



# COMMUNITY PRESERVATION APPLICATION FOR FUNDING

City of Newburyport  
Community Preservation Committee

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Applications for funding are due by **Thursday, February 7, 2019 at 4:00 p.m.** with the Community Preservation Committee, c/o Office of Planning and Development, City Hall, 60 Pleasant St., Newburyport MA 01950.

## Application Instructions:

- Applicants should file ten (10) paper copies and one electronic copy of the completed application and all accompanying documents.
- Applications should be stapled or clipped. Bound applications are not required.
- Please be mindful of extraneous paper – double sided copies are acceptable.

**PROJECT NAME:** Riverfront Trail Gap Project/Clipper City Rail Trail Phase II

**PROJECT ADDRESS:** Former B&M rail corridor behind the Wastewater Treatment Plant between Joppa Park and the American Yacht Club

**MAP/LOT:** (n/a)

**APPLICANT NAME:** Newburyport Planning Office

(Group or Committee Affiliation)

**CONTACT PERSON:** Geordie Vining, Senior Project Manager

**TELEPHONE/FAX NO.:** (978) 465-4400 x6

**ADDRESS:** City Hall, 60 Pleasant Street

Newburyport, MA 01950

**EMAIL:** [gvining@cityofnewburyport.com](mailto:gvining@cityofnewburyport.com)

**AMOUNT OF COMMUNITY PRESERVATION FUNDING REQUESTED:** \$250,000

## **COMMUNITY PRESERVATION CATEGORY:**

*(Please check all that apply)*

- Open Space**
- Historic Resource**
- Affordable Housing**
- Recreation**

\* Applicants seeking Affordable Housing funds must attend a Newburyport Affordable Housing Trust meeting to review and discuss their application. This review must occur prior to the Community Preservation Committee deliberations.

**PROJECT SUMMARY:** Provide a description of the Project, including the property involved and its proposed use.

The construction phase of the Riverfront Trail Gap Project will establish a crucial trail link along a 1,200' section of the former B&M railroad corridor along the Merrimack River shoreline, and fill a critical gap in this well-used trail network. The project will clean up soil contamination and significantly improve the resilience of this unprotected stretch of shoreline to sea level rise and storm surge events. The riverfront trail section between Joppa Park and the American Yacht Club will connect over three miles of the City's existing Rail Trail/Harborwalk network. The trail will be raised several feet above existing grade in order to be at or above the FEMA flood zone level, and will be protected by a reconstructed rip-rap revetment along approximately 900 feet of the shoreline. This riverfront trail corridor has been fenced off since the discovery of soil contamination, and an interim trail detour has been routed along busy Water Street. While the interim on-road Water Street detour is functional in the near term, it is not a desirable long-term connection due to the narrowness of the road and its sidewalks, the direct proximity and speed of thousands of motor vehicles each day, the pinch points caused by utility poles and fire hydrants, universal access concerns, and its substantial 1000-foot length. Construction of the Riverfront Trail Gap Project will provide an off-road, paved, universally accessible, multiuse trail with amenities including seating, interactive sculpture, and a historic interpretive sign.

The Riverfront Trail will provide magnificent waterfront views that will be particularly accessible for thousands of residents and visitors. The Merrimack River widens dramatically at this point and becomes more than a mile and a half wide as it flows towards the ocean. The trail user's views and experience of this extraordinary opening of the tidal river, bounded by the extensive natural beauty of the salt marsh on the other side and the barrier islands and the open ocean at its mouth, will be unique and special. This area of the river is part of the designated Great Marsh Important Bird Area (IBA), one of the most significant bird areas in Massachusetts and New England, and trail users will see large numbers of migrant waterfowl and raptors. The trail will also provide a platform to watch scenic seasonal boat traffic on the river. In addition, the City will highlight some of the cultural history of this shoreline with an additional historic interpretive sign at the northern end of the section, and install unique and interactive maritime sculpture installations and seating areas. The raised trail and its associated revetment will be a tangible example of climate change adaptation in an era of increasing storm surge and rising sea levels. This paved graded trail with multiple attractions will be within easy walking distance of the downtown for thousands of visitors and immediately accessible for thousands of residents from nearby thickly settled neighborhoods.

Construction of this riverfront portion of the Clipper City Rail Trail Phase II was deferred due to the discovery of soil contamination and subsequent sampling and planning activities, then significant erosion along the shoreline in 2018 and the design and installation of temporary shoreline stabilization measures, and a resulting consensus that the trail plans needed to be revised and permits amended to raise the trail and harden and improve the resiliency of the shoreline. The City has contracted with a consultant team to develop the revised plans for raising the trail, protecting the shoreline, and amending the local, state, and federal permits as necessary. We anticipate that the trail construction project will be implemented in two sequential bids and contracts, focusing first on cleaning up the contaminated soil in the identified 130-foot section and then constructing the 1,200-foot trail and associated shoreline protection. The bid plans and specifications for the cleanup activities will be available in the spring of 2019 so that we can implement the remediation during the summer of 2019. The remediation will include excavation of this defined soil area, disposal, post-excavation verification sampling and analysis, backfill and compaction, and then reporting to MassDEP and EPA to document completion. On a parallel track, the City is developing designs for the raised trail and associated shoreline stabilization and coordinating with regulatory authorities during the spring of 2019, followed by initiation of the permit amendments, which is projected to take approximately three to six months. We anticipate finalizing the revised trail plans and specifications during the fall of 2019, and being ready to bid the project out, pending securing full construction funding, at the end of 2019/early 2020.

**PUBLIC BENEFIT\*:** Describe in detail the benefits Newburyport will receive from the Project and how the Project fulfills the Community Preservation Committee's Project Evaluation Criteria.

**\* Deed Restrictions:** The City may require, as a condition for funding, that the applicant grant to the City or other authorized grantee certain restrictions, including: Preservation Restrictions on rehabilitated or acquired historic resources, Conservation Restrictions on preserved or acquired lands, and Affordability Restrictions on affordable housing projects. The restriction shall be recorded at the Southern Essex Registry of Deeds.

