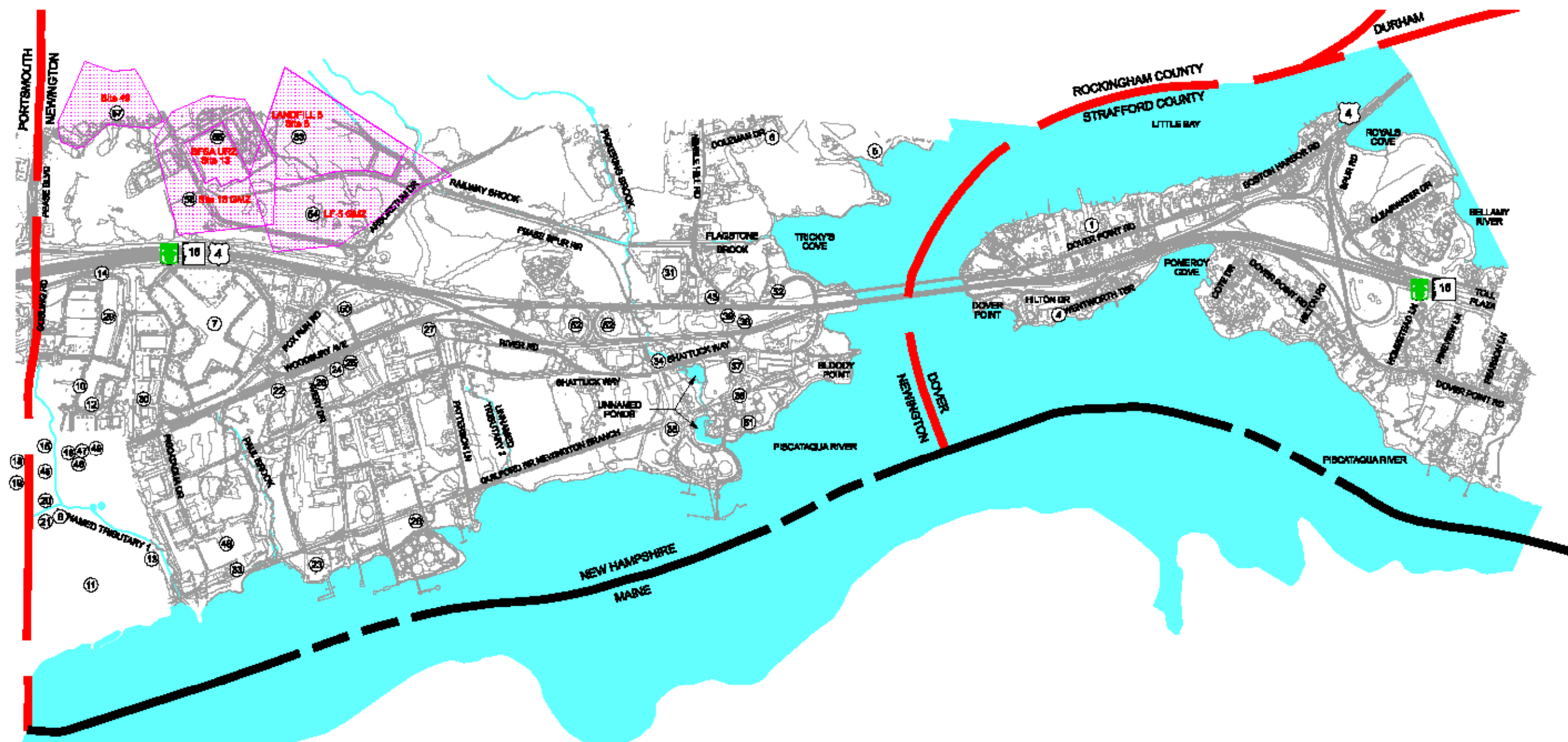
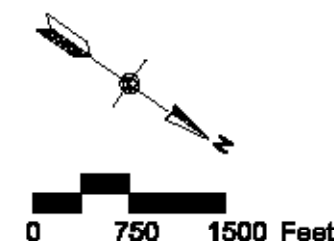




Note: Refer to Table 3.18-1 of the EIS for site data
 Sites 2, 3, 9, 13A, 17, 21A, 40, 41, 42 and 44 are not mapped.
 Site 32 supplanted by sites 53 thru 57.

