



Appendix L – Selected Surface Building Material Unit Price Per Square Foot

Surface Material	Unit Price per Square Foot	Notes
Hot Mix Asphalt	\$3.00	3.5" Asphalt, 8" Gravel borrow
Porous Asphalt	\$3.60	3.5" Asphalt, 2" Choker Stone, 8" Stone recharge bed, 2 layers of geotextile fabric for separation
Stone Dust	\$2.00	4" Stone Dust, Geotextile fabric for separation, 6" Gravel borrow
Stabilized Granular Surface	\$4.50	4" Stabilized Stone Dust, Geotextile fabric for separation, 6" Gravel borrow

Source: Bruce Freeman Rail Trail Environmental and Engineering Assessment, Sudbury, Massachusetts, 2003

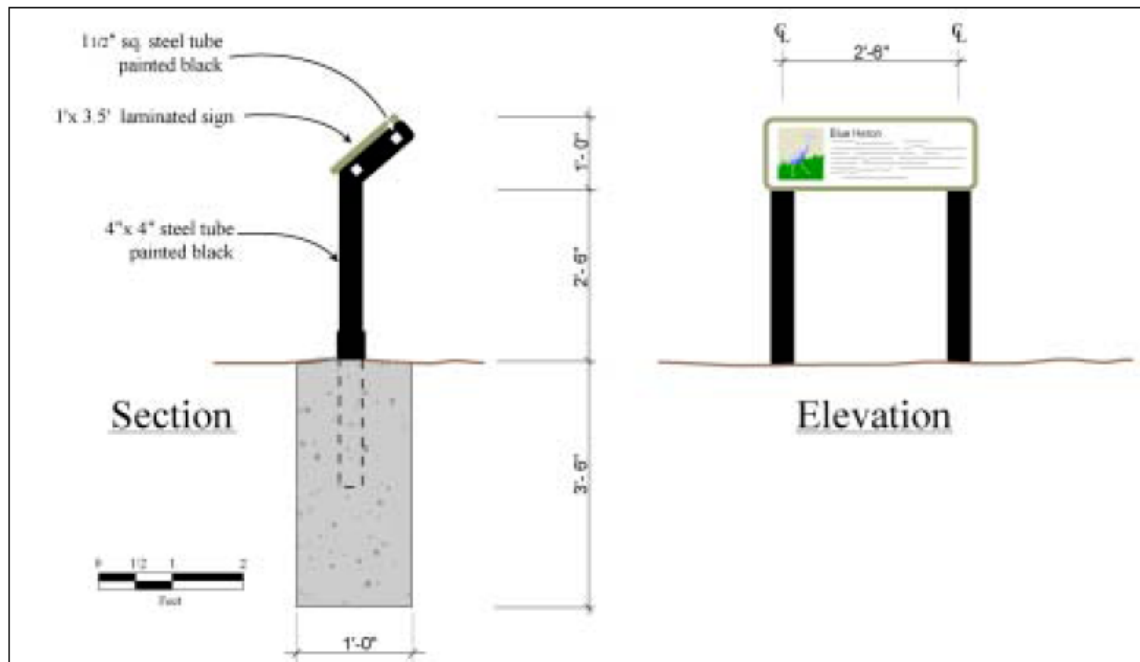


Appendix M – Contact Information for Case Study Trails

	Trail	Institution responsible	Address	Phone number
1	Pinellas County Trail	Pinellas County Planning Department	600 Cleveland Street, Suite 750, Clearwater, FL 33755	727-464-8200
2	Omaha Trails	City of Omaha Parks, Recreation, and Public Property	1819 Farnam St., STE 701, Omaha, NE 68183	402-444-5901
3	Minuteman Bikeway	Town of Bedford Planning Department	10 Mudge Way, Bedford, MA 01730	781-275-1548
4	Minuteman Bikeway	Town of Lexington Planning Department	1625 Massachusetts Avenue, Lexington, MA 02420	781-862-0500 Ext. 245
5	Minuteman Bikeway	Town of Arlington Planning Department	Town Hall Annex, 1st floor, 730 Mass. Ave, Arlington, MA 02476	781-316-3090
6	Minuteman Bikeway	City of Cambridge Planning Department	795 Massachusetts Ave., Cambridge, MA 02139	617-349-4000
7	Nashua River Rail Trail	Massachusetts Department of Conservation and Recreation	251 Causeway Street, Suite 600, Boston, MA 02114-2104	617-626-1250
8	Pere Marquette Rail Trail	Midland County Parks And Recreation	220 W Ellsworth St, Midland, MI 48640-5194	989-832-6874