The Riverfront Gap Trail Project is part of Newburyport's long-term cycle of reinvention and transformation. The Riverfront Trail will fill a critical network gap and connect to multiple recreational, commercial, and residential destinations in Newburyport, as well as regionally in Newbury, Salisbury, and Amesbury. This site has long been an informal destination for pedestrians due to the superb views available across the vast expanse of the mouth of the Merrimack River, the extensive salt marsh across the river, boat traffic, and the ocean. Directly connecting to the southern end of this project and corridor is Joppa Park and the recently constructed rail trail that connects the densely developed South End neighborhood, March's Hill, a 10-acre woodland, and the Town of Newbury. Directly connecting to the northern end of this corridor is the recently constructed rail trail that winds past the American Yacht Club, offices, restaurants, shops, the Newburyport Art Association, the Custom House Maritime Museum, and the City's Visiting Boater Facility to connect with downtown Newburyport and its central waterfront boardwalk and park, as well as the Harborwalk through boat yards and Cashman Park, and Phase I of the Rail Trail which connects the North End neighborhood with the MBTA Commuter Rail Station, which connects across the river with the rail trails of the regional Coastal Trails Network in Salisbury and Amesbury. This is a very well-used and well-loved trail network. Completion of the Clipper City Rail Trail Phase II will improve the community's quality of life and make Newburyport a more distinctive, enjoyable, and vibrant place. Newburyport's economy, distinctive identity, and regional competitiveness are closely tied to long-term public infrastructure investments that target the waterfront and downtown and overall livability. The Riverfront Gap Trail will create additional opportunities for recreation, transportation, physical activity, neighborhood sociability, and connections to a variety of parks, destinations, the downtown, and neighborhoods. CPA funding will leverage other grant funding.

The project fulfills multiple criteria of the CPC, as follows:

- Clearly demonstrates eligibility as the project will support new outdoor recreation capital improvements for recreational use of land for trails/parks/playgrounds, and capital improvements to the land or the facilities thereon which make the land more functional for the intended recreational use;
- Consistent with local, regional, and statewide planning documents that have received public input and scrutiny including Master Plans, Open Space and Recreation Plans, the Strategic Waterfront Plan, the Merrimack Valley Priority Growth Strategy, MVPC Regional Strategic Framework Plan, Merrimack River Trail Reconnaissance Planning Report, and the state's Commonwealth Connections plan;
- Enhances the essential character of the City as a vibrant, walkable, livable community;
- Protects resources that would otherwise be threatened, as this section of the Merrimack River shoreline is demonstrably threatened physically by storm surges and rising sea levels;
- Serves multiple CPA purposes of recreation and open space;
- Demonstrates practicality and feasibility through the project's track record;
- Produces an advantageous cost/benefit value due to leveraging other funding and producing significant quality of life benefits as well as long-term economic benefits for Newburyport;
- Leverages additional funding from public agencies plus potentially non-profit and private sector organizations;

- Preserves and improves the utility of currently owned City assets in terms of improving land purchased for the purpose of building a rail trail (informal public use of this land has been prevented until the contaminated soils are remediated and the final trail is built);
- Endorsed by community and municipal departments and boards;
- Provides opportunities for passive recreation and environmental education along the Merrimack River;
- Provides connections with existing trails and protected open space;
- Preserves scenic views of the Merrimack River and Plum Island Basin for the public;
- Provide flood control/storage along this unprotected section of riverfront;
- Supports multiple recreational uses for pedestrians, bicyclists, wheelchair users, strollers, skaters, scooters, skateboarders, dog-walkers, etc.;
- Serves a significant number of residents as evidenced by regular observation as well as systematic trail counts documenting over 1,000 people using the completed section of the Rail Trail in a single day;
- Expands the range of recreational opportunities available to City residents of all ages and abilities;
- Jointly benefits Conservation Commission and Parks Commission initiatives by promoting recreation such as walking and bicycling;
- Promotes the creative use of an old railway corridor to create safe and healthful non-motorized recreation and transportation opportunities.

**CONTROL OF SITE:** Indicate whether the applicant owns or has a purchase agreement for the Project site. If the property is under agreement, include a description of the agreement and the timing and conditions. If the applicant does not have site control, explain.

The City has control of the site. This riverfront corridor is either owned in fee by the City or controlled by the City through a 99-year lease with National Grid. The lease will be updated with revised plans.

**FEASIBILITY:** List all steps that may be required for completion of the Project, such as environmental assessment, zoning or other approvals, agreement on terms of any required conservation, affordability or historic preservation restrictions, and any other known issues. For projects that may impact abutters or the neighborhood, describe support or objections from those affected.

The project is fully feasible. Similar projects have been successfully implemented including the recent revetment project done by National Grid adjacent to the new rail trail along a nearby section of the shoreline that had been significantly eroding, as well as the City's earlier walkway and shoreline project at Cashman Park, and numerous other coastal engineering projects throughout the country. The construction project will be implemented in two sequential bids and contracts, focusing on cleanup of the contaminated soil and then construction of the trail and associated shoreline stabilization. We have contracted with consultants to develop bid plans and specifications for the PCB cleanup activities, as well as develop plans and specifications for the shoreline protection and raised trail, and amend the existing permits, including an ACOE Self-Verification Form under the ACOE General Permit, a MEPA Notice of Project Change, a Chapter 91 Minor Modification, and an Amended Order of Conditions. We are working closely with the City Engineer. We have worked with the abutters to this section of trail throughout the process, and they are positive about the project and keen to see it completed. We will also update the 99-year lease with National Grid with updated plans.

**PROJECT TIMELINE:** Describe the anticipated steps or phases for completion of the Project. Demonstrate whether the Project will be ready to proceed in the coming fiscal year.

The construction project will be implemented in two sequential bids and contracts, focusing on cleanup of the contaminated soil and then construction of the trail and associated shoreline stabilization. We are currently working with consultants to develop bid plans and specifications for the PCB cleanup activities, including a Stormwater Pollution Prevention Plan, as well as developing plans and specifications for the raised trail and shoreline protection and amending permits. The City will bid the first contract for soil contamination cleanup in the spring of 2019 and be ready to begin implementation of the construction phase during the summer of 2019. The remediation construction phase tasks will include excavation of the defined 130-foot soil area, disposal, post-excavation verification sampling and analysis, backfill and compaction, and then required reporting to MassDEP and EPA to document completion. We will continue to seek additional construction funding. Depending upon the permit amendment timeframe, the City will then finalize trail plans and specifications during the fall of 2019 and bid the project out at the end of 2019 or early 2020. The implementation of the construction phase for the trail will include mobilization, erosion controls, vegetation and fencing removal, drainage work, granite block revetment, gravel borrow fill, grading, shoulder mix, foundations for various amenities, asphalt paving, fencing, loam and seed and landscaping, and installation of amenities.

**FUNDING:**

- A. **Project cost estimates:** Provide recent cost estimates for the proposed project, dated within the past six (6) months, detailing the scope of work and associated costs for each task.

The itemized construction cost estimate developed by consultants in January 2019 is \$1,386,600, which includes a 20% contingency (see attached).

