McFARLAND JOHNSON
53 Regional Drive, Box 3 • Concord, NH 03301
Phone: (603) 225-2978
www.mjinc.com

June 29, 2026

Samantha Collins
Conservation Commission Chair
City of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

**Re: Peverly Hill Road Improvements, City of Portsmouth Project**

Dear Ms. Collins,

On behalf of the City of Portsmouth Department of Public Works, the applicant for the subject project, we are requesting a City of Portsmouth Wetland Conditional Use Permit for the proposed improvements to Peverly Hill Road. The City has obtained Federal Highway Administration Congestion Management and Air Quality funding for this project through the NH Department of Transportation (NHDOT). The project is being administered through the NHDOT Local Public Agency (LPA) Program. Details about the proposed project are provided in this permit application package and additional information can be found on the City's website:

https://www.portsmouthnh.gov/city/projects/peverly-hill-road-complete-street

The project consists of reconstructing an approximately 1-mile section of Peverly Hill Road between West Road and Middle Road (NH Route 33) in Portsmouth, New Hampshire**.** Peverly Hill Road is a primary route for vehicles, bicyclists, pedestrians traveling to and from NH Route 33 and Interstate 95 to the west and Lafayette Road (US Route 1), Mirona Road, and Banfield Road to the east. Peverly Hill Road also serves as a connector route to numerous recreation sites in this section of the City of Portsmouth.

The purpose of the project is to enhance safety for all modes of travel (vehicles, bicyclists, and pedestrians) in conformance with the City of Portsmouth's Complete Street Policy adopted in 2013. The need for the project is demonstrated by a lack of bicycle and pedestrian accommodations within the project area, through which motor vehicles travel at high rates of speed. There are also several locations with sight distance restrictions and drainage problems along the roadway that contribute to safety issues.

The existing roadway is a two-lane road connecting NH Route 33 and Interstate 95 to US Route 1. According to the latest traffic data obtained by the City of Portsmouth in the Summer of 2025, the average annual daily traffic (AADT) volume on Peverly Hill Road through the project area is 7,800 vehicles per day. The road does not currently have adequate drainage infrastructure, which results in areas of ponding on the travel lanes and erosion. The width of the existing paved roadway varies between 26 feet and 30 feet with a variable width gravel shoulder in many places. Auxiliary turn lanes are present at the intersection of Banfield Road and Mirona Road and at the

intersection of Middle Road (NH Route 33). The majority of the roadway is uncurbed with small sections of sloped granite curb approaching Middle Road and another section from the intersection of Banfield and Mirona Roads east to the driveway of the Portsmouth Department of Public Works (DPW) located at 680 Peverly Hill Road. The existing condition of the roadway pavement is in poor condition with signs of cracking rutting, and delamination.

There is approximately 1,200 feet of existing concrete sidewalk on the north side of the roadway that starts at the YMCA building (550 Peverly Hill Road) and continues east through the signalized intersection of Banfield and Mirona Roads to a point approximately 100 feet east of the DPW driveway. In addition, there is a short section of sidewalk at the intersection of Peverly Hill Road and Middle Road. Two crosswalks are located within the project limits at the signalized intersections at Banfield and Mirona Roads and Middle Road.

**Proposed Action**

The proposed action would involve installing granite curb along both sides of Peverly Hill Road to provide a narrowed roadway cross section with a defined pavement edge. The roadway would be narrowed to two 11-foot travel lanes with 2-foot shoulders. A 10-foot shared use path with a 4-foot wide landscaped strip is proposed on the south side of Peverly Hill Road, and a 5.5-foot wide concrete sidewalk is proposed on the north side. The vertical granite curb is required to separate the shared use path and the sidewalk from the roadway since they will be located within the clear zone. The sidewalk on the north side of Peverly Hill Road would allow pedestrians to avoid crossing the roadway directly from their homes or business to access a safe pedestrian accommodation. The proposed shared use path and sidewalk would be constructed to meet the ADA standards. Any existing sidewalks or ramps that are to remain that do not meet ADA Standards would be upgraded.

Proposed curb will be vertical granite curb. Curb cuts will be provided at each of the existing driveways and sideroads and these curb cuts will provide passage opportunities for reptiles and amphibians. In most locations, curb cuts are spaced approximately 200 feet apart. Additional curb cuts would not be desirable for bicycles using the multiuse path.

The existing auxiliary lanes would be maintained. In addition, the work would include reconstruction of the existing pavement surface. Due to the proposed vertical granite curbing, new closed drainage systems are proposed along the length of the roadway. Closed drainage systems are generally routed to proposed stormwater treatment measures to provide water quality treatment.

Proposed work will be primarily located within existing public road right-of-way. However, strip right-of-way acquisitions and temporary construction easements will be necessary from privately-owned and publicly owned lands adjacent to the corridor.

The following stakeholder meetings have been held to obtain input on the project throughout its development:

| Date | Meeting | Purpose of Meeting |
|---|---|---|
| 2/3/16 | Public Listening Session | Gain an understanding of the public's views, desires and goals for the corridor |
| 7/27/16 | Alternatives Workshop | Present alternatives and seek public comment on each |

| | | |
|---|---|---|
| 3/27/19 | Public Information Meeting | Present the Preferred Alternative and address questions |
| 2/17/21 | Public Information Meeting | Present the Preferred Alternative to the public and seek final comments |
| 4/19/21 | City Council Presentation | Present a summary of the project and the Preferred Alternative for consideration |
| 6/28/21 | Public Information Meeting | Present a summary of the project and site walk, provide an alternatives comparison, and an overview of the next steps. |
| 7/12/21 | City Council Presentation | Present summary of public meeting, changes to project based on feedback, additional alternatives evaluated, and discuss Right-of-Way |
| 10/14/21 | City Council Public Hearing/Necessity Hearing | Provide detailed overview of project details |
| 11/17/21 | NHDOT Natural Resource Agency Coordination Meeting | Provide an update on the project status and meetings held, and an update on resource impacts |
| 5/8/24 | NHDES Alteration of Terrain Pre-Application Meeting | Obtain input on compliance with stormwater treatment requirements |
| 8/21/24 | NHDOT Natural Resource Agency Coordination Meeting | Provide an update on the project status and meetings held, and an update on resource impacts |

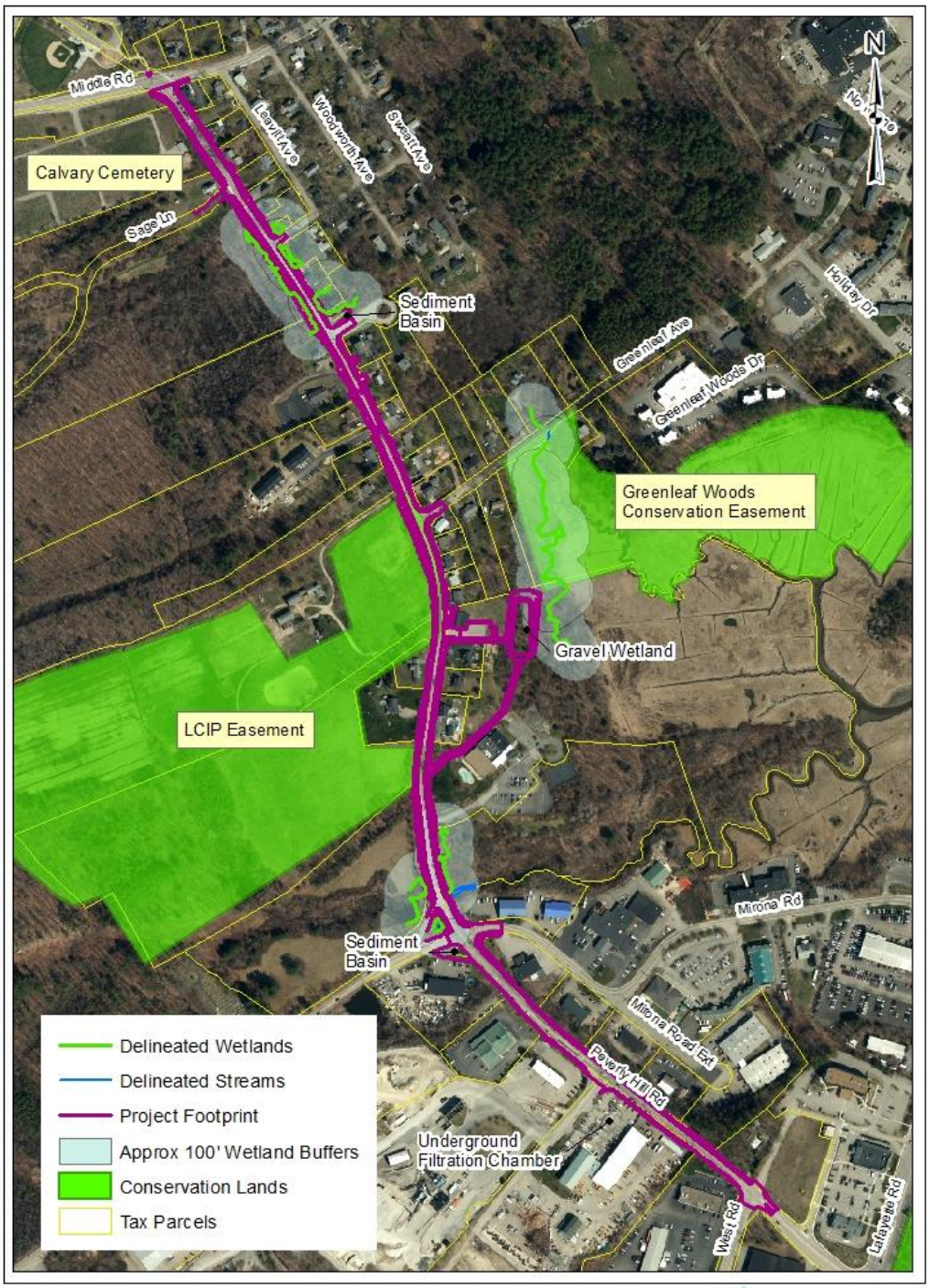
**Stormwater Treatment**

Existing stormwater runoff flows generally untreated via overland flow to seven discharge points. The project must obtain a NHDES Alteration of Terrain Permit, which requires treatment of stormwater runoff from all post-construction impervious area within the project limits. Proposed stormwater management will be provided by two sediment basins, a gravel wetland, and an underground infiltration chamber system, designed in accordance with the NH Stormwater Manual. Deep sump catch basins will also be used for pretreatment in off-line catch basins. The City completes annual catch basin cleaning, pipe inspections and cleaning, and street sweeping through its routine operations in compliance with the EPA MS4 Permit. The Alteration of Terrain Permit will also include conditions for regular inspection and maintenance of the stormwater treatment areas. The stormwater treatment measures must be inspected once a year as per the maintenance requirements in the Storm Water Manual. The inspections will include observing the sediment accumulation in the stormwater treatment measures and catch basins, and examining the site for erosion problems that may have occurred.

Porous pavement is not proposed as part of this project. The use of porous pavement substantially increases project construction costs due to the deep subgrade material needed to collect and store stormwater and maintenance to keep the system from clogging. Further, curbing would still be required along the sidewalk and shared use path, which means that closed drainage would still be required to collect stormwater off the roadway and this stormwater runoff would require treatment.