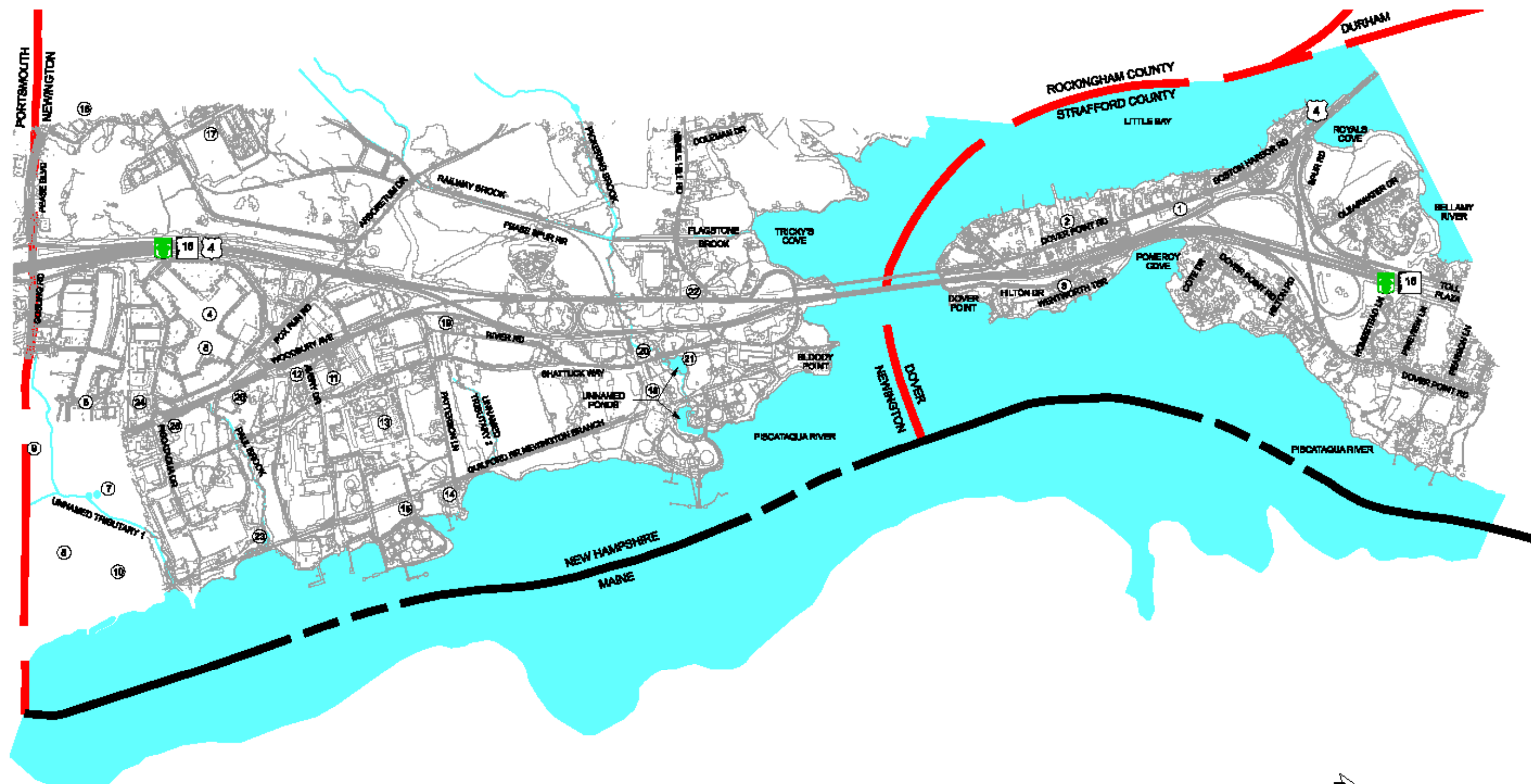


Vanasse Hangen Brustlin, Inc.

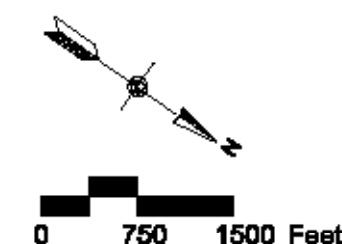
Figure 3.18-1
Confirmed and Potential
Contaminated Sites

Legend:

- SURFACE WATERS
- TOWNLINE
- STATELINE
- REGISTERED AST/UST SITES

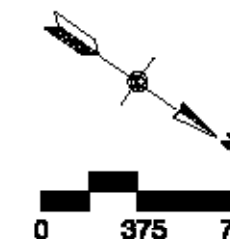
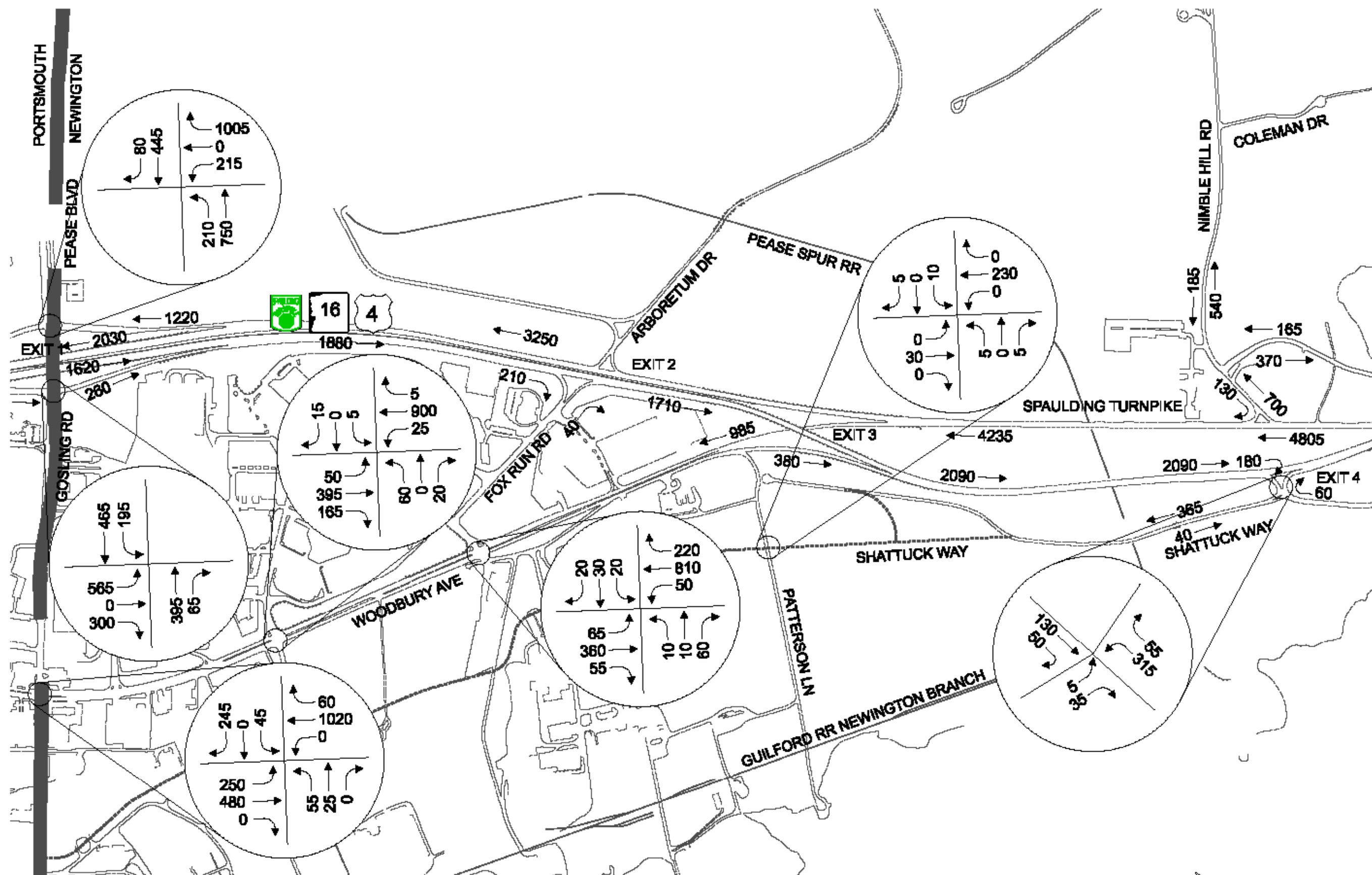


