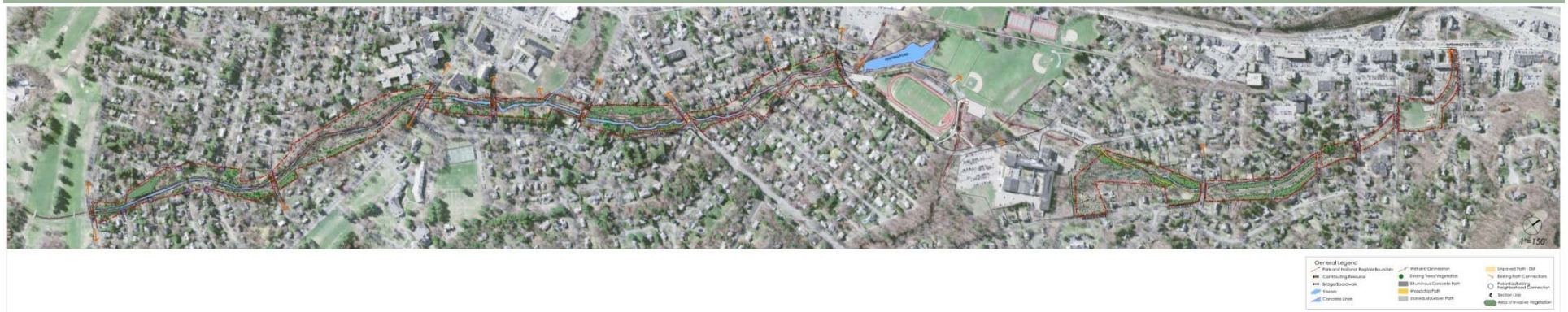
Path



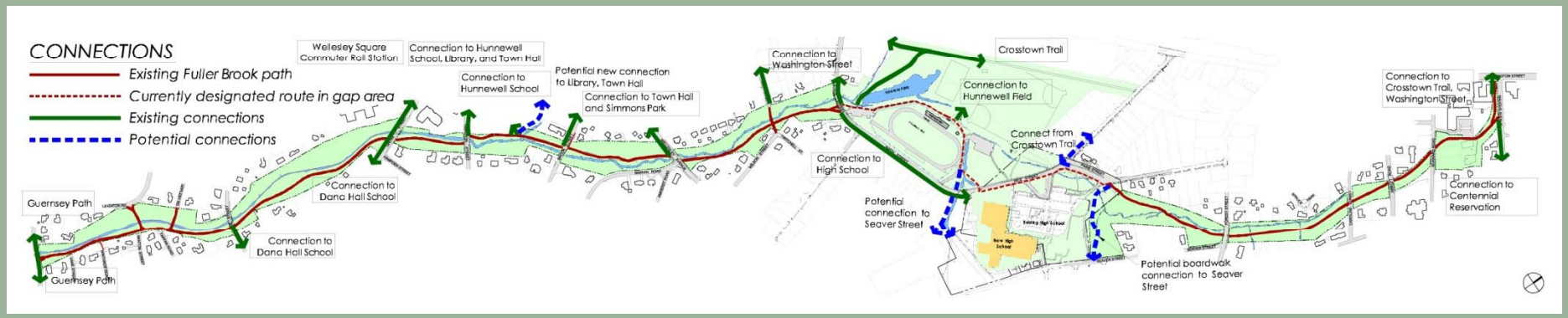
Considerations

- Connections
- Width
- Surface Material
- Alignment

Segment-specific Options

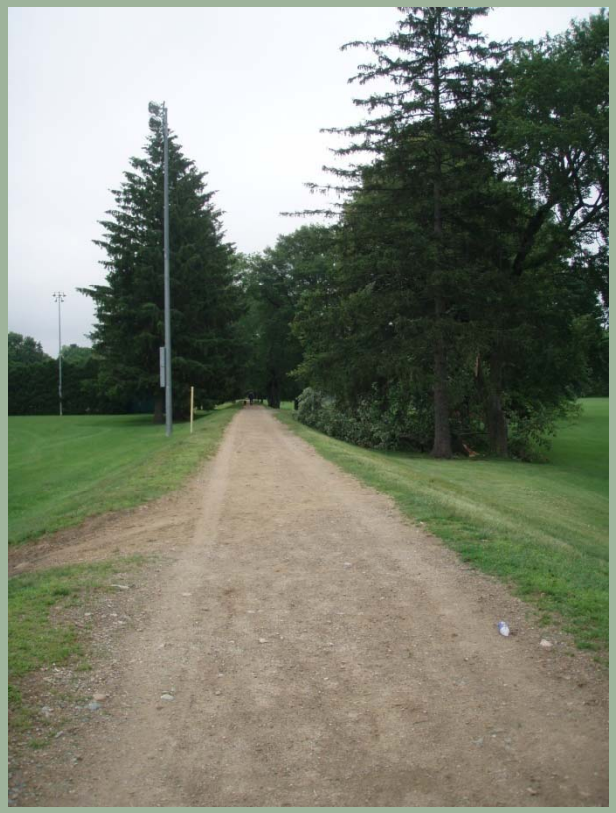
- Option 1
- Option 2
- Option 3

Path: Connections

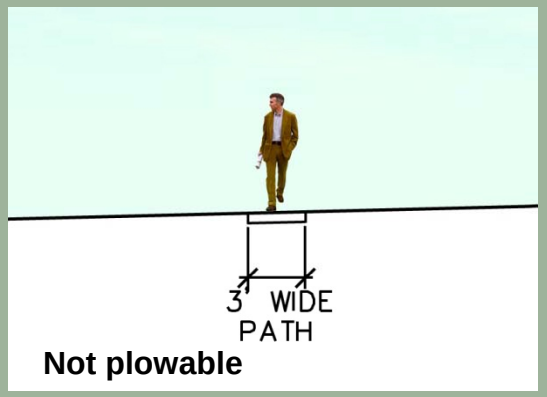


Strengthen connections to adjacent or nearby open space and destinations:

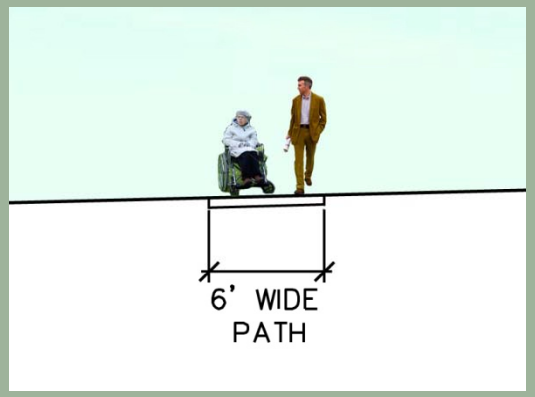
- Guernsey Path
- Dana Hall School
- Wellesley Square, Commuter Rail
- Hunnewell School
- Library, Town Hall
- Simmons Park
- Washington Street
- High School
- Seaver Street
- Crosstown Path
- Hunnewell Fields
- Centennial Reservation

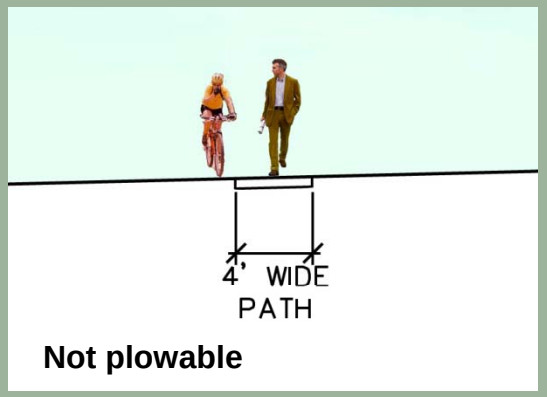


Path: Width Options

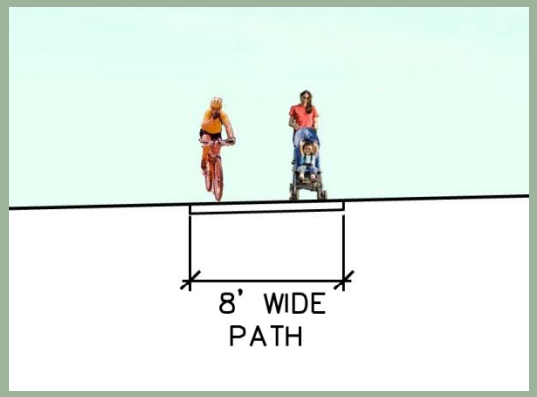


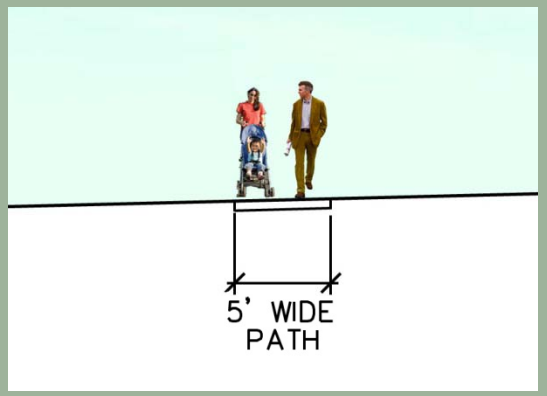
Not plowable

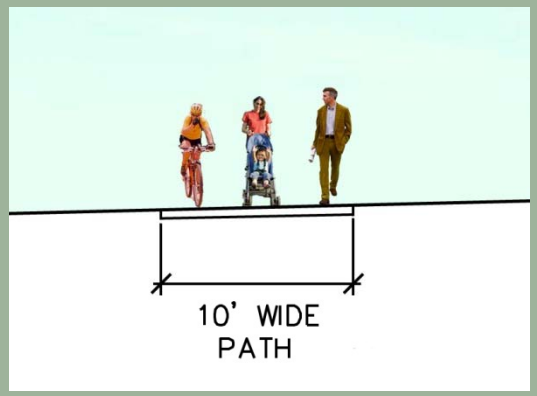




Not plowable







Current Conditions

Segment 1 (Dover Rd. to Grove St.):

- Average: 6.4'
- Minimum: 3.5'
- Maximum: 10.8'

Segment 2 (Grove St. to State St.):