The gravel wetland and two sediment basins are located in a wetland buffer, two of which are vegetated. Alternative locations outside of wetland buffers do not exist in the project area due to landowner, site, and design constraints. The project area has many small, residential lots that are not suitable for treatment practices, as well as two large parcels protected by conservation easements. Suitable locations are further constrained by topography and drainage patterns, which limit treatment to locations where water can physically be directed. A gravel wetland was originally proposed off Greenleaf Avenue, which resulted in greater wetland buffer impacts. The

City could not reach an agreement with the property owner at that location and alternative locations were reviewed. The YMCA has agreed to allow the gravel wetland to be placed on their property (244-10); however, the abutting property owner (244-9) would not allow the gravel wetland to be any closer to or on their property (further out of the wetland buffer within maintained lawn) than it is currently proposed as any further encroachments would begin to impact the business operations.

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**Vegetation**

The existing tree line is shown on the enclosed plans and square feet of clearing within the existing tree line has been quantified within wetlands and wetland buffers. Clearing adjacent to the roadway is necessary to establish the wider roadway footprint. Newly established roadway slopes will be seeded with the standard NHDOT slope seed mix. Clearing is also required for the proposed sediment basin adjacent to Moffat Street and for the proposed gravel wetland on the YMCA parcel. Newly established slopes adjacent to these treatment areas will be seeded. Trees will be planted along the south side of the gravel wetland. The entire gravel wetland and adjacent slopes will be seeded with Wet Basin/Wet Meadow Seed Mix that consists of the following:

| Scientific Name | Kind of Seed | Minimum Purity (%) | Minimum Germination (%) | Application Rate lbs/acre |
|---|---|---|---|---|
| Agrostis perennans | Upland Bentgrass | 95 | 85 | 2 |
| Glyceria grandis | American Mannagrass | 95 | 85 | 2 |
| Scirpus cyperinus | Woolgrass | 95 | 85 | 3 |
| Carex vulpinoidea | Fox Sedge | 95 | 85 | 2 |
| Carex crinita | Fringe Sedge | 95 | 70 | 3 |
| Juncus effusus | Soft Rush | 95 | 85 | 2 |
| Glyceria striata | Fowl Mannagrass | 95 | 85 | 2 |
| | | | Total | 16 lbs/acre |

Invasive plants occur throughout the project area, including glossy buckthorn, common reed, and multiflora rose. The selected contractor will be required to submit an Invasive Species Control Plan to outline measures that will be taken to prevent the spread of invasive plants during construction.

**Prime Wetlands**

The project will not result in a net loss of the prime wetlands functions and values. Impacts to the prime wetland buffer adjacent to Banfield Road will be limited to the footprint of the existing roadway. Impacts to the prime wetland buffer adjacent to Sagamore Creek will be limited to the construction of a proposed gravel wetland. This stormwater treatment area will provide treatment for roadway runoff, which will ensure that water quality within Sagamore Creek is not impacted by roadway infrastructure. One of the primary functions and values of the prime wetland buffer is to help protect water quality of the adjacent prime wetlands. The proposed gravel wetland will serve the same purpose as the prime wetland buffer. Additionally, the buffer will remain vegetated following construction. As noted above, the gravel wetland will be seeded with a Wet Basin/Wet Meadow Seed Mix. For these reasons, compensatory mitigation for prime wetland buffer impacts is not proposed.

We look forward to continuing our coordination with the Conservation Commission on this project.

Sincerely,

Christine Perron, CWS
Regional Environmental Manager

ecc:
Peter Rice, Department of Public Works
Kate Homet, Portsmouth Conservation Commission

McFarland Johnson
Innovative Solutions / Sustainable Results

53 Regional Drive • Concord, NH 03301
Phone: 603-225-2978 • Fax: 603-225-0095
www.mjinc.com

April 28, 2017

MJ Project No. 18082.01

Ms. Judie Belanger, Finance Director
Financing/Purchasing Department
City Hall
1 Junkins Avenue
Portsmouth, NH 03801

RE: Peverly Hill Road Reconstruction

Dear Ms. Belanger:

McFarland-Johnson, Inc. (hereinafter called "Engineer") proposes to render professional engineering services to City of Portsmouth (hereinafter called "Client"), in connection with the following project.

A. **PROJECT DESCRIPTION:**

1. The objective of the Peverly Hill Road Reconstruction Project in the City of Portsmouth is to improve the road condition, stormwater management and bicycle and pedestrian facilities along Peverly Hill Road between US Route 1 and NH Route 33.

2. The Client is expected to furnish Engineer with full information as to Client's requirements, including any special or extraordinary considerations for the Project or special services needed, and also to make available all pertinent existing data.

3. The Engineer's services will consist of a Preliminary Design, Final Design, and Environmental Permitting, all as further described in the following Basic Scope of Services as supplemented in Exhibit A, Scope of Work and Task Descriptions, which is attached to this letter.

B. **BASIC SCOPE OF SERVICES:**

1. The project consists of obtaining survey, environmental permitting, Preliminary and Final Design as outlined in Exhibit A Scope of Work and Task Descriptions.

2. The Engineer will also furnish such Additional Services as Client may request for an additional fee.

C. **UNDERSTANDING OF THE BASIC SCOPE OF SERVICES:**

1. The Client will coordinate with the Engineer, to provide a facility and schedule the public hearing.
2. This work will include design services, permitting, and public involvement. The scope outlines an additional task for Construction Administration, but those services are not included in this agreement. If the City desires to have MJ provide these services an agreement to provide those services can be provided.
3. Cost estimates will use NHDOT current weighted unit prices and information provided by the City for the most recent project Bid.
4. The Client will provide abutter notification for survey work required as part of this project.

D. **COMPENSATION FOR BASIC SERVICES:**

1. The Client shall reimburse Engineer for Basic Services in the following manner:

A fixed fee for profit of $27,329.76 plus an amount equal to Direct Labor Costs times a factor of 2.75 for overhead plus Subconsultants and direct project expenses, the total sum of which is estimated at $447,540.52.

Authorized Additional Services will be charged on the basis of Direct Labor Costs times a factor of 3.025, plus direct project expenses.

Direct Project expenses incurred in connection with all Basic and Additional Services will be charged, in addition to the stated fee, on the basis of actual cost.

Engineer will bill Client monthly, for services and direct project expenses. The above financial arrangements are on the basis of payment of invoices within 30 days so that the orderly and continuous progress of the Project through construction can be maintained.

Engineer would expect to start services promptly after receipt of Client's acceptance of this proposal and to complete services within 14 months from notice to proceed.

If there are protracted delays for reasons beyond Engineer's control, Engineer would expect to negotiate with Client an equitable adjustment of compensation taking into consideration the impact of such delay including, but not limited to, changes in pay scales applicable to the period when services are in fact being rendered.

The Engineer acknowledges that Client has authorized only $52,000 of the proposed scope of services. Additional work under this contract is contingent on additional funding and approval of the Client and the NH Department of Transportation. The Client will work in good faith to attempt to gain the additional funding required for this work. In the event the additional funding cannot be secured, by July 7, 2017, either party may terminate this agreement with written notice to the other party. Engineer shall not commence any work beyond the initial authorized

amount unless the Client communicates such additional authorization in writing. If this Agreement is terminated for lack of funding, the City will pay only for work authorized and completed prior to notice of termination.

Engineer shall notify the Client as soon as possible if the work is expected to exceed the total estimated sum of $447,540.52 so that the Client may evaluate adjustments to the scope of work to keep the work within the estimated budget. Engineer shall not exceed the sum of $447,540.52 without written authorization.

The Services to be rendered by the Engineer on this Project, together with specific understandings applicable for the project, are set forth in the above Basic Scope of Services, and Exhibit A, Scope of Work and Task Descriptions, which is attached to and made a part of this proposal and supersede all prior written or verbal understandings.

This proposal, the Basic Scope of Services consisting of 3 pages, Exhibit A, Scope of Work and Task Descriptions, Exhibit B Manhour and Cost Summary, along with the attached Schedules A and B (Standard Terms and Conditions), and attached City of Portsmouth Minimum Insurance Coverage Requirements, represents the entire understanding between Client and Engineer with respect to this Project, and may only be modified in writing signed by both parties.

If this offer of services is acceptable, please execute both copies of this letter in the space provided, and return one to McFarland-Johnson, Inc.

This offer will be open for acceptance until May 10, 2017, unless changed by Engineer in writing.

We appreciate the opportunity to submit this proposal/agreement and hope it meets with your approval. If there are any questions, please do not hesitate to contact Jeff Santacruce or me.

Very truly yours,

McFARLAND-JOHNSON, INC.

By: _____ FOR
James M. Festa, P.E.
Senior Vice President and Chief Operating Officer

**City of Portsmouth, NH**

_____
Officer

this 4th day of May, 2017

# City of Portsmouth, New Hampshire

## *Wetland Conditional Use Permit Application Checklist*

This wetland conditional use permit application checklist is a tool designed to assist the applicant in the planning process and for preparing the application for Conservation Commission and Planning Board review. The checklist is required to be uploaded as part of your wetland conditional use permit application to ensure a full and complete application is submitted to the Planning and Sustainability Department and to the online portal. A pre-application conference with a member of the Planning and Sustainability Department is encouraged as additional project information may be required depending on the size and scope of the project. The applicant is cautioned that this checklist is only a guide and is not intended to be a complete list of all wetland conditional use permit requirements. Please refer to Article 10 of the City of Portsmouth Zoning Ordinance for full details.

**Applicant Responsibilities:** Applicable fees are due upon application submittal to the Planning Board (no fees are required for Conservation Commission submission). The application will be reviewed by Planning and Sustainability Department staff to determine completeness. Incomplete applications which do not provide required information for the evaluation of the proposed site development shall not be provided review by the Conservation Commission or Planning Board.