- B. **Amount of Newburyport Community Preservation Funding Requested:**  
\$250,000

- B. **Other Sources of Funding Available:** If funding from other sources may be available for the Project, please complete the following table:

SOURCE OF FUNDING	AMOUNT REQUESTED	STATUS (COMMITTED Y/N IF NOT-WHEN)	CONTINGENT ON CP FUNDS (Y/N)
MassTrails Grant Program, Commonwealth of Massachusetts	\$300,000	No; applied 2/1/19; awards announced around 5/15/19	Y/N; grant requires a minimum of 20% project match, with higher match given greater consideration
Commonwealth of Massachusetts	\$750,000	Earmark in Section 2200-7022 of Chapter 209 of the Acts of 2018 (Environmental Bond Bill); funding mechanism for encumbering and releasing funds remains to be defined	No

## ATTACHMENTS:

Include the following with ALL copies of the application:

- ✓ Assessor's map showing location of the Project (*see attached*)
- ✓ Photographs (*see attached*)
- ✓ Recent written estimates of cost with detailed scope of work (*see attached*)
- ✓ Proposed oversight and management plan for the Project  
***Planning, design and construction of the project will be managed by the Newburyport Planning Office through Senior Project Manager Geordie Vining in coordination with other City staff. Once the riverfront trail is constructed, the facility will be managed by the City's Parks Department with support from the Department of Public Services and others as part of the rest of the Rail Trail system.***
- ✓ If the project involves public property, provide verification that the applicable public agency or department supports the project as presented and will oversee the project if funded.  
***The City's Planning Department, Department of Public Services, and Parks Department are supportive of this high-priority project and will provide appropriate oversight of the project.***
- Historic resources include buildings, structures, vessel real properties, documents or artifacts that are listed or eligible for listing on the state register of historic place or determined to be significant in the history, archeology, architecture or culture of the city by the local historic preservation commission. If the project involves a historic resource, please provide evidence (date of listing on the state register or a letter from the Newburyport Historical Commission confirming its determination of significance) with the application that it meets these criteria

Include the following, if applicable and available:

- ✓ Architectural plans and specifications, for new construction or rehabilitation (*see attached*)
- ✓ Maps, renderings, site plans (*see attached*)
- Historic structures report, existing conditions report
- ✓ Names and addresses of project architects, contractors and consultants
  - ***David Smith, Senior Project Manager  
Marine & Waterfront Engineering  
GZA Geoenvironmental, Inc.  
144 Elm Street, Amesbury, MA, 01913***
  - ***Jamie Falise, Senior Landscape Architect  
Stantec  
226 Causeway Street, 6<sup>th</sup> Floor  
Boston, MA, 02114***
  - ***Robert Nicoloro, Principal/LSP  
Stantec  
5 Burlington Woods Drive Suite 210  
Burlington MA 01803-4542***
- ✓ Budgets (*see attached*)

- Letters of Support

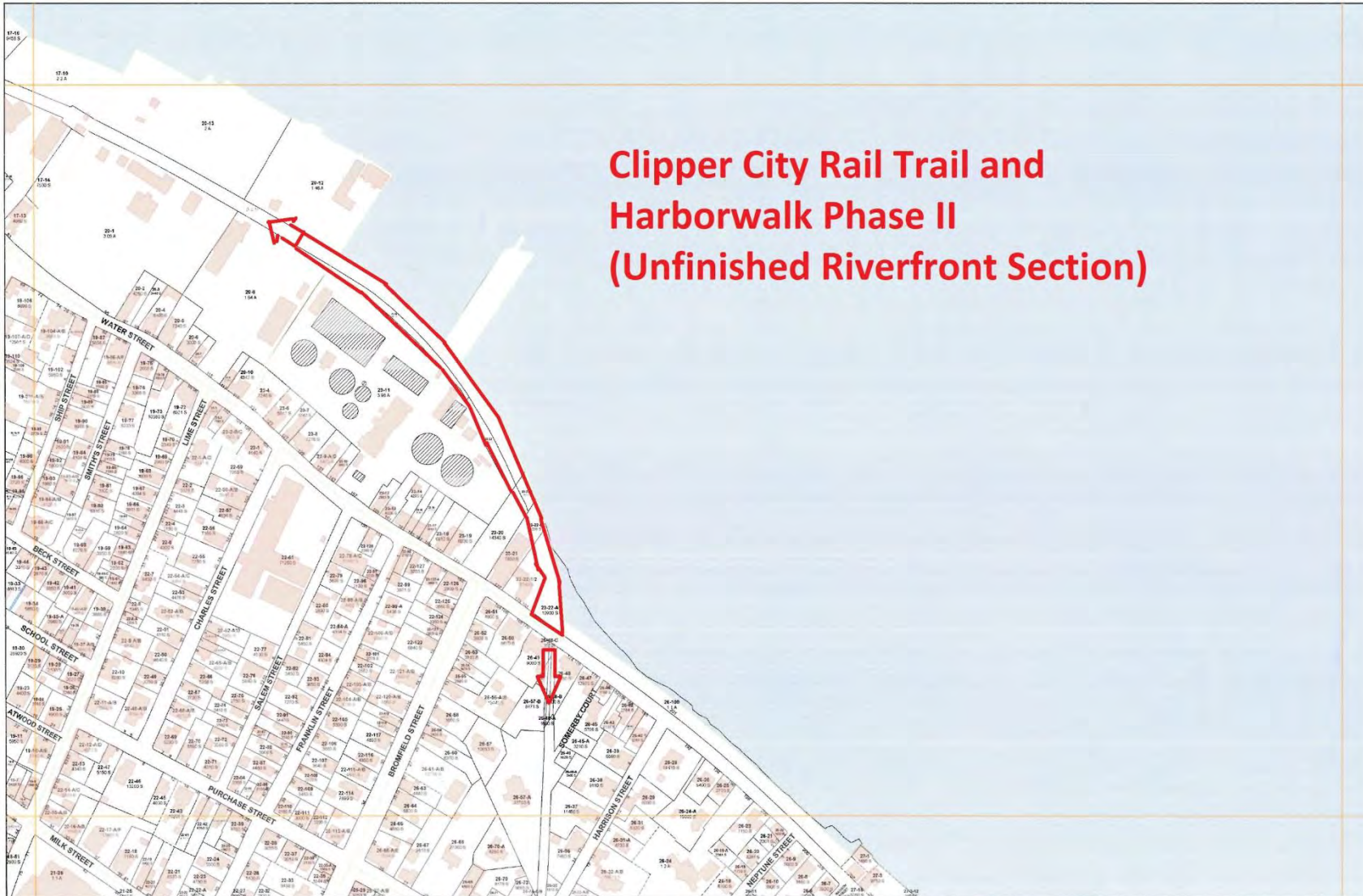
Attach additional sheets as necessary to answer all questions.