Note: Refer to Table 3.18-2 of the EIS for site data



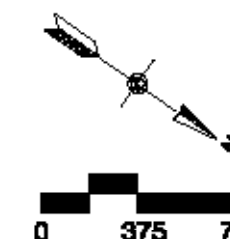
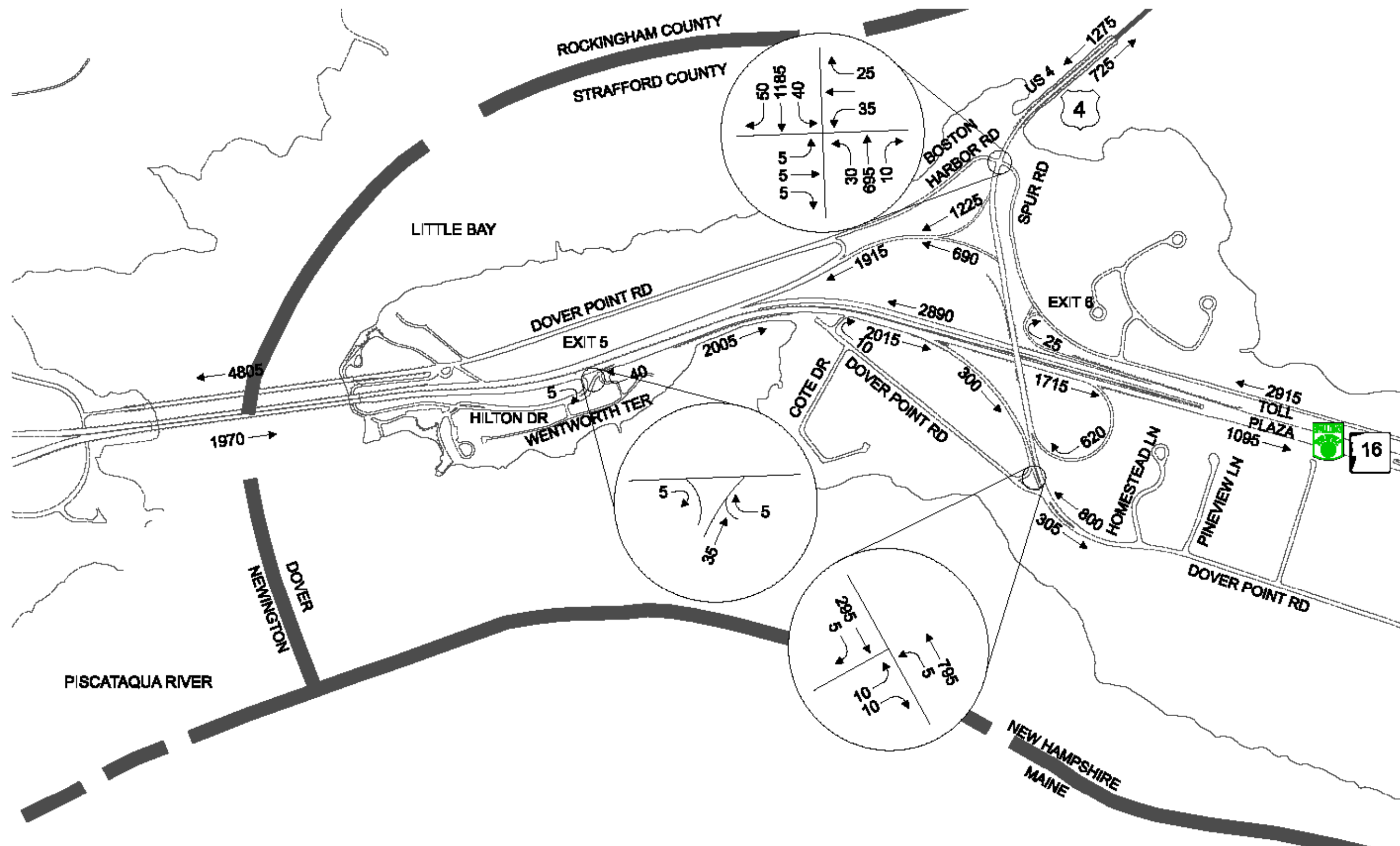
Vannasse Hangen Brustlin, Inc.