- Average: 5'
- Minimum: 4.5'
- Maximum: 6.25'

Segment 3 (Hunnewell Field area):

- Path not defined. Path along football field is approximately 1'-1.5'

Segment 4 (Paine St. to Maugus Ave.):

- Average: 6.8'
- Minimum: 3.9'
- Maximum: 12.1' (14.5' at Philips Park driveway)

Path: Surface

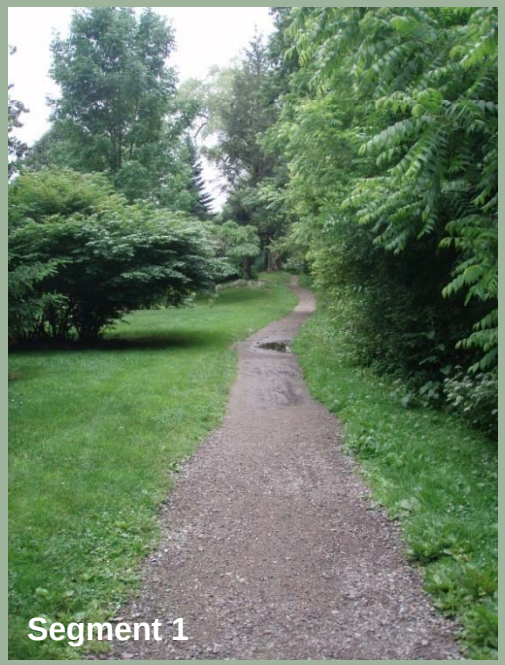
Current Conditions

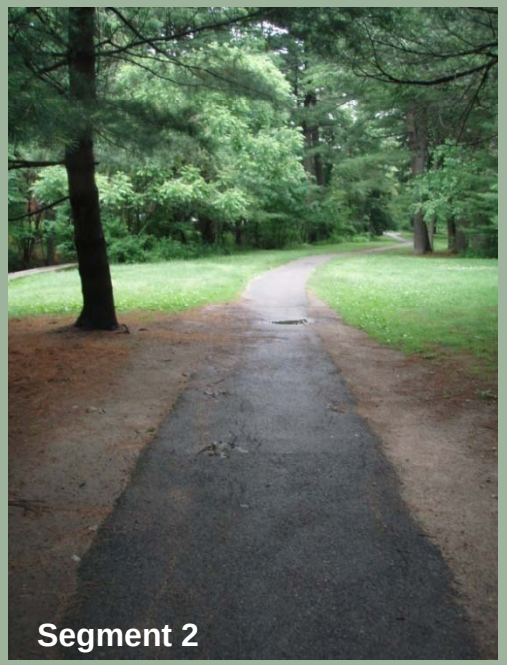
Segment 1: Stone/gravel path, bituminous connections

Segment 2: Bituminous concrete path

Segment 3: Path not defined. Path along Skating Pond is beaten dirt footpath

Segment 4: Bark mulch, boardwalk, beaten dirt foot path, stonedust, bituminous concrete





Path: Soft Surface Options

Bark mulch

- Soft surface, natural in character, inexpensive
- Not accessible, not plowable, degrades quickly, saturates in wet conditions
- Exists in segment 4

Crushed stone (aka “gravel”)

- Soft surface, natural in character, easy to repair
- Not accessible, damages when plowed
- Exists in segment 1

Compacted stonedust

- Soft surface, natural in character, stable for multiple uses
- Not suitable for steep grades, damages when plowed

Stabilized soft surface

- Soft surface, natural in character, most stable for multiple uses, meets universal access standards
- Not suitable for steep grades or areas of inundation, requires specialized baffle for plow

Path: Hard Surface Options

Bituminous Concrete (aka Asphalt)

Traditional bituminous concrete

- Hard stable surface, inexpensive, durable, plowable, accessible
- Not natural in character, not permeable, cracks
- Exists in segments 1, 2, 4

Rolled stone

- Hard stable surface, inexpensive, plowable, accessible, more natural in character when first installed
- Not permeable, cracks

Permeable pavement

- Hard stable surface, plowable, accessible, can be colored, permeable
- More expensive, requires specialized maintenance
- Exists in State Street parking lot

Boardwalk

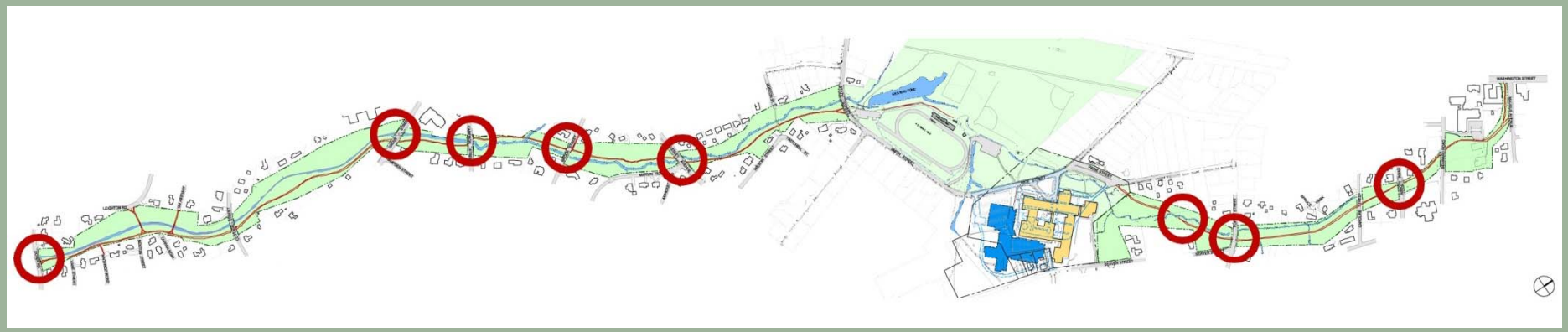
- Hard stable surface, accessible, protects sensitive wetlands
- Not suitable for plowing, expensive
- Exists in segment 4

Path: Surface Materials Analysis

SAMPLE Path Surface Analysis **Complete table is available on the Fuller Brook Park Website**

Option	Cost (Unit)	Character/Aesthetic Permeability	Durability, Maintenance Requirements	Applicable Alternative	Applicable Segment	Design Criteria
Bark Mulch	$1-2.00 per sq. foot	· Recommend 4" processed gravel, 3" layer of wood chips raked and shaped. Additional mulch applied added after settling. · Currently used in portions of segment 4 along Caroline Brook · Permeable	· Lasts 1-3 years · Decomposes, requires annual top dressing · Not plowable	1 – repair	4	**PROS** · Low cost · Natural material · Compatible with sensitive wetland area **CONS** · Not universally accessible · Pedestrian use only · Decomposes quickly; becomes saturated · Not plowable
Crushed Stone	$2.50 per sq. foot	· Natural material similar to existing surface in segment 1 · 6-12" processed gravel subbase (depth depends on site conditions and wetness), 2" of 3/8" crushed stone (gravel + fines) rolled and compacted · Permeable	· Lasts 2-5 years depending on maintenance · Sweep annually and fill in voids · May be plowable with raised blade provided surface is in good condition · Easy to repair	1 – repair 2 – natural	1, 3, 4	**PROS** · Low cost · Natural material · Suitable for pedestrians + bicycles if well maintained · Compatible with sensitive wetland area · Permeable · Easy to repair **CONS** · Not universally accessible
Compacted Stonedust	$3-4.00 per sq. foot	· Natural material similar to existing surface in segment 1 · 6-12" processed gravel subbase (depth depends on site conditions and wetness), stonedust compacted to 2-3" · Permeable	· Lasts 5-7 years depending on maintenance · Vulnerable to erosion on slopes over 3% · Sweep annually and fill in voids · Remove grass clippings, leaves by blowing or hand raking · May be plowable with rubber baffle or raised blade if surface · Periodic weeding	2 – natural	1, 2, 3, 4	**PROS** · Moderate cost · Natural material · Suitable for pedestrians + bicycles if well compacted and maintained · Compatible with sensitive wetland area · Permeable · Can be accessible if dry and in good condition **CONS** · Not accessible without high level of maintenance · Does not achieve maximum use · Requires specialized equipment for plowing

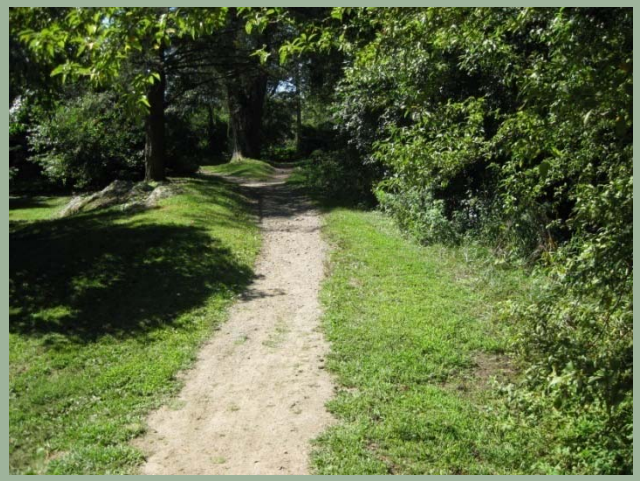
Path – Universal Access Issues



Universal access = usable by all

Issues:

- Slope, width, surface material (slip-resistant)
- Does not necessarily mean hard-paved surface
- Standards include USFS recreational trail standards and ADA



Areas of Fuller Brook Park exceeding 5% slope:

- Intersection at Dover Road (east of Dover)
- Intersection at Grove Street (SW side only)
- Intersection at Cameron Street (both sides)
- Intersection at Brook Street (W side only)
- Intersection at Wellesley Avenue (both sides)
- Intersection at Forest Street (W side only)
- Woodchips path at the boardwalk across Caroline Brook (east of boardwalk)
- Intersection at Abbott Road (W side only)

Path – Segment 1

Current Conditions: Dover Road to Grove Street

Surface material:

