

Ellsworth Shared Use Path Trail Design



Once the field inventory was completed and the data recorded, a number of typical trail designs were developed that could then be applied to the actual field conditions. A wide range of conditions exists in the field, but these were chosen as representative of most. Each section depicts a fifteen-foot minimum offset from the edge of the trail to the edge of the nearest rail. This offset is consistent with MDOT policy.

Wherever practical, the trail is to follow the existing topography, minimizing the extent of the cuts and fills. There will be some areas where this is not possible.

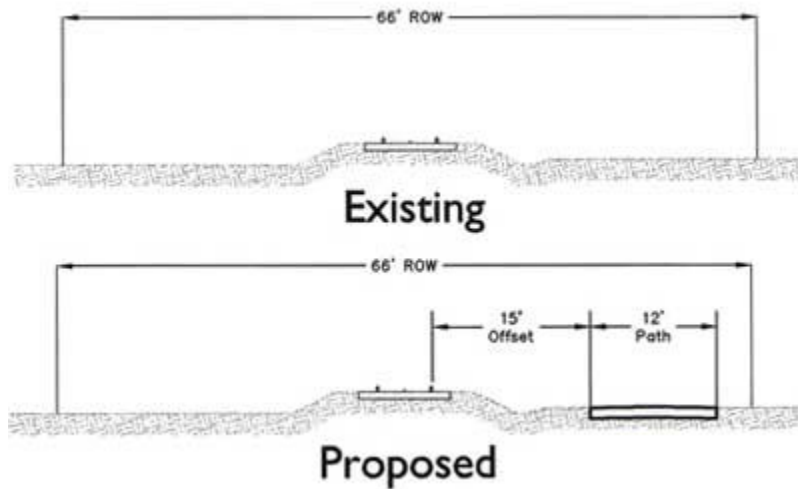
Sections A-D are all proposed variations of level terrain field conditions. These will be the less expensive trail segments to construct and are described below:

Level Terrain

Along much of the corridor, the railroad is situated on a slight berm within level or gently sloping terrain. In these areas the trail will be constructed fifteen feet from the tracks. Work will include clearing and grubbing, cut or fill as required, grading and placement of the trail structure. The three trail types are stonedust, asphalt and compacted earth for the dirt trail as described earlier in the report.

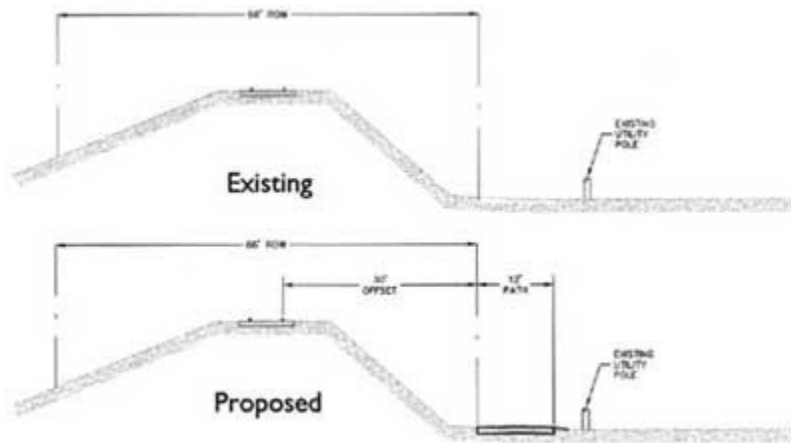


Level Terrain



Elevated Railroad

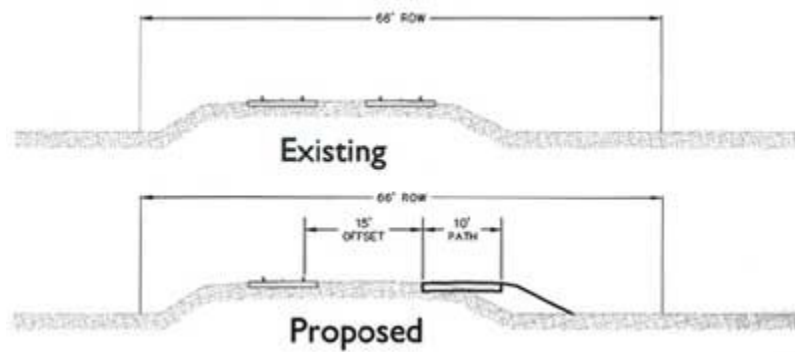
In other areas, due to the grade requirements of the railroad, the berm is considerably higher. Rather than build a costly retaining wall or platform to construct the trail, the trail would be constructed at the bottom of the slope. Since the side slopes of the berm are high and the right-of-way is typically only 33 feet from the centerline, easements may be necessary in these areas.



Minor Berm Widening

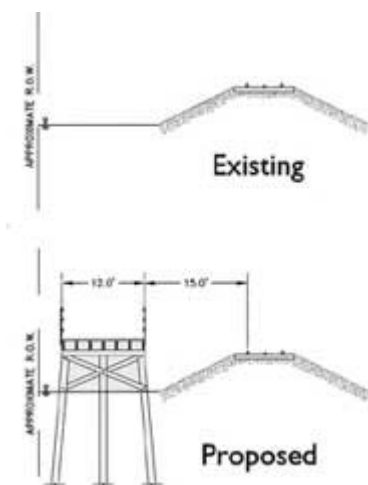
This design applies most specifically to existing double-track sections. A possibility would be to remove one track and extend the berm eight or nine feet. This would provide the room necessary to construct a ten-foot trail with a fifteen-foot offset from the rails.





Timber Platform

Timber platforms would be constructed where there is active cross-flow beneath the railroad tracks or adjacent water. At existing stone box culverts, stream crossings or adjacent streams, these platforms would allow bridging the area with minimal impacts on existing water flows.



Low Retaining Wall

The low retaining wall would be used, where possible, to build the trail with a fifteen-foot offset and stay on the slope. In many locations, this would minimize the trail's impact on wetlands. The retaining wall would be built at the bottom of slope prior to meeting the wetland, and the trail would be built atop the retained earth.

