

AGENDA

- I. CALL TO ORDER – Mayor McEachern
- II. ROLL CALL
- III. OPENING OF HEARING – Brief overview by City staff of process and purpose
- IV. 5:45 p.m. – RECONVENE AT 100 COAKLEY ROAD – Transportation of City Councilors to be arranged for by City
- V. SITE VISIT OF 100 COAKLEY ROAD AND 650 BORTHWICK AVENUE PROJECT AREA
- VI. RECESS UNTIL 7:00 P.M. AT CITY HALL EILEEN DONDERO FOLEY COUNCIL CHAMBERS
- VII. REOPEN PUBLIC HEARING IN EILEEN DONDERO FOLEY CITY COUNCIL CHAMBERS AT 7:00 P.M.
- VIII. PRESENTATION OF THE PROJECT BY CITY STAFF
- IX. PUBLIC HEARING FOR TAKING OF TESTIMONY
- X. CONSIDERATION OF RESOLUTION
- XI. ADJOURNMENT

KELLI L. BARNABY, MMC/CNHMC
CITY CLERK

NOTICE OF HEARING
PUBLIC USE AND NECESSITY

HEARING REGARDING HIGHWAY LAYOUT
COAKLEY ROAD EXTENSION

MONDAY, JULY 14, 2025

5:30 PM OPENING OF HEARING AND SITE VISIT

7:00 PM RECONVENING OF HEARING, TAKING OF EVIDENCE AND PUBLIC COMMENT

Eileen Dondero Foley Council Chambers at City Hall
1 Junkins Avenue, Portsmouth, NH 03801

The Portsmouth City Council will conduct a view and hold a public hearing for the purpose of receiving evidence and hearing public comment relative to the layout of a highway and acquisition of property (permanent and temporary easements) to successfully install a new roadway connecting Coakley Road and Borthwick Avenue.

The purpose of the hearing is to establish the public use of, and public necessity for, temporary and permanent easements in connection with the project. This public hearing initiates the process for conducting eminent domain proceedings should the City of Portsmouth be unable to reach agreement to acquire the necessary easement interests. This hearing specifically concerns property located at 100 Coakley Road and 650 Borthwick Avenue. Present owners – GPP Properties 1995 1 LLC (100 Coakley Road, Tax Assessor's Map 234, Lot 6) and Naveesha Hospitality LLC (650 Borthwick Avenue, Tax Assessor's Map 234, Lot 7-6).

The City Council will assemble at 5:30 p.m. in the Eileen Dondero Foley Council Chambers and open the hearing. The City Council will first conduct a site visit to answer City Councilor questions and make an on-foot site visit. The public is welcome to attend the site view, although no testimony from the public will be taken at that time.

After the view, the hearing will be recessed and then reconvened in the Eileen Dondero Foley Council Chambers at 7:00 p.m. for purposes of taking testimony and action. Members of the public may participate in person or via Zoom. Registration link for zoom attendance to be found on the City of Portsmouth website, www.portsmouthnh.gov, see the meetings calendar. Following the close of the public hearing and City Council action, the regularly scheduled City Council meeting will commence.

The interests in land to be acquired include the following impacts to 100 Coakley Road: a temporary construction easement of $\pm 6,900$ sq. ft. and permanent right of way of $\pm 5,979$ sq. ft.; and the following impacts to 650 Borthwick Avenue: a temporary construction easement of $\pm 15,150$ sq. ft. and permanent right of way of $\pm 5,901$ sq. ft.

Complete details of the project and a map showing the property subject to this public necessity hearing may be seen by any member of the public during normal business hours (8:00 a.m. to 4:30 p.m.) at the Department of Public Works located at 680 Peverly Hill Road, Portsmouth, NH, by contacting Eric Eby, Traffic Engineer at 603-766-1415.

KELLI L. BARNABY, MMC/CNHMC
PORTSMOUTH, NH CITY CLERK

**NOTICE OF HEARING
PUBLIC USE AND
NECESSITY**

**HEARING REGARDING
HIGHWAY LAYOUT
COAKLEY ROAD
EXTENSION**

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Portsmouth, NH 03801

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KELLI L. BARNABY,
MMC/CNHMC
PORTSMOUTH, NH CITY
CLERK



Trevor P. McCourt
Deputy City Attorney

CITY OF PORTSMOUTH

Legal Department
Municipal Complex
1 Junkins Avenue
Portsmouth, New Hampshire 03801
tmccourt@portsmouthnh.gov
(603) 610-7234

Date: July 8, 2025

To: Karen S. Conard, City Manager

From: Eric Eby, City Engineer -Parking, Transportation and Planning
Trevor P. McCourt, Deputy City Attorney

Re: Layout of Right of Way – Coakley Road Connector Evidence of Necessity

At the June 9, 2025 City Council meeting, the City Council voted to schedule a public hearing to consider the layout of a new highway connecting Borthwick Avenue to Coakley Road. This new roadway would support a larger traffic improvement initiative and anticipated roadwork on Coakley Road and along the Route 1 Bypass, particularly between Borthwick Avenue and the Portsmouth Traffic Circle.

The proposed roadway will cross property occupied by the Fairfield Inn and the Granite Group Plumbing Supply, and is depicted on the plan attached as Exhibit A. Design Plans for the project, at the 60 percent stage, are included as Exhibit B.

To reduce long-standing congestion and address safety concerns in this area, the City has secured federal funding and is coordinating with the New Hampshire Department of Transportation on a project to eliminate the traffic signal at the intersection of Route 1 Bypass, Coakley Road, and Cottage Street. The plan calls for extending the median island on the Bypass to block left turns to and from Coakley Road and Cottage Street.

To implement these traffic changes safely and effectively, the City must create a new connector road between Coakley Road and Borthwick Avenue. This connector will allow residents and businesses along Coakley Road to reach the signalized intersection at Borthwick Avenue, preserving access to the Traffic Circle and points beyond.

The connector roadway will also provide improved access to the abutting businesses and neighborhood, allowing access from Coakley Road and Borthwick Avenue and providing direct connection to the multiuse path along Borthwick Avenue.

The Planning Board considered this matter, and recommended that the City Council acquire the roadway and easements necessary to complete the Coakley Road Extension Project. Exhibit C.

If the City Council finds there is occasion to layout the roadway depicted on Exhibit A, a draft resolution is included as Exhibit D for the City Council's consideration.

Proposed Motion: Move to approve the Resolution regarding public necessity to acquire property for the layout of the Coakley Road Connector as drafted.

Attachments (4)

cc: Kelli L. Barnaby, City Clerk
Susan Morrell, City Attorney
Jessica S. Griffin, Assistant to the City Manager

Coakley Road Connector Project

- A. Borthwick – Coakley Connector Road drawing with metes & bounds, dated 7/4/2025
- B. Borthwick – Coakley Connector Road drawings, dated 2/21/2025
- C. Memorandum to Karen Conard, City Manager from Peter Stith, Planning Manager, dated 6/23/2025
- D. Resolution

BORTHWICK - COAKLEY CONNECTOR ROAD
PORTSMOUTH, NEW HAMPSHIRE
Project #7251

FALL 2025



DEPARTMENT OF
PUBLIC WORKS
CITY OF PORTSMOUTH, NH
680 PEVERLY HILL ROAD
603-427-1530



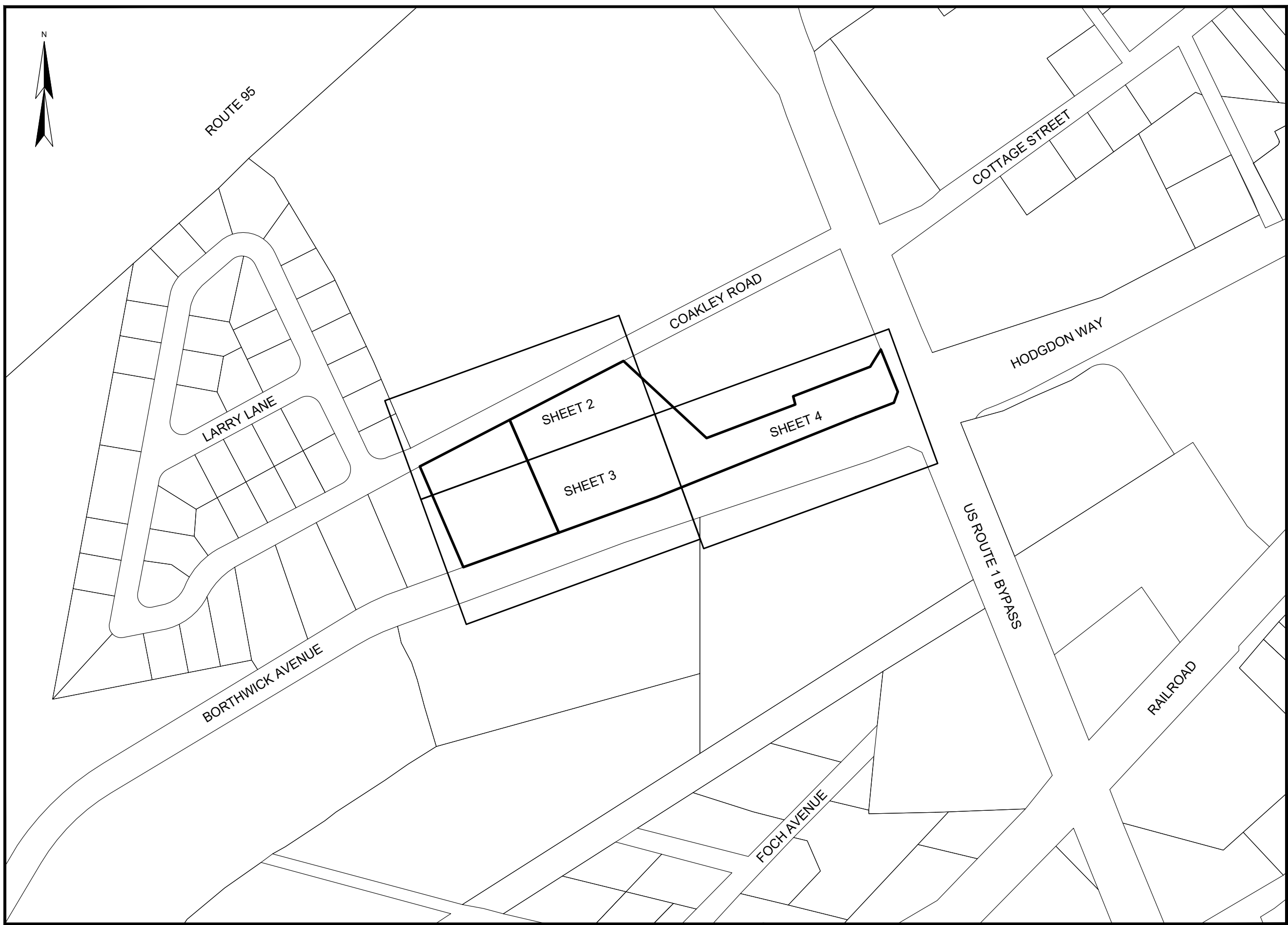
LOCATION MAP
SCALE: N.T.S

INDEX	SHEET NO.
LEGEND & GENERAL NOTES	G-101
EXISTING CONDITIONS PLANS (DOUCET)	
PROPOSED EASEMENT PLAN	C-001
DEMOLITION PLAN	C-101
ROADWAY LAYOUT PLANS	C-201
GRADING, DRAINAGE & UTILITIES PLANS	C-301
LANDSCAPING PLANS	C-501
DETAILS SHEETS	C-601 TO C-604

SURVEY BY:
DOUCET SURVEY, LLC
102 KENT PLACE
NEWMARKET, NH 03857
WWW.DOUCETSURVEY.COM
603-659-6560

DESIGN BY:
CITY OF PORTSMOUTH - PUBLIC WORKS
680 PEVERLY HILL ROAD
PORTSMOUTH, NH 03801
603-427-1530

ISSUED FOR 60% REVIEW
2/21/2025



A map of the study area showing the location of the site. The map includes a north arrow, major roads (I-95, I-1, Borthwick Ave., Comley Rd., Huntington St.), and a shaded area labeled 'SITE'.

DATE _____

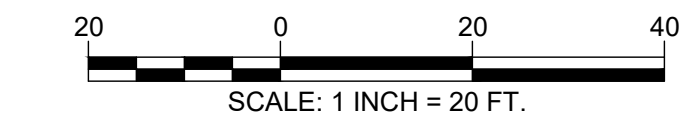
NOTES:

- REFERENCE PLANS:

- ### LEGEND

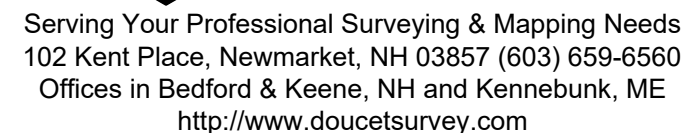
- UTILITY LINES PER REFERENCE SEE NOTE 11

- Serving Your Professional Surveying & Mapping Needs
102 Kent Place, Newmarket, NH 03857 (603) 659-6560
Offices in Bedford & Keene, NH and Kennebunk, ME
<http://www.doucetsurvey.com>



		THIS DRAWING IS NOT	
		FOR RECORDING	
NO.	DATE	DESCRIPTION	BY

DRAWN BY: C.P.M.	DATE: JANUARY 2025
CHECKED BY: P.J.S.	DRAWING NO. 8824A
JOB NO. 8824	SHEET 2 OF 4



SEWER STRUCTURES
SMH 541 (3476)
RIM ELEV.=22.6'
SHELF ELEV.=15.5'
(5342) 8" PVC INV.=16.5'
(540) 8" VCP INV.=15.3'
(5341) 8" PVC INV.=15.2'
SMH 5341 (3637)
RIM ELEV.=21.3'
SHELF ELEV.=15.3'
(541) 8" PVC INV.=14.7'
(530) 12" PVC INV.=14.5'

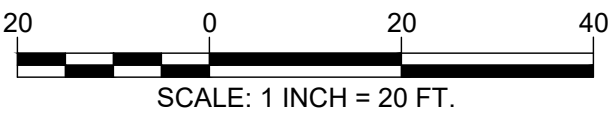
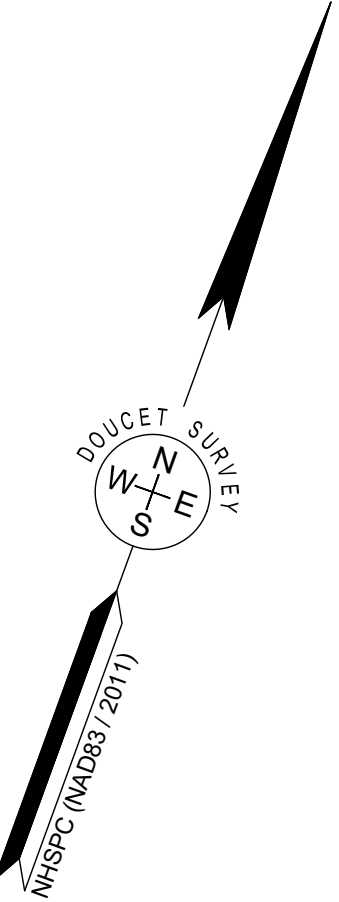
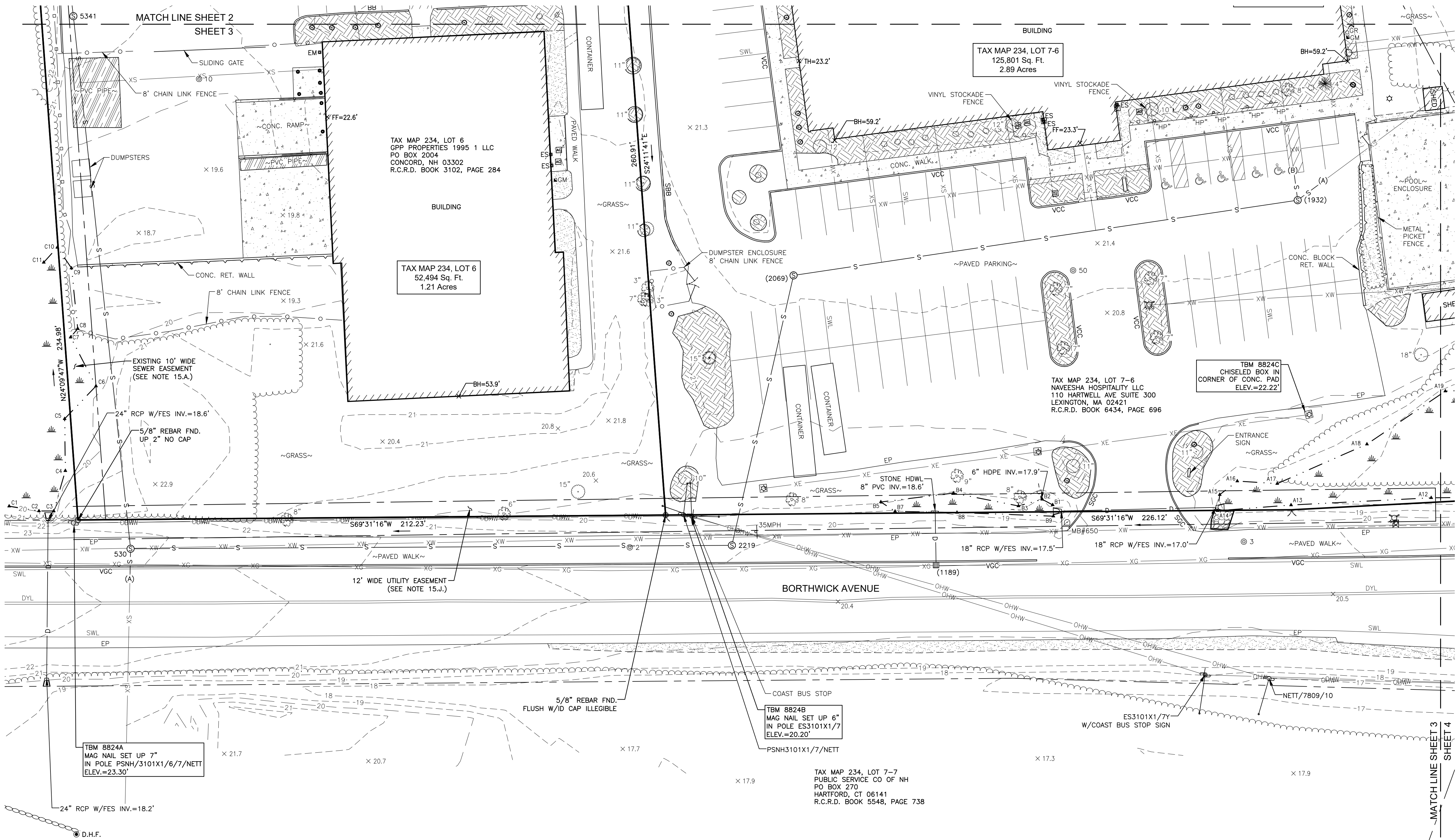
I CERTIFY THAT THIS SURVEY AND PLAN WERE PREPARED BY ME OR BY THOSE UNDER MY DIRECT SUPERVISION AND FALLS UNDER THE URBAN SURVEY CLASSIFICATION OF THE NH CODE OF ADMINISTRATIVE RULES OF THE BOARD OF LICENSURE FOR LAND SURVEYORS. I CERTIFY THAT THIS SURVEY WAS MADE ON THE GROUND AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. RANDOM TRAVERSE SURVEY BY TOTAL STATION, WITH A PRECISION GREATER THAN 1:15,000.