Appendix N – Interpretative Signs Design Guidelines



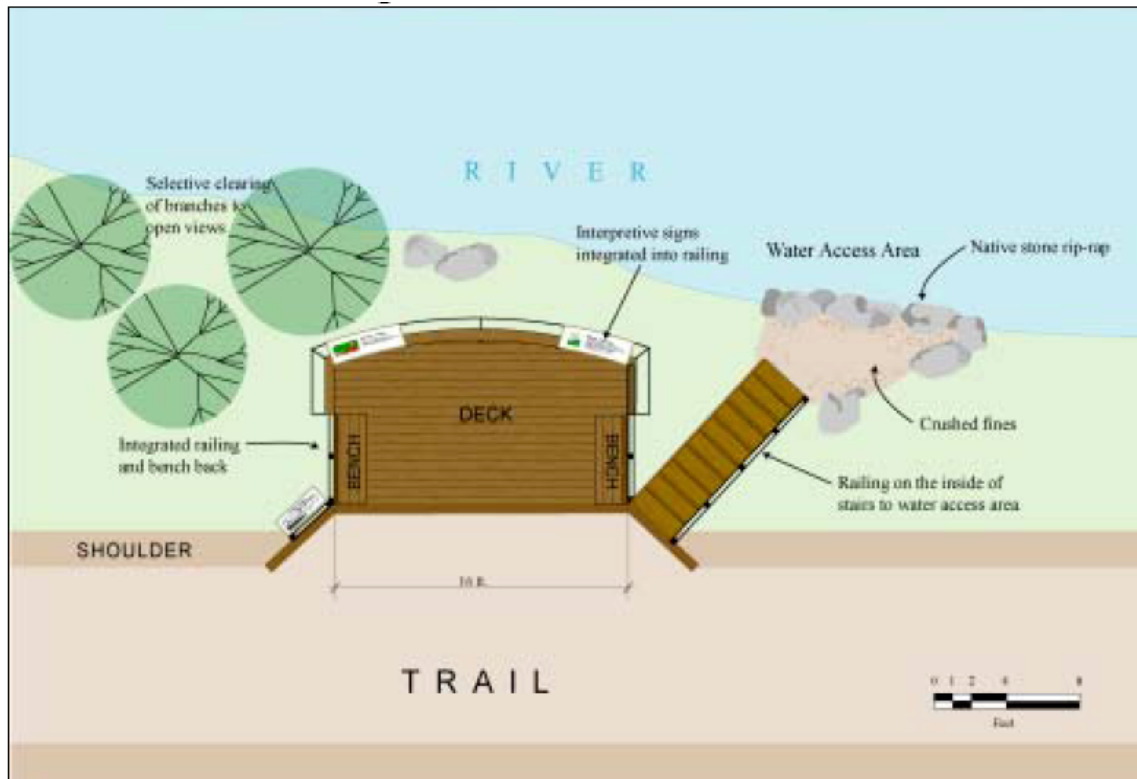
(Source: Clinton River Trail Master Plan 2003)

A careful and thoughtful use of interpretative signs can greatly enhance user's experience of the trail. Several important design considerations should be respected when interpretative signs are used (Clinton River Trail Master Plan 2003):