Name of Applicant: Peter Rice, Dept of Public Works Date Submitted: 7/29/26

Application # (in City's online permitting): _____

Site Address: Peverly Hill Road Map: ROW Lot: ROW

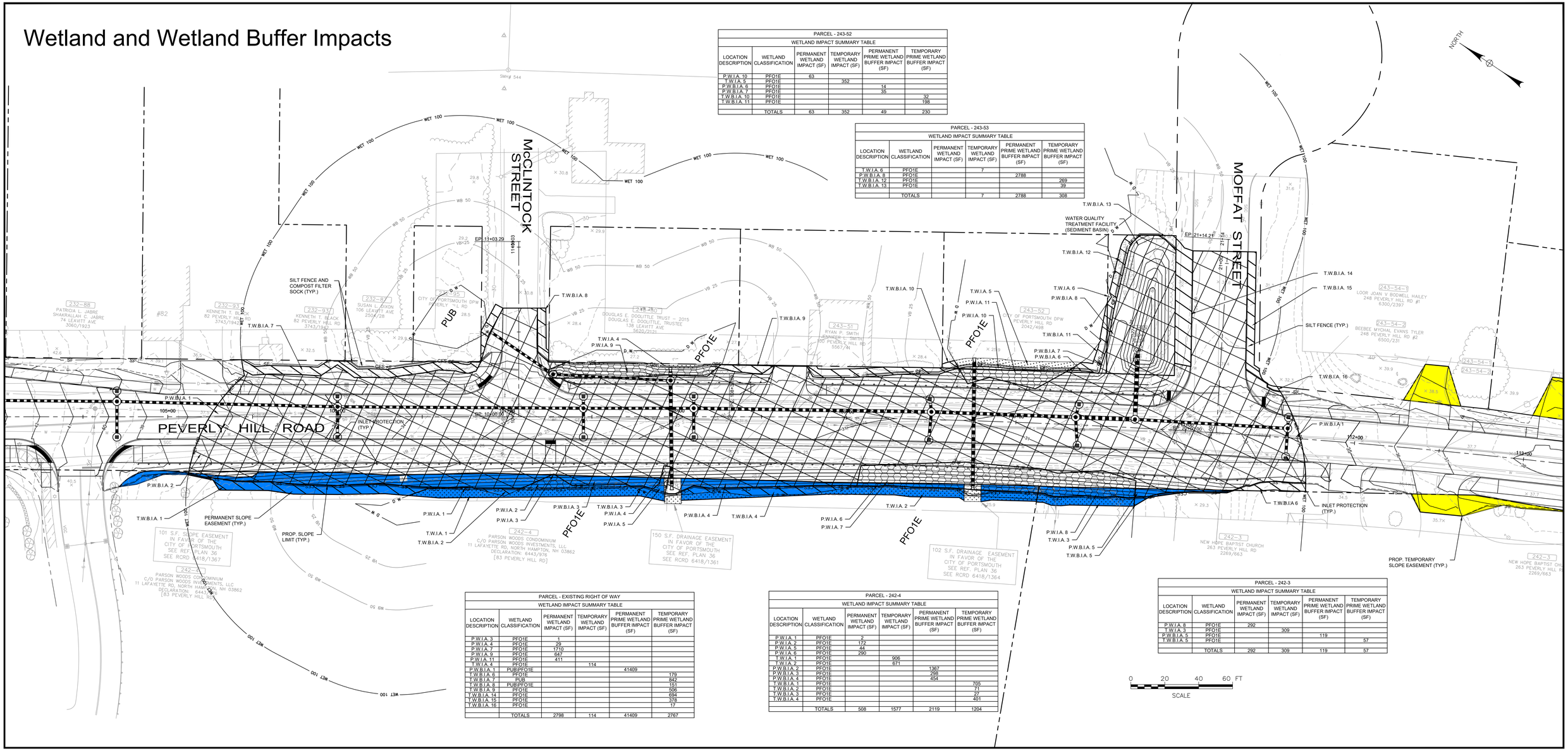
| ☑ | Required Items for Submittal | Item Location (e.g. Page or Plan Sheet/Note #) |
|---|---|---|
| ✔ | Complete application form submitted via the City's web-based permitting program | |
| ✔ | All application documents, plans, supporting documentation, this checklist and other materials uploaded to the application form in OpenGov in digital **Portable Document Format (PDF)**. One hard copy of all plans and materials shall be submitted to the Planning and Sustainability Department by the published deadline. | |

| ☑ | Required Items for Submittal | Item Location (e.g. Page/line or Plan Sheet/Note #) |
|---|---|---|
| ✔ | Basic property and wetland resource information. **(10.1017.21)** | |
| ✔ | Additional information required for projects proposing greater than 250 square feet of permanent or temporary impacts. **(10.1017.22)** | |
| ✔ | Demonstrate impacts as they relate to the criteria for approval set forth in Section 10.1017.50 (or Section 10.1017.60 in the case of utility installation in a right-of-way). **(10.1017.23)** | |
| ✔ | Balance impervious surface impacts with removal and/or wetland buffer enhancement plan. **(10.1017.24)** | |

| ☑ | Required Items for Submittal | Item Location (e.g. Page/line or Plan Sheet/Note #) |
|---|---|---|
| ☐ | Wetland buffer enhancement plan. **(10.1017.25)** | |
| ☐ | Living shoreline strategy provided for tidal wetland and/or tidal buffer impacts. **(10.1017.26)** | |
| ✔ | Stormwater management must be in accordance with Best Management Practices including but not limited to: *1. New Hampshire Stormwater Manual, NHDES, current version.* *2. Best Management Practices to Control Non-point Source Pollution: A Guide for Citizens and City Officials, NHDES, January 2004.* **(10.1018.10)** | |
| ☐ | Vegetated Buffer Strip slope of greater than or equal to 10%. **(10.1018.22)** | |
| ✔ | Removal or cutting of vegetation, use of fertilizers, pesticides and herbicides. **(10.1018.23/10.1018.24/10.1018.25)** | |
| ☐ | All new pavement within a wetland buffer shall be porous pavement. **(10.1018.31)** | |
| ☐ | An application that proposes porous pavement in a wetland buffer shall include a pavement maintenance plan. **(10.1018.32)** | |
| ✔ | Permanent wetland boundary markers shall be shown on the plan submitted with an application for a conditional use permit and shall be installed during project construction. **(10.1018.40)** | |
| ☑ | **Requested Items for Submittal** | **Item Location (e.g. Page or Plan Sheet/Note #)** |
| ✔ | A narrative/letter addressed to the Conservation Commission Chair (if recommended to Planning Board then an additional narrative addressed to the Planning Board Chair at that time) describing the project and any proposed wetland and/or wetland buffer impacts. Please visit the WCUP instruction page for further application instructions. | |
| ✔ | If New Hampshire Department of Environmental Services (NHDES) Standard Dredge and Fill Permit is required for this work, please provide this permit application at the same time as your submission for a Wetland Conditional Use Permit. | |

**Applicant's Signature:** Christine Perron **Date:** 7/29/26

# Wetland and Wetland Buffer Impacts



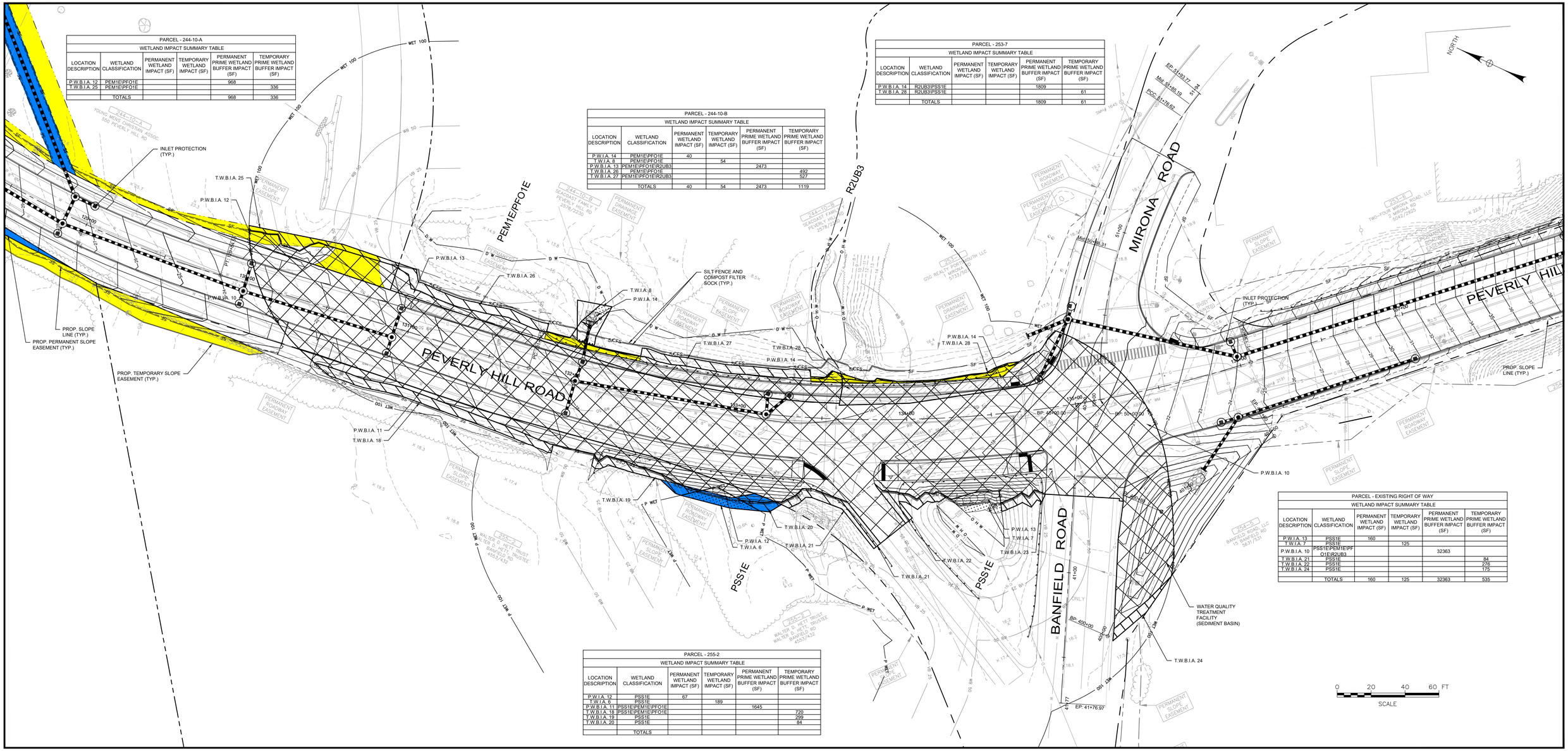

| PARCEL - 243-52 | | | | | |
|---|---|---|---|---|---|
| WETLAND IMPACT SUMMARY TABLE | | | | | |
| LOCATION DESCRIPTION | WETLAND CLASSIFICATION | PERMANENT WETLAND IMPACT (SF) | TEMPORARY WETLAND IMPACT (SF) | PERMANENT PRIME WETLAND BUFFER IMPACT (SF) | TEMPORARY PRIME WETLAND BUFFER IMPACT (SF) |
| P.W.I.A. 10 | PFO1E | 63 | | | |
| T.W.I.A. 5 | PFO1E | | 352 | | |
| P.W.B.I.A. 6 | PFO1E | | | 14 | |
| P.W.B.I.A. 7 | PFO1E | | | 35 | |
| T.W.B.I.A. 10 | PFO1E | | | | 32 |
| T.W.B.I.A. 11 | PFO1E | | | | 198 |
| | TOTALS | 63 | 352 | 49 | 230 |

| PARCEL - 243-53 | | | | | |
|---|---|---|---|---|---|
| WETLAND IMPACT SUMMARY TABLE | | | | | |
| LOCATION DESCRIPTION | WETLAND CLASSIFICATION | PERMANENT WETLAND IMPACT (SF) | TEMPORARY WETLAND IMPACT (SF) | PERMANENT PRIME WETLAND BUFFER IMPACT (SF) | TEMPORARY PRIME WETLAND BUFFER IMPACT (SF) |
| T.W.I.A. 6 | PFO1E | | 7 | | |
| P.W.B.I.A. 8 | PFO1E | | | 2788 | |
| T.W.B.I.A. 12 | PFO1E | | | | 269 |
| T.W.B.I.A. 13 | PFO1E | | | | 39 |
| | TOTALS | | 7 | 2788 | 308 |