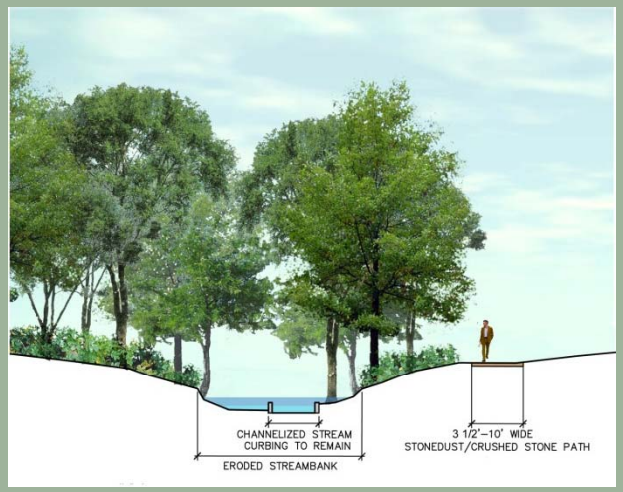
- Gravel
- Bituminous concrete at pedestrian bridge connections

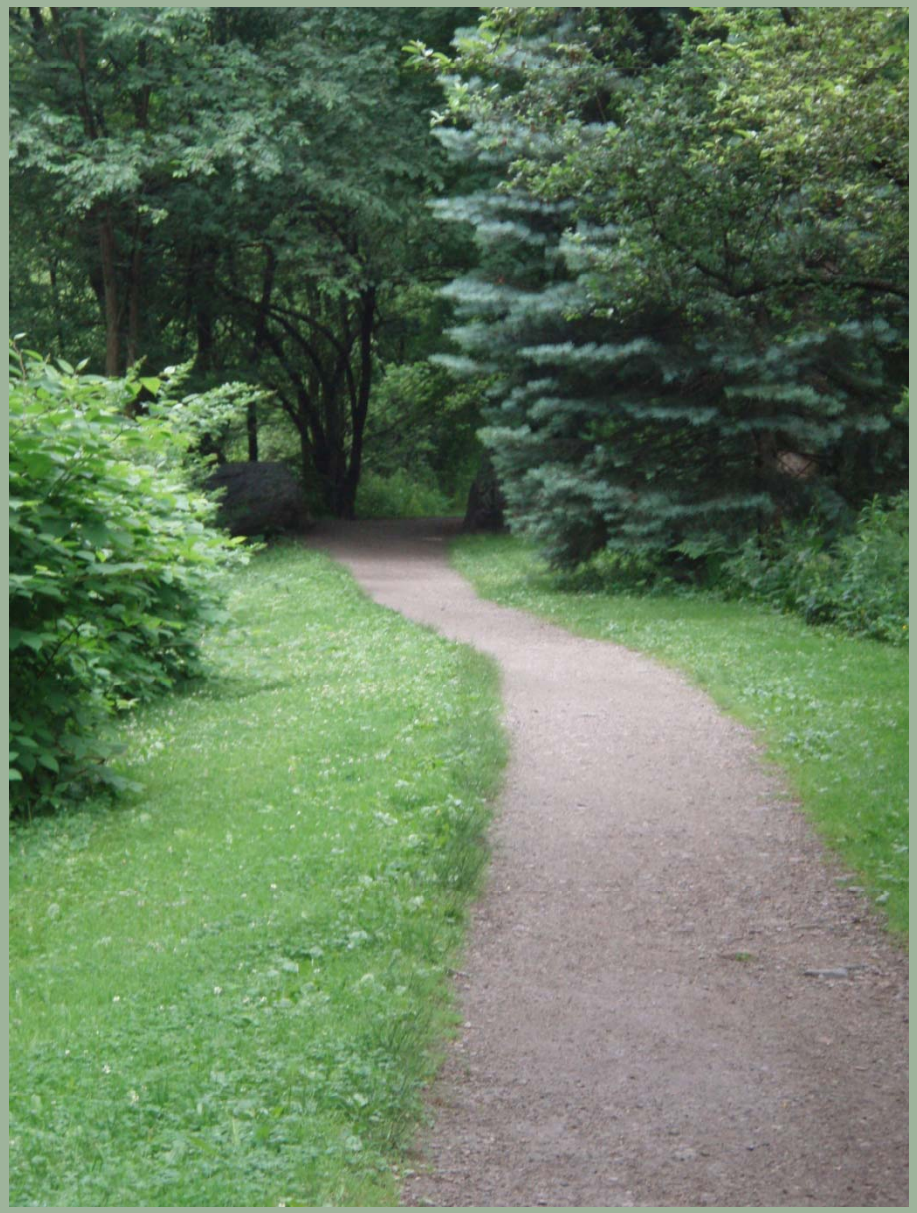
Width:

- Ranges from 3.5’ to 10.8’ (average 6.4’)

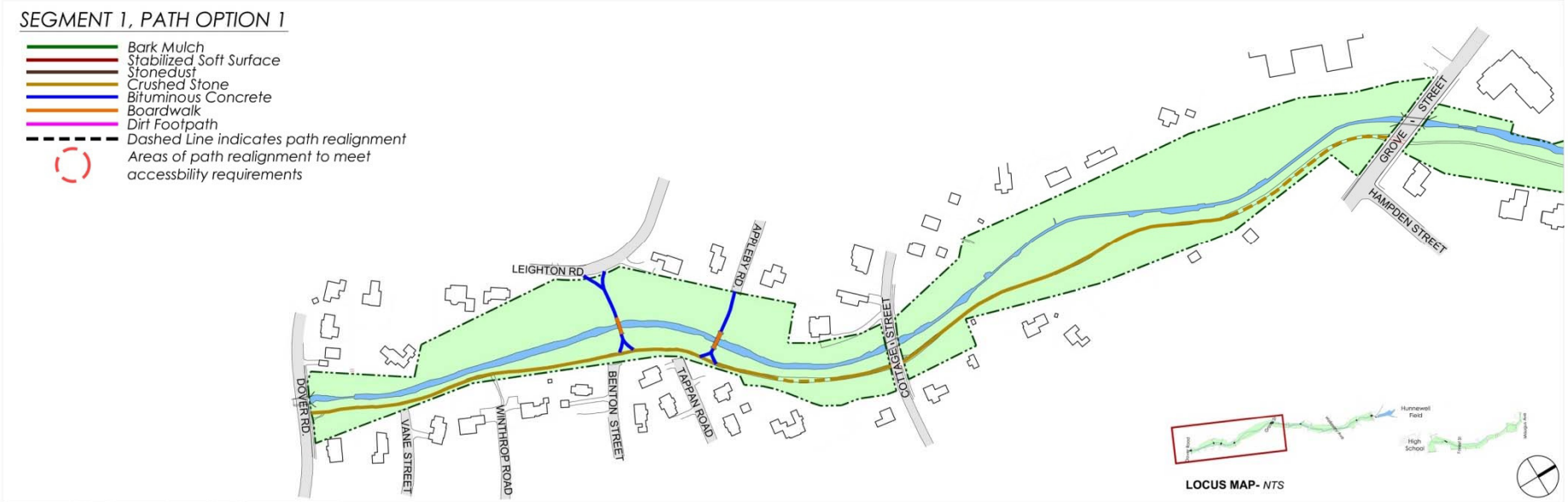
Issues:

- Steep grade at Dover Road, Grove Street
- Path is close to top of stream bank causing erosion in two areas