**YOU MAY BE REQUESTED TO PROVIDE ADDITIONAL INFORMATION.**

**For questions contact:** Office of Planning and Development  
Newburyport City Hall  
[cpc@cityofnewburyport.com](mailto:cpc@cityofnewburyport.com)  
(978) 465-4400

# Riverfront Trail Gap Project/Clipper City Rail Trail Phase II

**Clipper City Rail Trail and Harborwalk Phase II (Unfinished Riverfront Section)**



**WARNING:** Data and information is provided by the GIS system with the understanding that it is not guaranteed to be correct or complete. All data is subject to change and periodic updates. The City of Newburyport makes no claims, representations or warranties, express or implied, concerning the validity, reliability or the accuracy of the GIS data and GIS data products furnished by the City specifically including the implied or expressed validity of any uses of such data.



- Legend**
- Parcels
  - Tax Map
  - Municipal Boundary
  - Easements
  - Map Tile
  - Conservation Restriction
  - Combined Lots



**City of Newburyport, MA**  
Assessor's Map Tile No. 56

**Assessor Map**

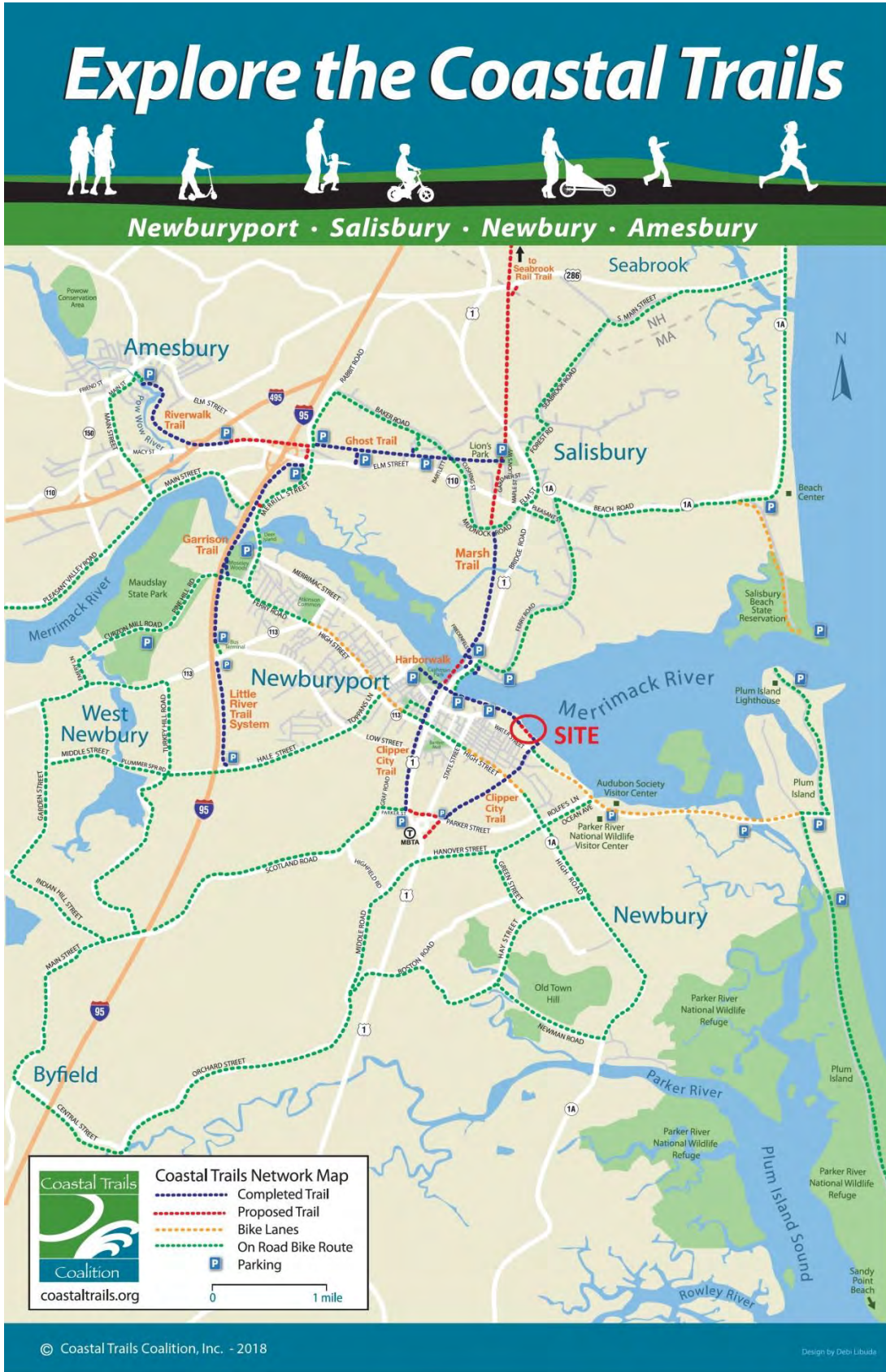


# Riverfront Trail Gap Project/Clipper City Rail Trail Phase II



Topographical Locus Map

# Riverfront Trail Gap Project/Clipper City Rail Trail Phase II



**Regional Trail Network Map**

# Riverfront Trail Gap Project/Clipper City Rail Trail Phase II



Newburyport Rail Trail Network Map

## Riverfront Trail Gap Project/Clipper City Rail Trail Phase II



**Aerial Photo Locus Map of Site**

## Riverfront Trail Gap Project/Clipper City Rail Trail Phase II



Looking northwest (December 2018) along the Merrimack River shoreline trail corridor towards downtown  
(note existing granite block seawall transitioning to deteriorated riprap revetment)

## Riverfront Trail Gap Project/Clipper City Rail Trail Phase II



Looking southeast at low tide (December 2018) along the Merrimack River shoreline trail corridor towards South End, Joppa Flats and Plum Island

## Riverfront Trail Gap Project/Clipper City Rail Trail Phase II



Views east from the shoreline trail corridor towards the mouth of the river in summer

## Riverfront Trail Gap Project/Clipper City Rail Trail Phase II



Views north from the shoreline trail corridor in winter



## Riverfront Trail Gap Project/Clipper City Rail Trail Phase II



Aerial photo (December 2018) of portion of scoured shoreline along riverfront trail corridor

## Riverfront Trail Gap Project/Clipper City Rail Trail Phase II



Debris from storm surge across shoreline trail corridor with recently eroded areas circled (May 2018)

## Riverfront Trail Gap Project/Clipper City Rail Trail Phase II



Compost filter tube is being undermined.