| PARCEL - EXISTING RIGHT OF WAY | | | | | |
|---|---|---|---|---|---|
| WETLAND IMPACT SUMMARY TABLE | | | | | |
| LOCATION DESCRIPTION | WETLAND CLASSIFICATION | PERMANENT WETLAND IMPACT (SF) | TEMPORARY WETLAND IMPACT (SF) | PERMANENT PRIME WETLAND BUFFER IMPACT (SF) | TEMPORARY PRIME WETLAND BUFFER IMPACT (SF) |
| P.W.I.A. 3 | PFO1E | 1 | | | |
| P.W.I.A. 4 | PFO1E | 29 | | | |
| P.W.I.A. 7 | PFO1E | 1710 | | | |
| P.W.I.A. 9 | PFO1E | 647 | | | |
| P.W.I.A. 11 | PFO1E | 411 | | | |
| T.W.I.A. 4 | PFO1E | | 114 | | |
| P.W.B.I.A. 1 | PUB/PFO1E | | | 41409 | |
| T.W.B.I.A. 7 | PFO1E | | | | 179 |
| T.W.B.I.A. 7 | PUB | | | | 842 |
| T.W.B.I.A. 8 | PUB/PFO1E | | | | 151 |
| T.W.B.I.A. 9 | PFO1E | | | | 506 |
| T.W.B.I.A. 14 | PFO1E | | | | 694 |
| T.W.B.I.A. 15 | PFO1E | | | | 378 |
| T.W.B.I.A. 16 | PFO1E | | | | 17 |
| | TOTALS | 2798 | 114 | 41409 | 2767 |

| PARCEL - 242-4 | | | | | |
|---|---|---|---|---|---|
| WETLAND IMPACT SUMMARY TABLE | | | | | |
| LOCATION DESCRIPTION | WETLAND CLASSIFICATION | PERMANENT WETLAND IMPACT (SF) | TEMPORARY WETLAND IMPACT (SF) | PERMANENT PRIME WETLAND BUFFER IMPACT (SF) | TEMPORARY PRIME WETLAND BUFFER IMPACT (SF) |
| P.W.I.A. 1 | PFO1E | 2 | | | |
| P.W.I.A. 2 | PFO1E | 172 | | | |
| P.W.I.A. 5 | PFO1E | 44 | | | |
| P.W.I.A. 6 | PFO1E | 290 | | | |
| T.W.I.A. 1 | PFO1E | | 906 | | |
| T.W.I.A. 2 | PFO1E | | 671 | | |
| P.W.B.I.A. 2 | PFO1E | | | 1367 | |
| P.W.B.I.A. 3 | PFO1E | | | 298 | |
| P.W.B.I.A. 4 | PFO1E | | | 454 | |
| T.W.B.I.A. 1 | PFO1E | | | | 705 |
| T.W.B.I.A. 2 | PFO1E | | | | 71 |
| T.W.B.I.A. 3 | PFO1E | | | | 27 |
| T.W.B.I.A. 4 | PFO1E | | | | 401 |
| | TOTALS | 508 | 1577 | 2119 | 1204 |

| PARCEL - 242-3 | | | | | |
|---|---|---|---|---|---|
| WETLAND IMPACT SUMMARY TABLE | | | | | |
| LOCATION DESCRIPTION | WETLAND CLASSIFICATION | PERMANENT WETLAND IMPACT (SF) | TEMPORARY WETLAND IMPACT (SF) | PERMANENT PRIME WETLAND BUFFER IMPACT (SF) | TEMPORARY PRIME WETLAND BUFFER IMPACT (SF) |
| P.W.I.A. 8 | PFO1E | 292 | | | |
| T.W.I.A. 3 | PFO1E | | 309 | | |
| P.W.B.I.A. 5 | PFO1E | | | 119 | |
| T.W.B.I.A. 5 | PFO1E | | | | 57 |
| | TOTALS | 292 | 309 | 119 | 57 |




| PARCEL - 244-10-A | | | | | |
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| WETLAND IMPACT SUMMARY TABLE | | | | | |
| LOCATION DESCRIPTION | WETLAND CLASSIFICATION | PERMANENT WETLAND IMPACT (SF) | TEMPORARY WETLAND IMPACT (SF) | PERMANENT PRIME WETLAND BUFFER IMPACT (SF) | TEMPORARY PRIME WETLAND BUFFER IMPACT (SF) |
| P.W.B.I.A. 12 | PEM1E\PFO1E | | | 968 | |
| T.W.B.I.A. 25 | PEM1E\PFO1E | | | | 336 |
| | TOTALS | | | 968 | 336 |

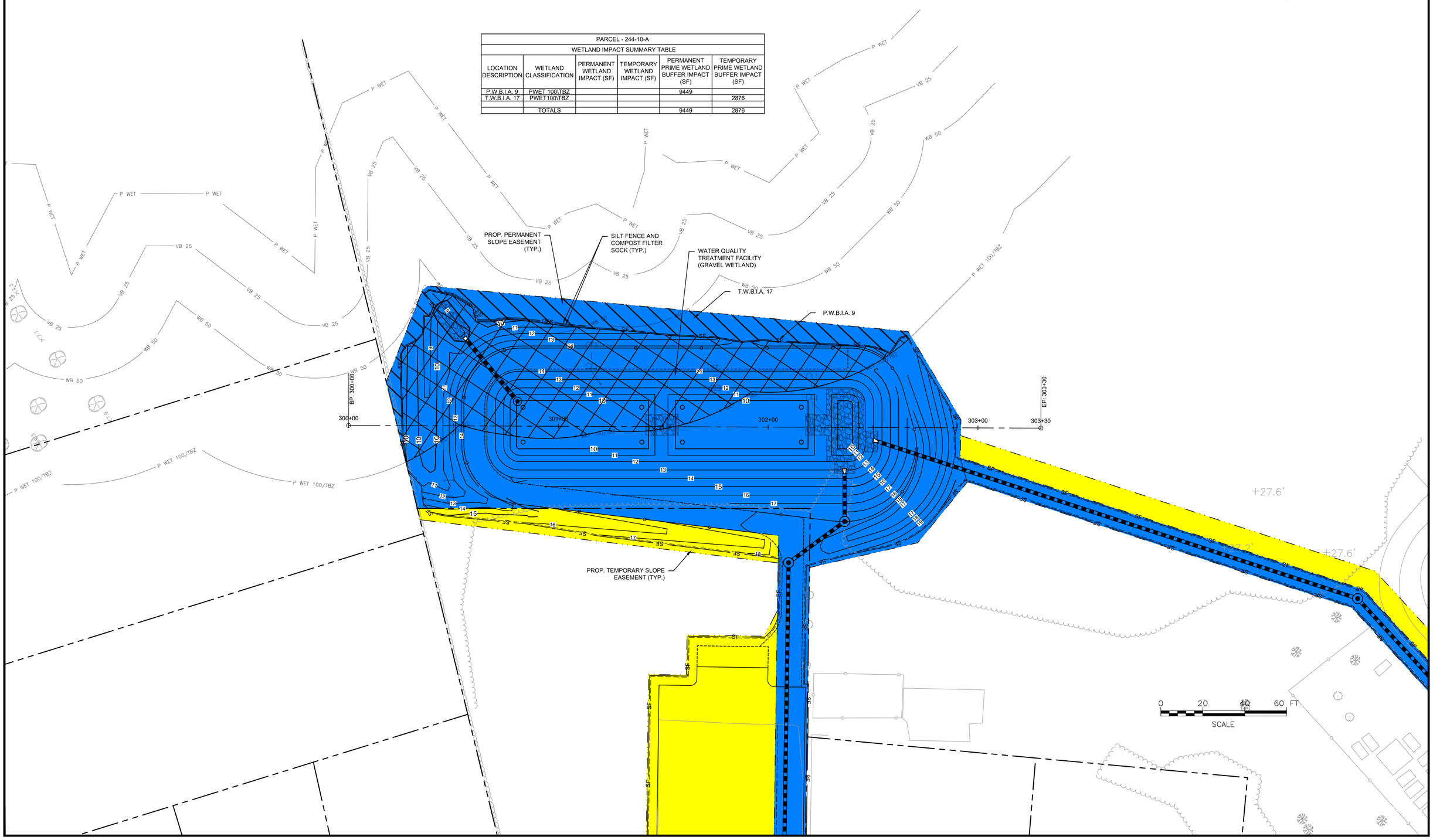
| PARCEL - 244-10-B | | | | | |
|---|---|---|---|---|---|
| WETLAND IMPACT SUMMARY TABLE | | | | | |
| LOCATION DESCRIPTION | WETLAND CLASSIFICATION | PERMANENT WETLAND IMPACT (SF) | TEMPORARY WETLAND IMPACT (SF) | PERMANENT PRIME WETLAND BUFFER IMPACT (SF) | TEMPORARY PRIME WETLAND BUFFER IMPACT (SF) |
| P.W.I.A. 14 | PEM1E\PFO1E | 40 | | | |
| T.W.I.A. 8 | PEM1E\PFO1E | | 54 | | |
| P.W.B.I.A. 13 | PEM1E\PFO1E\R2UB3 | | | 2473 | |
| T.W.B.I.A. 26 | PEM1E\PFO1E | | | | 492 |
| T.W.B.I.A. 27 | PEM1E\PFO1E\R2UB3 | | | | 527 |
| | TOTALS | 40 | 54 | 2473 | 1119 |

| PARCEL - 253-7 | | | | | |
|---|---|---|---|---|---|
| WETLAND IMPACT SUMMARY TABLE | | | | | |
| LOCATION DESCRIPTION | WETLAND CLASSIFICATION | PERMANENT WETLAND IMPACT (SF) | TEMPORARY WETLAND IMPACT (SF) | PERMANENT PRIME WETLAND BUFFER IMPACT (SF) | TEMPORARY PRIME WETLAND BUFFER IMPACT (SF) |
| P.W.B.I.A. 14 | R2UB3\PSS1E | | | 1809 | |
| T.W.B.I.A. 28 | R2UB3\PSS1E | | | | 61 |
| | TOTALS | | | 1809 | 61 |