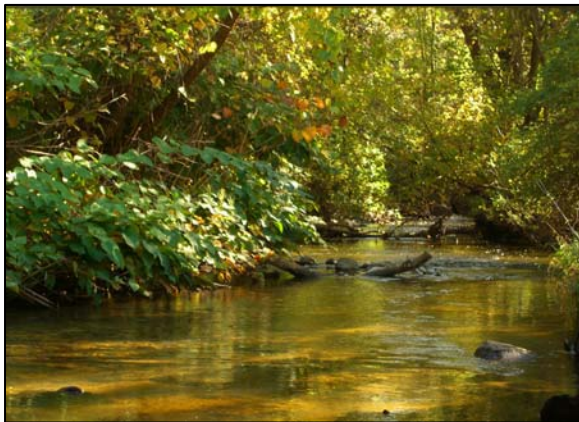
- Signage design should be consistent along the length of the trail to establish a sense of continuity and character. The same sign design, color scheme and logo should be used to reinforce the image of a common trail identity.
- Signs should be made of fade proof and weather proof materials and inks.
- Signs should be made durable and require minimal maintenance.
- Signs should be placed to prevent obstruction or collision along the trail. It is recommended to place them in areas at least 4' off the side off of the path so groups of pedestrians, wheelchairs users or people on bicycles can be completely out of the travel lane while reading signs.
- Self-guided interpretive systems with simple numbered posts may be used along the trail. River overlooks may be used for larger interpretive signs.



Appendix O – Overlook Deck Design Guidelines



(Source: Clinton River Trail Master Plan 2003)

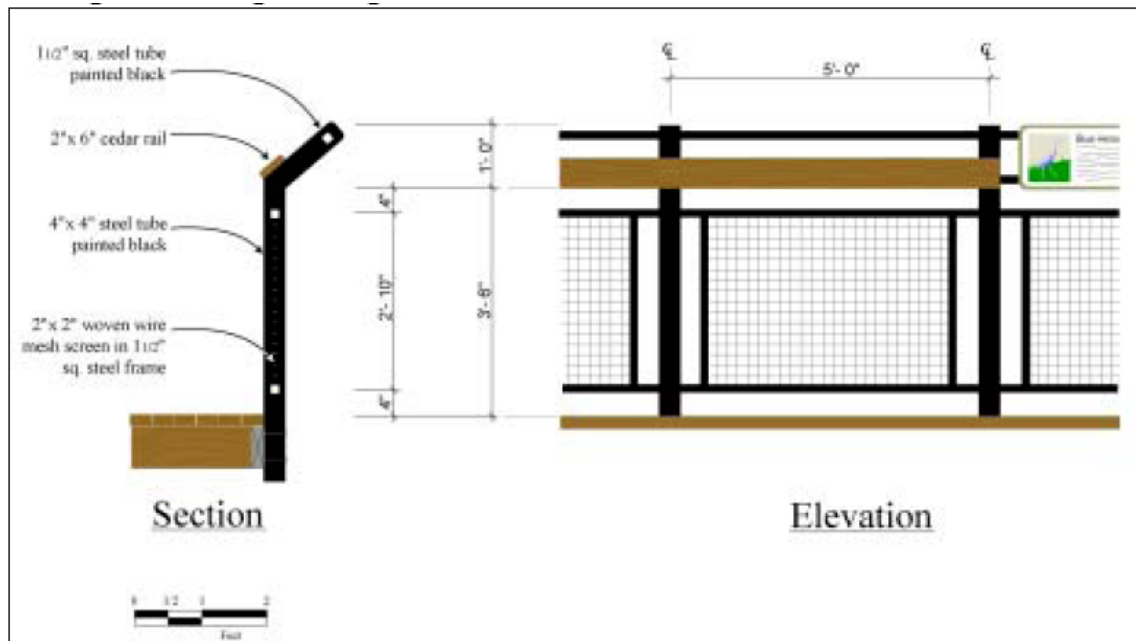


View of the Indian Mill Creek

Design guidelines to minimize environmental impact along the creek:

- Elevated deck features should include interpretative signage into the railings, benches and trail location signage.
- Steps leading down to water access areas should be used to minimize erosion of riverbank slope.
- Water access area should be minimally developed to reduce damage to the water habitat.

Appendix P – Bridge Railing Design Guidelines



(Source: Clinton River Trail Master Plan 2003)



Existing Pedestrian Bridge Over Indian Mill Creek

Design guidelines:

- The retracted angle of the railing top allows bikes to be ridden close to the railing of the bridge without the handle-bars colliding with the top safety bars of the railing.
- The retracted angle of the railing allows the top portion of the railing to serve as a base for interpretive signage.
- The black steel tubing and woven wire mesh is designed to be simple and unobtrusive while providing protection to bicyclists, pedestrians and small children.



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