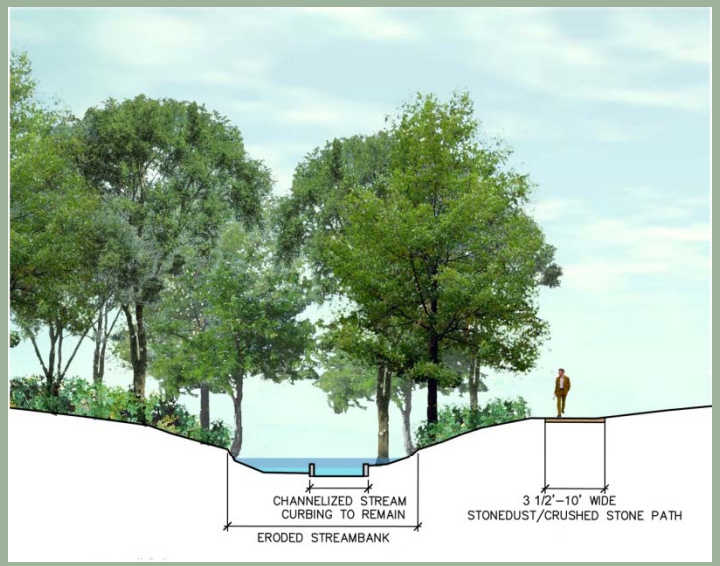




Path Options – Segment 1



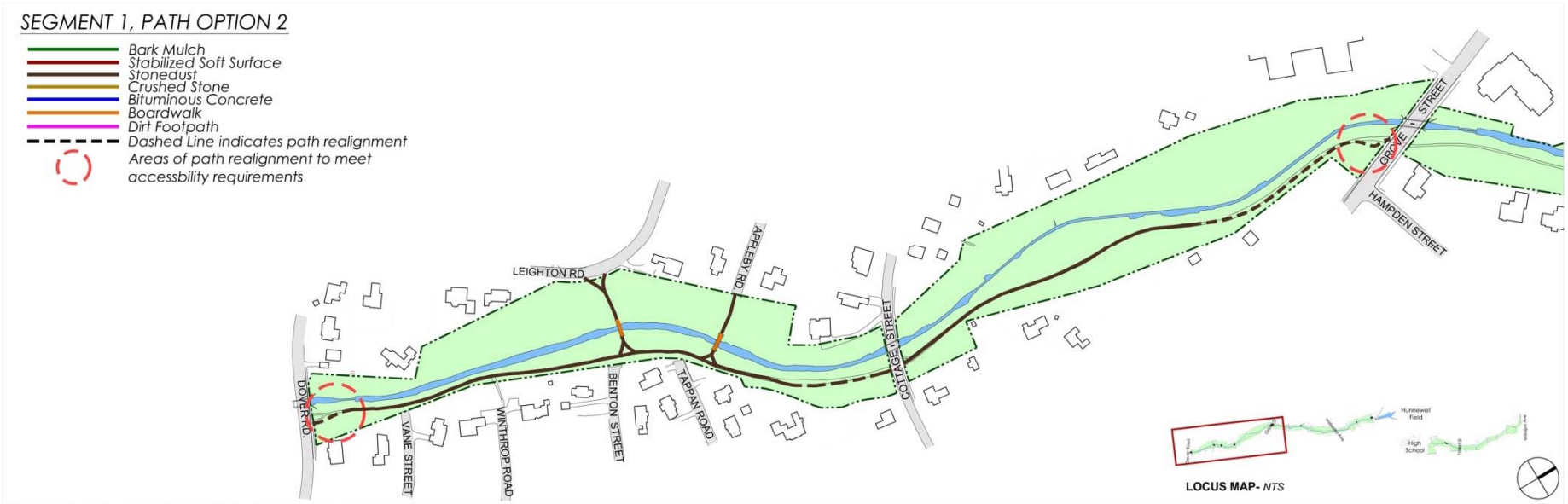
Segment 1 - Dover Road to Grove Street



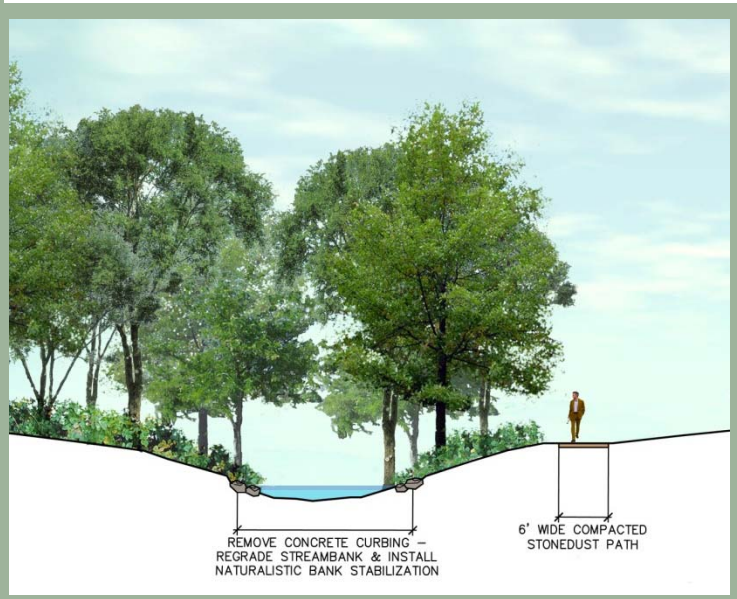
Option #1

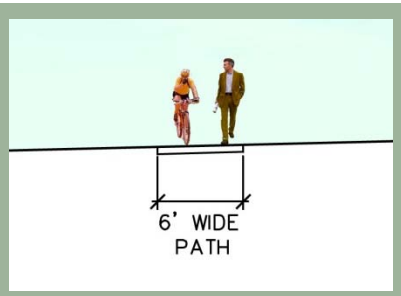
- Alignment changes where path is too close to bank causing erosion
- No improvements to path width & surface

Path Options – Segment 1



Segment 1 - Dover Road to Grove Street

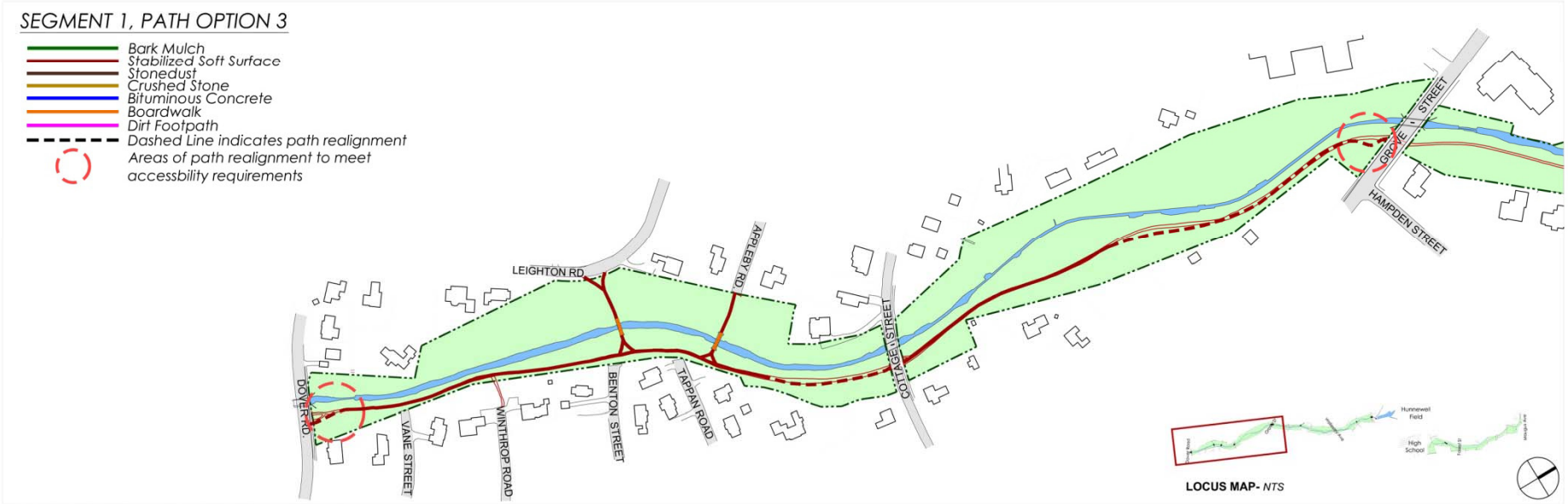




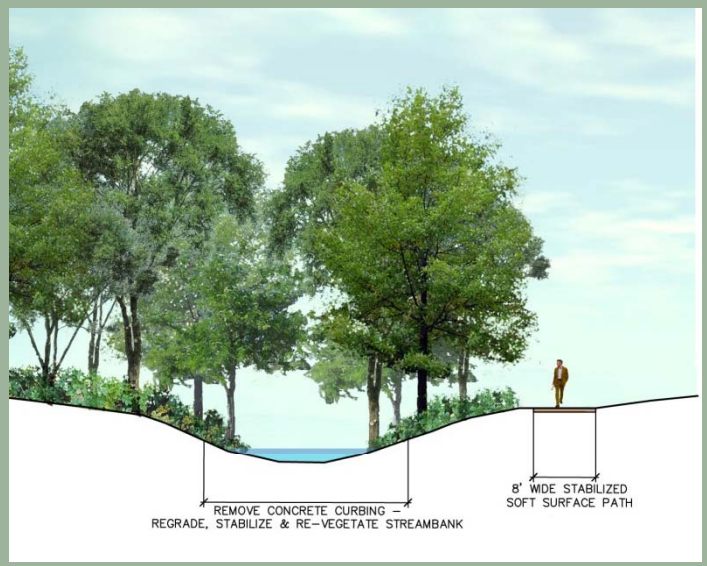
Option #2

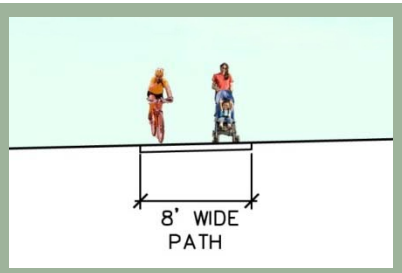
- Alignment changes where path is too close to bank causing erosion
- Path grade and alignment adjustments at Dover Road and Grove Street
- Consistent path width: 6'
- Path surface: compacted stonedust

Path Options – Segment 1



Segment 1 - Dover Road to Grove Street





Option #3

- Alignment changes where path is too close to bank causing erosion
- Path grade and alignment adjustments at Dover Road and Grove Street
- Consistent path width: 8'
- Path surface: Stabilized soft surface

Path – Segment 2

Current Conditions: Grove Street to State Street

Surface material:

- Bituminous concrete

Width:

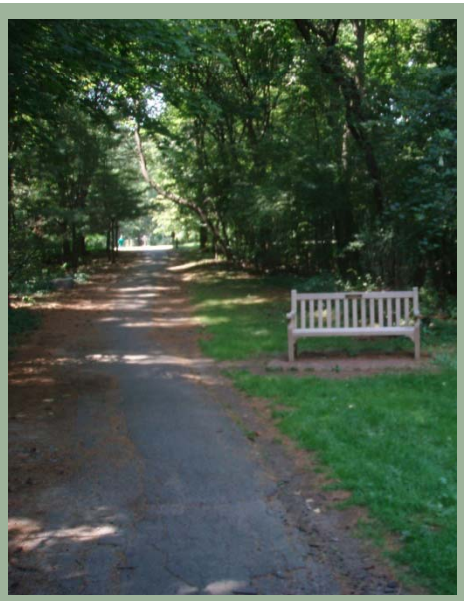
- Ranges from 4.5’ to 6.25’; average 5’

Issues:

- Steep grade at Cameron Street, Brook Street, Wellesley Avenue
- Path west of Wellesley Avenue is in area that is subject to seasonal inundation