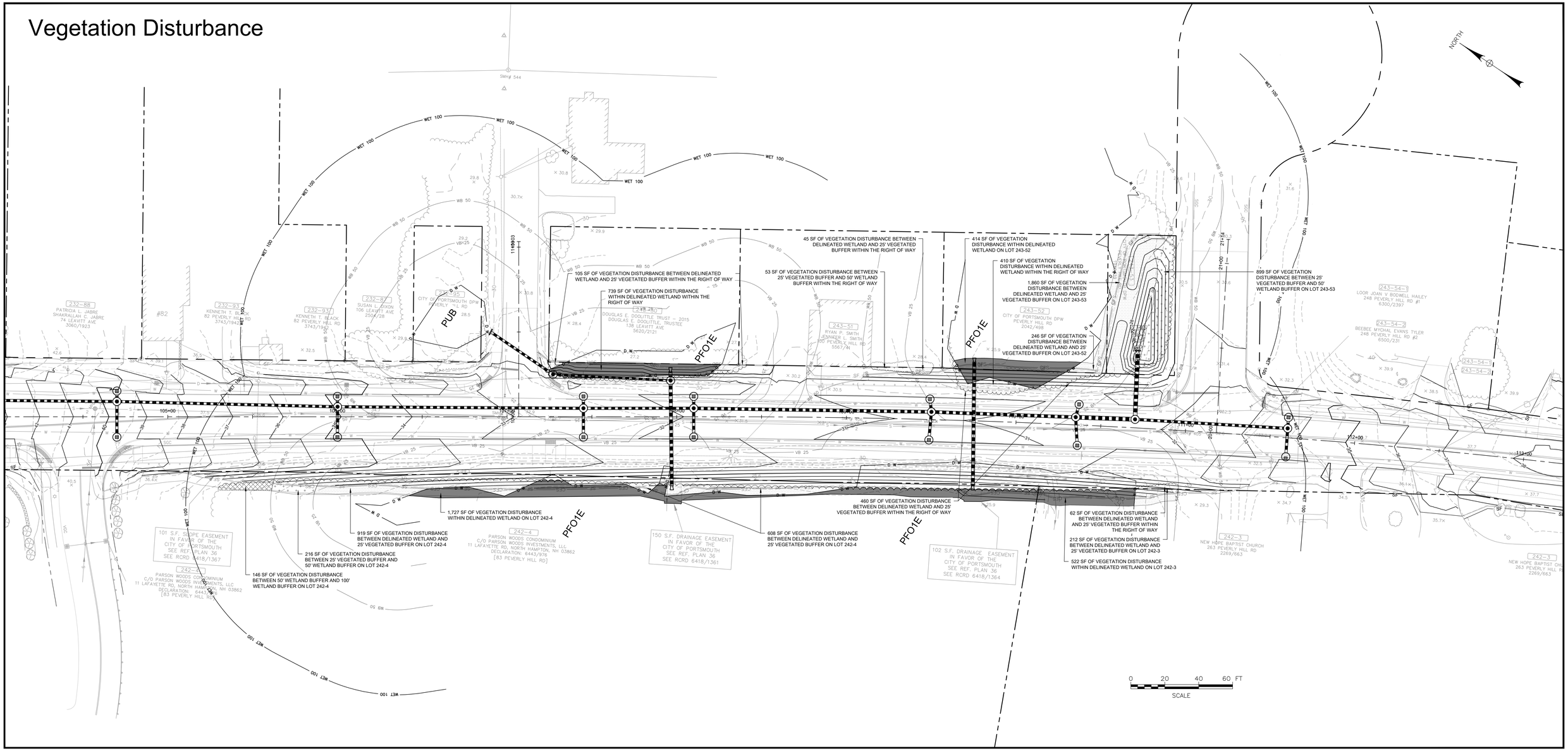
| PARCEL - 255-2 | | | | | |
|---|---|---|---|---|---|
| WETLAND IMPACT SUMMARY TABLE | | | | | |
| LOCATION DESCRIPTION | WETLAND CLASSIFICATION | PERMANENT WETLAND IMPACT (SF) | TEMPORARY WETLAND IMPACT (SF) | PERMANENT PRIME WETLAND BUFFER IMPACT (SF) | TEMPORARY PRIME WETLAND BUFFER IMPACT (SF) |
| P.W.I.A. 12 | PSS1E | 67 | | | |
| T.W.I.A. 6 | PSS1E | | 189 | | |
| P.W.B.I.A. 11 | PSS1E\PEM1E\PFO1E | | | 1645 | |
| T.W.B.I.A. 18 | PSS1E\PEM1E\PFO1E | | | | 720 |
| T.W.B.I.A. 19 | PSS1E | | | | 299 |
| T.W.B.I.A. 20 | PSS1E | | | | 84 |
| | TOTALS | | | | |

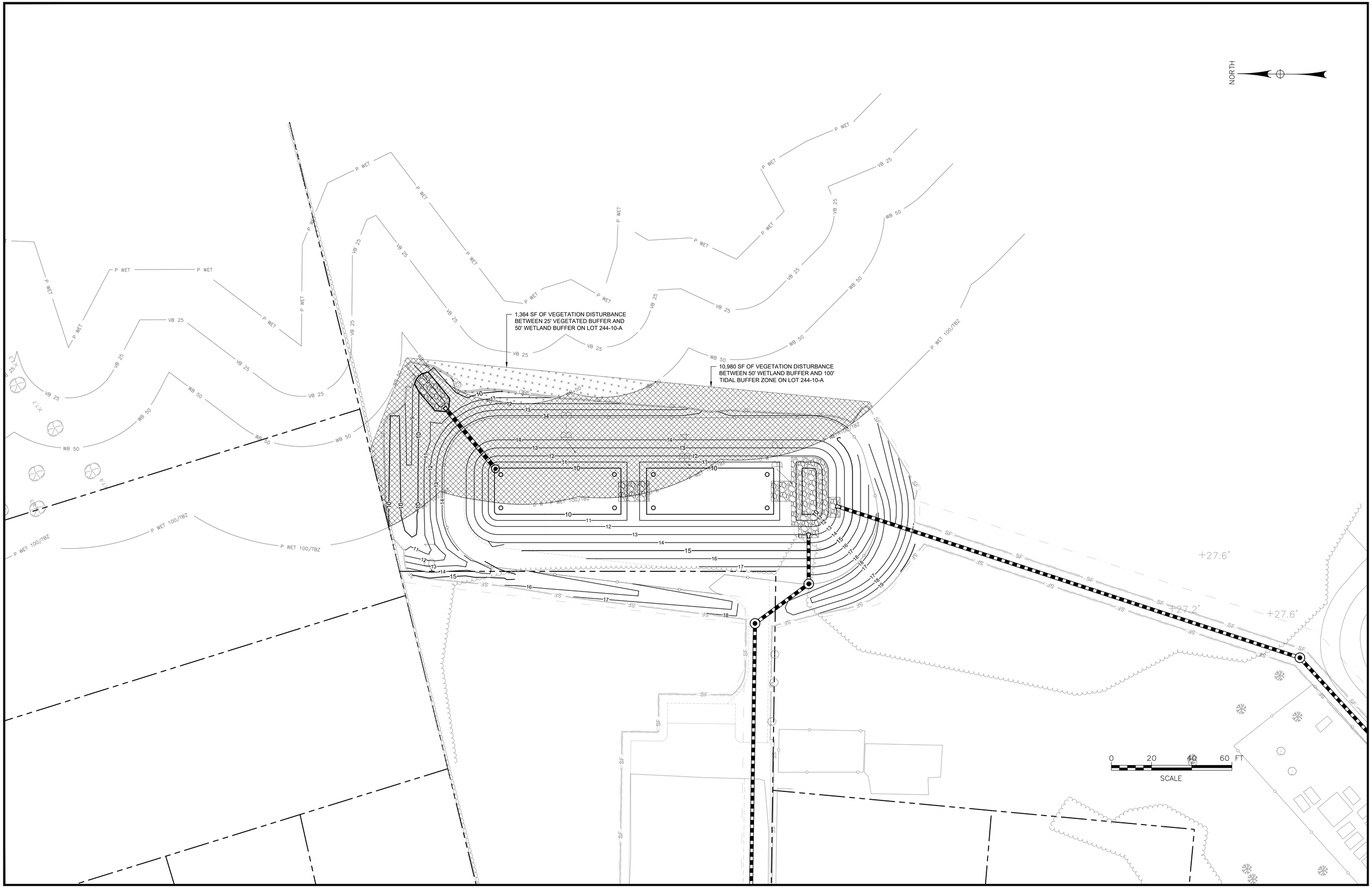
| PARCEL - EXISTING RIGHT OF WAY | | | | | |
|---|---|---|---|---|---|
| WETLAND IMPACT SUMMARY TABLE | | | | | |
| LOCATION DESCRIPTION | WETLAND CLASSIFICATION | PERMANENT WETLAND IMPACT (SF) | TEMPORARY WETLAND IMPACT (SF) | PERMANENT PRIME WETLAND BUFFER IMPACT (SF) | TEMPORARY PRIME WETLAND BUFFER IMPACT (SF) |
| P.W.I.A. 13 | PSS1E | 160 | | | |
| T.W.I.A. 7 | PSS1E | | 125 | | |
| P.W.B.I.A. 10 | PSS1E\PEM1E\PFO1E\R2UB3 | | | 32363 | |
| T.W.B.I.A. 21 | PSS1E | | | | 84 |
| T.W.B.I.A. 22 | PSS1E | | | | 276 |
| T.W.B.I.A. 24 | PSS1E | | | | 175 |
| | TOTALS | 160 | 125 | 32363 | 535 |

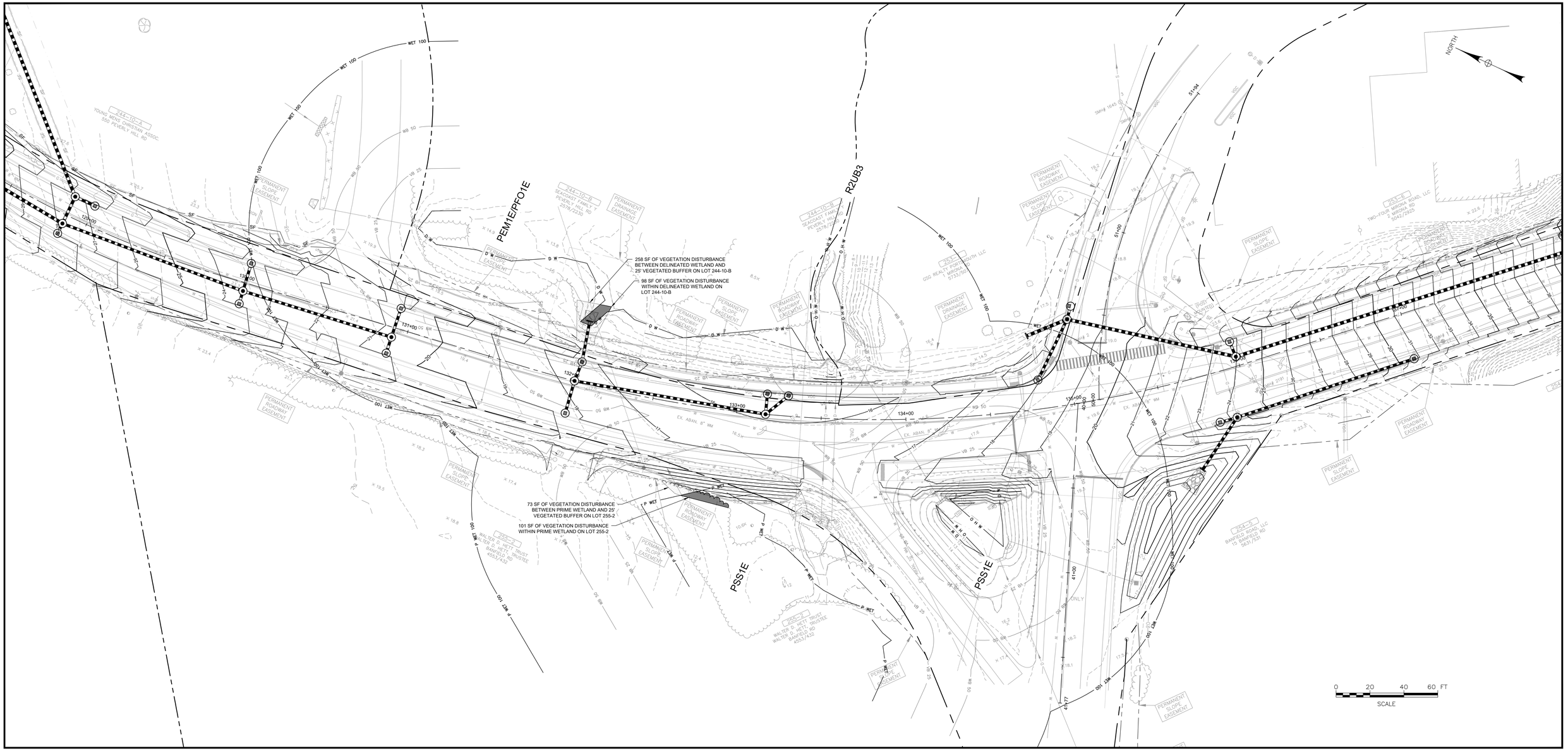
| PARCEL - 244-10-A | | | | | |
|---|---|---|---|---|---|
| WETLAND IMPACT SUMMARY TABLE | | | | | |
| LOCATION DESCRIPTION | WETLAND CLASSIFICATION | PERMANENT WETLAND IMPACT (SF) | TEMPORARY WETLAND IMPACT (SF) | PERMANENT PRIME WETLAND BUFFER IMPACT (SF) | TEMPORARY PRIME WETLAND BUFFER IMPACT (SF) |
| P.W.B.I.A. 9 | PWET 100\TBZ | | | 9449 | |
| T.W.B.I.A. 17 | PWET100\TBZ | | | | 2876 |
| | | | | | |
| | TOTALS | | | 9449 | 2876 |