Scoured river bank of shoreline trail corridor in May 2018 (recently eroded area circled)

## Riverfront Trail Gap Project/Clipper City Rail Trail Phase II



**Debris across northern portion of shoreline trail corridor from storm surge (May 2018)**

## Riverfront Trail Gap Project/Clipper City Rail Trail Phase II



**Installation of temporary shoreline stabilization (December 2018) – double rows of stone-filled gabion baskets in worst scoured areas along riverfront**

## Riverfront Trail Gap Project/Clipper City Rail Trail Phase II



Partial temporary shoreline stabilization – gabion walls with stone haul road over geotextile fabric (January 2019)

## Riverfront Trail Gap Project/Clipper City Rail Trail Phase II



**Partial temporary shoreline stabilization looking northwest along riverfront – gabion walls with stone haul road over geotextile fabric (January 2019)**

**RIVERFRONT TRAIL GAP CONSTRUCTION (CLIPPER CITY RAIL TRAIL PHASE 2)****Budgetary Cost Estimate - Stantec & GZA**

STA 56+00 to STA 68+00

Quantity	Units	Description	Unit Price	Amount
1	LS	SOIL CONTAMINATION REMEDIATION	\$200,000	\$200,000
1	LS	MOBILIZATION/DEMObILIZATION	\$80,000	\$80,000
1	LS	DEMOLITION AND REMOVAL	\$25,000	\$25,000
900	LF	REVTMENT CONSTRUCTION	\$250	\$225,000
3,000	SY	FILTER FABRIC	\$6	\$18,000
3,100	TON	REVTMENT BEDDING STONE	\$80	\$248,000
0.5	A	CLEARING AND GRUBBING	\$20,000	\$10,000
250	CY	EARTH EXCAVATION	\$30	\$7,500
10	CY	TEST PIT FOR EXPLORATION	\$100	\$1,000
3,000	CY	GRAVEL BORROW	\$44	\$132,000
5,000	SY	FINE GRADING AND COMPACTING	\$5	\$25,000
6	EA	DRAINAGE / UTILITY STRUCTURE ADJUSTED	\$500	\$3,000
50	FT	12 INCH REINFORCED CONCRETE PIPE	\$85	\$4,250
60	CY	CRUSHED STONE AND LOAM MIX FOR SHOULDERS	\$45	\$2,700
120	TON	SUPERPAVE SURFACE COURSE - 9.5 (SSC - 9.5)	\$185	\$22,200
190	TON	SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC -	\$185	\$35,150
500	FT	1729 ION) CH CHAIN LINK FENCE REMOVED AND RESET	\$30	\$15,000
1	EA	PARK BENCH FOUNDATION AND INSTALLATION	\$1,000	\$1,000
2	EA	PARK BENCH - SWING STYLE - FOUNDATION AND INSTALLATION	\$1,000	\$2,000
500	CY	LOAM BORROW	\$50	\$25,000
1	LS	NPDES STORMWATER POLLUTION PREVENTION PLAN	\$4,000	\$4,000
5,000	SY	SEEDING	\$2	\$10,000
1,200	FT	COMPOST FILTER TUBES	\$6	\$7,200
2,500	SY	MATTING FOR EROSION CONTROL	\$5	\$12,500
1	LS	SHORELINE PLANTING	\$40,000	\$40,000
1	LS	DESIGN CONTINGENCY (10%)	\$115,500	\$115,550
1	LS	CONSTRUCTION CONTINGENCY (10%)	\$115,500	\$115,550
<b>Total :</b>				<b>\$1,386,600</b>