Path Options – Segment 2

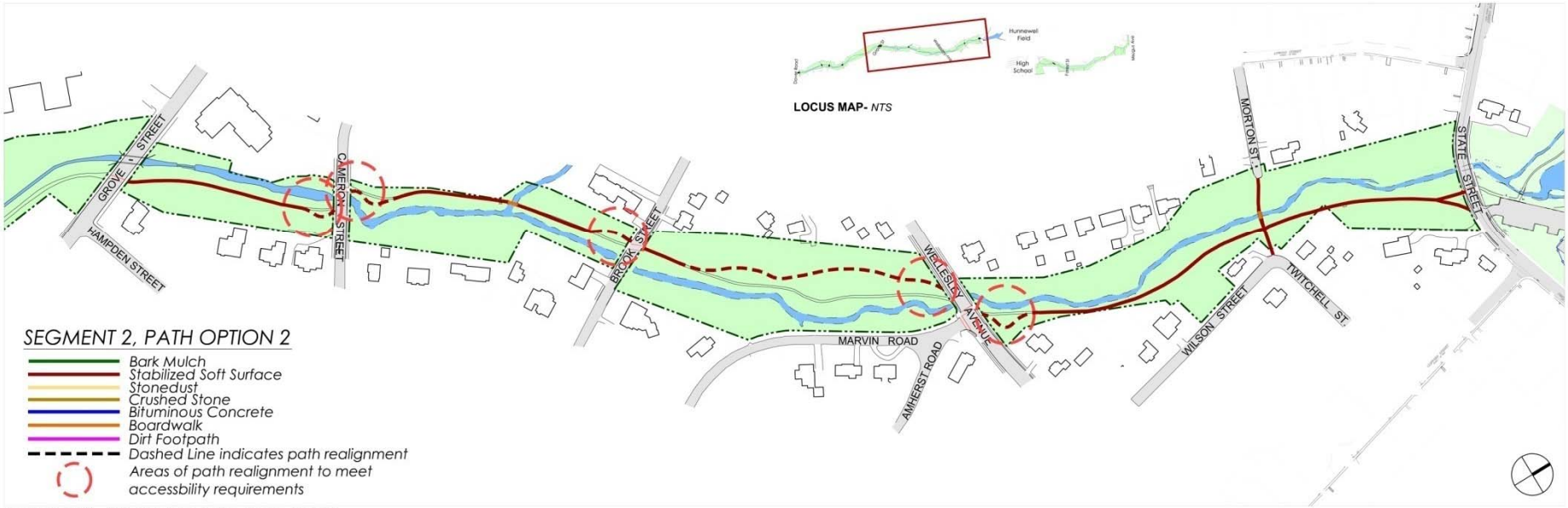
Segment 2 - Grove Street to State Street



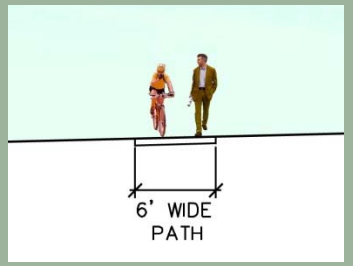
Option #1

- No changes to alignment, width, grade, or surface material
- Repair cracked or damaged pavement only

Path Options – Segment 2



Segment 2 - Grove Street to State Street

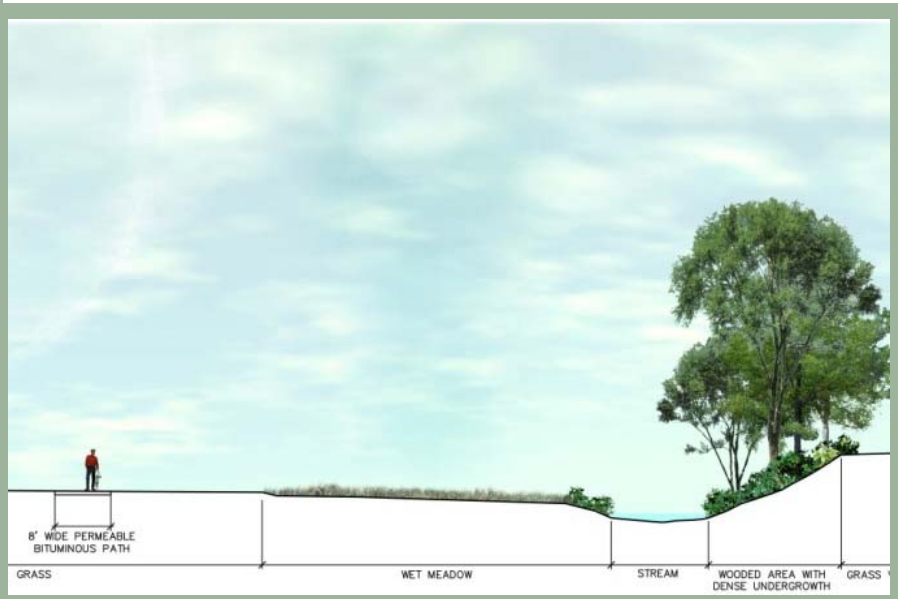


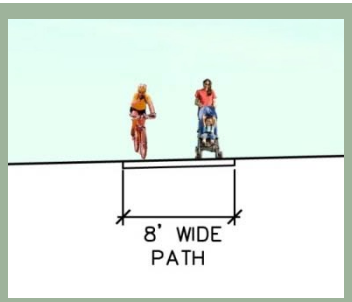
Option #2

- Alignment changes west of Wellesley Ave where park floods
- Path grade and alignment adjustments at Cameron Street, Brook Street, Wellesley Avenue for universal access
- Consistent path width: 6'
- Path surface: Stabilized soft surface (bituminous removed)

Path Options – Segment 2

Segment 2 - Grove Street to State Street





Option #3

- Alignment changes west of Wellesley Ave. where park floods
- Path grade and alignment adjustments at Cameron Street, Brook Street, Wellesley Avenue for universal access
- Consistent path width: 8'
- Path surface: bituminous concrete

Path – Segment 3

Current Conditions: Hunnewell Field Area to Paine Street

Surface material:

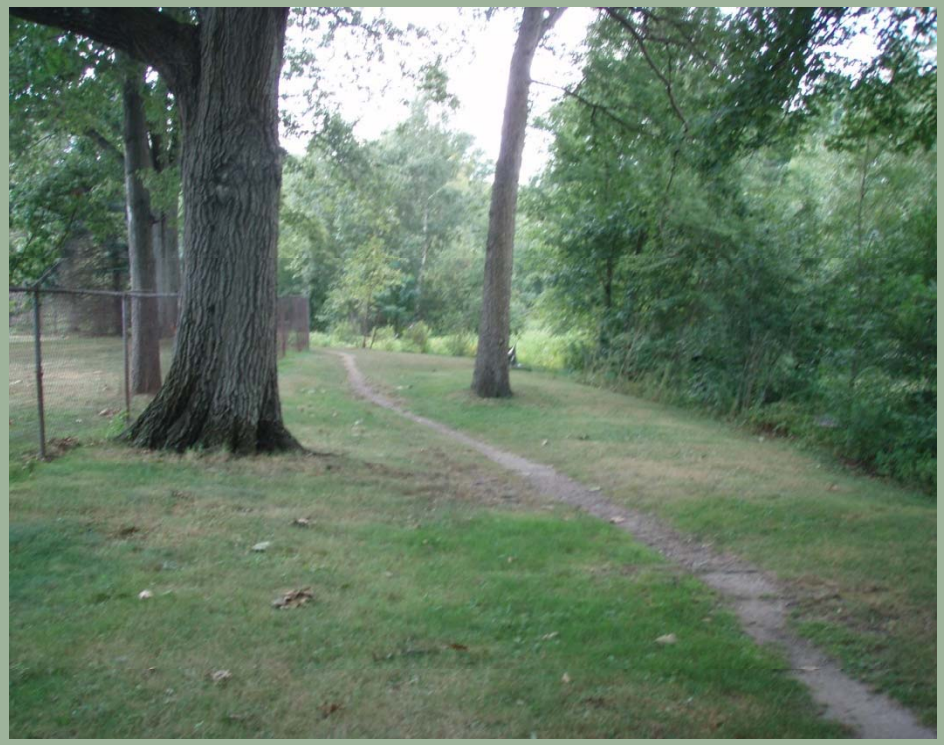
- Dirt only

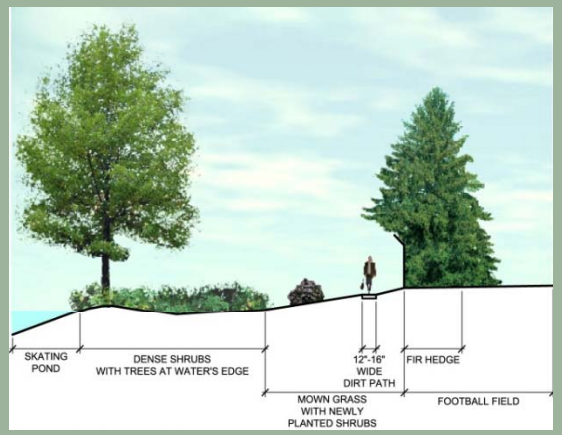
Width:

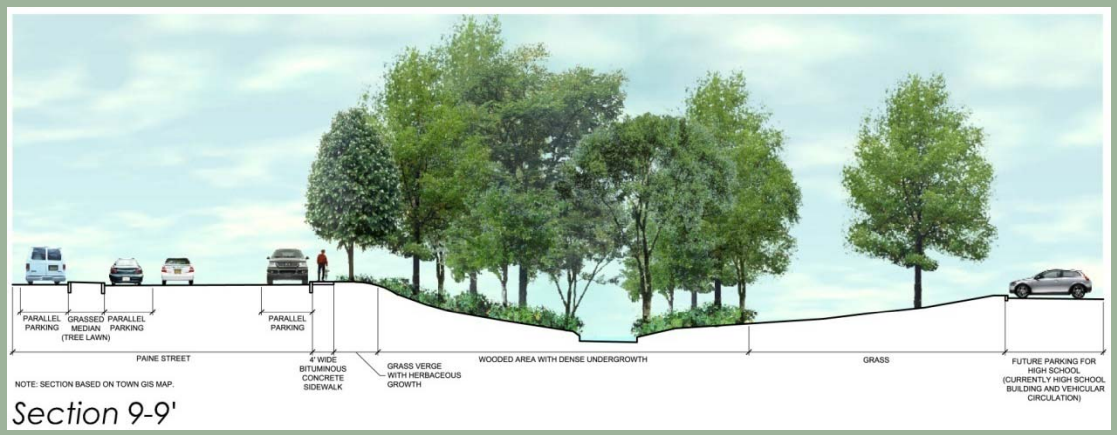
- Beaten footpath ranges from 1’ to 18” wide

Issues:

