAL ACTION VERIFIED <sup>(3)</sup>
<b>REVIEW SECTION:PROJECTS</b>				<b>REVIEWER NAME:</b> THOUNG PHAN		
1.		Title sheet locus should not be a USGS image. No contours are to be shown. MassDOT logo is not current.		Will make changes and incorporate into 75% submittal		
2.		Sign legend is shown on page 2; however, sign locations are not shown on plans.		Will show signs on 75% submittal		
3.		Typical section sheet 4. Railway tracks to be removed should be shown in grayscale.		Will incorporate into 75% submittal.		
4.		Proposed curbing detail should be provided when installed adjacent to existing pavement and when installed along a slope.		Will add detail into plans prior to 75% submittal		
5.		Bollards should have pavement markings directing bikes around them (diamond).		Pavement markings will be show around bollards in 75% submittal		
6.		The culvert near Sta. 11+00 should have a wood safety rail in front of it since it appears to be very close to the path.		We will provide here and for culvert at 17+00 prior to 75% submittal.		
7.		Low points have been identified on the profile. Show how these are dealt with on the construction plans.		Drainage will be detailed on the 75% submittal.		

(1) This section to be completed by MassDOT Reviewer.  
 (2) This section to be completed by Designer.  
 (3) To be determined by MassDOT.

Note: The intended use of this form is to provide a means to comment on submitted documents.

8.		Consider realigning the path as shown on sheet 7. There appears adequate space to curve the path as shown. The triangle left at the intersection of Great Road and Mill/Pine Streets can be used as a landscape feature area.		We have reviewed options for this area and request further discussion at comment resolution meeting.		
9.		The section of path from Sta. 52+00 to 57+50 which uses a cycle track concept for design needs to be clear of all furniture (i.e. poles, signs, meters, etc.). A width of 8 feet is already narrow for use as a path.		We will add notes clarifying disposition of existing objects, so as to maintain necessary minimum clear width, prior to 75% submittal.		
10.		At all crossings try to remove all 90 degree turns (i.e. Sheet 16). The radii will not meet the minimum design requirements however it will make the transition a bit easier.		We will provide curves for these where we can, taking into account available ROW and other constraints, prior to 75% submittal.		
11.		Based on the design speed of 15 MPH shown on the title sheet the corresponding minimum radius is 56 feet. This value is waived at crossings which have a stop condition. However, there are other locations where the radius is below (refer to 8.) If these values cannot be increased then the designer must submit a request for a waiver.		Many of these curves are urbanized areas with greater interaction with bicyclists and other users. Design speeds are considered to be decreased in these areas. Note: The reverse curves around 133+50, in front of the Wedgewood property in Acton, will be adjusted to meet 15 mph design speed prior to 75% submittal. If MassDOT requires, waiver requests will be submitted with detailed explanation of constraints and/or considerations for reducing design speed further.		
12.		Please verify that you are using the proper formula for calculation of SSD (p. 44 1996 AASHTO Guide)		SSD will be recalculated for vertical curves based on a stopping eye height of 4.5' and an object height of 0', prior to 75% submittal.		
13.		Provide warning signs on all approach streets as the near a crossing for the trail.		We will add warning signs, and bollards as needed, prior to 75% submittal.		

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