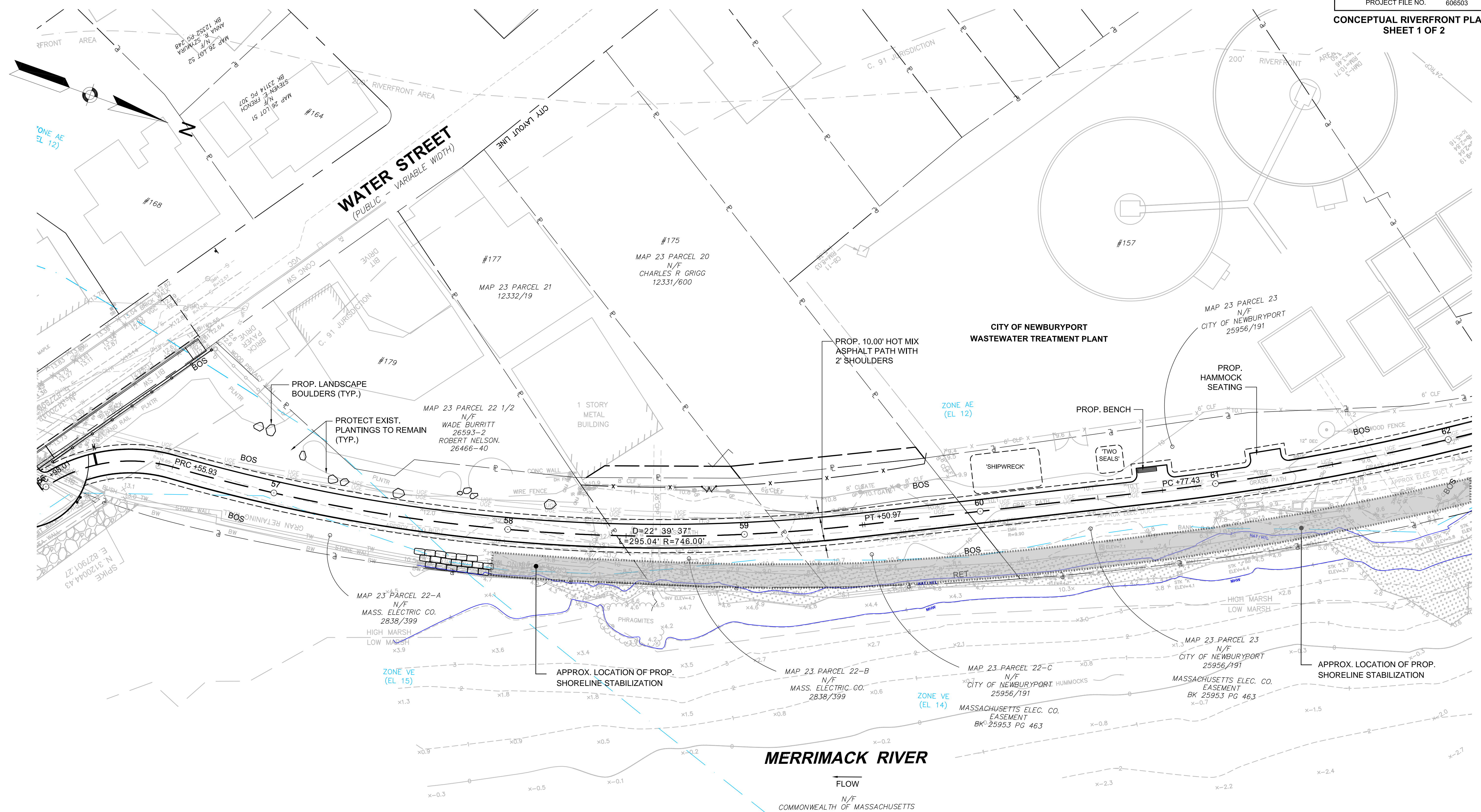


Riverfront Trail Concept Plans (Clipper City Rail Trail Phase 2)

NEWBURYPORT / NEWBURY  
CLIPPER CITY RAIL TRAIL - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP/TE/CM-002S(852)X	1	1
PROJECT FILE NO.		606503	

CONCEPTUAL RIVERFRONT PLANS  
SHEET 1 OF 2



CONTINUED ON  
SHEET NO. 2

606503\_HIDSHORELINE CONSTRUCTION PLANS.DWG 30-Jan-2019



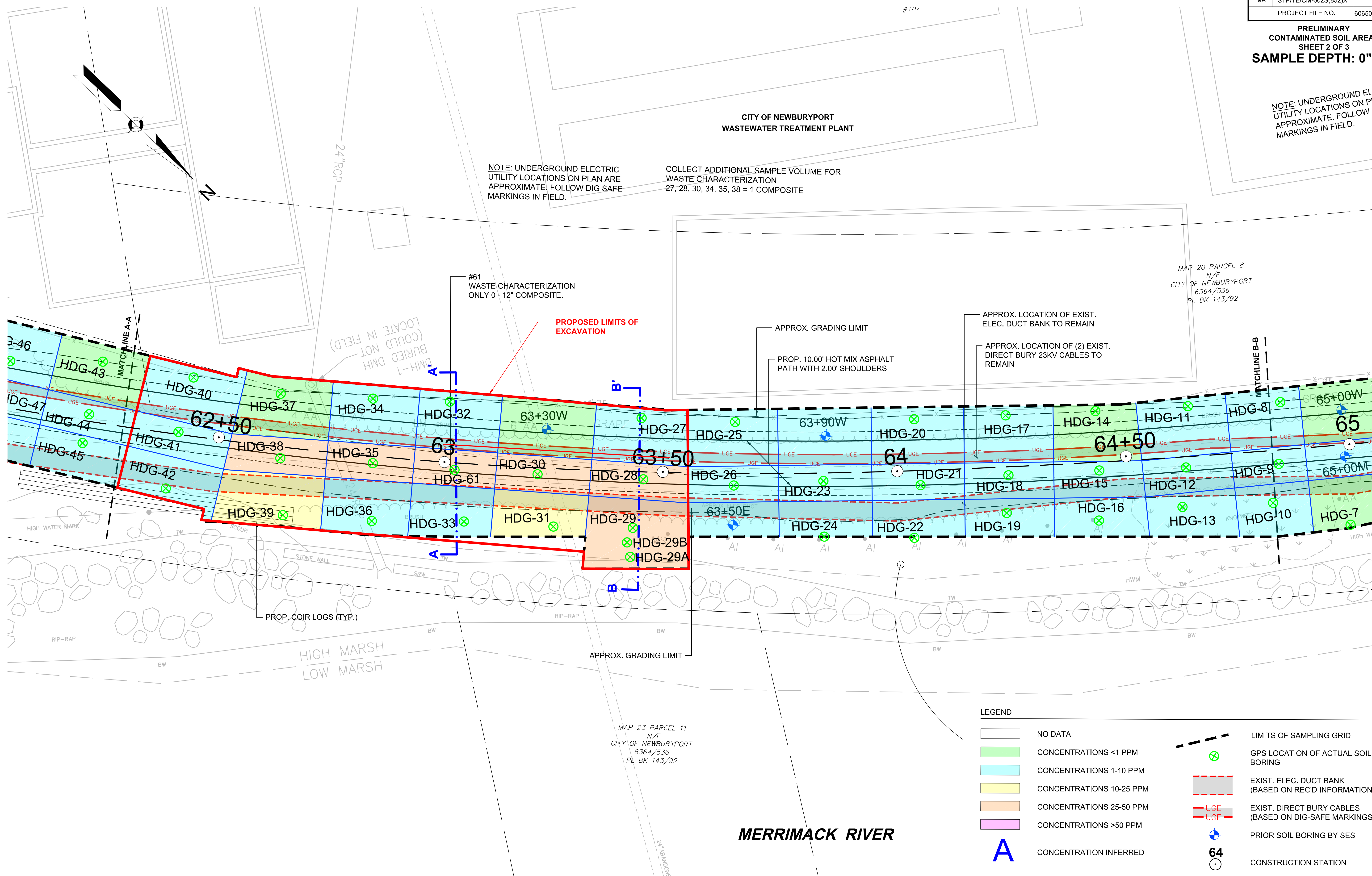
Riverfront Trail Soil Contamination Remediation Plans

NEWBURYPORT / NEWBURY  
CLIPPER CITY RAIL TRAIL - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP/TE/CM-002S(852)X	181	181
PROJECT FILE NO. 606503			

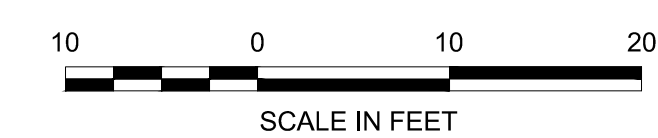
PRELIMINARY  
CONTAMINATED SOIL AREAS  
SHEET 2 OF 3  
SAMPLE DEPTH: 0" - 6"

NOTE: UNDERGROUND ELEC. UTILITY LOCATIONS ON PLAN ARE APPROXIMATE. FOLLOW DIG SAFE MARKINGS IN FIELD.