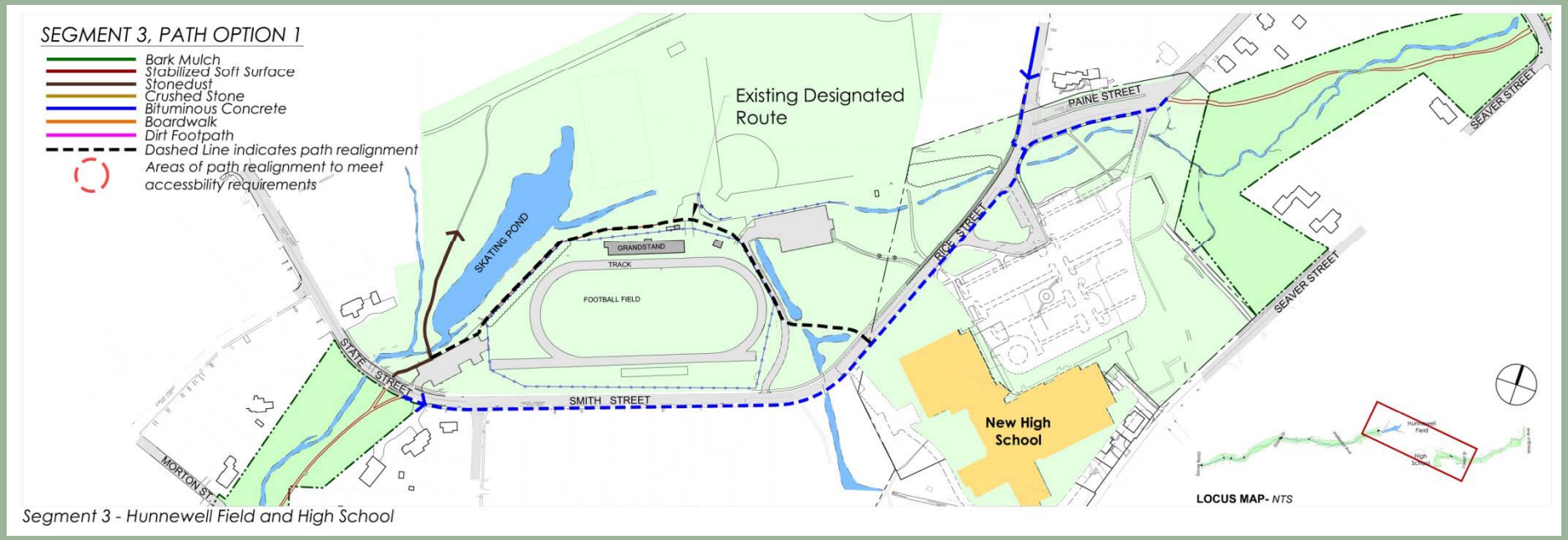
- No continuous path connection through this segment
- State Street parking lot does not have space for path
- Wetland and athletic fields



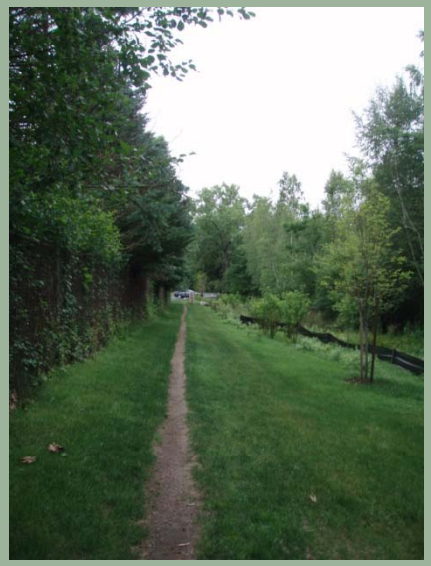




Path Route Options – Segment 3



Segment 3 - Hunnewell Field and High School

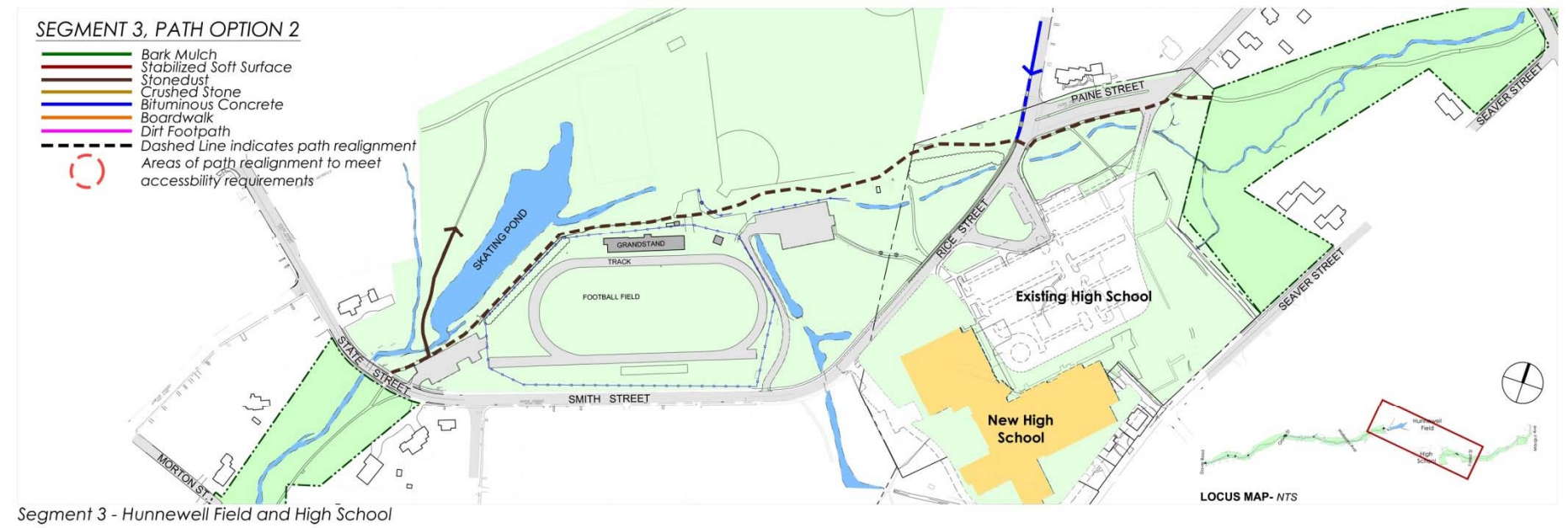


Option #1

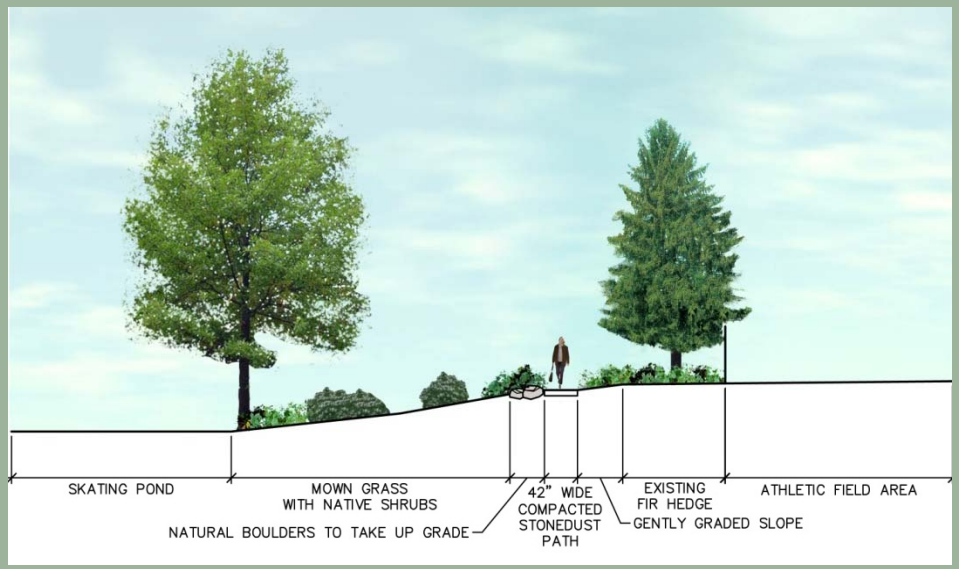
Use existing routes:

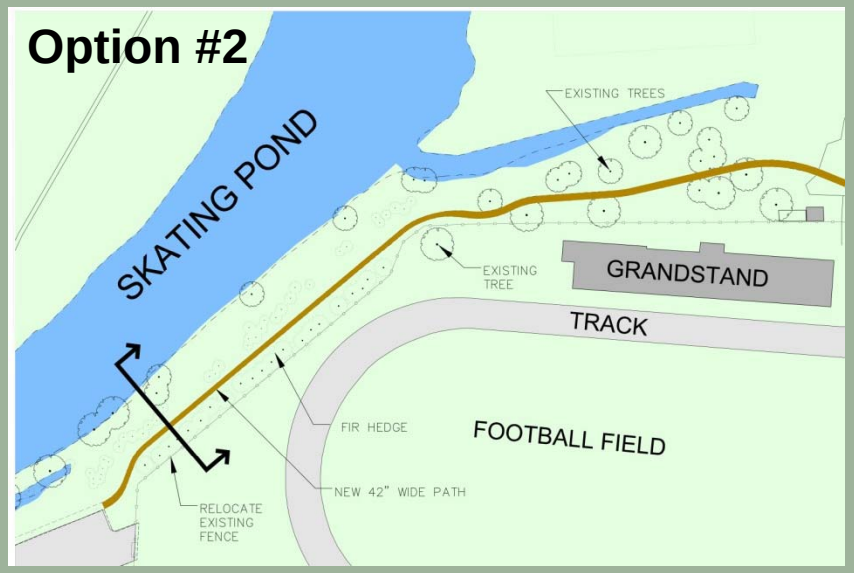
- Crosstown Path
- Improved sidewalk to High School
- Existing designated route