DATE _____

THE CERTIFICATIONS SHOWN HEREON ARE INTENDED TO MEET REGISTRY OF DEED REQUIREMENTS AND ARE NOT A CERTIFICATION TO TITLE OR OWNERSHIP OF PROPERTY SHOWN. OWNERS OF ADJOINING PROPERTIES ARE ACCORDING TO CURRENT TOWN ASSESSORS RECORDS.

DRAFT
1/27/25

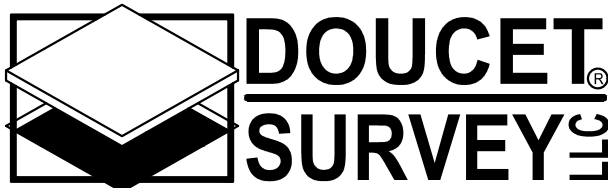
FILE NAME: C:\Users\Community\Documents\Projects\Portsmouth\2025-01-27.dwg PLOTTER: Bentley, January 27, 2025, 9:43am



EXISTING CONDITIONS PLAN
FOR
CITY OF PORTSMOUTH
DEPARTMENT OF PUBLIC WORKS
OF
TAX MAP 234, LOTS 6 & 7-6
BORTHWICK AVENUE
COAKLEY ROAD
U.S. ROUTE 1 BYPASS
PORTSMOUTH, NEW HAMPSHIRE

THIS DRAWING IS NOT FOR RECORDING			
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DRAINAGE STRUCTURES

CB (1189)
RIM ELEV.=20.1'
WATER ELEV.=18.7'
SUMP ELEV.=16.7'
(OFL) 8" PVC INV.=18.7'

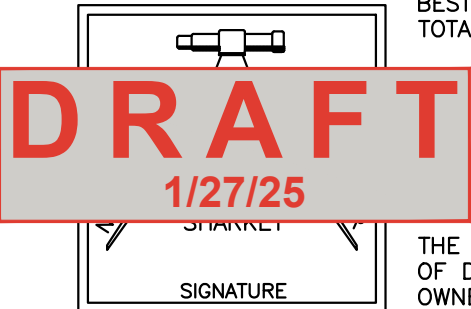
SEWER STRUCTURES

SMH 530 (1019) RIM ELEV.=23.2' SHELF ELEV.=14.8' (5341) 12" PVC INV.=13.9' (2219) 12" PVC INV.=13.9' (A) 12" PVC INV.=13.8'	SMH (2069) RIM ELEV.=21.1' SHELF ELEV.=16.5' (1932) 6" PVC INV.=16.1' (2219) 8" PVC INV.=15.9' (A) 12" PVC INV.=13.8'
SMH (1932) RIM ELEV.=21.2' SHELF ELEV.=18.4' (A) 4" PVC INV.=18.1' (B) 4" PVC INV.=18.1' (2069) 6" PVC INV.=18.0'	SMH 2219 (1178) RIM ELEV.=21.0' SHELF ELEV.=14.9' (2069) 8" PVC INV.=14.6' (530) 12" PVC INV.=14.3'

PURSUANT TO RSA 676:18, III:

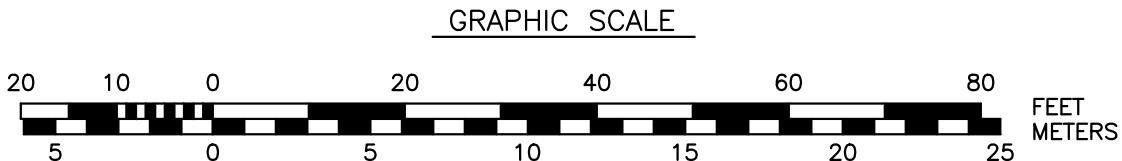
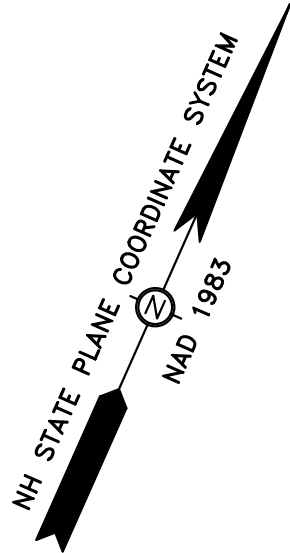
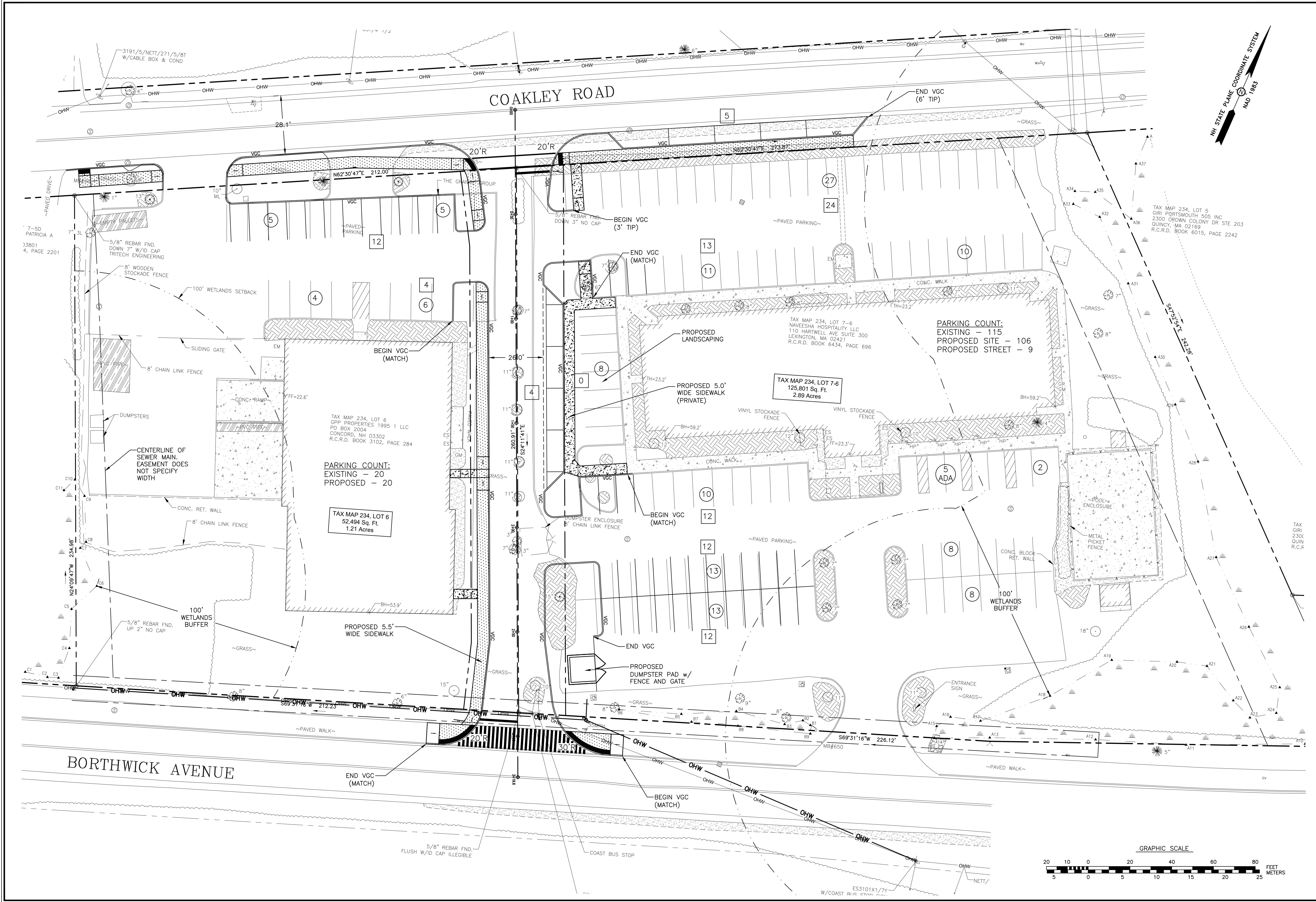
I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN.

I CERTIFY THAT THIS SURVEY AND PLAN WERE PREPARED BY ME OR BY THOSE UNDER MY DIRECT SUPERVISION AND FALLS UNDER THE URBAN SURVEY CLASSIFICATION OF THE NH CODE OF ADMINISTRATIVE RULES OF THE BOARD OF LICENSURE FOR LAND SURVEYORS. I CERTIFY THAT THIS SURVEY WAS MADE ON THE GROUND AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. RANDOM TRAVERSE SURVEY BY TOTAL STATION, WITH A PRECISION GREATER THAN 1:15,000.

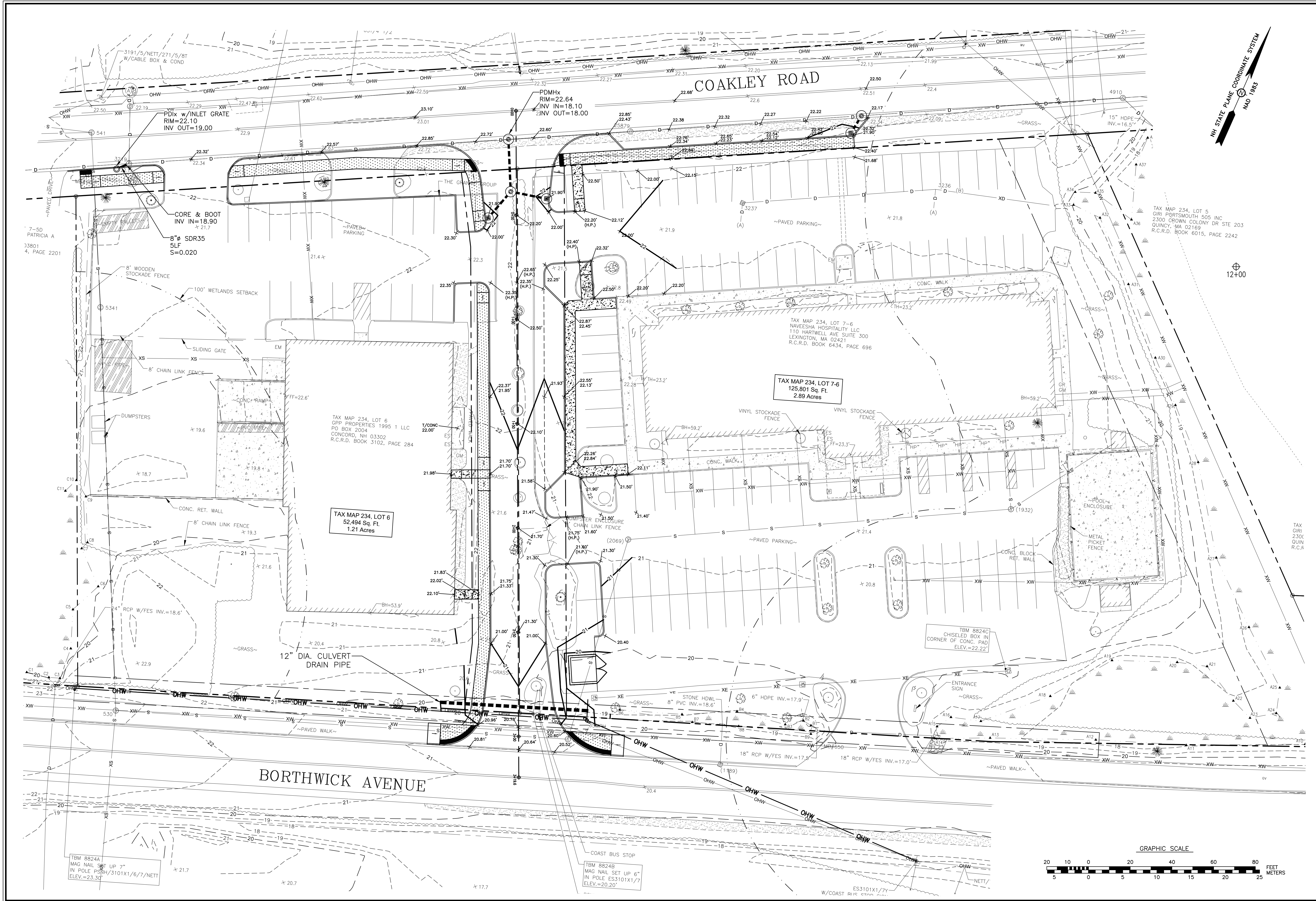


_____. L.L.S. #1018
_____. DATE

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PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD		DATE: JANUARY 2025		 DEPARTMENT OF PUBLIC WORKS CITY OF PORTSMOUTH, NH 680 FEVERY HILL ROAD 603-427-1530					
TITLE: SITE PLAN		SCALE: AS SHOWN							
		PROJ. NO.: 7251							
SHEET: C-201		APVD BY: MRB		B	60% DRAWING REVIEW	MRB	02/21/25		
				A	30% CONCEPT PLAN	MRB	02/05/25		
				NO.			REVISIONS	APP'D	DATE



PROJECT:	BORTHWICK – COAKLEY CONNECTOR ROAD			SHEET:	C-301			
	TITLE: GRADING, DRAINAGE and UTILITY PLAN							
DATE: JANUARY 2025			NO.					
SCALE: AS SHOWN			REVISIONS					
PROJ. NO.: 7251			APP'D					
APVD BY: MRB			DATE					

PROJECT NAME AND LOCATION:

BARTLETT STREET RECONSTRUCTION
PORTSMOUTH, NEW HAMPSHIRE

DESCRIPTION:

THE PROJECT CONSISTS OF:

INSTALLATION OF NEW UNDERGROUND UTILITIES (WATER, SEWER AND DRAINAGE) ON:

BARTLETT STREET (MORNING ST. TO DENNETT ST.)
THORNTON STREET (WOODBURY AVE. TO BARTLETT ST.)
MORNING STREET (WOODBURY AVE. TO BARTLETT ST.)

STREETSCAPING (SIDEWALKS, CURBING, LANDSCAPING AND ROADWAY) RECONSTRUCTION AT THE LOCATIONS LISTED ABOVE, ADDITIONALLY WOODBURY AVE (MORNING ST. TO BARTLETT ST.).

CONSTRUCTION SEQUENCE:

1. INSTALL ALL EROSION CONTROL MEASURES.
2. INSTALLATION OF SEWER, WATER AND DRAINAGE SYSTEMS.
3. RECLAIM EXISTING ASPHALT PAVEMENT.
4. GRADE AND COMPACT BASE MATERIALS.
5. PLACE BASE COURSE OF ROADWAY PAVEMENT.
6. RESET CURBING AND CONSTRUCT NEW SIDEWALKS.
7. FINISH GRADE BEHIND SIDEWALKS.
8. PLACE SEED AND MULCH ON LOAMED AREAS.
9. PLACE WEARING COURSE OF PAVEMENT.
10. INSTALL ALL ROADWAY STRIPING AND SIGNS.
11. WHEN CONSTRUCTION ACTIVITY IS COMPLETE AND SITE IS STABILIZED, REMOVE EROSION CONTROL MEASURES.

EROSION AND SEDIMENT CONTROLS AND

STABILIZATION PRACTICES:

THE EROSION CONTROL PROCEDURES SHALL CONFORM TO SECTION 645 OF THE "STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION" OF THE NHDOT, AND "STORM WATER MANAGEMENT AND EROSION AND SEDIMENT CONTROL HANDBOOK FOR URBAN AND DEVELOPING AREAS IN NEW HAMPSHIRE".

DURING CONSTRUCTION AND THEREAFTER, EROSION CONTROL MEASURES ARE TO BE IMPLEMENTED AS NOTED. THE SMALLEST PRACTICAL AREA OF LAND SHOULD BE EXPOSED AT ANY ONE TIME DURING CONSTRUCTION, BUT IN NO CASE SHALL EXCEED 5 ACRES AT ANY ONE TIME BEFORE DISTURBED AREAS ARE STABILIZED.

AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:

- BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED;
- A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED;
- A MINIMUM OF 3" OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIPRAP HAS BEEN INSTALLED; OR
- EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.