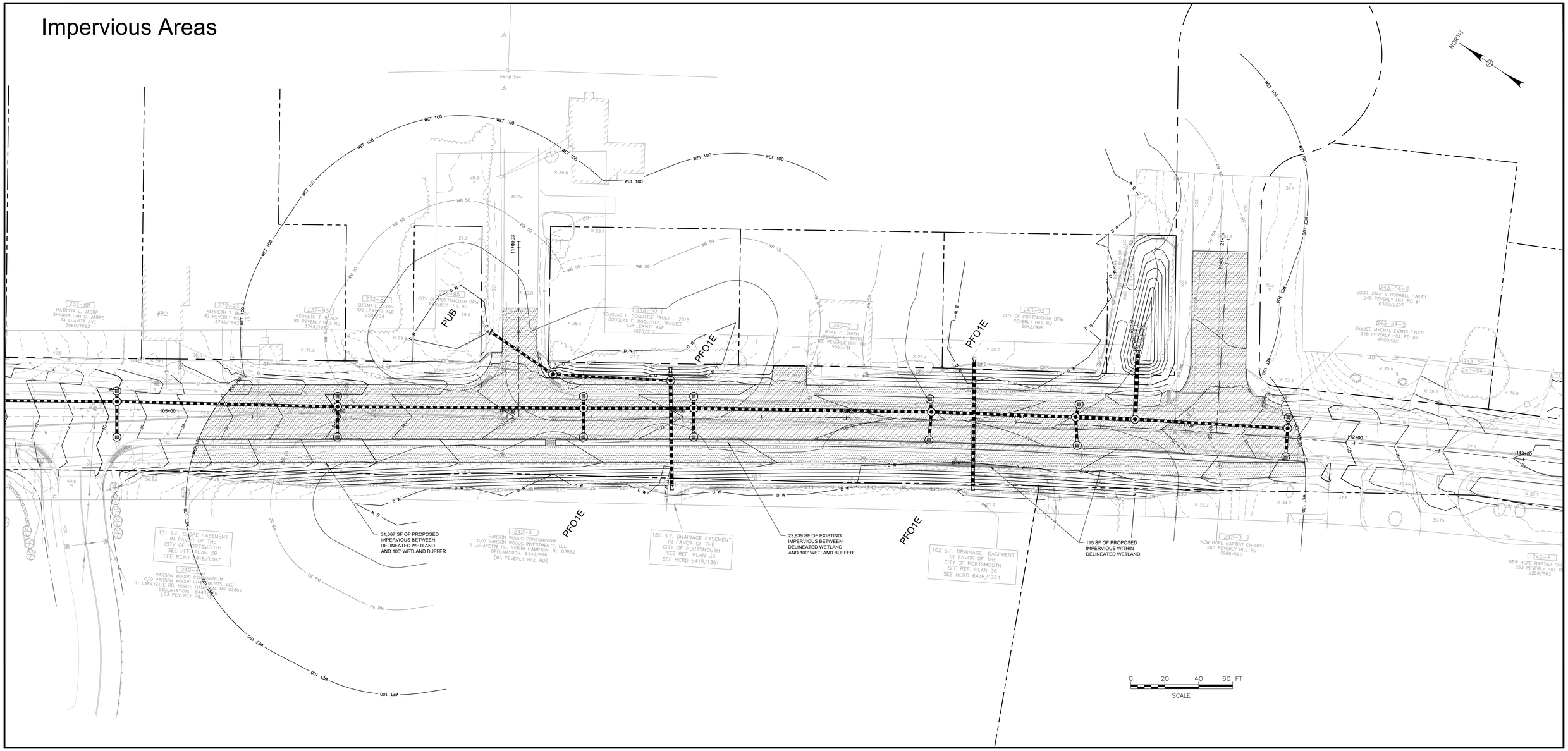
# Vegetation Disturbance




NORTH
1,364 SF OF VEGETATION DISTURBANCE BETWEEN 25' VEGETATED BUFFER AND 50' WETLAND BUFFER ON LOT 244-10-A
10,980 SF OF VEGETATION DISTURBANCE BETWEEN 50' WETLAND BUFFER AND 100' TIDAL BUFFER ZONE ON LOT 244-10-A
P WET
VB 25
WB 50
P WET 100/TBZ
+27.6'
+27.2'
0 20 40 60 FT
SCALE


NORTH
PEM1E/PP01E
R2UB3
PSS1E
PSS1E
258 SF OF VEGETATION DISTURBANCE BETWEEN DELINEATED WETLAND AND 25' VEGETATED BUFFER ON LOT 244-10-B
98 SF OF VEGETATION DISTURBANCE WITHIN DELINEATED WETLAND ON LOT 244-10-B
73 SF OF VEGETATION DISTURBANCE BETWEEN PRIME WETLAND AND 25' VEGETATED BUFFER ON LOT 255-2
101 SF OF VEGETATION DISTURBANCE WITHIN PRIME WETLAND ON LOT 255-2
244-10-A
YOUNG MENS CHRISTIAN ASSOC.
550 FEVERLY HILL RD
244-10-B
SEACOAST FAMILY
FEVERLY HILL RD
2578/2230
244-10-B
SEACOAST FAMILY
FEVERLY HILL RD
2578/2230
255-2
WALTER D. HETT TRUST
WALTER D. HETT, TRUSTEE
BANFIELD RD
4553/432
255-2
WALTER D. HETT TRUST
WALTER D. HETT, TRUSTEE
BANFIELD RD
4553/432
255-5
BANFIELD ROAD, LLC
15 BANFIELD RD
5837/531
255-6
TWO-FOUR VIRGINIA ROAD, LLC
2 VIRGINIA RD
5042/2925
PERMANENT SLOPE EASEMENT
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
0 20 40 60 FT
SCALE