**LEGEND**

- NO DATA
- CONCENTRATIONS <1 PPM
- CONCENTRATIONS 1-10 PPM
- CONCENTRATIONS 10-25 PPM
- CONCENTRATIONS 25-50 PPM
- CONCENTRATIONS >50 PPM
- CONCENTRATION INFERRED (A)
- LIMITS OF SAMPLING GRID
- GPS LOCATION OF ACTUAL SOIL BORING
- EXIST. ELEC. DUCT BANK (BASED ON REC'D INFORMATION)
- EXIST. DIRECT BURY CABLES (BASED ON DIG-SAFE MARKINGS)
- PRIOR SOIL BORING BY SES
- CONSTRUCTION STATION



**FIGURE - 6A**

**NEWBURYPORT / NEWBURY  
CLIPPER CITY RAIL TRAIL - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP/TE/CM-002S(852)X	181	181
PROJECT FILE NO. 606503			

**PRELIMINARY  
CONTAMINATED SOIL AREAS  
SHEET 2 OF 3  
SAMPLE DEPTH: 6" - 12"**

NOTE: UNDERGROUND ELEC. UTILITY LOCATIONS ON PLAN ARE APPROXIMATE. FOLLOW DIG SAFE MARKINGS IN FIELD.

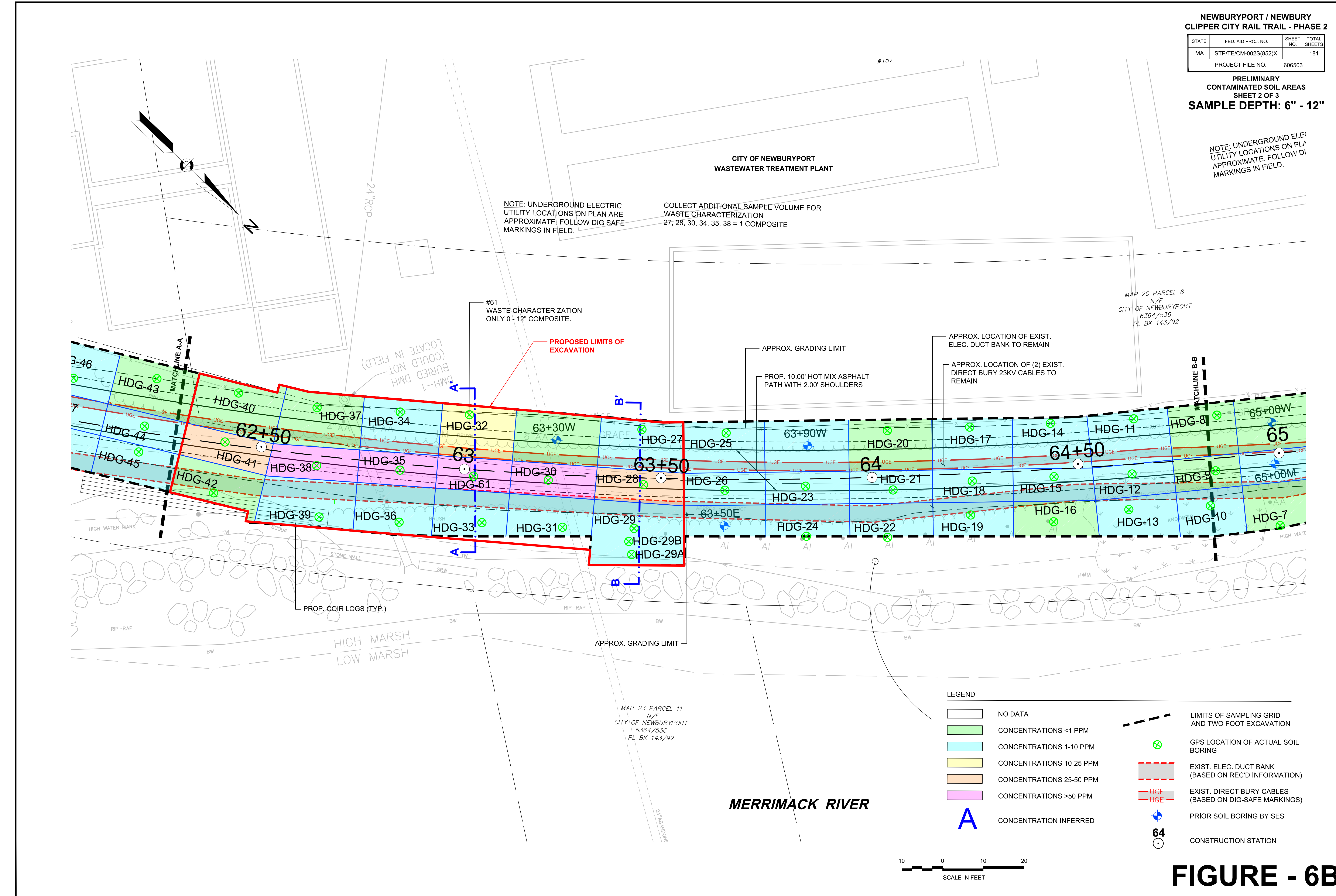
CITY OF NEWBURYPORT  
WASTEWATER TREATMENT PLANT

NOTE: UNDERGROUND ELECTRIC UTILITY LOCATIONS ON PLAN ARE APPROXIMATE. FOLLOW DIG SAFE MARKINGS IN FIELD.

COLLECT ADDITIONAL SAMPLE VOLUME FOR WASTE CHARACTERIZATION  
27, 28, 30, 34, 35, 38 = 1 COMPOSITE

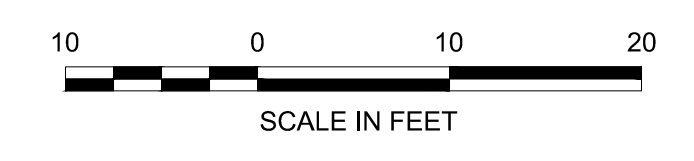
#61 WASTE CHARACTERIZATION ONLY 0 - 12" COMPOSITE.