ANY DISTURBED AREAS WHICH ARE TO BE LEFT TEMPORARILY, AND WHICH WILL BE REGRADED LATER DURING CONSTRUCTION SHALL BE MACHINE HAY MULCHED AND SEEDED WITH RYE GRASS TO PREVENT EROSION.

DUST CONTROL: IF TEMPORARY STABILIZATION PRACTICES, SUCH AS TEMPORARY VEGETATION AND MULCHING, DO NOT ADEQUATELY REDUCE DUST GENERATION, APPLICATION OF WATER OR CALCIUM CHLORIDE SHALL BE APPLIED IN ACCORDANCE WITH BEST MANAGEMENT PRACTICES.

ALL EROSION CONTROLS SHALL BE INSPECTED WEEKLY DURING THE LIFE OF THE PROJECT AND AFTER EACH STORM OF 0.5" OR GREATER. ALL DAMAGED SILT FENCES SHALL BE REPAIRED. SEDIMENT DEPOSITS SHALL PERIODICALLY BE REMOVED AND DISPOSED IN A SECURED LOCATION.

AVOID THE USE OF FUTURE OPEN SPACES (LOAM AND SEED AREAS) WHEREVER POSSIBLE DURING CONSTRUCTION. CONSTRUCTION TRAFFIC SHALL USE THE ROADBEDS OF FUTURE ACCESS DRIVES AND PARKING AREAS.

TOPSOIL REQUIRED FOR THE ESTABLISHMENT OF VEGETATION SHALL BE STOCKPILED IN AMOUNTS NECESSARY TO COMPLETE FINISHED GRADING OF ALL EXPOSED AREAS. CONSTRUCT SILT FENCE AROUND TOPSOIL STOCKPILE.

ALL FILLS SHALL BE PLACED AND COMPACTED TO REDUCE EROSION, SLIPPAGE, SETTLEMENT, SUBSIDENCE OR OTHER RELATED PROBLEMS.

DISTURBED AREAS SHALL BE SEEDED WITHIN 72 HOURS FOLLOWING FINISHED GRADING.

AT NO TIME SHALL ANY DISTURBED AREA REMAIN UNSTABILIZED FOR LONGER THAN 72 HOURS. ALL AREAS WHERE CONSTRUCTION IS NOT COMPLETE WITHIN THIRTY DAYS OF THE INITIAL DISTURBANCE SHALL BE MACHINE HAY MULCHED AND SEEDED WITH RYE GRASS TO PREVENT EROSION.

INSTALLATION PROCEDURES OF EROSION AND SEDIMENT CONTROLS:

A. VEGETATIVE PRACTICE

FOR PERMANENT MEASURES AND PLANTINGS FROM EARLY SPRING TO SEPTEMBER 30:

LIMESTONE SHALL BE THOROUGHLY INCORPORATED INTO THE LOAM LAYER AT A RATE OF 2 TONS PER ACRE.

FERTILIZER SHALL BE SPREAD ON THE TOP LAYER OF LOAM AND WORKED INTO THE SURFACE. FERTILIZER APPLICATION RATE SHALL BE 500 POUNDS PER ACRE OF 10-20-20 FERTILIZER.

SEED SHALL BE SOWN AT THE RATES SHOWN IN THE TABLE BELOW. IMMEDIATELY BEFORE SEEDING, THE SOIL SHALL BE LIGHTLY RAKED. ONE HALF THE SEED SHALL BE SOWN IN ONE DIRECTION AND THE OTHER HALF AT RIGHT ANGLES TO THE ORIGINAL DIRECTION. IT SHALL BE LIGHTLY RAKED INTO THE SOIL TO A DEPTH NOT OVER 1/4 INCH AND ROLLED WITH A HAND ROLLER WEIGHING NOT OVER 100 POUNDS PER LINEAR FOOT OF WIDTH. HAY MULCH SHALL BE APPLIED IMMEDIATELY AFTER SEEDING AT A RATE OF 1.5 TO 2 TONS PER ACRE, AND SHALL BE HELD IN PLACE USING APPROPRIATE TECHNIQUES FROM THE EROSION AND SEDIMENT CONTROL HANDBOOK.

THE SURFACE SHALL BE WATERED AND KEPT MOIST WITH A FINE SPRAY AS REQUIRED, WITHOUT WASHING AWAY THE SOIL, UNTIL THE GRASS IS WELL ESTABLISHED. ANY AREAS WHICH ARE NOT SATISFACTORILY COVERED SHALL BE RESEEDDED, AND ALL NOXIOUS WEEDS REMOVED.

A GRASS SEED MIXTURE CONTAINING THE FOLLOWING SEED REQUIREMENTS SHALL BE:

GENERAL COVER SEEDING RATE

CREeping RED FESCUE	100 LBS/ACRE
KENTUCKY BLUEGRASS	100 LBS/ACRE

SLOPE SEED (ALL SLOPES GREATER THAN OR EQUAL TO 3:1)

CREeping RED FESCUE	20 LBS/ACRE
TALL FESCUE	20 LBS/ACRE
BIRDSFOOT TREFOIL	2 LBS/ACRE

IN NO CASE SHALL THE WEED CONTENT EXCEED ONE PERCENT BY WEIGHT. ALL SEED SHALL COMPLY WITH APPLICABLE STATE AND FEDERAL SEED LAWS.

FOR TEMPORARY PROTECTION OF DISTURBED AREAS:

MULCHING AND SEEDING SHALL BE APPLIED AT THE FOLLOWING

RATES:

PERENNIAL RYE:	0.7 LBS/1,000 S.F.
MULCH:	1.5 TONS/ACRE

B. MULCHING

IN ORDER TO BE EFFECTIVE, MULCHING MUST BE IN PLACE PRIOR TO MAJOR STORM EVENTS. THERE ARE TWO TYPES OF STANDARDS:

APPLY MULCH PRIOR TO ANY STORM EVENT:

THIS IS APPLICABLE WHEN WORKING WITHIN 100 FEET OF WETLANDS. IT WILL BE NECESSARY TO CLOSELY MONITOR WEATHER FORECASTS FOR ADEQUATE WARNING TO SIGNIFICANT STORMS.

REQUIRED MULCHING WITHIN SPECIFIED TIME PERIOD:

THE TIME PERIOD CAN RANGE FROM 14 TO 21 DAYS OF INACTIVITY IN AN AREA, THE LENGTH OF TIME VARYING WITH SITE CONDITIONS. JUDGEMENT SHALL BE USED TO EVALUATE THE INTERACTION OF SITE CONDITIONS AND THE POTENTIAL FOR IMPACT ON ADJACENT AREAS TO CHOOSE AN APPROPRIATE TIME RESTRICTION.

WHEN MULCH IS TO BE APPLIED TO PROVIDE PROTECTION OVER WINTER MONTHS, IT SHALL BE AT A RATE OF 6,000 POUNDS OF HAY OR STRAW PER ACRE. A TACKIFIER SHALL BE ADDED TO THE MULCH.

C. WINTER NOTES

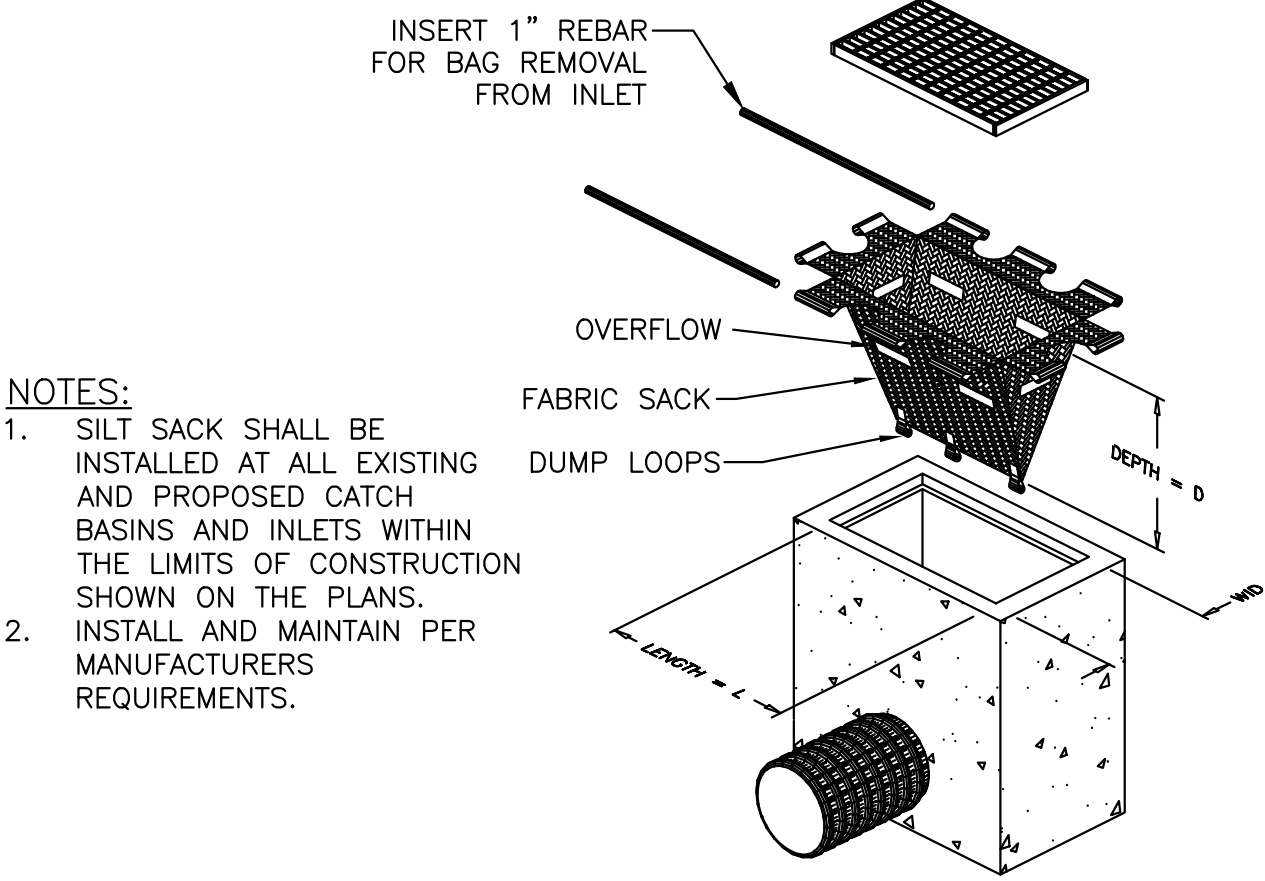
ALL PROPOSED VEGETATED AREAS WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED BY SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION CONTROL BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR ON FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF THAW OR SPRING MELT EVENTS.

ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS.

AFTER NOVEMBER 15TH, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL PER NHDOT ITEM 304.3.

MAINTENANCE AND PROTECTION:

1. THE CONTRACTOR SHALL MAINTAIN ALL LOAM & SEED AREAS UNTIL FINAL ACCEPTANCE AT THE COMPLETION OF THE CONTRACT. MAINTENANCE SHALL INCLUDE WATERING, WEEDING, REMOVAL OF STONES AND OTHER FOREIGN OBJECTS OVER 1/2 INCHES IN DIAMETER WHICH MAY APPEAR AND THE FIRST TWO (2) CUTTINGS OF GRASS NO CLOSER THEN TEN (10) DAYS APART. THE FIRST CUTTING SHALL BE ACCOMPLISHED WHEN THE GRASS IS FROM 2 1/2 TO 3 INCHES HIGH. ALL BARE AND DEAD SPOTS WHICH BECOME APPARENT SHALL BE PROPERLY PREPARED, LIMED AND FERTILIZED, AND RESEEDDED BY THE CONTRACTOR AT HIS EXPENSE AS MANY TIMES AS NECESSARY TO SECURE GOOD GROWTH. THE ENTIRE AREA SHALL BE MAINTAINED, WATERED AND CUT UNTIL ACCEPTANCE OF THE LAWN BY THE OWNER'S REPRESENTATIVE.
2. THE CONTRACTOR SHALL TAKE WHATEVER MEASURES ARE NECESSARY TO PROTECT THE GRASS WHILE IT IS DEVELOPING.
3. TO BE ACCEPTABLE, SEEDED AREAS SHALL CONSIST OF A UNIFORM STAND OF AT LEAST 90 PERCENT ESTABLISHED PERMANENT GRASS SPECIES, WITH UNIFORM COUNT OF AT LEAST 100 PLANTS PER SQUARE FOOT.
4. SEEDED AREAS WILL BE FERTILIZED AND RESEEDDED AS NECESSARY TO INSURE VEGETATIVE ESTABLISHMENT.
5. THE SWALES WILL BE CHECKED WEEKLY AND REPAIRED WHEN NECESSARY UNTIL ADEQUATE VEGETATION IS ESTABLISHED.
6. THE SILT FENCE BARRIER SHALL BE CHECKED AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.
7. SILT FENCING SHALL BE REMOVED ONCE VEGETATION IS ESTABLISHED, AND DISTURBED AREAS RESULTING FROM SILT FENCE REMOVAL SHALL BE PERMANENTLY SEEDED.

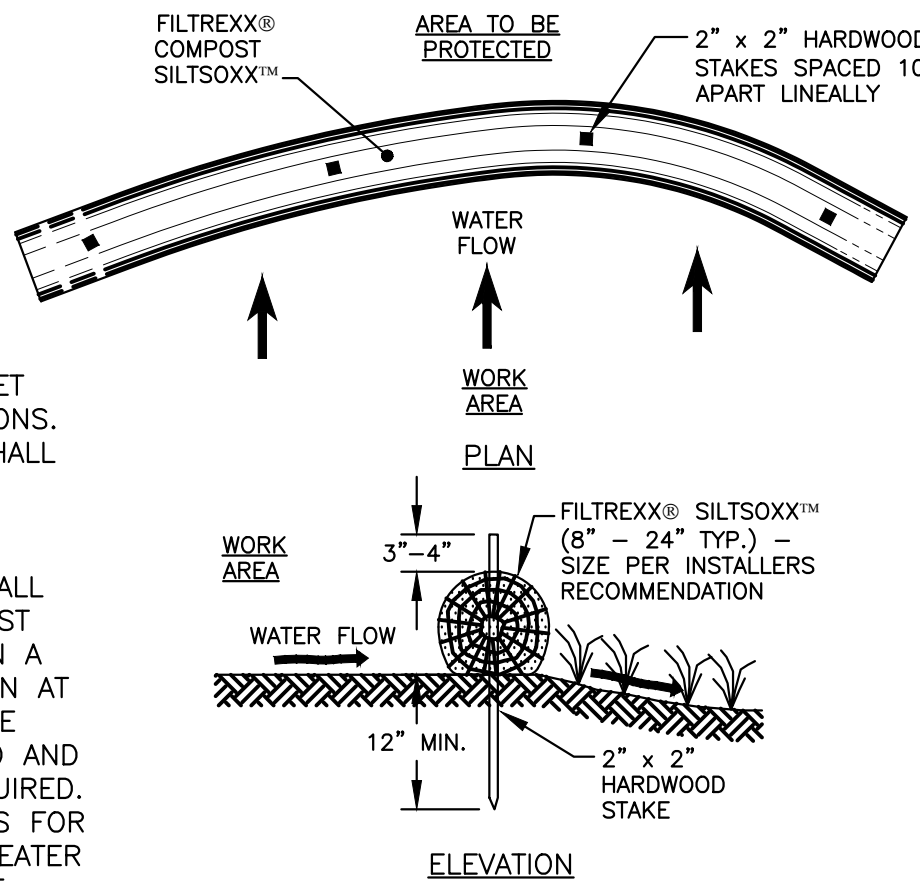


NOTES:

1. SILT SACK SHALL BE INSTALLED AT ALL EXISTING AND PROPOSED CATCH BASINS AND INLETS WITHIN THE LIMITS OF CONSTRUCTION SHOWN ON THE PLANS.
2. INSTALL AND MAINTAIN PER MANUFACTURERS REQUIREMENTS.

DRAINAGE INLET PROTECTION

SCALE: N.T.S

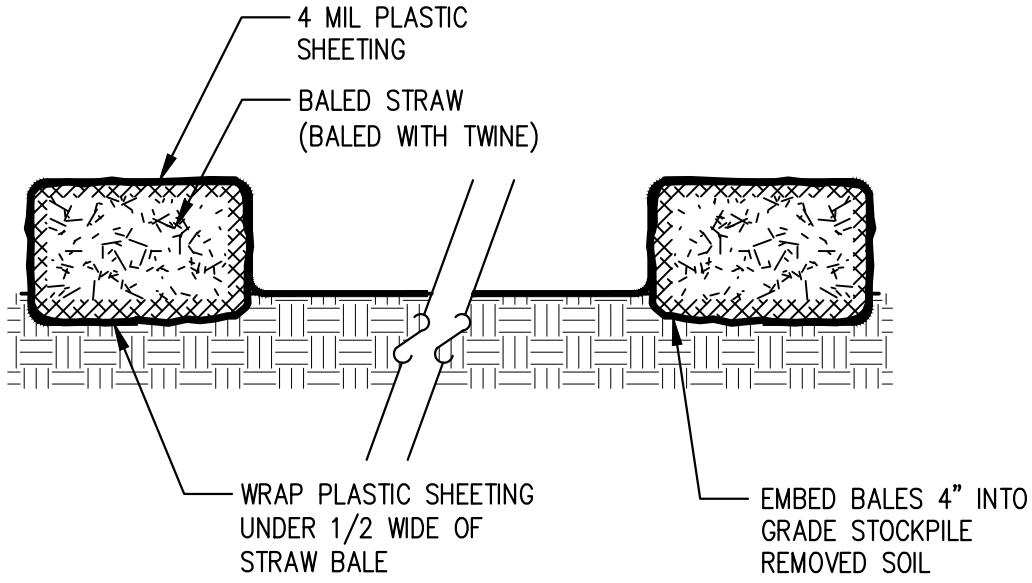


NOTES:

1. ALL MATERIAL TO MEET FILTREXX SPECIFICATIONS. FILTREXX SYSTEM SHALL BE INSTALLED BY A CERTIFIED FILTREXX INSTALLER.
2. THE CONTRACTOR SHALL MAINTAIN THE COMPOST FILTRATION SYSTEM IN A FUNCTIONAL CONDITION AT ALL TIMES. IT WILL BE ROUTINELY INSPECTED AND REPAIRED WHEN REQUIRED.
3. SILTSOXX DEPICTED IS FOR MINIMUM SLOPES, GREATER SLOPES MAY REQUIRE ADDITIONAL PLACEMENTS. THE COMPOST FILTER MATERIAL WILL BE DISPERSED ON SITE WHEN NO LONGER REQUIRED, AS DETERMINED BY THE ENGINEER.