Figure 3.18-2
Registered AST/UST Sites



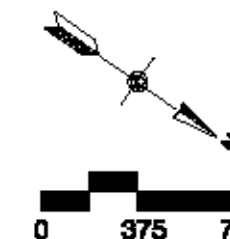
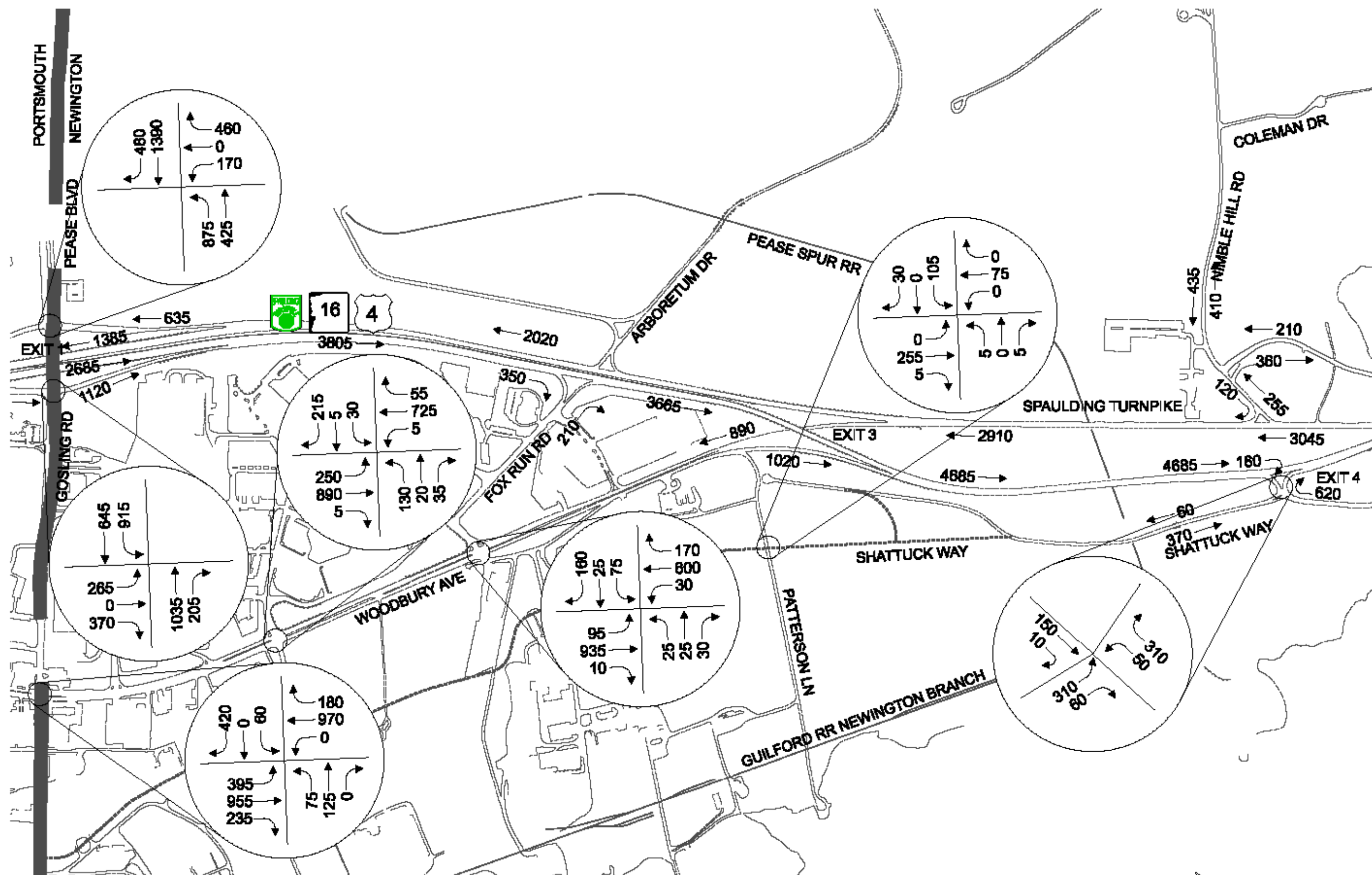
Vanasse Hangen Brustlin, Inc.

Figure 4.2-1 - Newington
2025 No Build
Weekday AM Peak Hour Volumes
Sheet 1 of 2



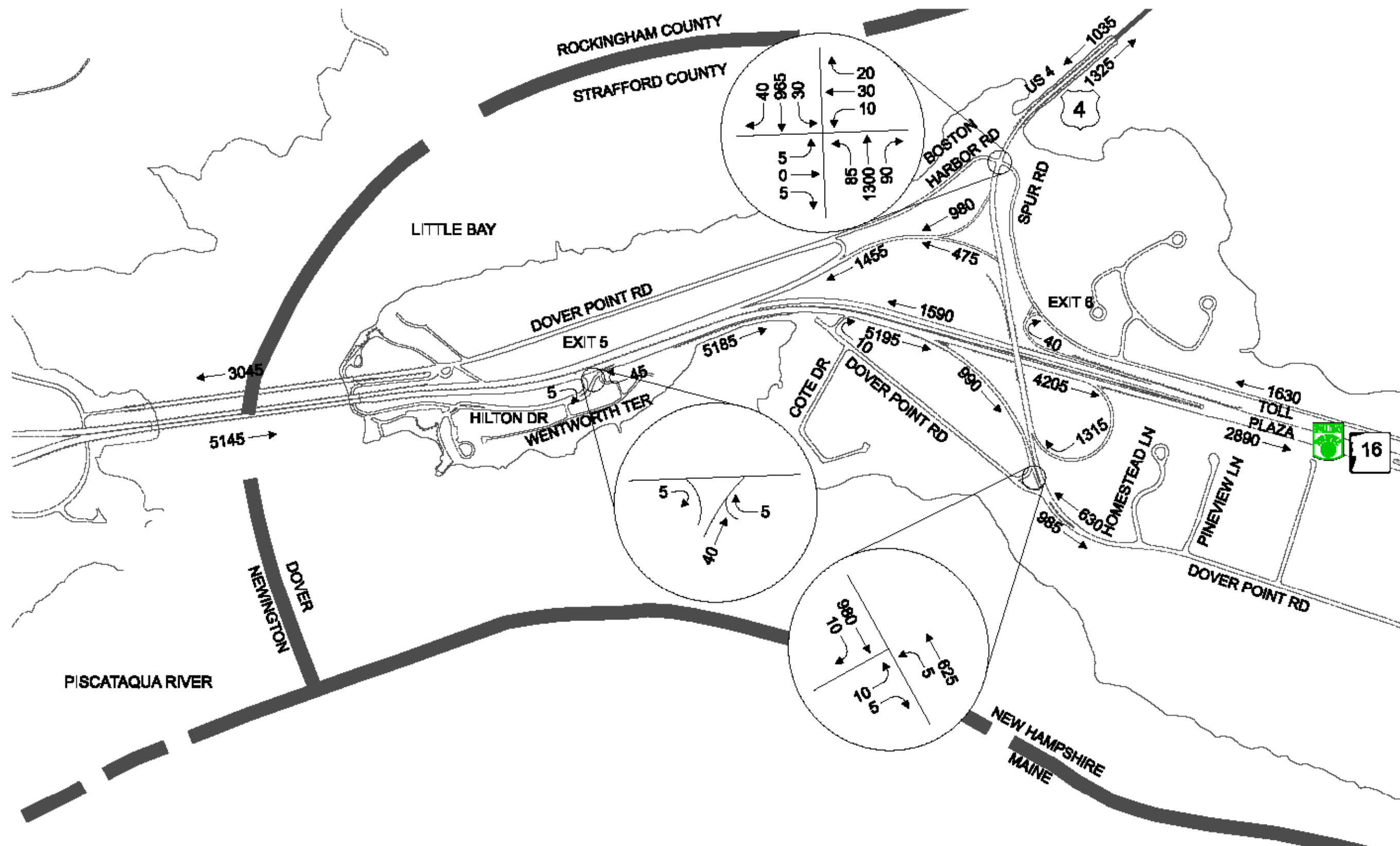
Vannese Hangen Brustlin, Inc.