Path Route Options – Segment 3

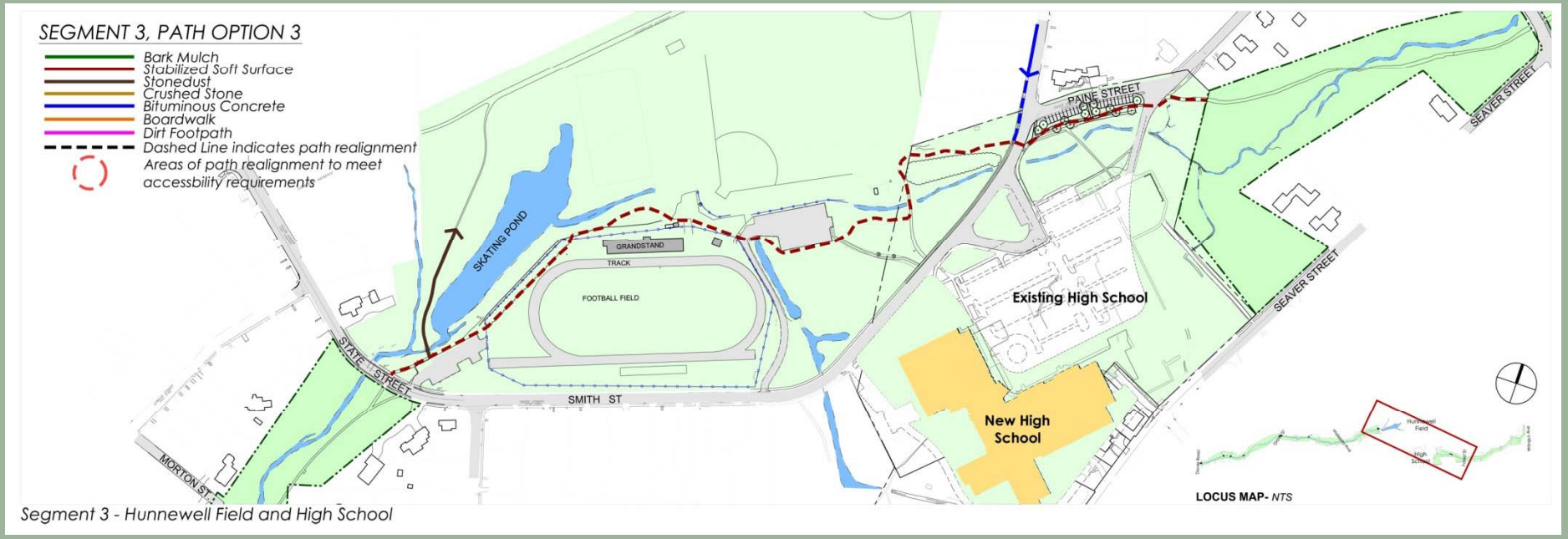


Segment 3 - Hunnewell Field and High School

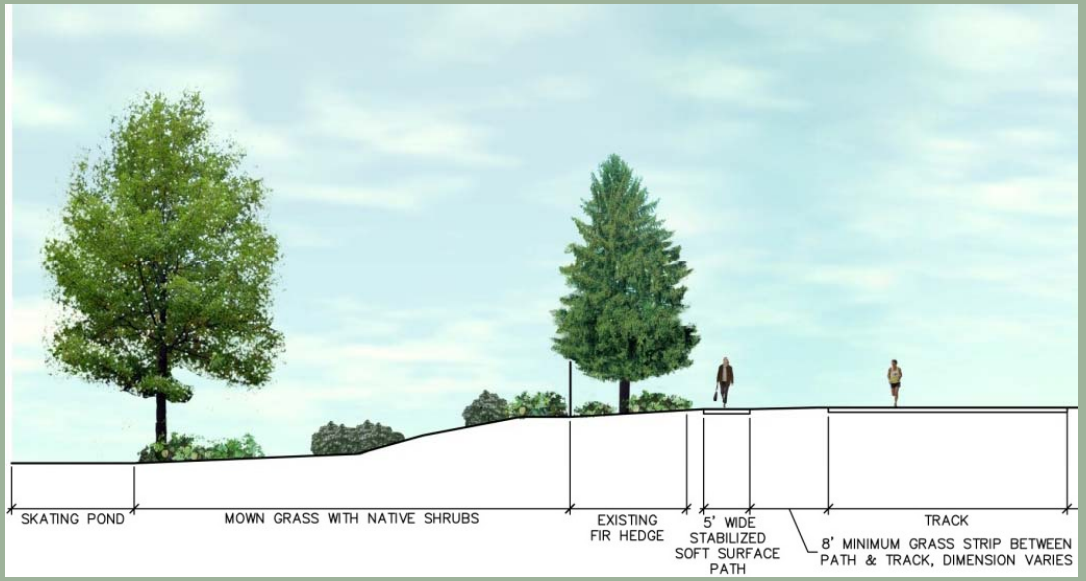


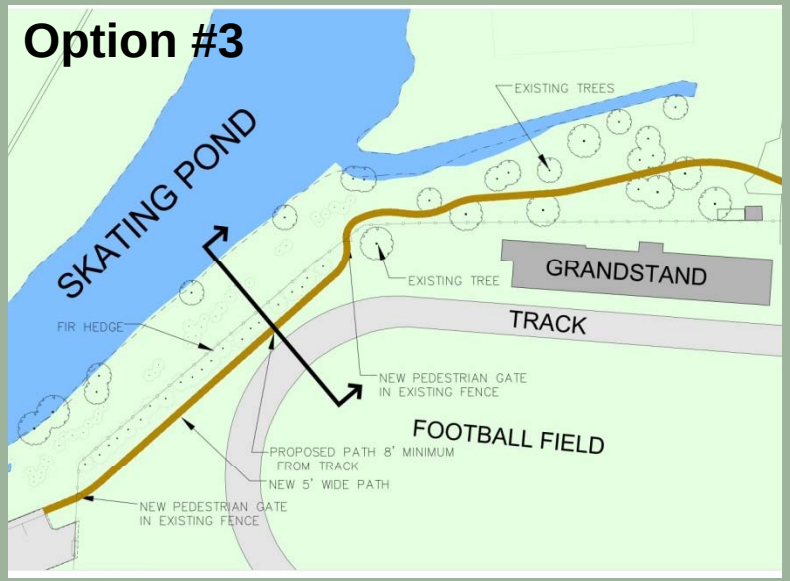


Path Route Options – Segment 3



Segment 3 - Hunnewell Field and High School





Path – Segment 4

Current Conditions: Paine Street to Maugus Avenue

Surface material:

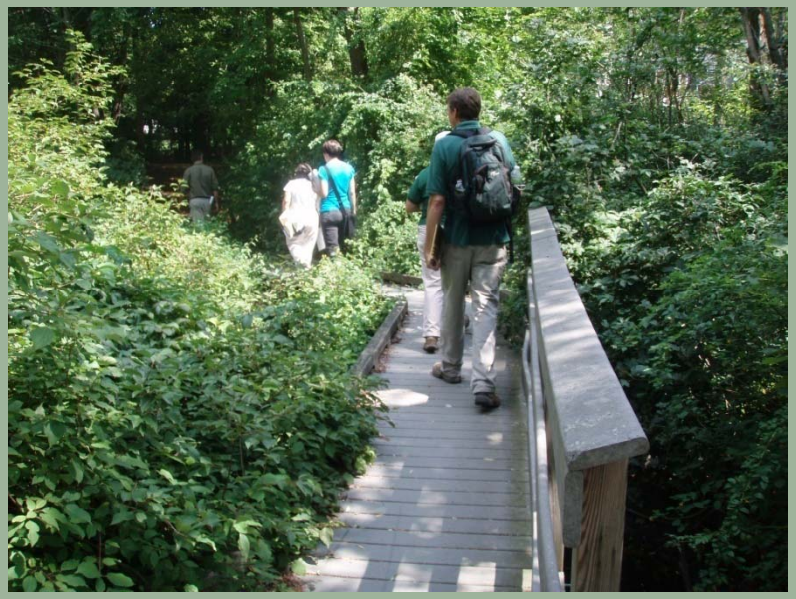
- Varies: wood chips, boardwalk, dirt footpath, stonedust, bituminous concrete

Width

- Ranges from 3.9’ to 12.1’ (averages 6.8’)

Issues

- Sensitive wetland crossing
- Floodplain area is subject to seasonal inundation
- Wood chips path is not accessible
- Steep grade at Forest Street and Abbott Road
- Path is close to park boundary in some areas



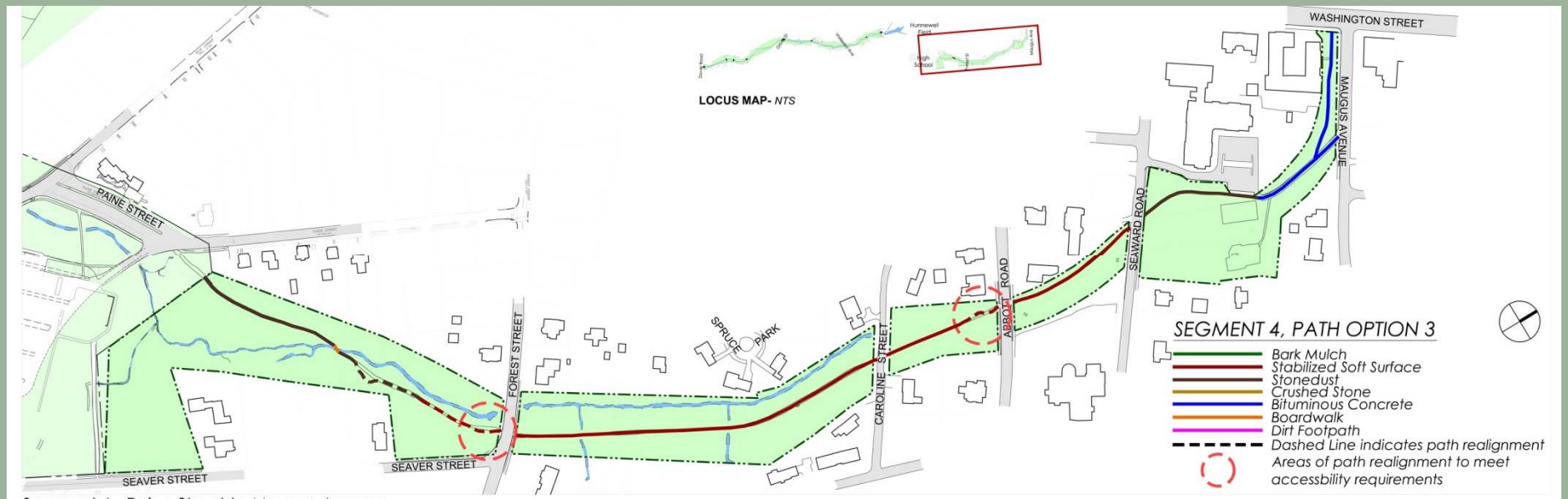
Path Options – Segment 4

Segment 4 - Paine Street to Maugus Avenue

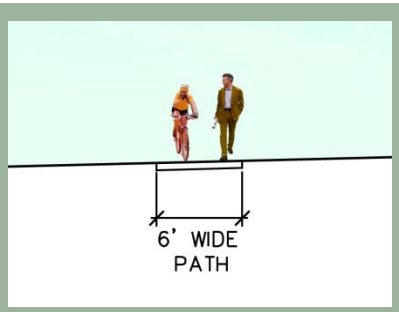
Option #1

- No alignment, width, surface material, or grade changes
- Repairs to existing surface only
- Path between Paine and Forest Streets to be unplowed in winter