SEDIMENTATION FENCE / LOG

SCALE: N.T.S



NOTES:

1. CONTRACTOR MUST PROVIDE A CONCRETE CLEAN-OUT STATION. NO TRUCK CLEAN-OUT WILL BE ALLOWED WITHOUT CONTAINMENT.
2. PLASTIC WRAP SHALL BE FREE OF TEARS OR HOLES.
3. AFTER BASIN IS USED, WAHWATER FROM WASHOUT BASINN SHALL BE ALLOWED TO EVAPORATE OR BE VACUUMED OUT.
4. REMOVE REMAINING HARDENED SOLIDS.
5. REPLACE PLASTIC SHEETING AND TRAWBALES AS REQUIRED.

CONCRETE CLEAN-OUT

SCALE: N.T.S

DATE: JANUARY 2025

SCALE: AS SHOWN

PROJ. NO.: 7251

APVD BY: MRB

PROJECT: BORTHWICK – COAKLEY
CONNECTOR ROAD

TITLE: DETAIL SHEETS
NOTES & EROSION CONTROL

SHEET:

C-600

DEPARTMENT OF
PUBLIC WORKS
CITY OF PORTSMOUTH, NH
680 FEVERLY HILL ROAD
603-427-1530



DATE: JANUARY 2025

SCALE: AS SHOWN

PROJ. NO.: 7251

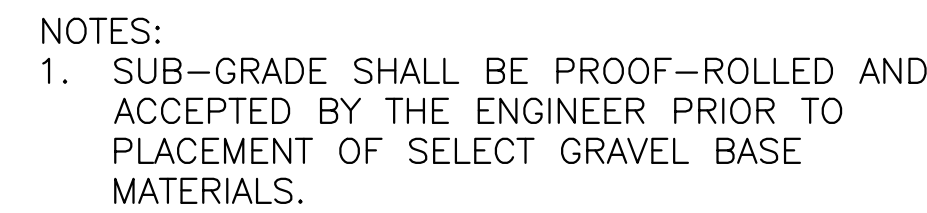
APVD BY: MRB

PROJECT: BORTHWICK – COAKLEY
CONNECTOR ROAD

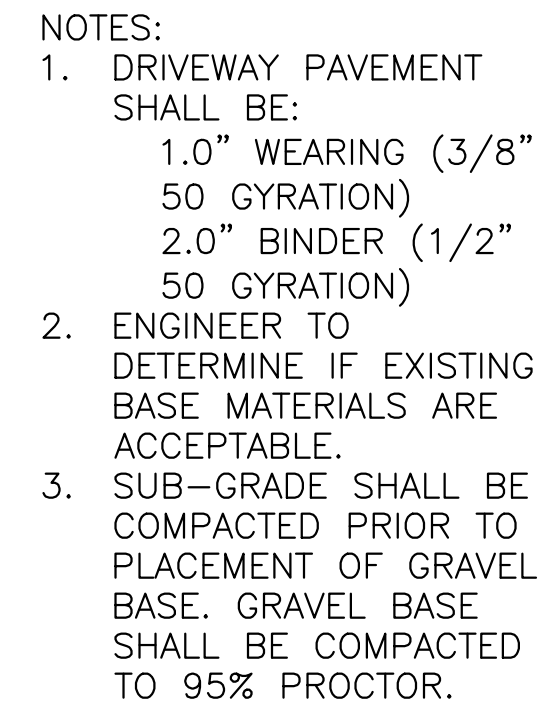
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NOTES & EROSION CONTROL

SHEET:

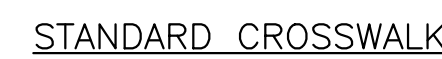
C-600



TYPICAL ROADWAY SECTION
SCALE: N.T.S

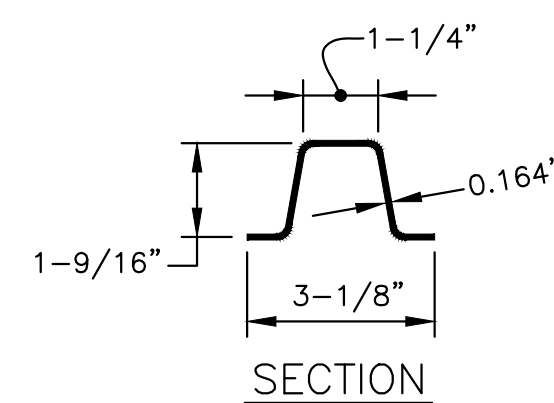
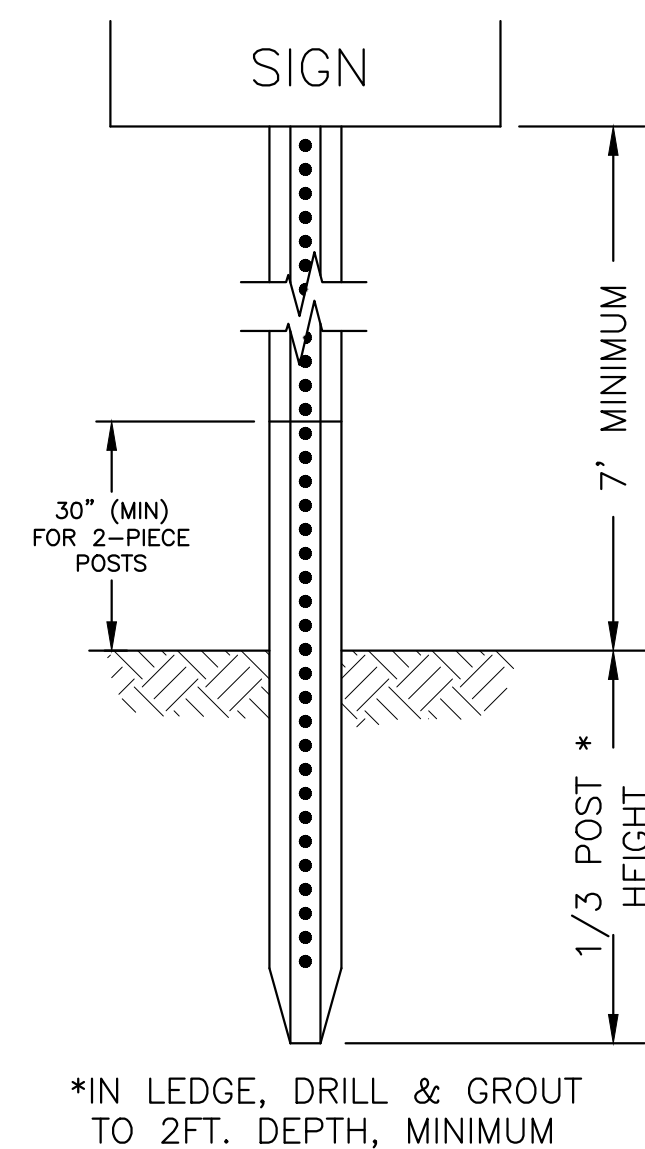
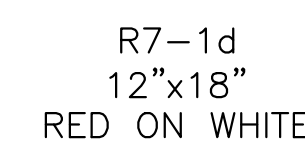
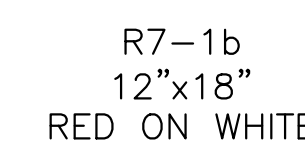
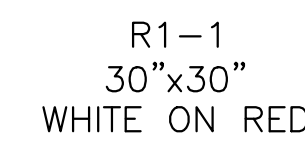


TYPICAL DRIVEWAY SECTION
SCALE: N.T.S



- NOTES:**
1. CROSSWALK SLOPES SHALL MATCH ROADWAY SLOPES.
 2. STRIPING SHALL BE THERMO PLASTIC RETROREFLECTIVE PAVEMENT MARKING PER ASTM D 4505.
 3. STANDARD CROSSWALKS SHALL BE AT CONTROLLED STOP (SIGNS OR SIGNALS) CROSSINGS WITH STOP SIGNS AND/OR LOW TRAFFIC LOCATIONS AS DIRECTED BY THE ENGINEER.
 4. HI-VIS 12" WIDE CROSSWALKS SHALL BE AT CROSSINGS WITHOUT CONTROLLED STOPS (SIGNS OR SIGNALS), MID-BLOCK CROSSINGS AND/OR OTHER HIGH TRAFFIC LOCATIONS AS DIRECTED BY THE ENGINEER.
 5. HI-VIS CROSSWALKS MAY REQUIRE ADDITIONAL ADVANCED PEDESTRIAN CROSSING SIGNAGE. SEE SITE PLANS FOR THESE LOCATIONS.

PEDESTRIAN CROSSING DETAILS
SCALE: N.T.S



LENGTH: AS REQUIRED

WEIGHT/LINEAR FOOT: 2.50 POUNDS
(MIN.)

HOLES: 3/8" DIA., 1" C-C FULL LENGTH

STEEL: SHALL CONFORM TO ASTM A-499 (GRADE 60) OR ASTM A-5761 (GRADE 1070 - 1080)

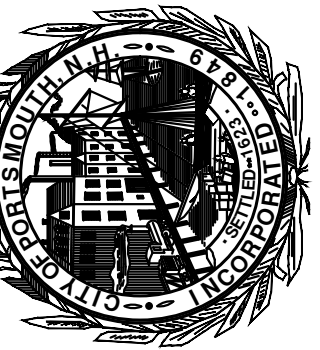
FINISH: SHALL BE HOT DIPPED GALVANIZED.

- NOTES:**
1. POSTS MAY BE SET OR DRIVEN.
 2. WHEN POSTS ARE SET, HOLES SHALL BE DUG TO THE PROPER DEPTH; AFTER INSERTING POSTS, THE HOLES SHALL BE BACK FILLED WITH SUITABLE MATERIAL IN LAYERS NOT TO EXCEED 6" IN DEPTH AND THOROUGHLY COMPACTED, CARE BEING TAKEN TO PRESERVE THE ALIGNMENT OF THE POST.
 3. WHEN POSTS ARE DRIVEN, A SUITABLE DRIVING CAP SHALL BE USED AND AFTER DRIVING THE TOP OF THE POST SHALL HAVE SUBSTANTIALLY THE SAME CROSS-SECTIONAL DIMENSION AS THE BODY OF THE POST; BATTERED HEADS WILL NOT BE ACCEPTED.
 4. POSTS SHALL NOT BE DRIVEN WITH THE SIGN ATTACHED TO THE POST.
 5. WHEN SIGN IS IN PLACE, NO PART OF THE POST SHALL EXTEND ABOVE THE SIGN.
 6. WHEN POST IS TO BE INSTALLED IN A CONCRETE SIDEWALK, A 4" DIA. PVC SLEEVE SHALL BE CAST INTO THE CONCRETE AGAINST THE BACK SIDE OF THE CURB.
 7. SIGNS FOR RECTANGULAR RAPID FLASHING (RRFB) BEACON SHALL BE INCLUDED IN THE PAY ITEM FOR THE RRFB AND NOT PAID SEPARATELY.

SIGNS AND POST
SCALE: N.T.S

[illegible]