# Impervious Areas



591 SF OF PROPOSED IMPERVIOUS BETWEEN DELINEATED WETLAND AND 100' WETLAND BUFFER ON LOT 244-10-A

590 SF OF EXISTING IMPERVIOUS BETWEEN DELINEATED WETLAND AND 100' WETLAND BUFFER ON LOT 244-10-A

23 SF OF PROPOSED IMPERVIOUS BETWEEN DELINEATED WETLAND AND 100' WETLAND BUFFER ON LOT 244-10-B

44 SF OF EXISTING IMPERVIOUS BETWEEN DELINEATED WETLAND AND 100' WETLAND BUFFER ON LOT 244-10-B

1,228 SF OF PROPOSED IMPERVIOUS BETWEEN DELINEATED WETLAND AND 100' WETLAND BUFFER ON LOT 244-10-B

1,028 SF OF EXISTING IMPERVIOUS BETWEEN DELINEATED WETLAND AND 100' WETLAND BUFFER ON LOT 244-10-B

1,138 SF OF PROPOSED IMPERVIOUS BETWEEN DELINEATED WETLAND AND 100' WETLAND BUFFER ON LOT 253-7

1,158 SF OF EXISTING IMPERVIOUS BETWEEN DELINEATED WETLAND AND 100' WETLAND BUFFER ON LOT 253-7

61 SF OF EXISTING IMPERVIOUS BETWEEN DELINEATED WETLAND AND 100' WETLAND BUFFER ON LOT 255-2

133 SF OF PROPOSED IMPERVIOUS BETWEEN DELINEATED WETLAND AND 100' WETLAND BUFFER ON LOT 255-2

26,913 SF OF EXISTING IMPERVIOUS BETWEEN DELINEATED WETLAND AND 100' WETLAND BUFFER

27,267 SF OF PROPOSED IMPERVIOUS BETWEEN DELINEATED WETLAND AND 100' WETLAND BUFFER

PEM1E/PFO1E

R2UB3

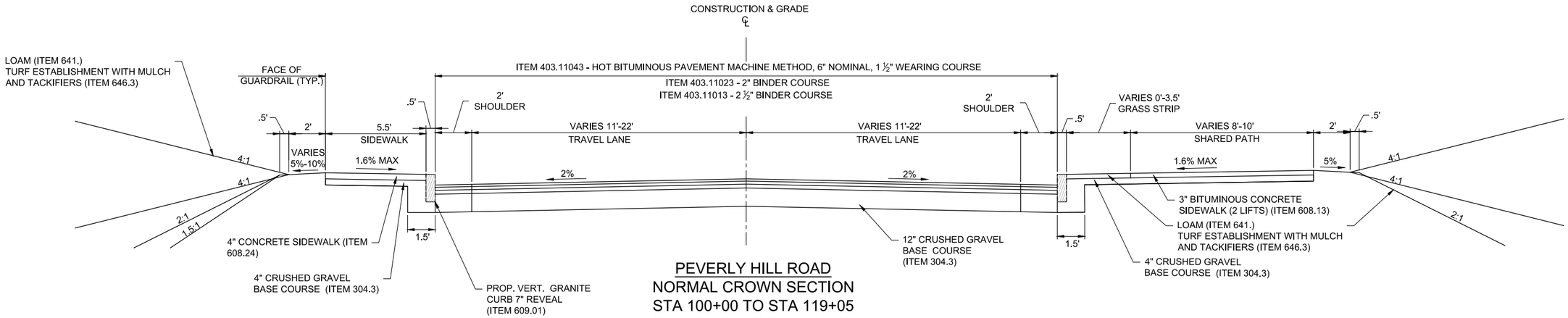
PSS1E

PSS1E

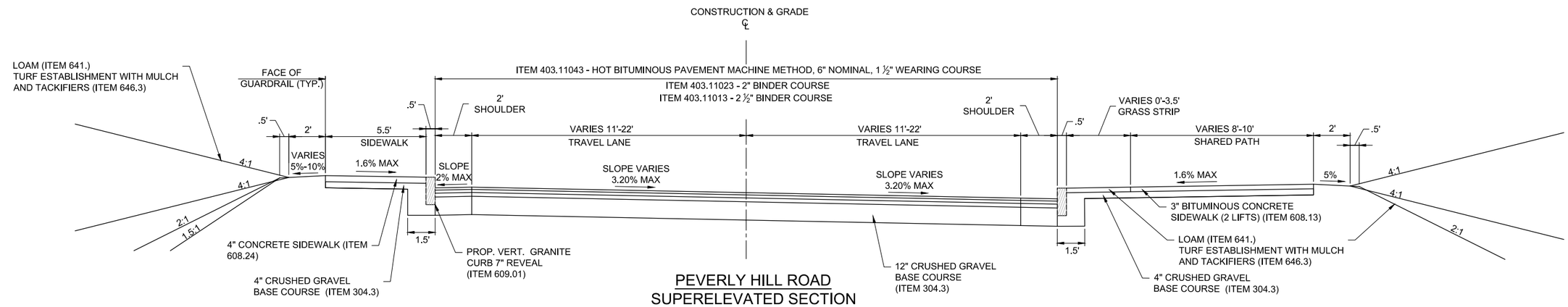
NORTH

0 20 40 60 FT

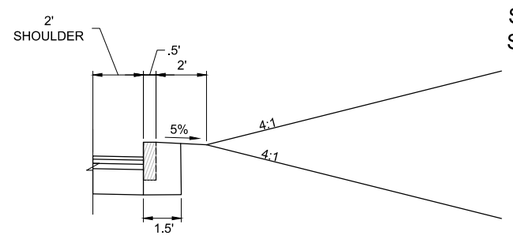
SCALE




PEVERLY HILL ROAD
NORMAL CROWN SECTION
STA 100+00 TO STA 119+05
STA 124+38 TO STA 127+43
STA 130+55 TO STA 131+06
STA 136+71 TO STA 138+01
STA 141+35 TO STA 149+50




PEVERLY HILL ROAD
SUPERELEVATED SECTION
STA 119+05 TO STA 124+38
STA 127+43 TO STA 130+55
STA 131+06 TO STA 136+71
STA 138+01 TO STA 141+35




PEVERLY HILL ROAD
RIGHT CURB
STA 135+18 TO STA 149+50

**FINAL PLANS**

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |

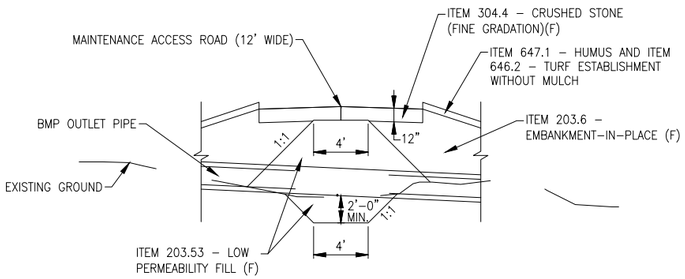
McFarland Johnson
53 REGIONAL DRIVE
CONCORD, NH 03301

**CITY OF PORTSMOUTH**
CITY OF PORTSMOUTH, NEW HAMPSHIRE

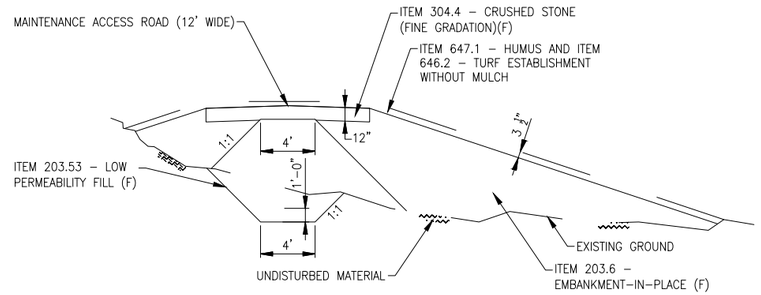
**PEVERLY HILL ROAD RECONSTRUCTION**

**TYPICAL SECTIONS**

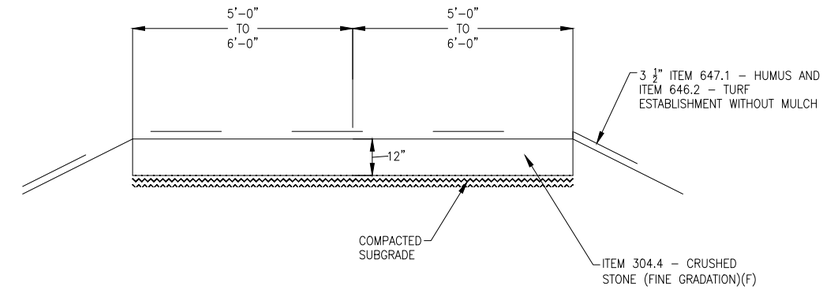
| | | |
|---|---|---|
| SCALE: AS SHOWN | DESIGN: MAH | **TS-01** |
| DRAWN: MJF | PROJECT: 18082.01 | |
| CHECKED: BRC | DATE: FEBRUARY 2026 | 2 OF 72 |



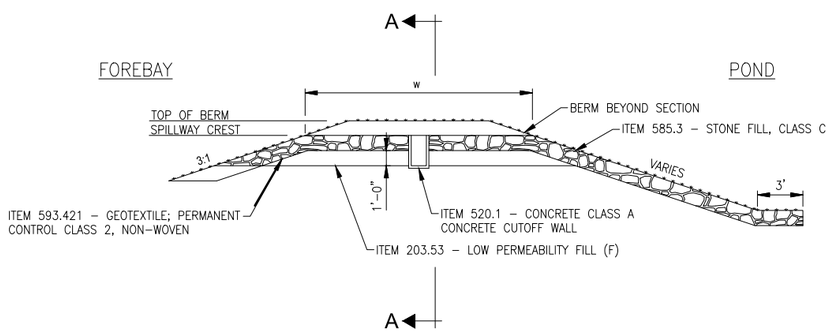

BMP KEY DETAIL – AT OUTLET PIPE
NOT TO SCALE



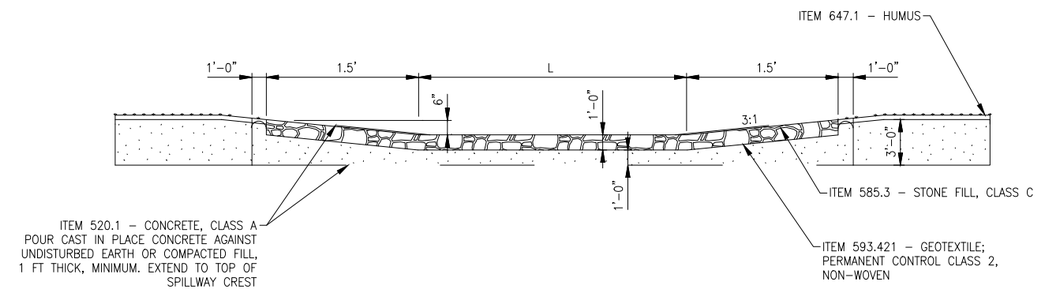

BMP KEY DETAIL – IN FILL SECTIONS
NOT TO SCALE



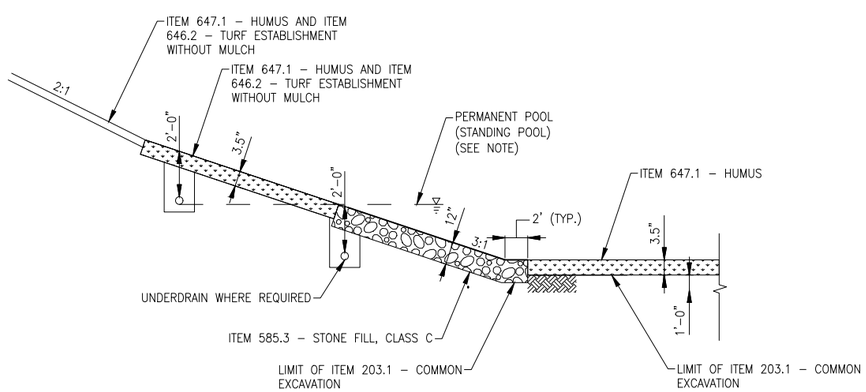

BMP MAINTENANCE ROAD
TYPICAL SECTION
NOT TO SCALE




STONE SPILLWAY TYPICAL
NOT TO SCALE
(LOCATE FOR OVERFLOW FOREBAY TO POND)




SECTION A–A




FOREBAY AND PERMANENT POOL DETAIL
NOT TO SCALE

NOTE: ELEVATION OF STONE FILL VARIES BASED ON INDIVIDUAL BMP, SEE BMP PLANS FOR ELEVATION

**FINAL PLANS**

| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

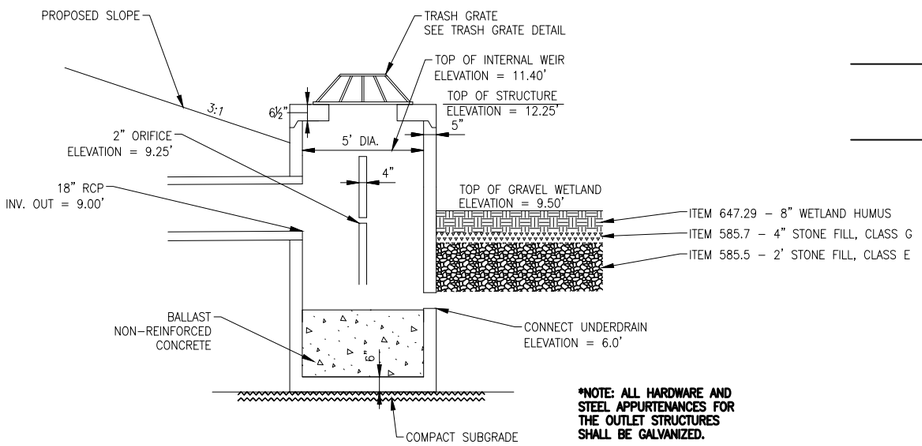
McFarland Johnson
53 REGIONAL DRIVE
CONCORD, NH 03301

**CITY OF PORTSMOUTH**
CITY OF PORTSMOUTH, NEW HAMPSHIRE

**PEVERLY HILL ROAD RECONSTRUCTION**

**BMP DETAILS**

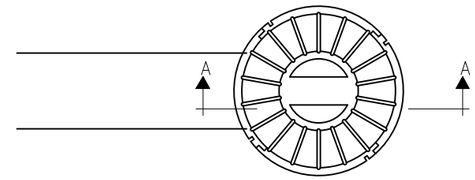
| | | |
|---|---|---|
| SCALE: | DESIGN: MAH | **DR-02** |
| DRAWN: MJF | PROJECT: 18082.01 | |
| CHECKED: BRC | DATE: JULY 2026 | 24 OF 92 |