Figure 4.2-1 - Dover
2025 No Build
Weekday AM Peak Hour Volumes
Sheet 2 of 2



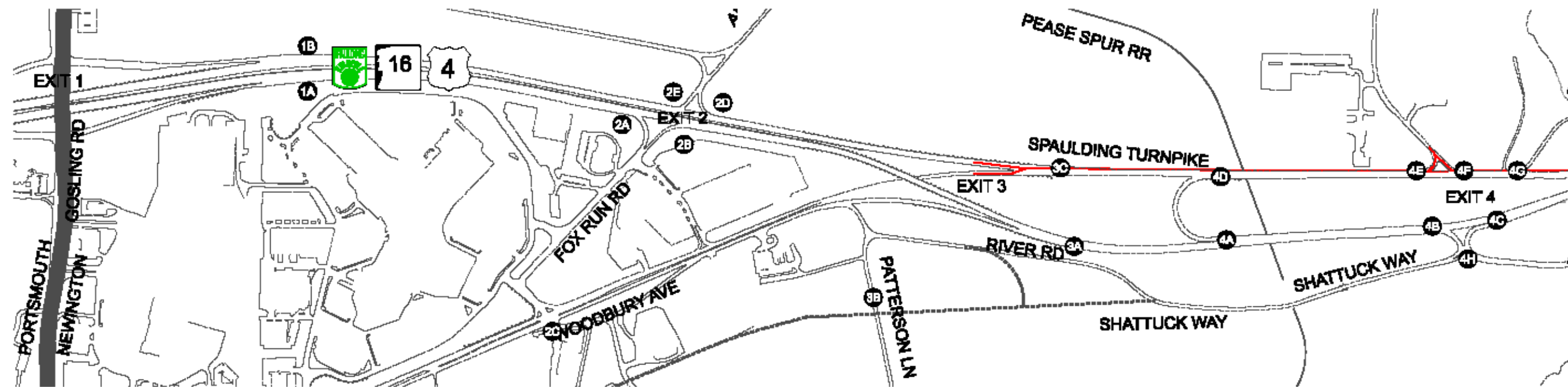
Vanasse Hangen Brustlin, Inc.

Figure 4.2-2 - Newington
2025 No Build
Weekday PM Peak Hour Volumes
Sheet 1 of 2



Vannasse Hangen Brustlin, Inc.