DEPARTMENT OF
PUBLIC WORKS
CITY OF PORTSMOUTH, NH
680 PEVERLY HILL ROAD
603-427-1530



DATE: JANUARY 2025

SCALE: AS SHOWN

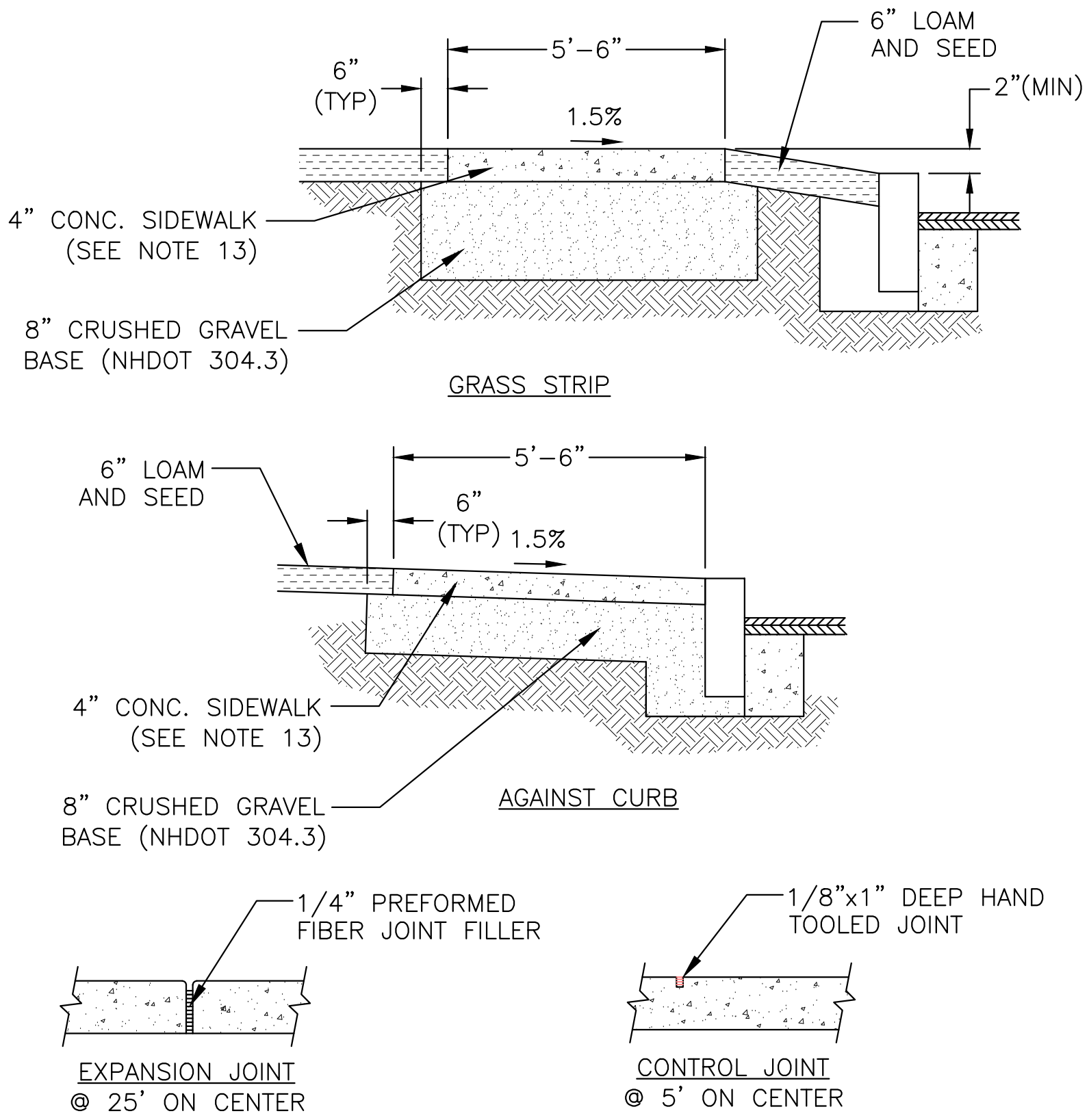
PROJ. NO.: 7251

APVD BY: MRB

BORTHWICK – COAKLEY
CONNECTOR ROAD

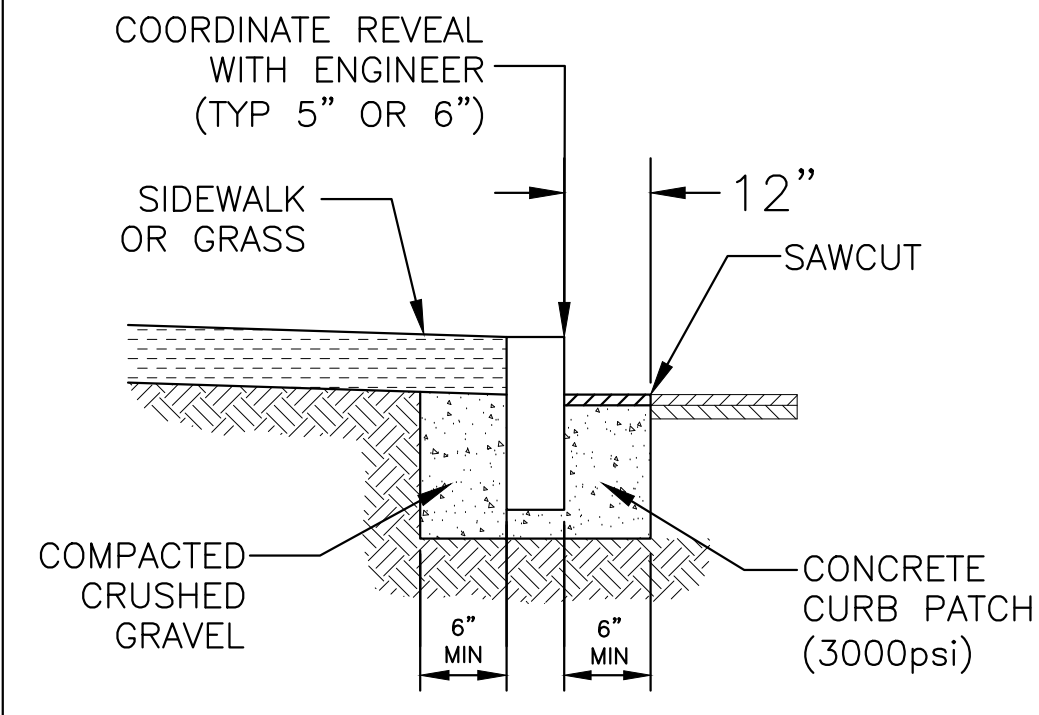
DETAIL SHEETS
ROADWAY

HEET:
C-601



- NOTES:
1. MEDIUM BROOM FINISH.
 2. JOINTS SHALL BE HAND TOOLED w/ 1/8" RADII.
 3. EXPANSION JOINT FIBER FILLER SHALL BE TRIMMED TO 1/4" BELOW SIDEWALK SURFACE FOR SEALANT.
 4. THERE SHALL BE NO CHANGE IN ELEVATION (LIP) OR GAPS IN THE SIDEWALK GREATER THAN 1/4".
 5. SIDEWALK CONCRETE SHALL BE TREATED WITH SILOXANE SEALER NO SOONER THAN 14 DAYS AND NO MORE THAN 45 DAYS AFTER PLACEMENT. REFER TO MANUFACTURERS SPECIFICATIONS FOR REQUIRED TEMPERATURES FOR APPLICATION. SIDEWALKS SHALL BE CLEANED PRIOR TO APPLICATION OF SEALANT.
 6. EXPANSION JOINT FIBER SHALL BE USED AT ALL LOCATIONS WHERE CONCRETE ABUTS STRUCTURES (BUILDINGS, RET. WALLS, POLES, ETC.).
 7. CONTRACTOR SHALL BE RESPONSIBLE TO CONSTRUCT SIDEWALKS WITH SLOPES COMPLIANT WITH ADA CODES.
 8. GRAVEL BASE MATERIALS SHALL BE COMPACTED WITH JUMPING JACK ALONG BACK SIDE OF CURB PRIOR TO PLACEMENT OF CONCRETE.
 9. SUB-GRADE SHALL BE COMPACTED PRIOR TO PLACEMENT OF GRAVEL BASE. GRAVEL BASE SHALL BE COMPACTED TO 95% PROCTOR.
 10. CONTRACTOR SHALL WORK WITH CITY ENGINEER TO DETERMINE T/CONC. GRADES PRIOR TO PLACEMENT OF CONCRETE.
 11. CONCRETE SHALL HAVE A STRENGTH OF 4,000psi CLASS AA w/FIBER MESH, AIR ENTRAINMENT (5%-7%) WITH A SLUMP OF 4"-6".
 12. BASE MATERIAL SHALL BE NHDOT 304.4.
 13. CONCRETE SHALL BE 6" THICK AT ADA CURB RAMPS.

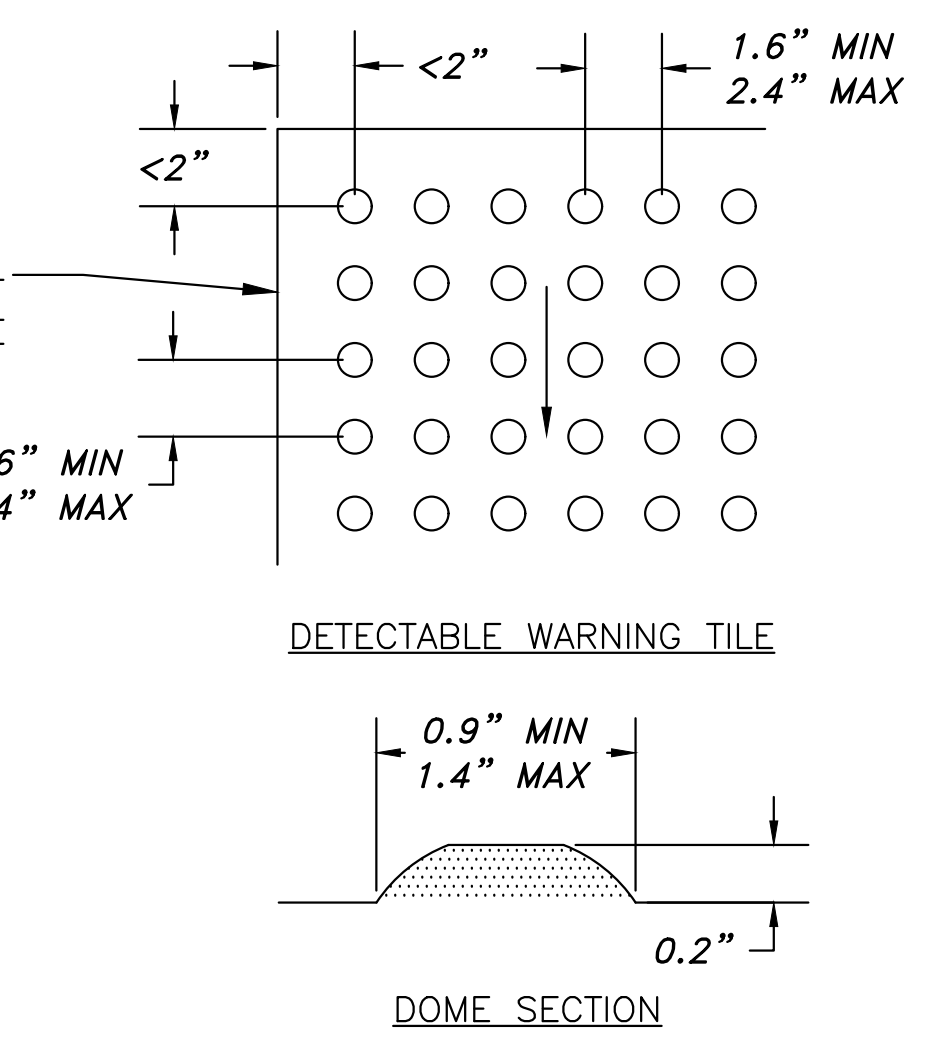
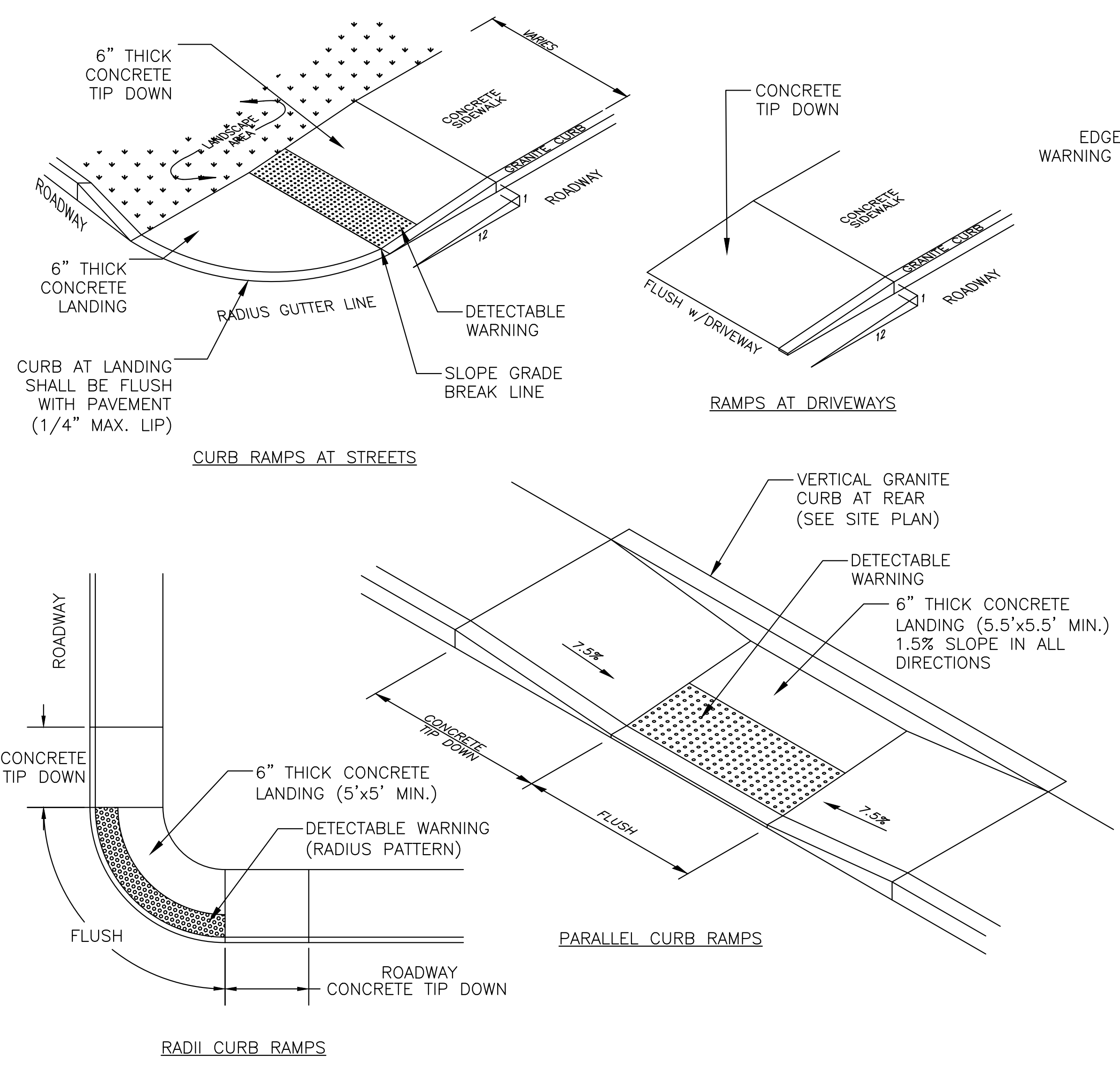
CONCRETE SIDEWALK
SCALE: N.T.S



RADIUS	MAX. LENGTH
<20'	USE CURVED CURB
21'-25'	3'
26'-30'	4'
31'-35'	5'
36'-40'	6'
41'-50'	7'
51'-56'	8'
56'-60'	9'
OVER 60'	10'

VERTICAL GRANITE CURB
SCALE: N.T.S

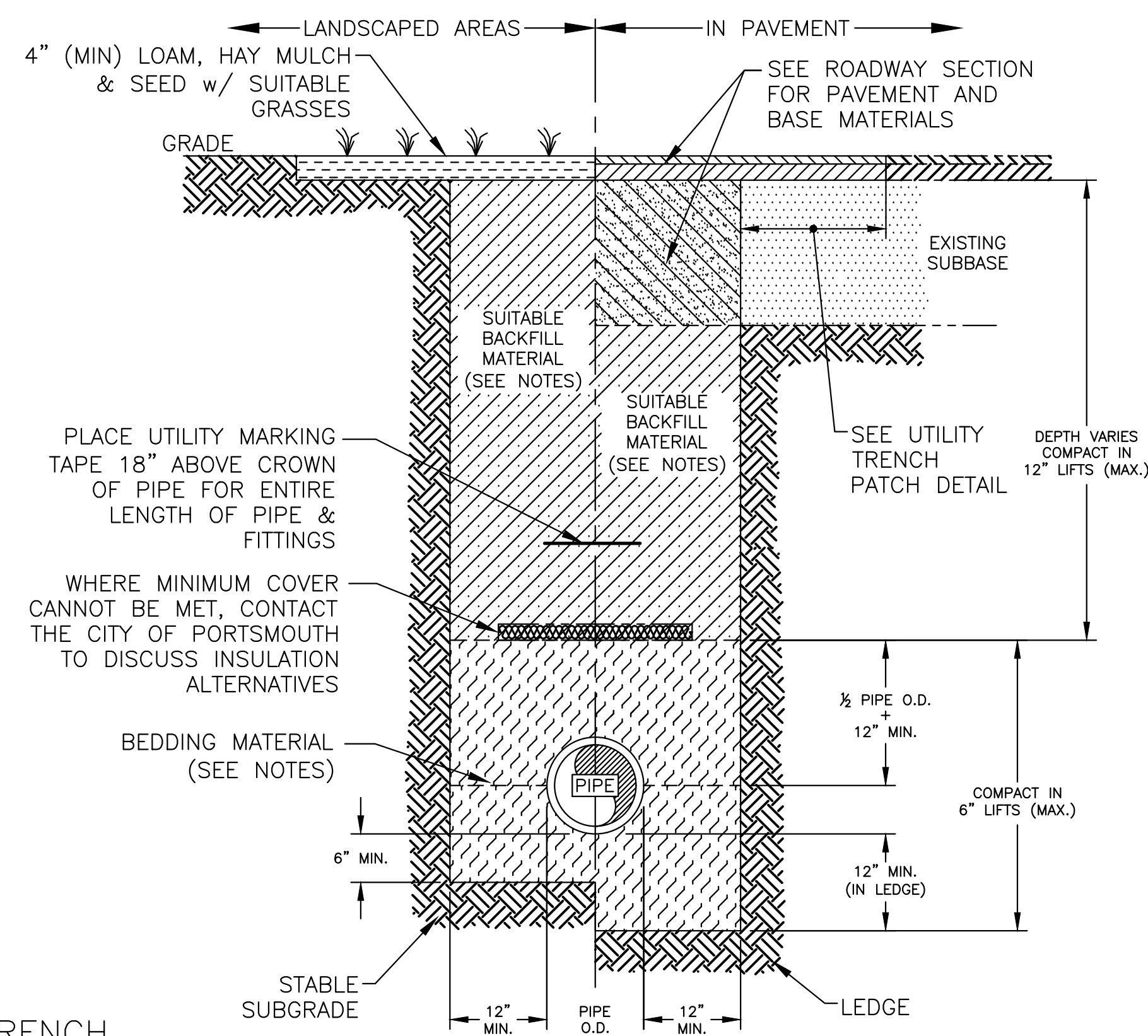
- NOTES:
1. CURB TO BE SET TO LINE AND GRADE SPECIFIED.
 2. ALL RADII 20 FEET AND SMALLER SHALL USE CURVED SECTIONS.
 3. CURB AT FLUSH SECTION OF SIDEWALK SHALL BE SET TO 1.5% CROSS SLOPE. CURB AT RAMPS SHALL BE SET TO 7.5% RUNNING SLOPE. IT IS THE CURB CONTRACTORS RESPONSIBILITY TO VERIFY SLOPES WITH A SMART LEVEL.
 4. VERTICAL GRANITE JOINTS SHALL BE MORTARED.
 5. SEE CHART FOR MAX / MIN STONE LENGTHS.
 6. RESET EXISTING CURB. ANY MISSING OR DAMAGED CURB SHALL BE REPLACED WITH MATCHING CURB SIZE (NEW).
 7. NO CURB LESS THAN 3' IN LENGTH WILL BE ALLOWED.
 8. CURB MATERIAL SHALL BE FROM THE SAME LOT OF GRANITE. VARIANCES IN COLOR AND TYPE WILL NOT BE ACCEPTED.
 9. TYPICAL CURB REVEAL SHALL BE 5". VERIFY WITH CITY ENGINEER PRIOR TO CURB INSTALLATION.
 10. COMPACTED SELECT BASE MATERIALS MAY BE AS CURB PATCH INSTEAD OF CONCRETE WHEN APPROVED BY THE ENGINEER. GRAVEL CURB PATCH SHALL BE COMPACTED TO THE TOP OF THE BASE MATERIAL LEVEL AND SHALL HAVE BASE ASPHALT PLACED FLUSH WITH ROADWAY BASE.
 11. CONTRACTOR SHALL USE JUMPING JACK TO COMPACT ALONG CURB AT LOCATIONS WHERE CONC. BACKFILL IS NOT USED. SELECT BASE MATERIALS FOR SIDEWALK SHALL BE COMPACTED WITH JUMPING JACK ALONG BACK SIDE OF CURB PRIOR TO PLACEMENT OF CONCRETE.



