Working Group Sketch A: Draft Concept for Discussion Purposes Shared Path: • Path elevation lowered to 4.5' to create separation between PDW and **SFR** • 17.5' overall shared path width, with central 1' wide trapezoid lane delineation (8.25' wide pedestrian and bike paths – option to discuss preferred lane widths) CLEAR STEMS TO AVOID Use of Jersey Barrier/concrete wall may not meet DCR Parkway VEHICULAR CONFLICT Guidelines • Attractive 7.5' wide minimum planting buffer at SFR (DCR minimum is PREVIOUS CURB AND FOUNDATION PROFILE 6' for tree planting) Planted river embankment at 3:1 slope • Assumes a top of sheet pile elevation of 1.5' and top of path at 4.5' Further exploration of ideal sheet pile height required (potentially needs to be at elevation 0.0', potentially resulting in a low retaining wall) Shared use path has potential to create user conflict LANDSCAPE BUFFER SHEET PILE -WALL + 4.0 100 YEAR FLOCO LEVEL + 2.0 WUS / OHW* MEAN ANNUAL FLOOD LEVE + 0.0 MEAN ANNUAL LOW FLOW LEVEL 8.5 17.5 LANDSCAPE EXISTING GRADE PAUL DUDLEY WHITE **BUFFER AND JERSEY** SHORELINE TREATMENT SHARED USE PATH BARRIER WALL DISTANCE TO BUOY LINE TOTAL SHORELINE WIDTH +/- 54' SOLDIER'S FIELD ROAD CHARLES RIVER BACK OF CURB/WALL TO BUOY LINE *WUS = WATERS OF THE UNITED STATES

0' 5' 10' 20'

OHW = ORDINARY HIGH WATER LEVEL

Working Group Sketch B:Draft Concept for Discussion Purposes

Separated Paths:

- Path elevation lowered to 4.5' to create separation between PDW and SFR
- Separated paths with an 8' wide pedestrian path and a 12' wide bicycle path. Plus, a 3' wide permeable paver buffer between.
- Narrow buffer of 3' between bike path and SFR wall
- · Proposes narrower retaining wall with barrier rail on top
- Planted river embankment at 3:1 slope
- Assumes a top of sheet pile elevation of 1.5' and top of path at 4.5'
 Further exploration of ideal sheet pile height required (potentially
 needs to be at elevation 0.0', potentially resulting in a low retaining
 wall)
- · Separated paths can improve user safety



for discussion only

BAND

PERMEABLE PAVING

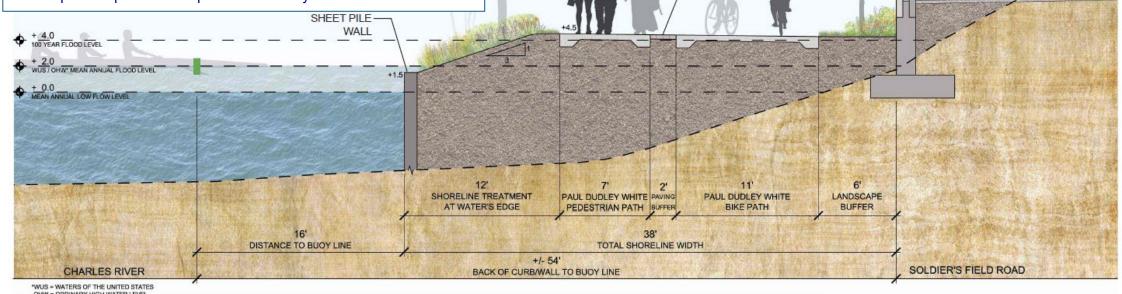
190 ALLSTON INTERCHANGE

MASSDOT Revised 07/22/2024 **BRIDGE RAIL**

Working Group Sketch C:Draft Concept for Discussion Purposes

Separated Paths - Reduced Width:

- Path elevation lowered to 4.5' to create separation between PDW and SFR
- Separated paths with a 7' wide pedestrian path and a 11' wide bicycle path. Plus, a 2' wide permeable paver buffer between.
- Decrease path widths to increase planting buffer at SFR 6' wide planting area is minimum dimension for tree planting
- Proposes narrower retaining wall with barrier rail on top
- Planted river embankment at 3:1 slope
- Assumes a top of sheet pile elevation of 1.5' and top of path at 4.5'
 Further exploration of ideal sheet pile height required (potentially
 needs to be at elevation 0.0', potentially resulting in a low retaining
 wall)
- Separated paths can improve user safety



0' 5' 10' 2

BRIDGE RAIL

PERMEABLE PAVING

BAND