Figure 4.2-2 - Dover
2025 No Build
Weekday PM Peak Hour Volumes
Sheet 2 of 2



Arterial LOS

Node		2025 LOS
From	To	
2C	3C	D
3B	4H	C
7	NORTH	D
8	WEST	E

Signalized Intersection LOS

Node	2025 LOS
2C	B
8	D

Unsignalized Intersection LOS

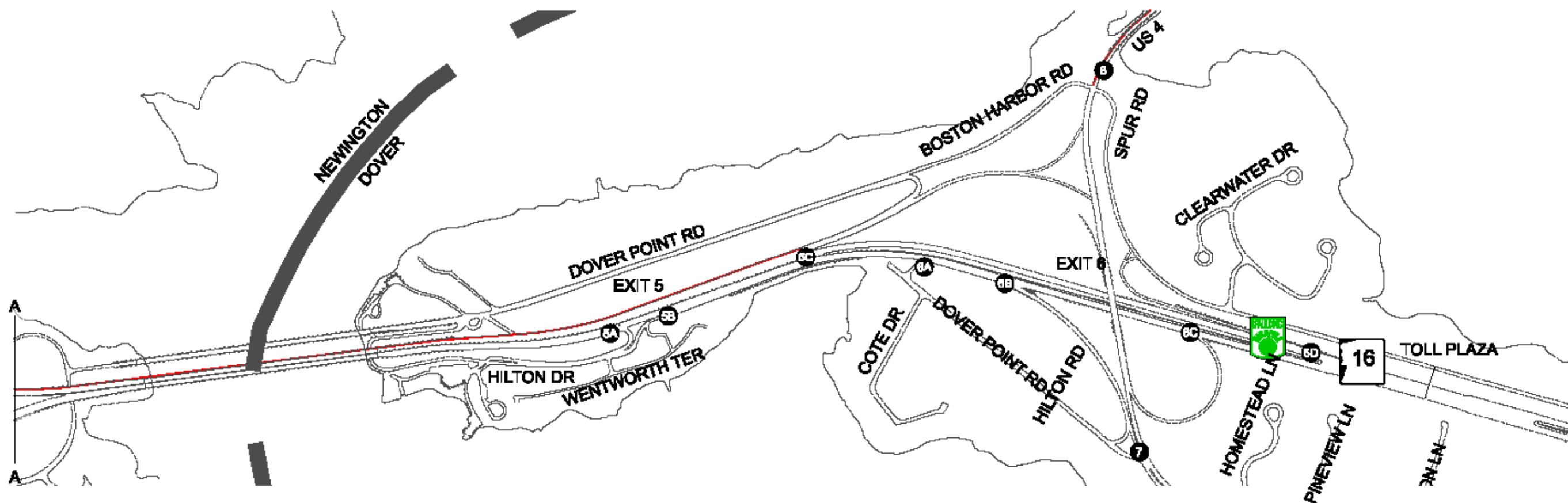
Node	2025 LOS
3B	A
4H	B

Weave Analysis LOS

Node		2025 LOS
From	To	
4E	3C	F
6A	6B	B

Ramp Junction LOS

Node	2025 LOS
2A	B
2B	B
3A	B
3C	F
4B	C
4C	B
4E	F
4F	F
5A	B
5B	B
6A	C
6B	C
6C	B
6D	C



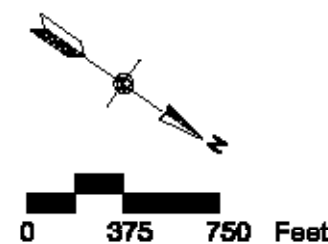
Legend:
— CAPACITY DEFICIENCY

Freeway LOS

Node		2025 LOS
From	To	
Spaulding Turnpike NB		
1A	2A	C
2B	3A	B
4A	4B	C
4C	5A	C
5B	6A	C
6C	TOLL	B