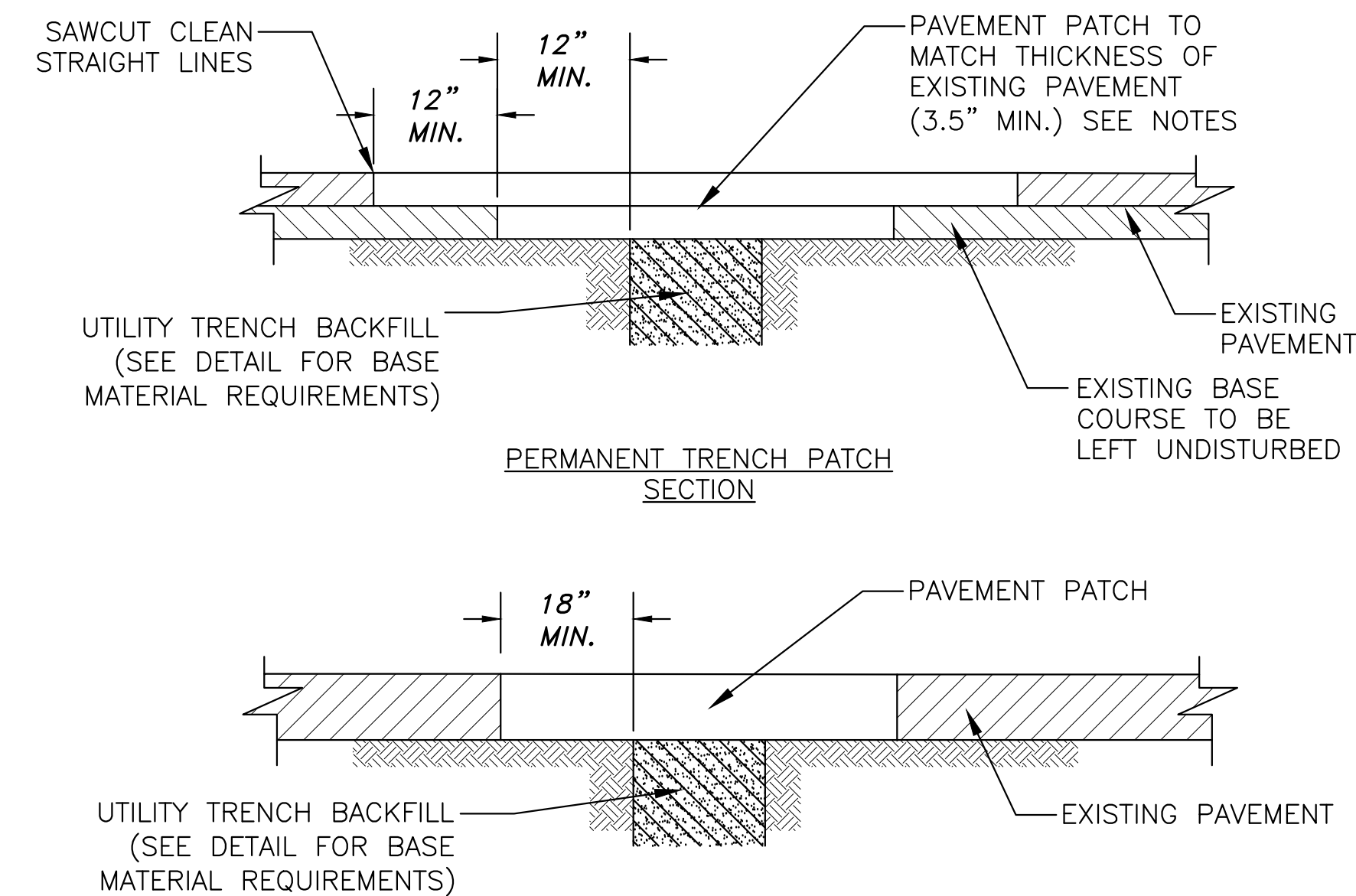
- NOTES:
1. ALL CURB RAMPS AND SIDEWALKS SHALL COMPLY WITH ADA (AMERICANS WITH DISABILITIES ACT).
 2. TIP DOWNS SHALL HAVE A RUNNING SLOPE OF 7.5% (8.3% MAX.) AND CROSS SLOPE OF 1.5% (2.0% MAX.).
 3. THERE SHALL BE NO CHANGE IN ELEVATION (LIP) OR GAPS IN THE SIDEWALK RAMPS GREATER THAN 1/4".
 4. LANDINGS AND AREAS OF CHANGE IN DIRECTION SHALL HAVE A SLOPE OF 1.5% (2.0% MAX.) IN ALL DIRECTIONS.
 5. DETECTABLE WARNINGS SHALL INSTALLED SO THAT PATTERN IS IN LINE WITH DIRECTION OF TRAVEL TO THE EXTENT POSSIBLE.
 6. DETECTABLE WARNING TILES SHALL BE PLACED SO THAT THE EDGE CLOSEST TO THE CURB IS BETWEEN 6"-8" FROM CURB LINE.
 7. DETECTABLE WARNING TILE SHALL SPAN THE FULL WIDTH OF THE RAMP AND A MINIMUM OF 24" DEEP.
 8. DETECTABLE WARNING TILE SHALL BE CAST IRON, NEENAH FOUNDRY OR APPROVED EQUAL. RADIUS ADA CURB RAMPS SHALL HAVE DETECTABLE WARNING TILES IN A RADIUS PATTERN USING TUFTILE OR APPROVED EQUAL.
 9. CONCRETE AT DETECTABLE WARNING RAMPS SHALL BE FIBER REINFORCED WITH A MEDIUM BROOM FINISH.
 10. BASE MATERIAL FOR CONCRETE SECTIONS SHALL BE 8" THK CRUSHED GRAVEL BASE (NHDOT 304.3).

CURB RAMP DETAILS
SCALE: N.T.S

1. SUITABLE MATERIAL FOR TRENCH BACKFILL SHALL BE THE NATURAL MATERIAL EXCAVATED DURING CONSTRUCTION, BUT SHALL EXCLUDE DEBRIS, PIECES OF PAVEMENT, ORGANIC MATTER, TOP SOIL, ALL WET OR SOFT MUCK, PEAT OR CLAY, ALL EXCAVATED LEDGE MATERIAL, AND ALL ROCKS OVER SIX INCHES IN LARGEST DIMENSION, OR ANY MATERIALS DEEMED TO BE UNACCEPTABLE BY THE ENGINEER.
2. BEDDING MATERIAL SHALL BE THE FULL WIDTH OF THE TRENCH UP TO 12" ABOVE TOP OF PIPE:
 - WATER – COURSE SAND
 - SEWER – CRUSHED STONE (NHDOT 304.4)
 - DRAIN – CRUSHED STONE (NHDOT 304.4)
3. SAND SHALL NOT BE DIRECTLY PLACED ON CRUSHED STONE. IN THE EVENT FINELY GRADED BACKFILL OR SAND IS USED ABOVE STONE, GEOTEXTILE FABRIC SHALL BE PLACED TO SEPARATE.
4. DEPTH OF COVER SHALL BE:
 - WATER – 5' MIN. & 7' MAX. (<5' REQ. RIGID INS.)
 - SEWER – AS INDICATED ON PLANS (<6' REQ. RIGID INS.)
 - DRAIN – AS INDICATED ON PLANS (<3' REQ. RIGID INS.)
5. WATER MAIN SHALL BE POLY WRAPPED AND HAVE THREE BRASS WEDGES AT ALL NON MECHANICAL CONNECTIONS.
6. ALL PIPES GREATER THAN 12" DIA. WITH STONE BEDDING, BEDDING SHALL BE WRAPPED IN GEOTEXTILE FABRIC. GEOTEXTILE FABRIC SHALL BE MIRAFI 140N OR APPROVED EQUAL. FABRIC SHALL BE WRAPPED COMPLETELY AROUND STONE w/12" (MIN) OVERLAP AT SEAMS.
7. UPON APPROVAL FROM THE ENGINEER, 2" RIGID FOAM INSULATION SHALL BE PLACED ON TOP OF BEDDING MATERIAL. BEDDING MATERIAL SHALL BE MADE SMOOTH TO ALLOW FOAM BOARD TO SIT WITHOUT VOIDS BENEATH. THE ENGINEER SHALL DETERMINE THE WIDTH REQUIREMENT OF THE FOAM BOARD.
8. RIGID INSULATION, GEOTEXTILE FABRIC, MARKING TAPE ARE INCIDENTAL TO THE PIPE PAY ITEM.



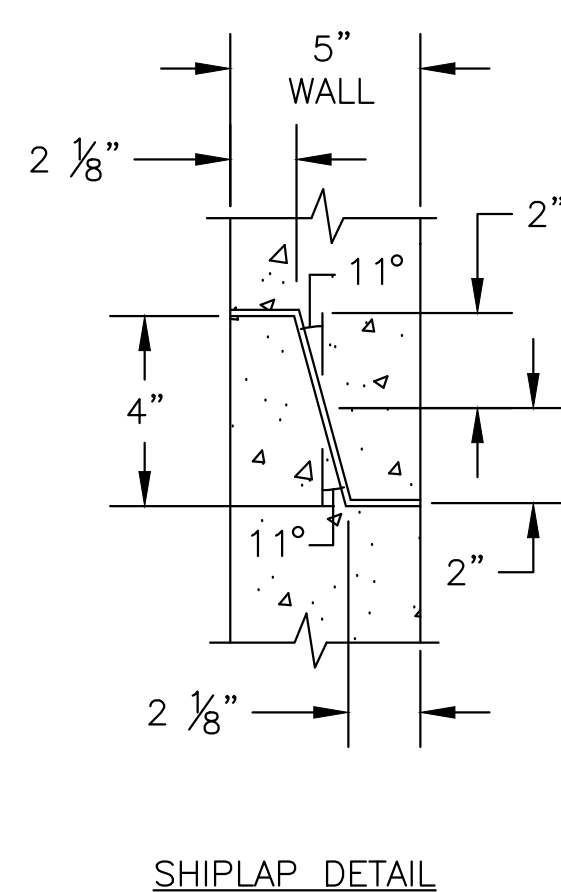
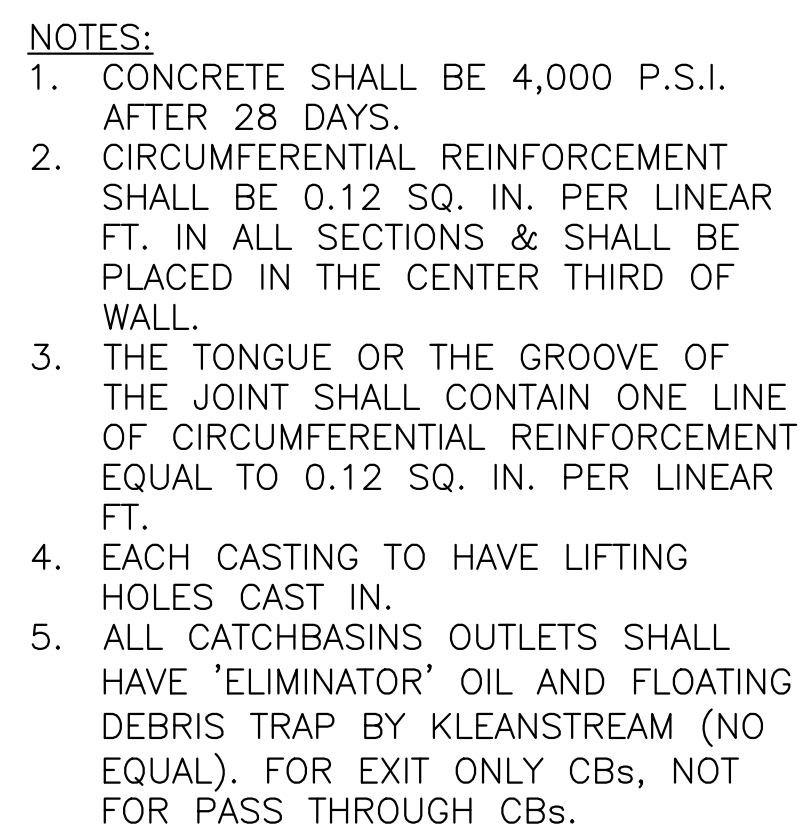
UTILITY TRENCH
SCALE: N.T.S



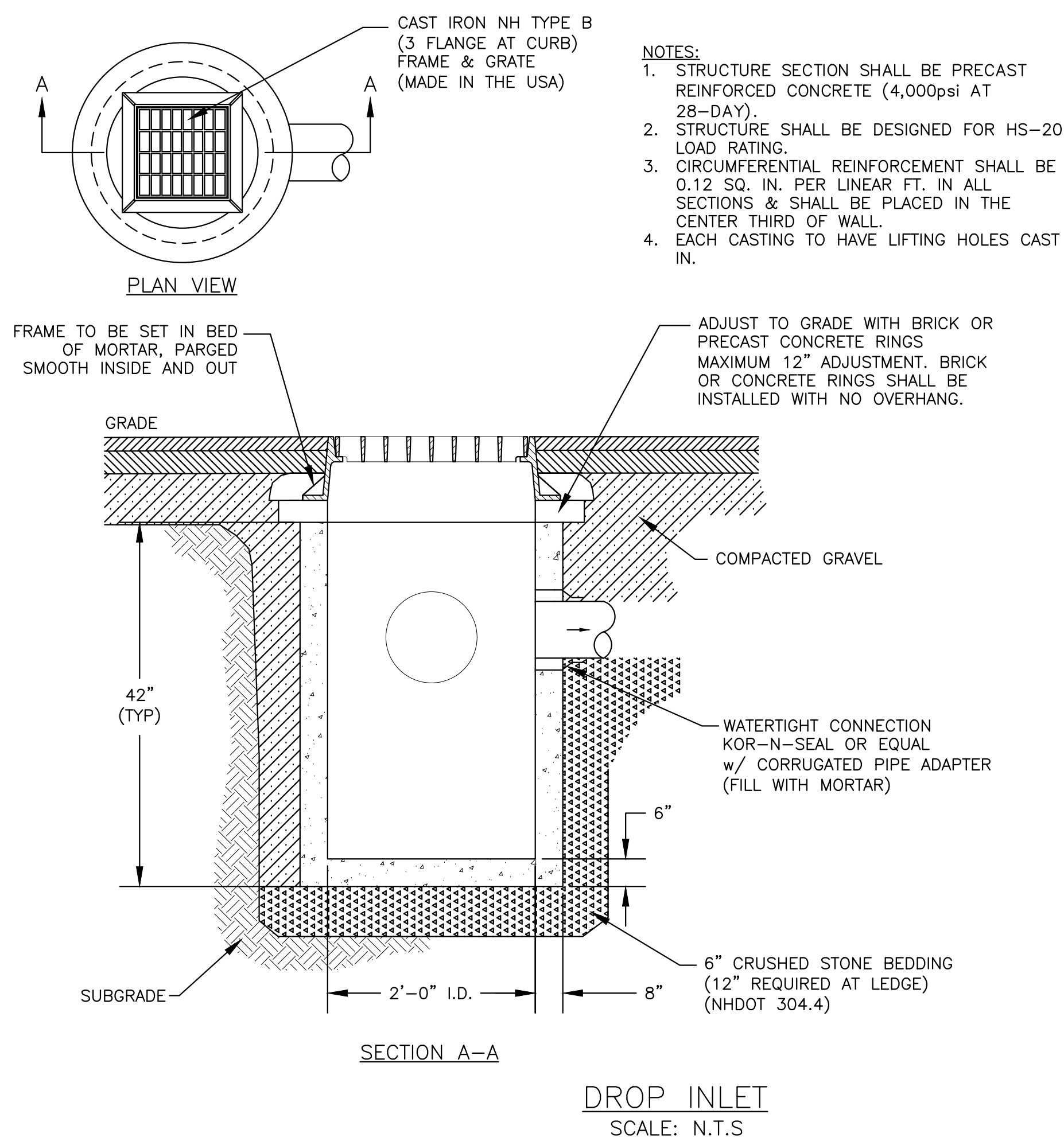
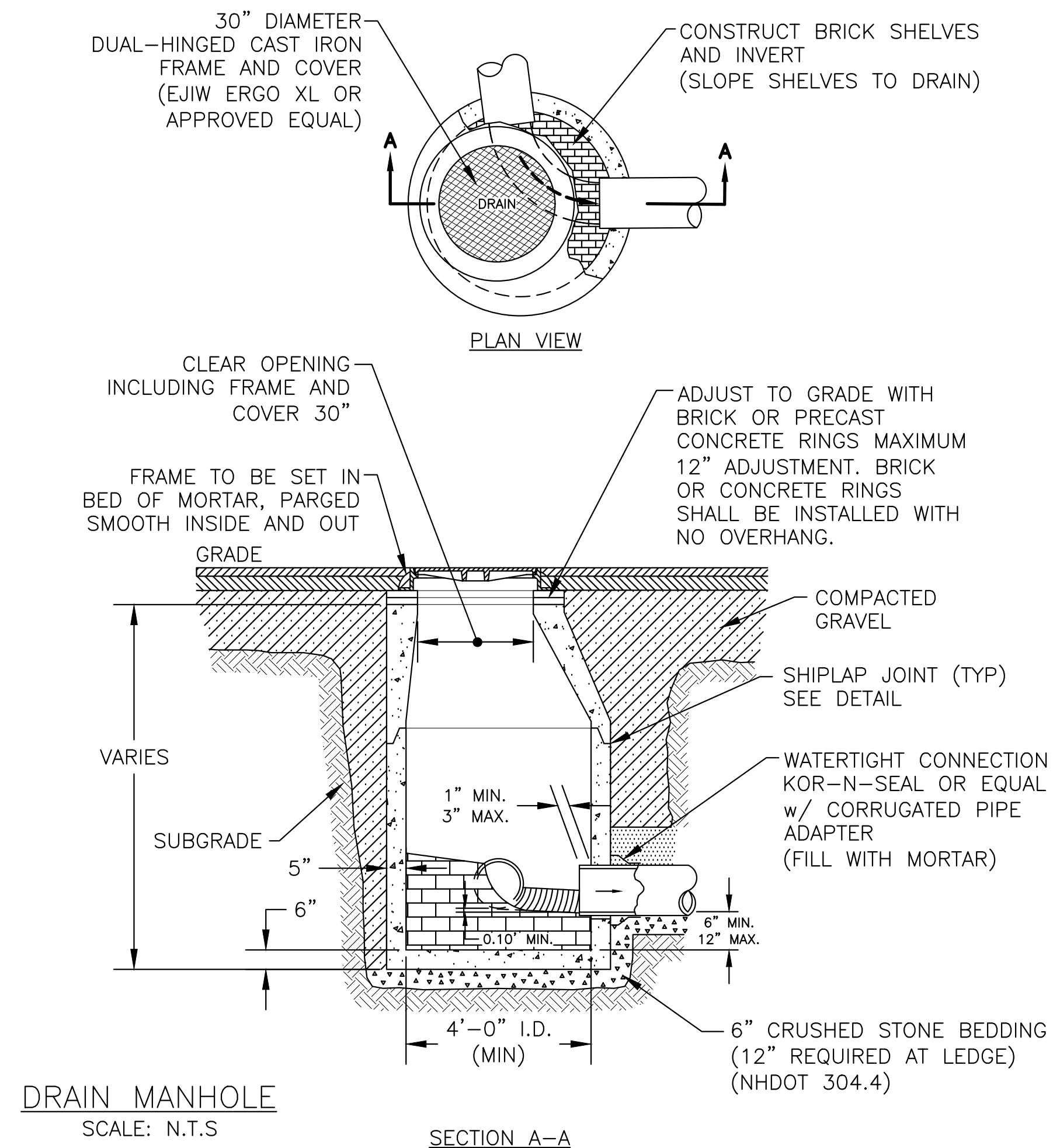
UTILITY TRENCH PATCH
SCALE: N.T.S

1. TEMPORARY ASPHALT PLACED FOR UTILITY TRENCHES ARE SUBSIDIARY TO THE PIPE INSTALLATION PAY ITEM.
2. TEMPORARY PAVEMENT PATCH SHALL BE 3/4" BINDER (2" THK MIN.). PERMANENT PAVEMENT PATCH SHALL MATCH EXISTING THICKNESS, OR 3.5", WHICH EVER IS GREATER.
3. TEMPORARY PAVEMENT PATCHES SHALL BE MAINTAINED REGULARLY. CONTRACTOR SHALL REPLACE TEMPORARY PAVEMENT PATCHES AT THE DISCRETION OF THE ENGINEER.
4. TRENCHES MAY REMAIN GRAVEL DURING THE WORK WEEK. NO TRENCHES SHALL REMAIN GRAVEL OVER THE WEEKEND. TEMPORARY PAVEMENT IS REQUIRED.

