

## Presentation's Supporting Images

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To help visualize what the 4' wide berm would look like, PRCWA has installed a rough berm for about 300' at the beginning of the roadbed at the north end.





The existing storm-drains are still fully functional and exist at the outer edges of the roadbed or have access points near the roadbed. Years ago, MassDOT laid granite blocks over most of the drains for liability reasons. Newburyport DPS has a work order presently to remove these obstacles so proper drainage can occur.





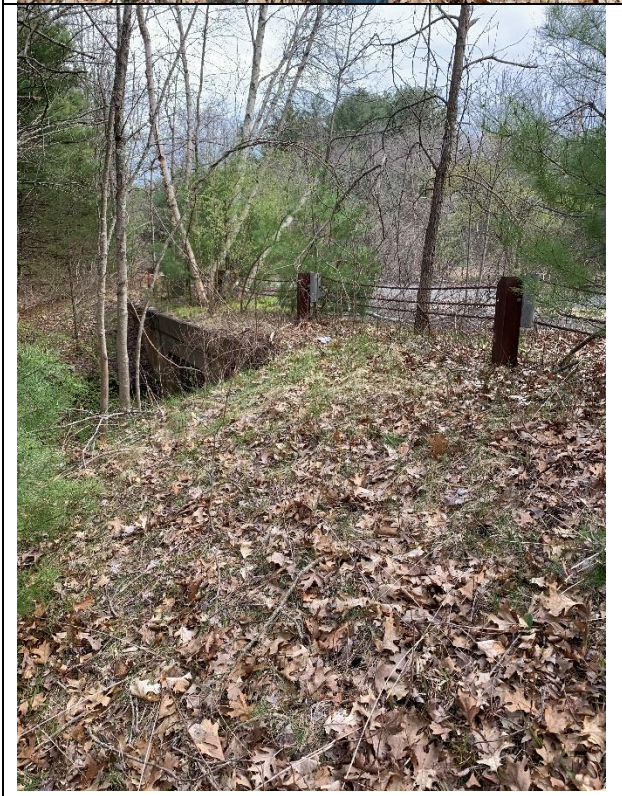
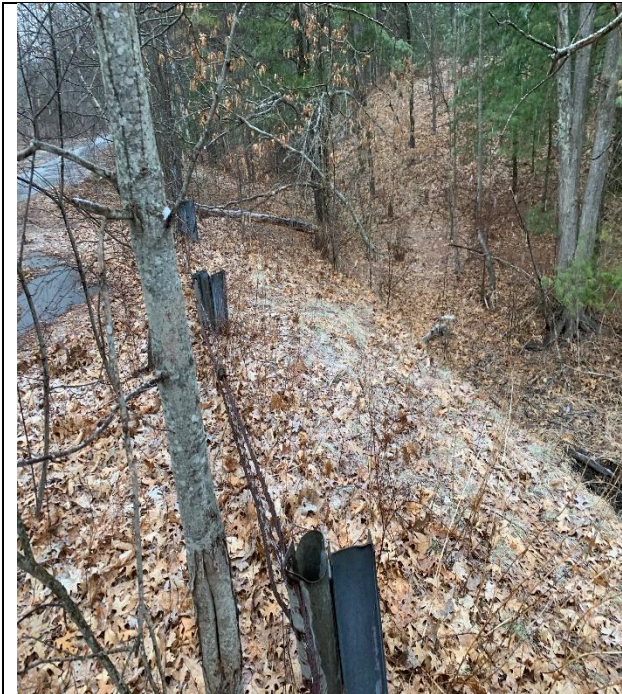








To give an accurate picture of the clearance distance between the culvert, the rusted guardrails and the roadbed; here are the pictures from different perspectives on the three sets of guardrails.









The Replacement for the guardrails will be a picket fence placed in front and for a short space in either direction of the culvert. The posts will be six feet from the bike path and will have them driven into the pavement of the outer lane. Promotional 1/10<sup>th</sup> mile posts will also be driven into the pavement.



At the south end, thanks to the Conservation Commission's negative finding in 2018, the Eagle Scout Project proceeded with a full stone dust path at the end of the bike path which leads up to Hale Street.





As for vehicles accessing the roadbed for work, all equipment and supplies will be entering via Storey Avenue and by the stone dust path. T-Mobile utility vehicles have 'road-tested' the path with no sign of damage and the surface has held up well.