Path Options – Segment 4



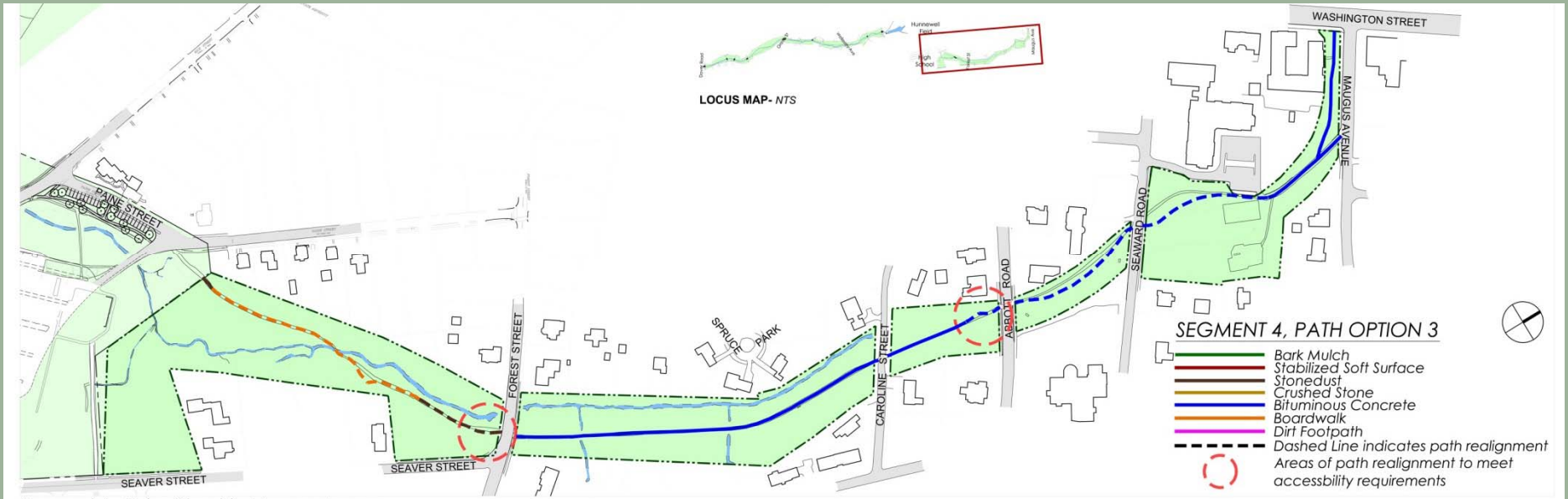
Segment 4 - Paine Street to Maugus Avenue



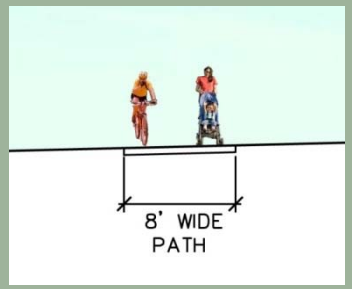
Option #2

- Existing boardwalk upgraded to 4' wide
- Rest of path is consistent 6' width
- Alignment changes west of Forest Street and Abbott Road for universal access
- Materials to include boardwalk, compacted stonedust in wetland area; stabilized soft surface, bituminous concrete at Maugus Avenue only
- Wetland area to be unplowed

Path Options – Segment 4



Segment 4 - Paine Street to Maugus Avenue



Option #3

- Existing boardwalk lengthened and upgraded to 6' wide
- Rest of path is consistent 8' wide
- Alignment changes west of Forest Street and Abbott Road for universal access
- Alignment changes east and west of Seaward Road to improve park experience
- Materials to include boardwalk, compacted stonedust, bituminous concrete

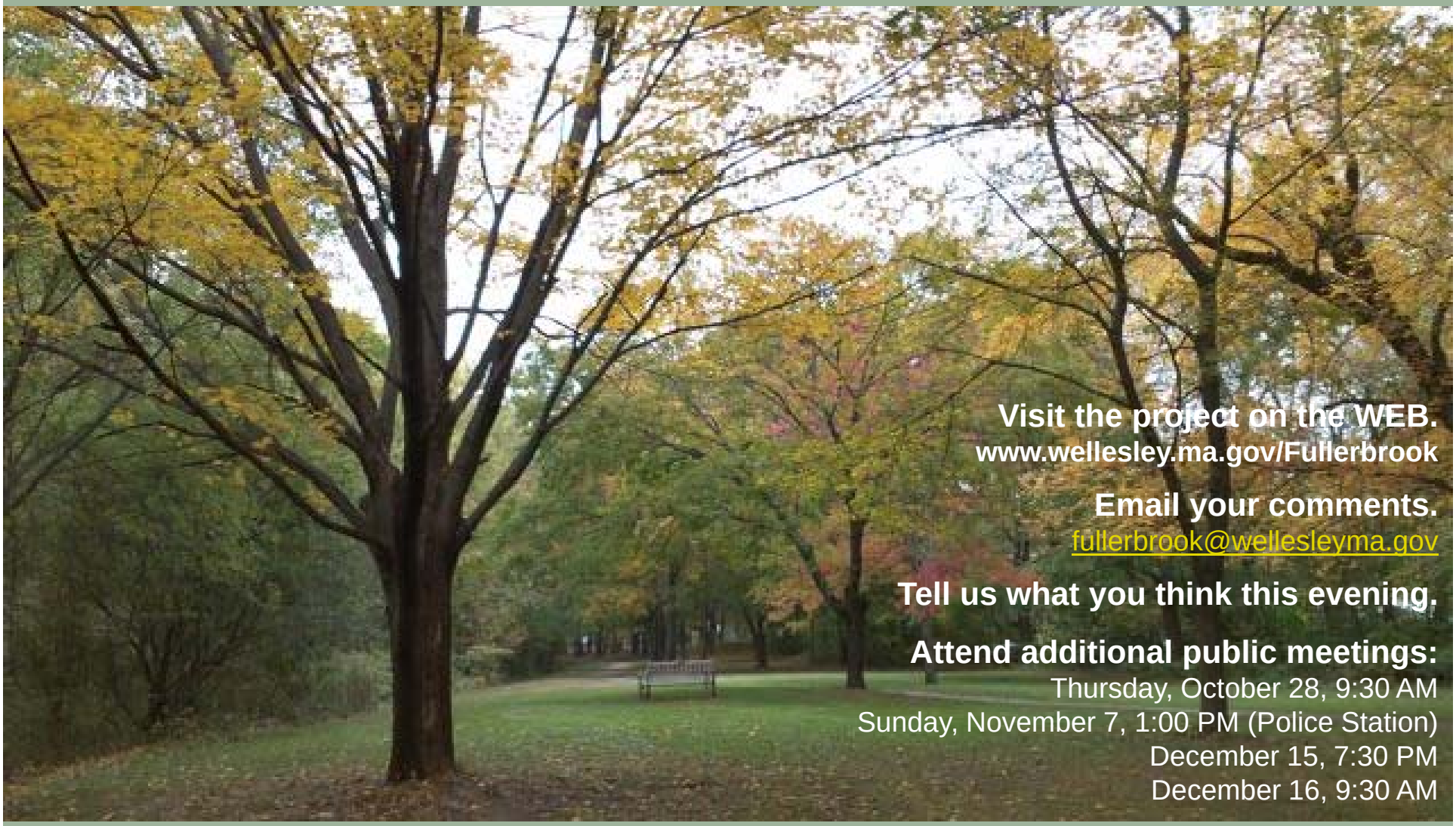
Analysis of Path Options with Design Criteria

Option	DESIGN CRITERIA											
Segment	Passive use & universal access	Scenic & natural character	Preserve cultural resources	Enhance natural resources	Improve floodplain	Site-specific	Connect Fuller & Caroline Brooks	Reduce health & safety risks	Address community concerns	Sustainable & maintainable	Can be phased	Cost benefit
Segment 1: Dover Road to Grove Street												
1: Repair existing surface	●	●	○	○		●		○	●	●		○
2: 6' wide uniform path in compacted stonedust	●	●	●	●		●			●	●	●	●
3: 8' wide uniform path in stabilized soft surface	●	●	●	●		●		●	●	●	●	●
Segment 2: Grove Street to State Street												
1: Repair existing surface	●		○	○	●	●		○		○		○
2. 6' wide uniform path in stabilized soft surface	●	●	●	●	●	●		●		●	●	●
3. 8' wide uniform path in bituminous	●	●	●	●	●	●		●		●	●	●
Segment 3: Hunnewell Field												
1. Use existing routes	●						●					
2. Path outside football field	○	●				●	●	●		●	●	●
3. Path inside football field	●					●	●	●		●	●	●
Segment 4: Paine Street to Maugus Avenue												
1: Repair existing surfaces	●			●	●	●		○		●	○	●
2. New boardwalk, 6' compacted stonedust, stabilized soft surface	●	●		●	●	●		●		●	●	●
3. New 6' boardwalk; 8' path in compacted stonedust, bituminous	●	●		●	●	●		●		●	●	●

KEY

- ● Meets design criteria
- ○ Option is neutral in benefit
- ● Does not meet design criteria

Feedback: Questions and Comments



Visit the project on the WEB.
www.wellesley.ma.gov/Fullerbrook

Email your comments.
fullerbrook@wellesleyma.gov

Tell us what you think this evening.

Attend additional public meetings:
Thursday, October 28, 9:30 AM
Sunday, November 7, 1:00 PM (Police Station)
December 15, 7:30 PM
December 16, 9:30 AM