PROJECT:		DATE: JANUARY 2025		 DEPARTMENT OF PUBLIC WORKS CITY OF PORTSMOUTH, NH 680 PEVERLY HILL ROAD 603-427-1530		
BORTHWICK – COAKLEY CONNECTOR ROAD		SCALE: AS SHOWN				
TITLE: DETAIL SHEETS GENERAL UTILITY		PROJ. NO.: 7251				
		APVD BY: MRB				
SHEET:	C-603					



- NOTES:**
1. CONCRETE SHALL BE 4,000 P.S.I. AFTER 28 DAYS.
 2. CIRCUMFERENTIAL REINFORCEMENT SHALL BE 0.12 SQ. IN. PER LINEAR FT. IN ALL SECTIONS AND SHALL BE PLACED IN THE CENTER THIRD OF THE WALL.
 3. THE TONGUE OR THE GROOVE OF THE JOINT SHALL CONTAIN ONE LINE OF CIRCUMFERENTIAL REINFORCEMENT EQUAL TO 0.12 SQ. IN. PER LINEAR FT..
 4. EACH CASTING TO HAVE LIFTING HOLES CAST IN.
 5. LADDER RUNGS SHALL BE OMITTED.



B	60% DRAWING REVIEW	MRB	02/21/25		
NO.	REVISIONS	APP'D	DATE		

DEPARTMENT OF
PUBLIC WORKS
CITY OF PORTSMOUTH, NH
680 PEVERLY HILL ROAD
603-427-1530



DATE:	JANUARY 2025
SCALE:	AS SHOWN
PROJ. NO.:	7251
APVD BY:	MRB

BORTHWICK – COAKLEY
CONNECTOR ROAD

DETAIL SHEETS
DRAINAGE

SHEET:
C-604

MEMORANDUM

TO: Karen Conard, City Manager
FROM: Peter Stith, Planning Manager
DATE: June 23, 2025
RE: Planning Board Recommendation on Coakley Road Extension

At the June 18, 2025 Planning Board meeting, the Board reviewed the plan for acquisition of private property to allow for the construction of a connector road between Coakley Road and Borthwick Avenue. The Planning Board voted unanimously to recommend the City Council acquire legal rights over privately owned land in accordance with Chapter 11 Article VI, Section 11.692 below.

ARTICLE VI: REFERRALS TO PLANNING BOARD (Added 12/21/2009)

Section 11.601: INTENT

The intent of this Article is to ensure that proposed municipal actions relating to land acquisition, disposition or use, and to the laying out, construction or discontinuance of public streets, are considered in the context of the City's comprehensive planning.

Section 11.602: REFERRAL AND REPORT

- A. The following matters shall be referred to the Planning Board in writing at least thirty (30) days before final action is taken:
 - (1) Any acquisition or disposition of municipal real property, including fee transfers, easements and licenses;
 - (2) Any plan for the construction, alteration, relocation, acceptance or discontinuance of a public way.
- B. No final action on a matter listed herein shall be taken until either the Planning Board has reported to the City Council thereon in writing or sixty (60) days have elapsed since the referral without such report.
- C. The failure to refer a matter listed herein to the Planning Board shall not affect the legal validity or force of any action related thereto if the Planning Board waives such referral.

CITY OF PORTSMOUTH
PORTSMOUTH, NEW HAMPSHIRE
TWO THOUSAND TWENTY-FIVE

RESOLUTION # -

BE IT RESOLVED:

RESOLUTION REGARDING PUBLIC NECESSITY TO LAYOUT ROADWAY AND
ACQUIRE PROPERTY FOR COAKLEY ROAD/BORTHWICK AVENUE PROJECT

1. WHEREAS, the State of New Hampshire Department of Transportation identified the construction of a connector roadway between Coakley Road and Borthwick Avenue as part of an overall conceptual improvement plan for the Route 1 Bypass and Traffic Circle in 2006, allowing for removal of the traffic signal at the intersection of the Bypass with Coakley Road and Cottage Street;
2. WHEREAS, the City of Portsmouth ("City") was awarded a grant in 2024 from the state administered federal Congestion Mitigation and Air Quality program for the removal of the traffic signal at the intersection of the Route 1 Bypass with Coakley Road and Cottage Street;
3. WHEREAS, the City began a formal design process to construct the connector roadway between Coakley Road and Borthwick Avenue (the "Project"), with the first public information meeting occurring in 2024;
4. WHEREAS, the Project will allow for left turns to and from the Bypass at the current intersection of Coakley Road and Cottage Street to be made from the Borthwick Avenue intersection;
5. WHEREAS, the removal of the traffic signal at Coakley and Cottage will eliminate the existing gridlock occurring between the two signalized intersections on the Bypass;
6. WHEREAS, the Project provides direct access for the Coakley Road neighborhood to the multiuse path along Borthwick Avenue;
7. WHEREAS, the Project allows for additional access points for the businesses adjacent to the proposed connector road;
8. WHEREAS, the Project allows for alternative access to the Coakley Road neighborhood during reconstruction of the bridge over Hodgdon Brook;
9. WHEREAS, the Portsmouth City Council, the governing body for the City of Portsmouth, held a duly noticed public hearing on July 14, 2025, at the Eileen Dondero Foley Council Chambers at City Hall, 1 Junkins Avenue, Portsmouth, NH;
10. WHEREAS, that hearing included a site visit to the Project area as well as a presentation describing the history of the project, the proposed layout of

improvements, and the property impacts both temporary and permanent (Attachment 1);

11. WHEREAS, the City Council heard testimony from all interested parties; and

12. WHEREAS, pursuant to NH RSA 231:8 et seq. the City Council has the authority to layout roads, sidewalks, bicycle paths and construct related drainage improvements.

NOW THEN, after notice and public hearing, the City Council of the City of Portsmouth:

- A. Declares that there is a public necessity for the acquisition of the property interests set forth in Attachment 1 and that such interests are for the public use and public benefit;
- B. Resolves that the property acquired will be for public use;
- C. Finds occasion to layout a new highway, with associated temporary construction easements described in Attachment 1;
- D. Finds that in balancing the public interest in the acquisition with the private interest of the property owners, the public interest outweighs the private interests;
- E. Finds that in balancing the public interest in the acquisition against the burden it imposes on the City, the public interest is greater than the burden; and

WHEREFORE, the City Manager is authorized to negotiate in good faith the acquisition of property by mutual agreement, and to pursue condemnation as may be necessary pursuant to RSA 231 and 498-A in order to secure the property interests set forth in Attachment A to this Resolution.

This Resolution shall take effect upon passage.

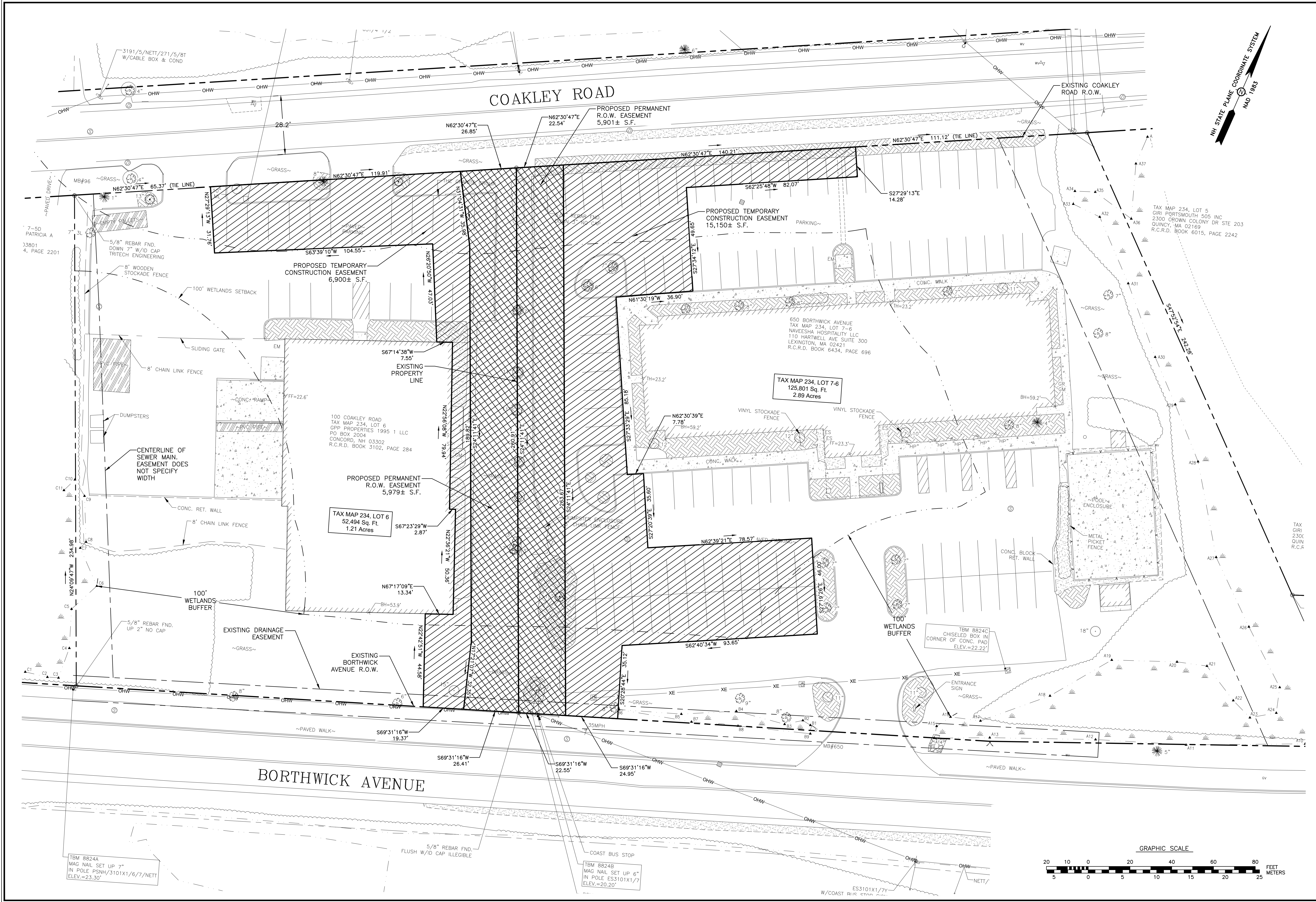
Approved:

Deaglan McEachern, Mayor

Adopted by the City Council

, 2025

Kelli L. Barnaby, City Clerk



PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD		DATE: JANUARY 2025		 DEPARTMENT OF PUBLIC WORKS CITY OF PORTSMOUTH, NH 680 FEVERY HILL ROAD 603-427-1530					
TITLE: PROPOSED EASEMENT PLAN		SCALE: AS SHOWN							
		PROJ. NO.: 7251							
		APVD BY: MRB				B	ADDED METES & BOUNDS	MRB	07/04/25
						A	ISSUED FOR REVIEW	MRB	06/10/25
						NO.	REVISIONS	APP'D	DATE

Coakley Road Connector Project

City Council Presentation

July 14, 2025

Portsmouth Department of Public Works

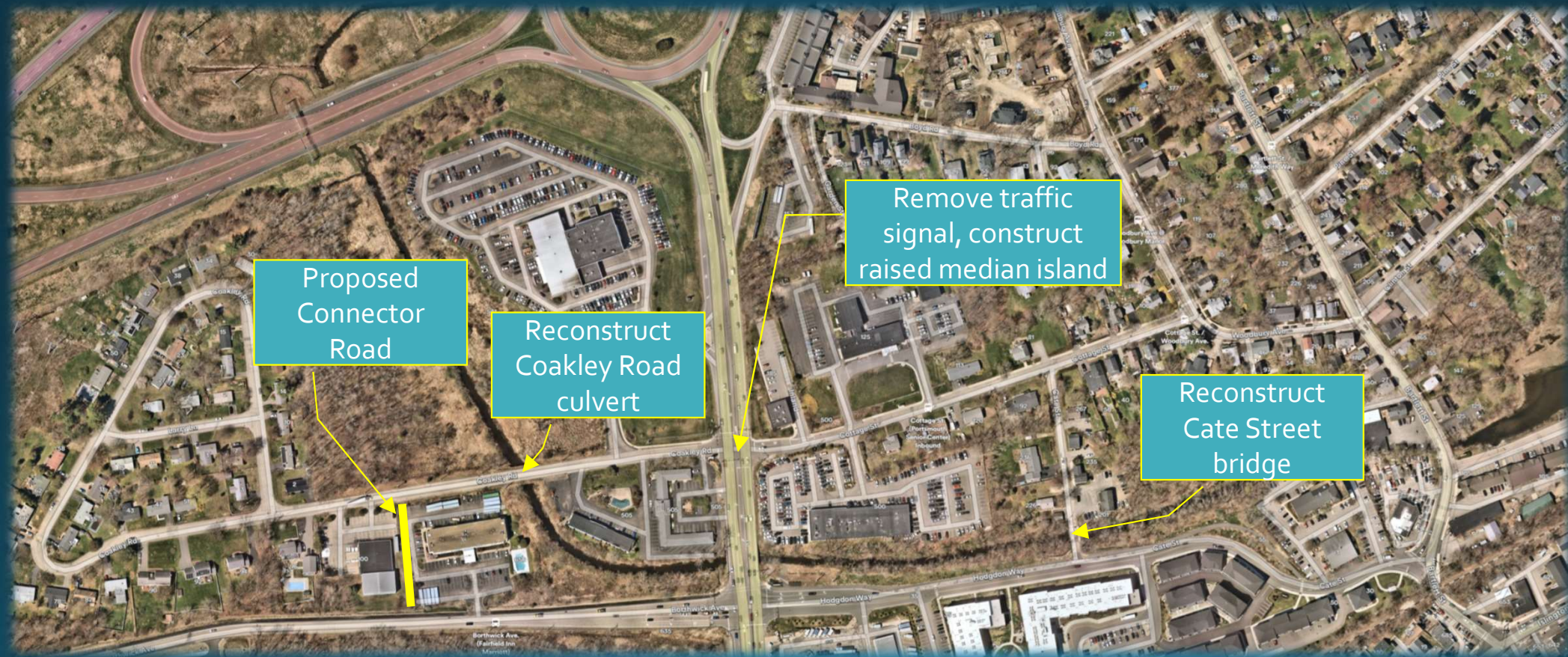
Introductions

Eric Eby, P.E. – Transportation Engineer

Trevor McCourt – Deputy City Attorney



Proposed Project(s)



Proposed
Connector
Road

Reconstruct
Coakley Road
culvert

Remove traffic
signal, construct
raised median island

Reconstruct
Cate Street
bridge

Project Goals

- Reduce congestion on Route 1 Bypass between Borthwick Avenue and the Portsmouth Traffic Circle.
- Reduce cut-through traffic on Bartlett Street, Cottage Street and Woodbury Avenue.
- Improve Coakley Road neighborhood access to Borthwick Avenue bicycle and pedestrian facilities.
- Improve access to Portsmouth Hospital.
- Maintain access to and from the Bypass in both directions for all abutters and neighborhoods.
- Repair bridges over Hodgdon Brook



