MAJOR DESIGN ISSUES

- Road & drainage repairs
- Poor sight lines
- No breakdown lane or shoulder
- Excessive height of median barrier
- Seawall & revetment repairs
- Poor entry/exit configuration
- Pedestrian safety
- Lack of visual character
MAJOR GOALS

Rehabilitation of Historic Parkway
- Traffic calming & safety
- Pedestrian improvements
- Aesthetic improvements

Upgrade Reservation Identity
- Entry
- Exit

Resource Protection
- Reconstruction of revetment
- Limited dune restoration
- Storm water BMPs
Roadway
Southbound
Reservation Gateway

- No sense of gateway
- Unclear circulation
- Excessive pavement
- Lack of character
Gateway Improvements

PROPOSED RETAINING WALL
LANDSCAPE IMPROVEMENTS

NAHANT ROAD

DCR MAINTENANCE GARAGE

NORTH

dcr | department of Conservation and Recreation
Section B-B

✔ Section Length = 0.65 Miles (3,400 LF)
1907 Light Fixture
Steel Backed Timber Guardrail
- Road waggles
- Channelized - No integration
- Sparse vegetation
Section C-C

✓ Section Length = 0.19 miles (1,000 LF)

dcr | department of Conservation and Recreation
Existing 4 Lane Roadway

Existing 2 Lane Roadway
## Traffic Data

### Off Season, Daily Traffic Volumes

<table>
<thead>
<tr>
<th>Nahant Beach Parkway</th>
<th>Average Daily Traffic (vpd)</th>
<th>Average Daily Directional Traffic (vpd)</th>
<th>Average Daily Directional Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WEEKDAY</strong></td>
<td>10,109</td>
<td>5,086 (SB)</td>
<td>50% (SB)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5,023 (NB)</td>
<td>50% (NB)</td>
</tr>
<tr>
<td><strong>SATURDAY</strong></td>
<td>10,659</td>
<td>5,296 (SB)</td>
<td>50% (SB)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5,363 (NB)</td>
<td>50% (NB)</td>
</tr>
<tr>
<td><strong>SUNDAY</strong></td>
<td>9,879</td>
<td>4,808 (SB)</td>
<td>49% (SB)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5,071 (NB)</td>
<td>51% (NB)</td>
</tr>
</tbody>
</table>
## Traffic Data

### Off Season, Peak Hour Traffic Volumes

<table>
<thead>
<tr>
<th>Day</th>
<th>Peak Hour Traffic (vph)</th>
<th>Percentage Distribution</th>
<th>Peak Hour Traffic (vph)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MORNING</td>
<td>693</td>
<td>SB 24%</td>
<td>165 (SB)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NB 76%</td>
<td>528 (NB)</td>
</tr>
<tr>
<td>EVENING</td>
<td>760</td>
<td>SB 63%</td>
<td>481 (SB)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NB 37%</td>
<td>279 (NB)</td>
</tr>
<tr>
<td>SATURDAY</td>
<td>861</td>
<td>SB 53%</td>
<td>456 (SB)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NB 47%</td>
<td>405 (NB)</td>
</tr>
<tr>
<td>SUNDAY</td>
<td>938</td>
<td>SB 52%</td>
<td>487 (SB)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NB 48%</td>
<td>451 (NB)</td>
</tr>
</tbody>
</table>
# Traffic Data

## Peak Season, Daily Traffic Volumes

<table>
<thead>
<tr>
<th>Nahant Beach Parkway</th>
<th>Average Daily Traffic (vpd)</th>
<th>Average Daily Directional Traffic (vpd)</th>
<th>Average Daily Directional Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WEEKDAY</strong></td>
<td>13,724</td>
<td>7,326 (SB)</td>
<td>53% (SB)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6,398 (NB)</td>
<td>47% (NB)</td>
</tr>
<tr>
<td><strong>SATURDAY</strong></td>
<td>11,521</td>
<td>5,915 (SB)</td>
<td>51% (SB)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5,606 (NB)</td>
<td>49% (NB)</td>
</tr>
<tr>
<td><strong>SUNDAY</strong></td>
<td>10,840</td>
<td>5,662 (SB)</td>
<td>52% (SB)</td>
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<tr>
<td></td>
<td></td>
<td>5,178 (NB)</td>
<td>48% (NB)</td>
</tr>
</tbody>
</table>
### Traffic Data

#### Peak Season, Peak Hour Traffic Volumes

<table>
<thead>
<tr>
<th>Nahant Beach Parkway</th>
<th>Peak Hour Traffic (vph)</th>
<th>Percentage Distribution</th>
<th>Peak Hour Traffic (vph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MORNING</td>
<td>915</td>
<td>SB 57%</td>
<td>523 (SB)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NB 43%</td>
<td>392 (NB)</td>
</tr>
<tr>
<td>EVENING</td>
<td>926</td>
<td>SB 67%</td>
<td>623 (SB)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NB 33%</td>
<td>303 (NB)</td>
</tr>
<tr>
<td>SATURDAY</td>
<td>903</td>
<td>SB 56%</td>
<td>505 (SB)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NB 44%</td>
<td>398 (NB)</td>
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<tr>
<td>SUNDAY</td>
<td>921</td>
<td>SB 55%</td>
<td>509 (SB)</td>
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<tr>
<td></td>
<td></td>
<td>NB 45%</td>
<td>412 (NB)</td>
</tr>
</tbody>
</table>
Section D-D

Section Length = 250 LF
✓ 1 ½ mile pedestrian loop
✓ Site line improvements
✓ Stormwater management
✓ Snow management
✓ Begin left turn lane
Section E-E

✓ Section Length = 0.28 miles (1,500 LF)
Stormwater Management

- Runoff
- Wave overwash
- Storm tide
Reservation / Nahant Gateway
Gateway Improvement
Section F-F

Section Length = 0.22 miles (1,200 LF)
Reservation
Northbound
Reservation Gateway

- Unclear circulation
- Lack of character
Entrance Improvements

33 spaces
- 900 spaces
- Pedestrian sidewalks
- Protected dune crossings
Reservation Exit

- Poor sight lines
- Unsafe merge
- Unclear circulation
Exit Improvements

- 38 spaces
- Dune restoration
Section A-A

Section Length = 300 LF
WHY THIS PLAN?

- Much needed maintenance & repairs to road and drainage
- Incorporate state of the art operational & safety improvements
- Expand the natural & recreational offerings of the Reservation
- Enhance the aesthetic/historic character
- Seize upon a rare opportunity to improve the gateway to Nahant
Next Steps

- April 17th Public Meeting
- ENF – Spring 2008 Filing
- Plans & Specs - Fall 2008
- Advertise for Bid – Spring 2009