massDOT
Massachusetts Department of Transportation
Highway Division

INTEROFFICE MEMORANDUM

TO: Marie Rose, PE, Director of Project Management

FROM: Luciano Rabito, P.E., Bicycle/Pedestrian Accommodation Engineer

DATE: November 22, 2011

SUBJECT: **MAYNARD-CONCORD:**
Assabet River Rail Trail
25% Design Review
Project Info No. 604531
Michael Papadopoulos, Project Manager

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BY: Proj. Mgmt.

I have reviewed the subject project for compliance with The Project Development and Design Guide, The AASHTO Guide for the Development of Bicycle Facilities, Engineering Directive E-09-005 and relevant bicycle and pedestrian accommodation standards.

Please address the following comments prior to the next submission:

1. Title sheet locus should not be a USGS image. No contours are to be shown. MassDOT logo is not current.
2. Sign legend is shown on page 2, however, sign locations are not shown on plans.
3. Typical section sheet 4. Railway tracks to be removed should be shown in grayscale.
4. Proposed curbing detail should be provided when installed adjacent to existing pavement and when installed along a slope.
5. Bollards should have pavement markings directing bikes around then (diamond).
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.
7. Low points have been indentified on the profile. Show how these are dealt with on the construction plans.
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.
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.
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.

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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.
12. Please verify that you are using the proper formula for calculation of SSD (p. 44 1996 AASHTO Guide)
13. Provide warning signs on all approach streets as the near a crossing for the trail.

If there are any questions regarding this information, please contact Luciano Rabito, P.E. at extension 7729.

CS:6

LR