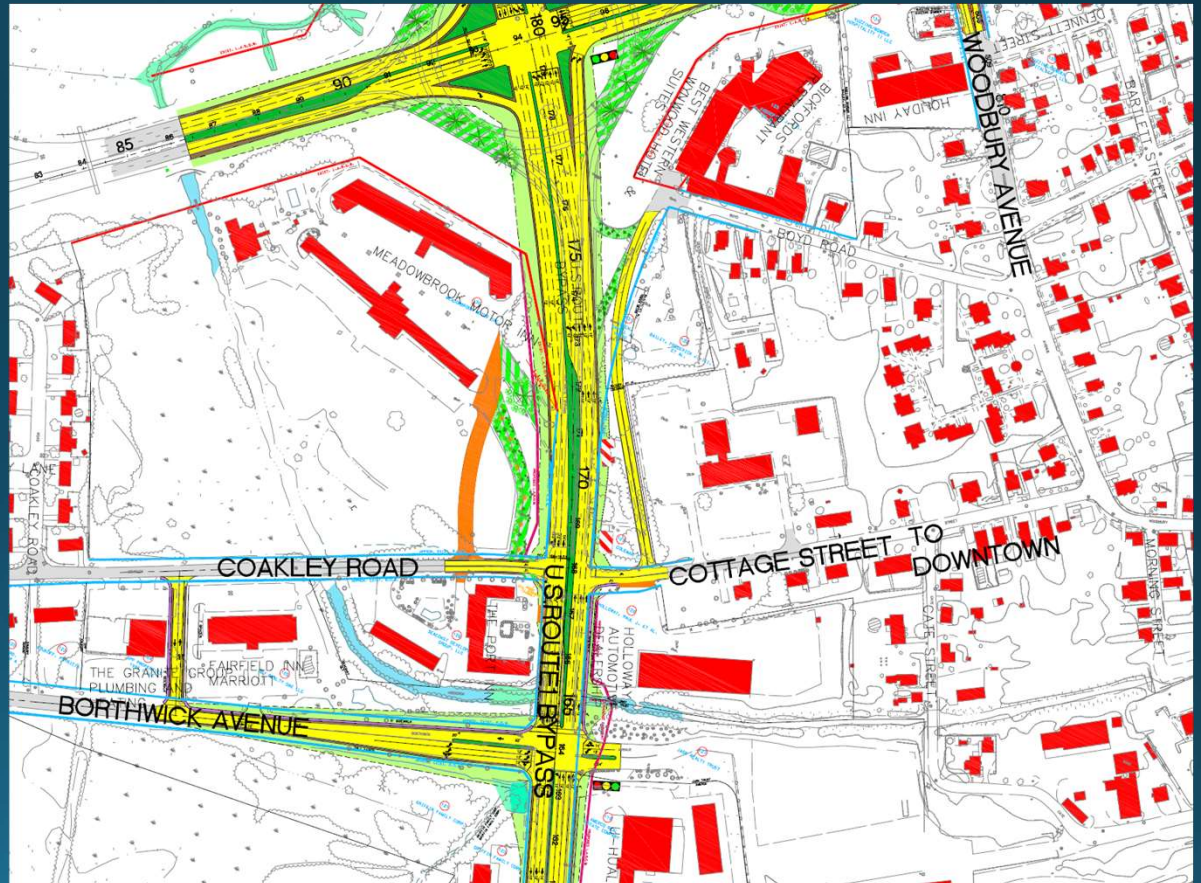
Cate Street Bridge



Coakley Road Culvert

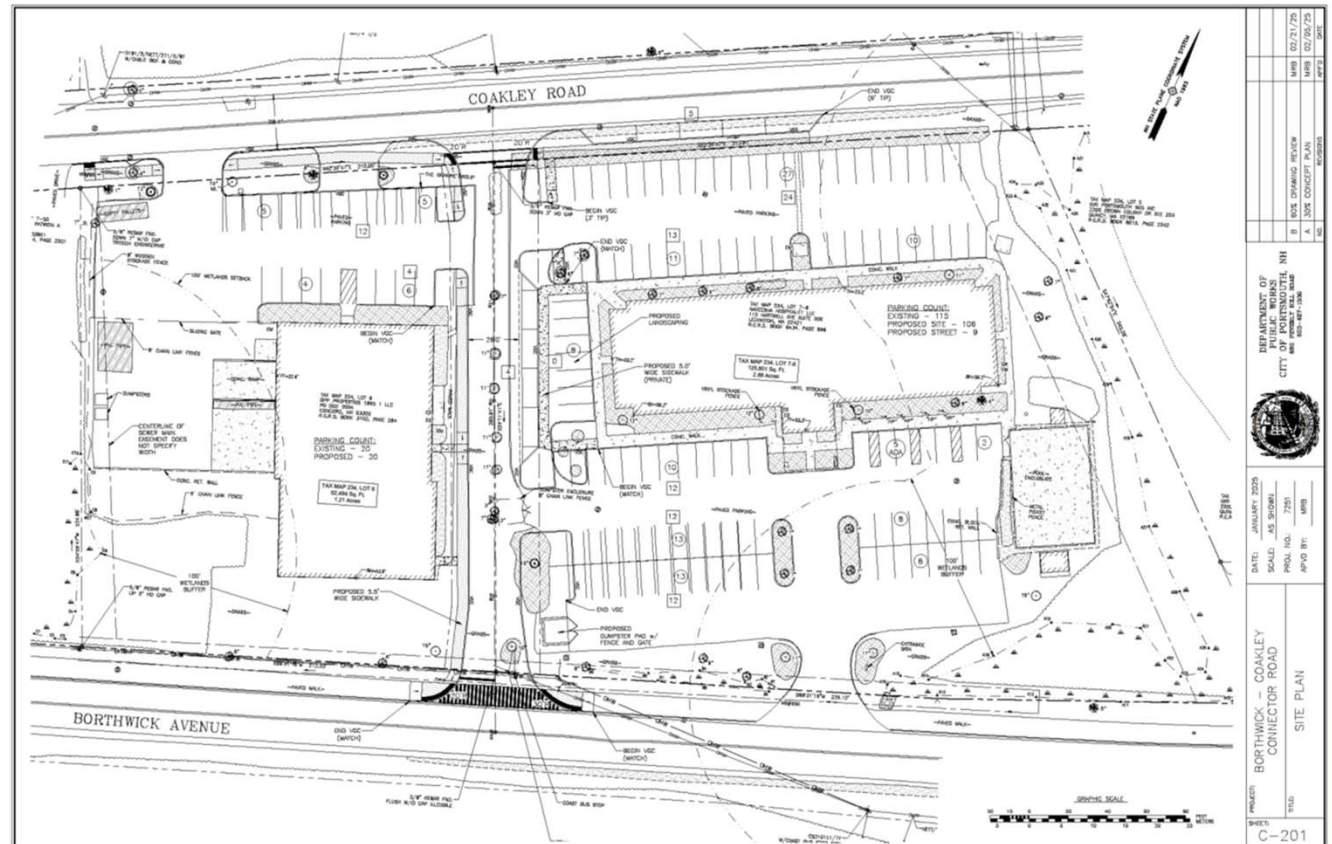
Project History and Funding

- NHDOT 2006 concept
- \$1M identified in City's FY26 CIP for connector road.
- \$960,000 Congestion Mitigation and Air Quality (CMAQ) grant approved for traffic signal removal in 2024. City to also contribute \$240,000.
- \$1.335M in DOT Ten Year Plan for Cate Street bridge. \$415,000 in City CIP. Red listed bridge.
- Coakley culvert condition downgraded to poor by DOT in 2024. Now red listed.
- \$1M in DOT Ten Year Plan for study of Traffic Circle to determine best alternative.



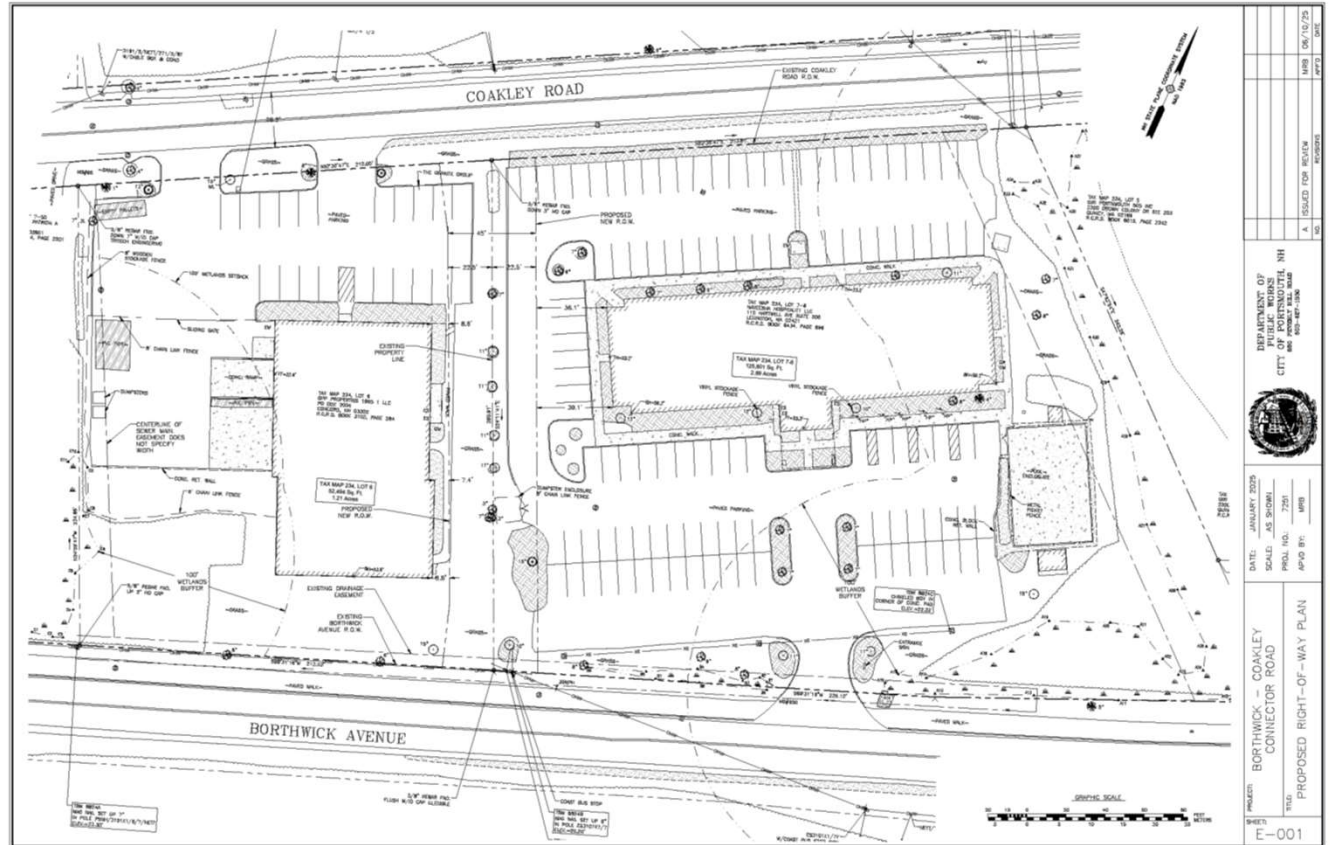
Connector Road Plan

- One lane each direction.
- On-street parking
- Sidewalks
- New driveways



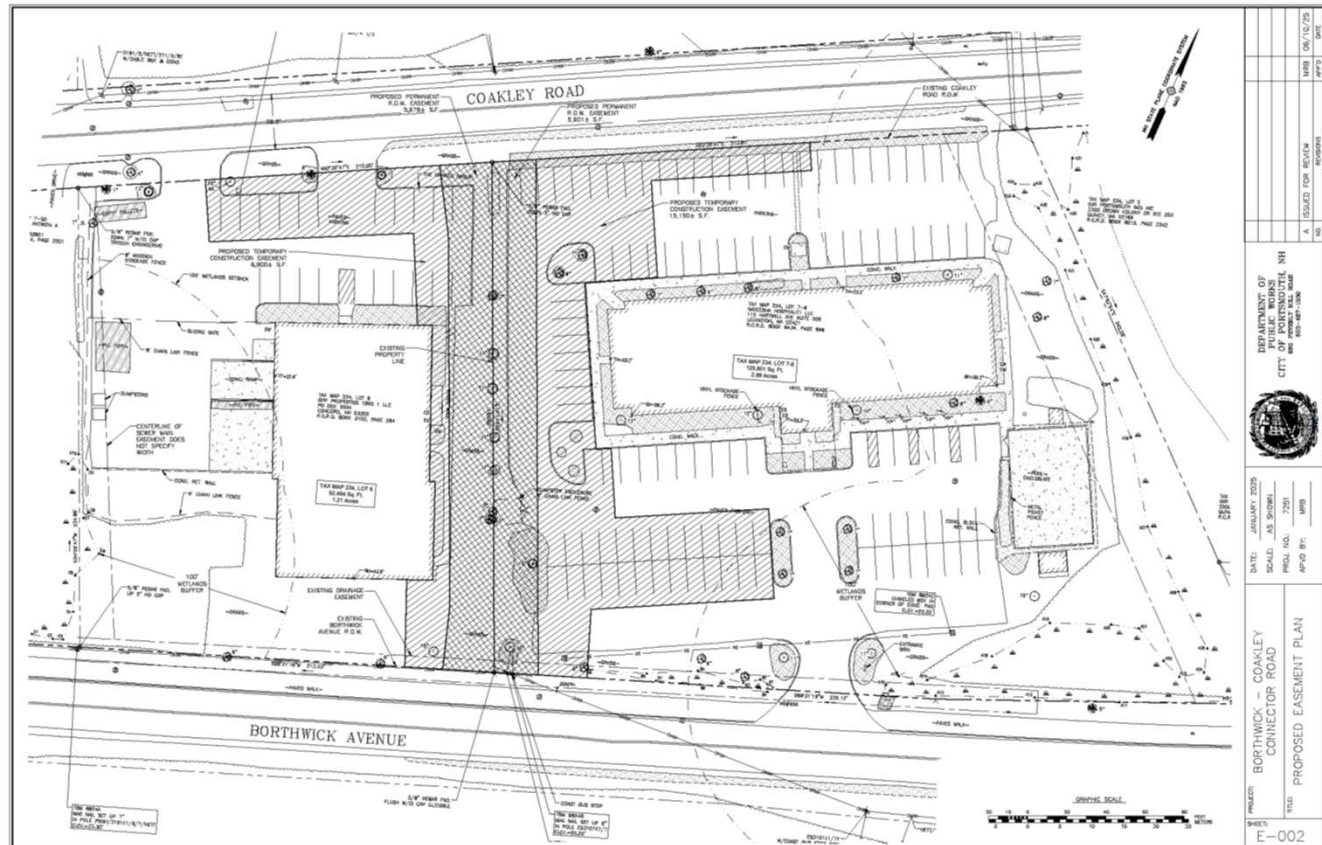
Connector Road Layout

- Centered on existing property line.
- Minimizes site impacts
 - 5,979 sf from Granite Group
 - 5,901 sf from Fairfield Inn
- Wetlands Buffer Area



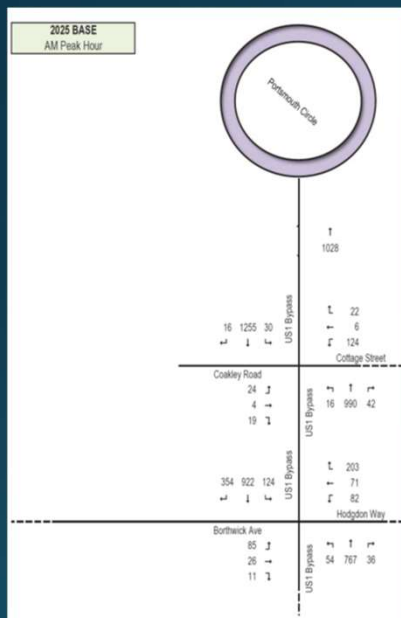
Temporary Construction Easements

- Parking lot and driveway reconfigurations on both sites
- Grading for new sidewalks
- ~6,900 sf on Granite Group site
- ~15,150 sf on Fairfield Inn site

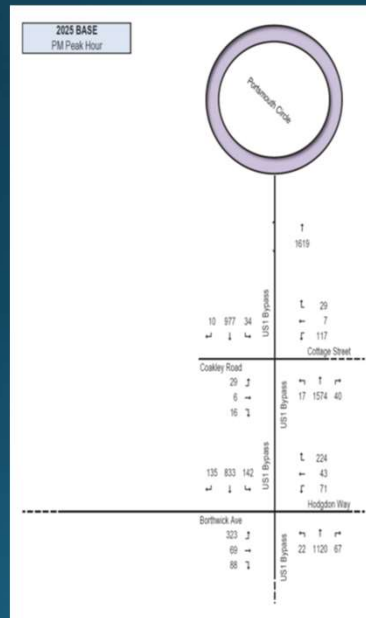


2025 Existing Peak Hour Volumes

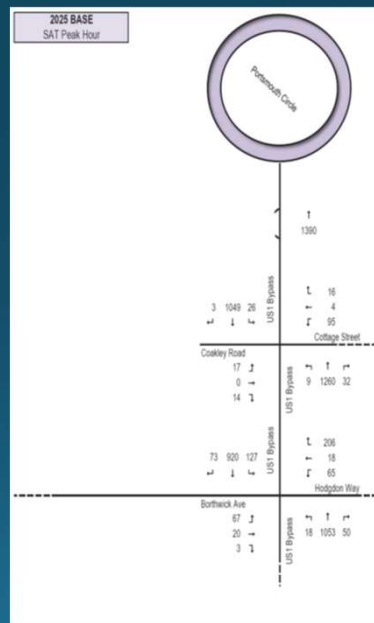
Weekday AM



Weekday PM



Saturday
Midday



- West End Yards 2019 Traffic Study included analysis of possible signal removal. Full West End Yards study available on City project webpage.
- Recent traffic counts show critical left turns 20-50% lower than projected in 2019 study.
- Full updated traffic study to be conducted as part of initial engineering efforts, to confirm feasibility.

Next Steps:

Connector Roadway

- ConCom recommendation and Planning Board Wetland Conditional Use for work in the wetland buffer
- City to negotiate with property owners and potentially condemn land necessary for the new roadway

Coakley Road Culvert

- Consultant selected to prepare engineering design plans
- Reconstruct culvert – anticipated 2027

Cate Street Bridge

- Hire consultant for Engineering Study, Design Plans
- Reconstruct bridge – NHDOT schedule 2028

Signal Removal

- Enter grant agreement with State for CMAQ funding.
- Hire consultant to conduct Engineering Study, Design Plans
- Removal of signal and construction of median island – NHDOT schedule 2031

Questions, Comments



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