MAP 20 PARCEL 8  
N/F  
CITY OF NEWBURYPORT  
6364/536  
PL BK 143/92



**LEGEND**

- NO DATA
- CONCENTRATIONS <1 PPM
- CONCENTRATIONS 1-10 PPM
- CONCENTRATIONS 10-25 PPM
- CONCENTRATIONS 25-50 PPM
- CONCENTRATIONS >50 PPM
- A CONCENTRATION INFERRED
- LIMITS OF SAMPLING GRID AND TWO FOOT EXCAVATION
- ⊗ GPS LOCATION OF ACTUAL SOIL BORING
- EXIST. ELEC. DUCT BANK (BASED ON REC'D INFORMATION)
- UGE — EXIST. DIRECT BURY CABLES (BASED ON DIG-SAFE MARKINGS)
- ⊕ PRIOR SOIL BORING BY SES
- 64 CONSTRUCTION STATION



**FIGURE - 6B**

**NEWBURYPORT / NEWBURY  
CLIPPER CITY RAIL TRAIL - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP/TE/CM-002S(852)X	181	181
PROJECT FILE NO. 606503			

**PRELIMINARY  
CONTAMINATED SOIL AREAS  
SHEET 2 OF 3  
SAMPLE DEPTH: 12" - 18"**

NOTE: UNDERGROUND ELEC.  
UTILITY LOCATIONS ON PLA  
APPROXIMATE. FOLLOW DI  
MARKINGS IN FIELD.

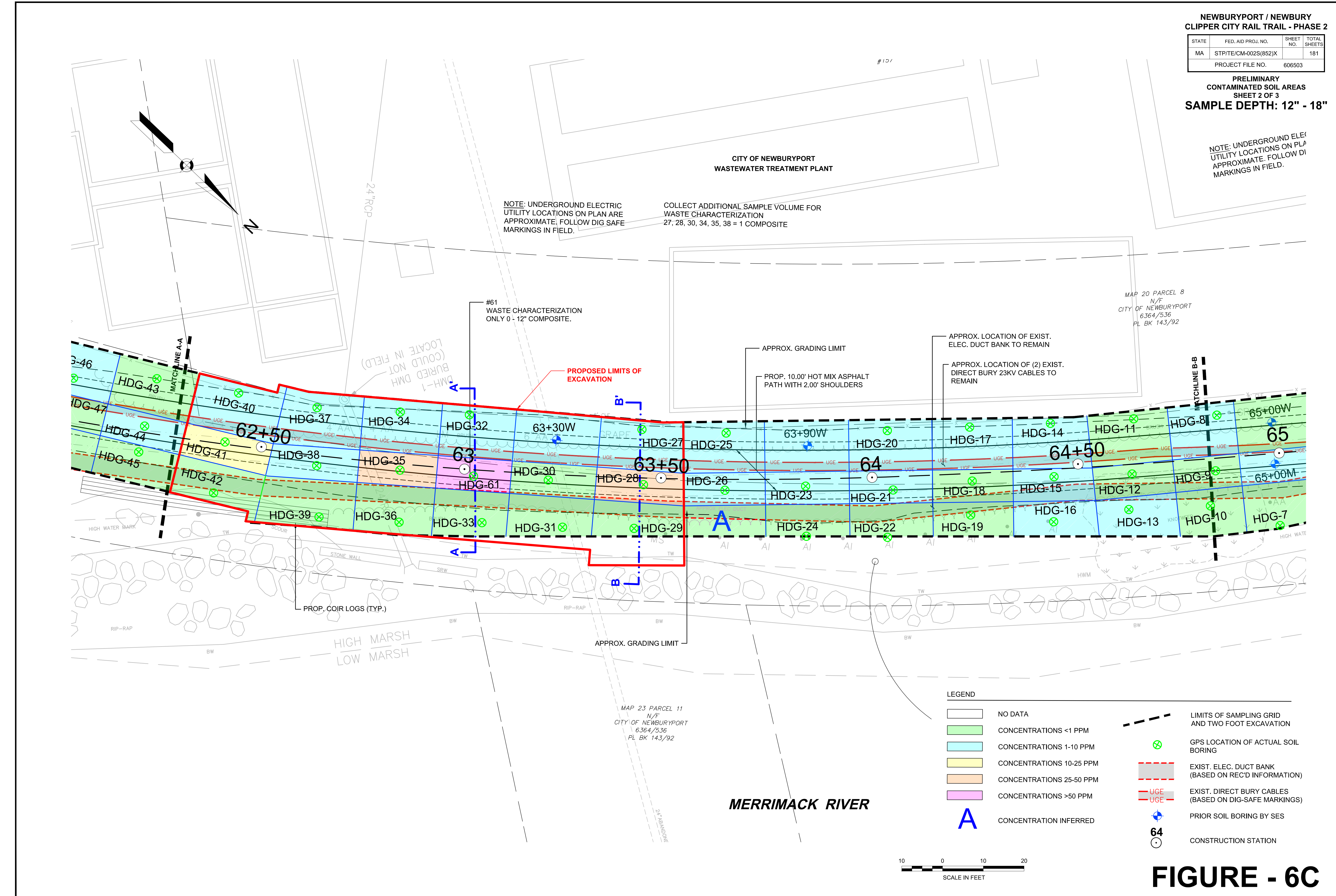
CITY OF NEWBURYPORT  
WASTEWATER TREATMENT PLANT

NOTE: UNDERGROUND ELECTRIC  
UTILITY LOCATIONS ON PLAN ARE  
APPROXIMATE. FOLLOW DIG SAFE  
MARKINGS IN FIELD.

COLLECT ADDITIONAL SAMPLE VOLUME FOR  
WASTE CHARACTERIZATION  
27, 28, 30, 34, 35, 38 = 1 COMPOSITE

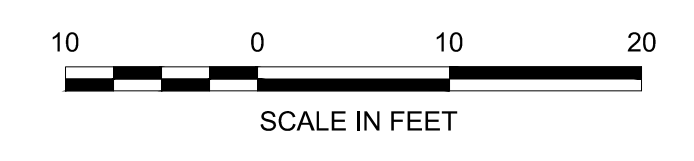
#61  
WASTE CHARACTERIZATION  
ONLY 0 - 12" COMPOSITE.

MAP 20 PARCEL 8  
N/F  
CITY OF NEWBURYPORT  
6364/536  
PL BK 143/92



**LEGEND**

- NO DATA
- CONCENTRATIONS <1 PPM
- CONCENTRATIONS 1-10 PPM
- CONCENTRATIONS 10-25 PPM
- CONCENTRATIONS 25-50 PPM
- CONCENTRATIONS >50 PPM
- A CONCENTRATION INFERRED
- LIMITS OF SAMPLING GRID AND TWO FOOT EXCAVATION
- GPS LOCATION OF ACTUAL SOIL BORING
- EXIST. ELEC. DUCT BANK (BASED ON REC'D INFORMATION)
- EXIST. DIRECT BURY CABLES (BASED ON DIG-SAFE MARKINGS)
- PRIOR SOIL BORING BY SES
- 64 CONSTRUCTION STATION



**FIGURE - 6C**