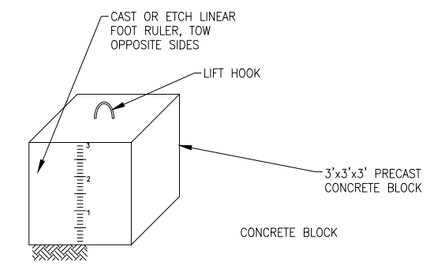



***NOTE: ALL HARDWARE AND STEEL APPURTENANCES FOR THE OUTLET STRUCTURES SHALL BE GALVANIZED.**

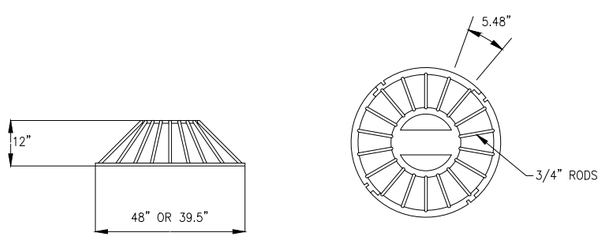
SECTION A–A

ITEM 604.910x – OUTLET CONTROL STRUCTURES SCHEMATIC
NOT TO SCALE

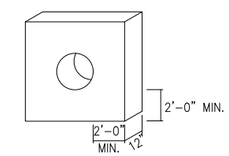



SEDIMENT SUMP MEASURING BLOCK
NOT TO SCALE




CONE TRASH GRATE DETAIL
NOT TO SCALE
SUBSIDIARY TO ITEM 609.91X




CAST-IN-PLACE
CONCRETE CLASS 'A' COLLAR
(SUBSIDIARY TO PIPE)

ANTI-SEEP COLLAR
NOT TO SCALE

**FINAL PLANS**

| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
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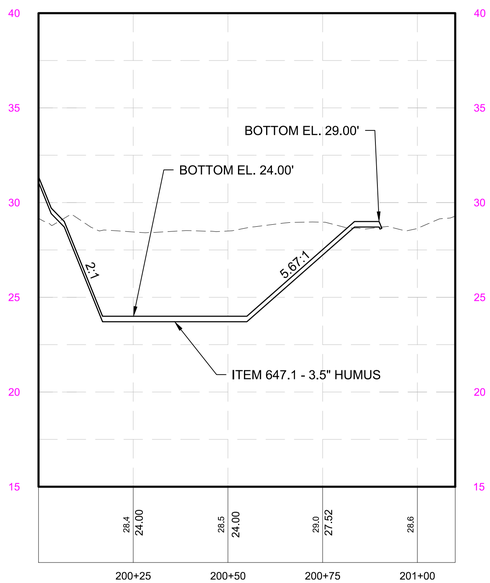
McFarland Johnson
53 REGIONAL DRIVE
CONCORD, NH 03301

**CITY OF PORTSMOUTH**
**CITY OF PORTSMOUTH, NEW HAMPSHIRE**

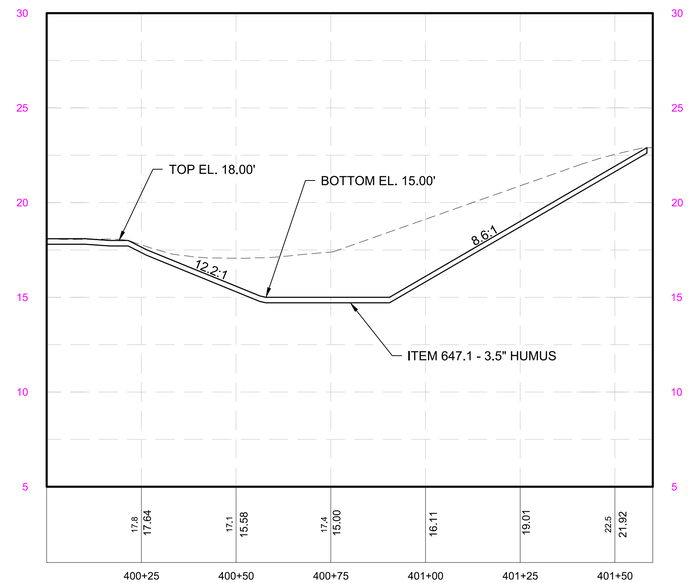
**PEVERLY HILL ROAD RECONSTRUCTION**

**BMP DETAILS**

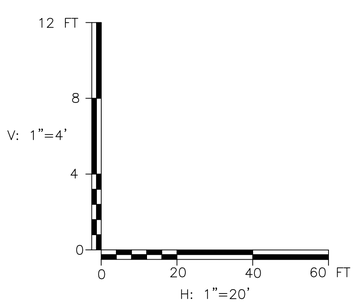
| | | |
|---|---|---|
| SCALE: AS SHOWN | DESIGN: MAH | **DR-03** |
| DRAWN: MJF | PROJECT: 18082.01 | |
| CHECKED: BRC | DATE: JULY 2026 | 25 OF 92 |




MOFFAT STREET BMP PROFILE




BANFIELD ROAD BMP PROFILE




**FINAL PLANS**

| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |
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| | | | |

McFarland Johnson
53 REGIONAL DRIVE
CONCORD, NH 03301

**CITY OF PORTSMOUTH**
CITY OF PORTSMOUTH, NEW HAMPSHIRE

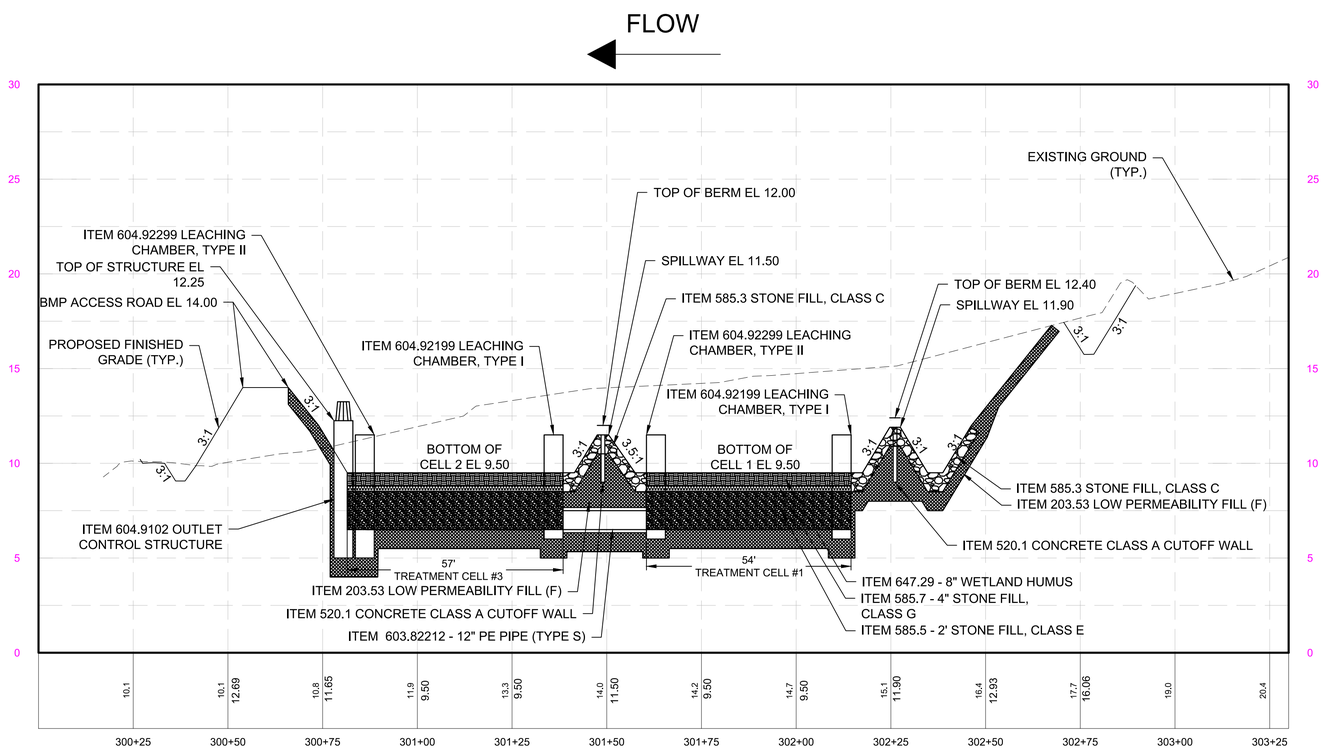
**PEVERLY HILL ROAD RECONSTRUCTION**

**PROFILE SHEET DETENTION BASINS**

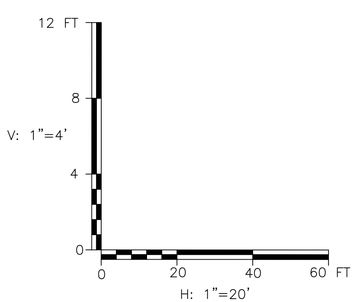
| | | |
|---|---|---|
| SCALE: AS SHOWN | DESIGN: MAH | **PR-10** |
| DRAWN: MJF | PROJECT: 18082.01 | 46 OF 92 |
| CHECKED: BRC | DATE: JULY 2026 | |

| WATER SURFACE ELEVATIONS | | | |
|---|---|---|---|
| WQV | $Q_2$ | $Q_{10}$ | $Q_{50}$ |
| 10.55 | 12.44 | 12.70 | 12.89 |

| GROUNDWATER DATA | |
|---|---|
| ID | GROUNDWATER ELEVATION |
| B–1 | 7.0 |
| B–2 | 8.0 |
| B–3 | 7.0 |
| B–4 | 9.0 |




YMCA BMP PROFILE




**FINAL PLANS**

| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

McFarland Johnson
53 REGIONAL DRIVE
CONCORD, NH 03301

**CITY OF PORTSMOUTH**
CITY OF PORTSMOUTH, NEW HAMPSHIRE

**PEVERLY HILL ROAD RECONSTRUCTION**

**PROFILE SHEET GRAVEL WETLAND**

| | | |
|---|---|---|
| SCALE: AS SHOWN | DESIGN: MAH | **PR-11** |
| DRAWN: MJF | PROJECT: 18082.01 | 47 OF 92 |
| CHECKED: BRC | DATE: JULY 2026 | |

| | Right of Way | | | |
|---|---|---|---|---|
| | Permanent Wetland Impact | Temporary Wetland Impact | Permanent Wetland Buffer Impact | Temporary Wetland Buffer Impact |
| | 2,798.00 | 114.00 | 41,409.00 | 2,767.00 |
| | 160.00 | 125.00 | 32,363.00 | 535.00 |
| **Total (SF):** | **2,958.00** | **239.00** | **73,772.00** | **3,302.00** |

| | Private Land | | | |
|---|---|---|---|---|
| | Permanent Wetland Impact | Temporary Wetland Impact | Permanent Wetland Buffer Impact | Temporary Wetland Buffer Impact |
| | 63.00 | 352.00 | 49.00 | 230.00 |
| | - | 7.00 | 2,788.00 | 308.00 |
| | 508.00 | 1,577.00 | 2,119.00 | 1,204.00 |
| | 292.00 | 309.00 | 119.00 | 57.00 |
| | - | - | 968.00 | 336.00 |
| | 40.00 | 54.00 | 2,473.00 | 1,119.00 |
| | - | - | 1,809.00 | 61.00 |
| | 67.00 | 189.00 | 1,645.00 | 1,103.00 |
| | - | - | 9,449.00 | 2,876.00 |
| **Total (SF):** | **970.00** | **2,488.00** | **21,419.00** | **7,294.00** |