

COMMENT AND RESOLUTION FORM



CONSULTANT EVALUATION SCORE: 7.5

DATE: April 11, 2016

REVIEWER NAME: Syed Akhtar

PROJECT NO.: 607411

DESCRIPTION: Tisbury: Bicycle and Pedestrian Improvements along Beach Road

DESIGNER: GPI

SUBMITTAL: 25%

REVIEW SECTION: Boston HQ Traffic Engineering

PROJ. MANAGER: Thomas Currier, P.E.

NO.	SHEET OR ITEM	COMMENT	INITIAL ACTION	RESPONSE	QC REVIEW INITIAL	FINAL ACTION VERIFIED
COMPLETED BY REVIEWER			COMPLETED BY DESIGNER			BY REVIEWER
1	FDR P9	Why have 2013 crash data not been used in the FDR? Crash data of 2013 are available on the MassDOT webpage. Were crash data also collected from local Police Department for comparison?	A	It is unclear why the 2013 crash data was not used at the time the original FDR was prepared and submitted (May 2015). Local crash data was collected from 2009-2011. The crash data and memo has been provided with this submission.	JFO	
2	FDR P15	Fix the typo Table 3, not Table 4 under the Construction Management Outline.	A	Comment noted	JFO	
3	FDR General Note	Why have there been no safety concerns/details added to the FDR from the Road Safety Audit conducted on March 17, 2015 prior to this submission?	B	The RSA safety concerns for the Beach Road approach have been addressed in the current design. Improvements at the intersection are not within the scope of the current project. The limit of work has been discussed with the project manager.	JFO	
4	Plan 1	Please use the updated file which is now available on the MassDOT CAD Standard webpage to have the correct text for controlling documents on the Title Sheet and Index. Reference to The 1996 Construction and Traffic Standard Details has been removed from the update.	A	The controlling documents reference has been updated.	JFO	
5	Plan 22-23	Consider using a modified plaque R3-17cP "BEGIN" in place of R3-17a "AHEAD" at Sta.10+90RT and Sta.19+70LT.	A	This comment has been incorporated into the 75% Design Submission.	TQN	
6	Plan 22-26	Per MassDOT Preference, recommend using ladder type crosswalks for this project.	B	The Town is in the process of considering the use of bituminous street prints as an option for these crosswalks. They will be discussed with District Maintenance after the 75% Submission to ensure the requests are within the scope of District resources to maintain.	TQN	
7	Plan 23	Speed limit sign at Sta.16+50LT is being discarded but not replaced. Please review.	B	After further review, the speed limit sign at Sta. 16+50 LT does not correspond with Special Speed Regulation No. 683 and therefore it has not been replaced. FYI, a speed limit R2-1(20) sign is proposed at Sta. 11+80 LT to match the regulation.	TQN	
8	Plan 23-26	Has consideration been given to add advance warning signs for CW's?	A	Yes. Due to the location of these crosswalks, sight distance is not a problem as motorists will be able to see the warning signs at the crosswalks.	TQN	

COLUMN "NO." PREFIX FOR COMMENT NO'S - PLANS =P, SPEC. PROVS=S, EST.=E, CALC BOOK=C, BRIDGE CALCS=D, OTHER = O
 "ACTION" A=WILL INCORPORATE, B=WILL EVALUATE, C=DELETE COMMENT

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9	Plan 24	Speed limit sign at Sta.21+25RT is being discarded but not replaced. Please review.	B	FYI, a speed limit R2-1(30) sign is proposed at Sta. 11+45 RT to indicate the beginning of a 30 MPH speed zone in corresponding with Special Speed Regulation No. 683. In order not to clutter the roadway with signs, speed limit sign at sta. 21+25 RT will not be replaced.	TQN	
10	Plan 24	SWL 405' long is missing from Sta. 20+10LT to Sta. 24+15LT	A	This comment has been incorporated into the 75% Design Submission.	TQN	
11	Plan 27	To ease the mounting procedure, the street name sign will be printed on one side (POS), and two street name signs for the same street will be mounted together on one post.	A	This comment has been incorporated into the 75% Design Submission.	TQN	
12	Plan 27	To ease the fabrication, the designer will need to specify the width of the street name sign.	A	The sign has been designed with Sign CAD and the width has been provided in the Sign Summary.	TQN	
13	Plan 28	For pedestrian safety, use updated version of Type I Pedestrian Bypass. The updated version is circled on the attached sheet.	A	The latest version of the Pedestrian Bypass has been incorporated into the 75% Design Plans.	JAT	
14	Plan 30	Background Sheeting for all construction warning signs shall be of a fluorescent orange color. Refer to Section 850 MassDOT Supplemental Specifications dated July 1, 2015. Revise the plan accordingly.	A	The Construction Sign Summary has been revised to read Fluorescent Orange as the Background sheeting.	JAT	

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