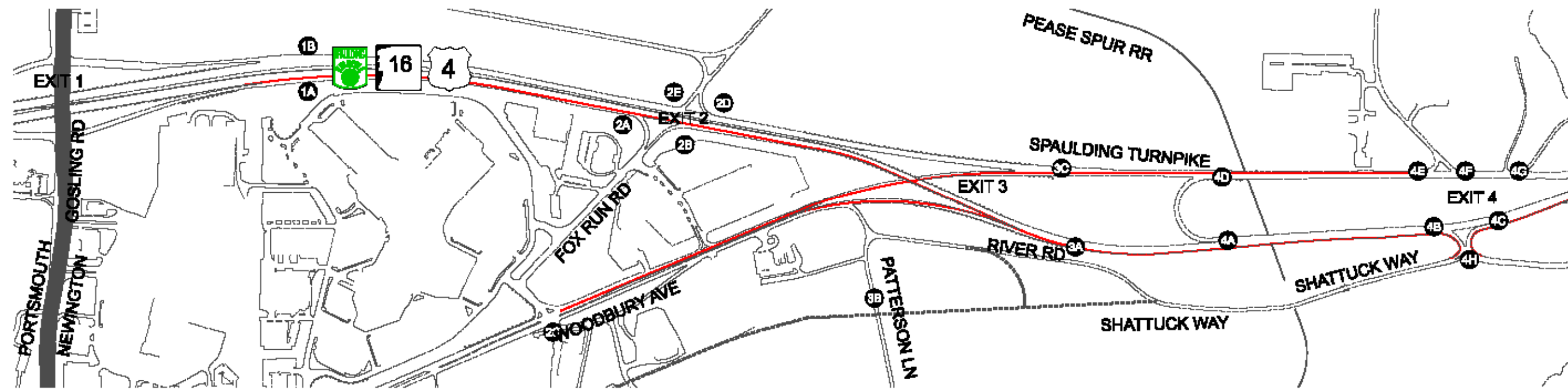
Freeway LOS

Node		2025 LOS
From	To	
Spaulding Turnpike SB		
TOLL	6D	D
6D	5C	D
5C	4G	F
4E	3C	F
3C	2D	D
2E	1B	D



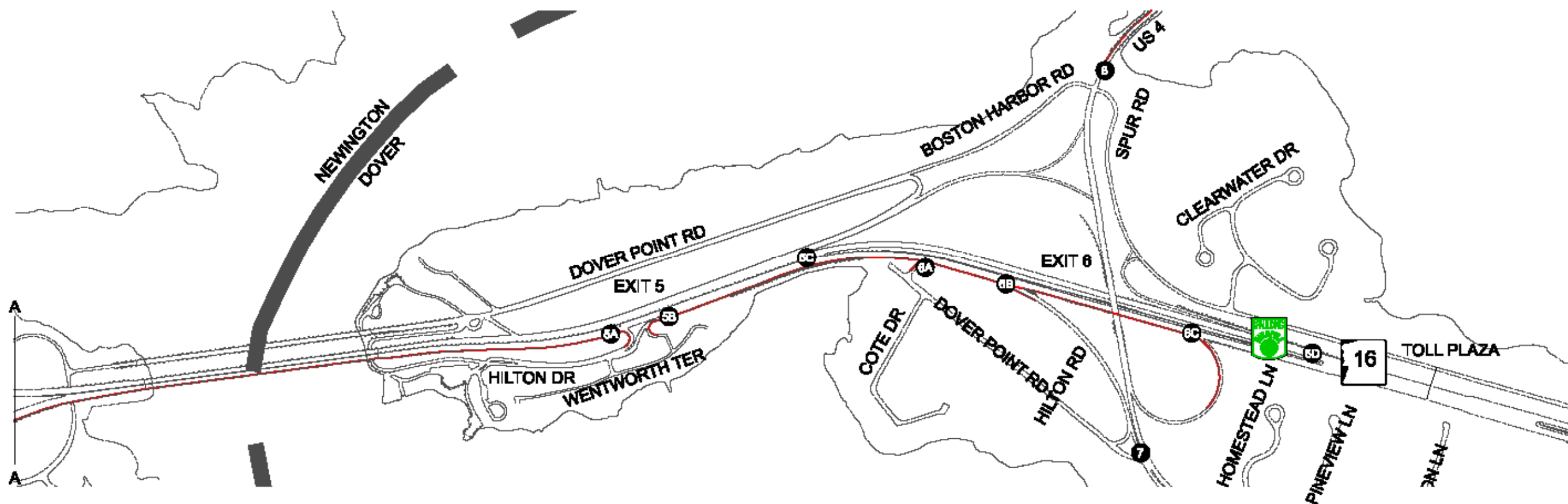
Vannasse Hangen Brustlin, Inc.

Figure 4.2-3
Level of Service Summary
2025 No Build Condition
Weekday AM Peak Hour



Node		2025 LOS
From	To	
4E	4D	F
6A	6B	F

Ramp Junction LOS	
Node	2025 LOS
2A	D
2B	D
3A	F
3C	D
4B	F
4C	F
4E	C
4F	D
5A	F
5B	F
6A	F
6B	F
6C	F
6D	B



— CAPACITY DEFICIENCY

Freeway LOS		
Node		2025 LOS
From	To	
Spaulding Turnpike SB		
TOLL	6D	B
6D	5C	B
5C	4G	D
4E	3C	D
3C	2D	C
2E	1B	C

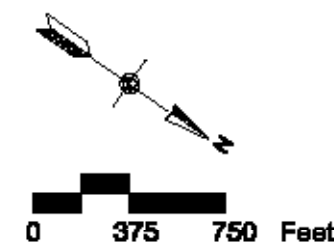


Figure 4.2-4
Level of Service Summary
2025 No Build Condition
Weekday PM Peak Hour

LEGEND

-  Soundwall Limit of Work
-  Wetland (VHB)

Notes:

Wetlands GPS Located
by VHB (Jan/Feb 2006)

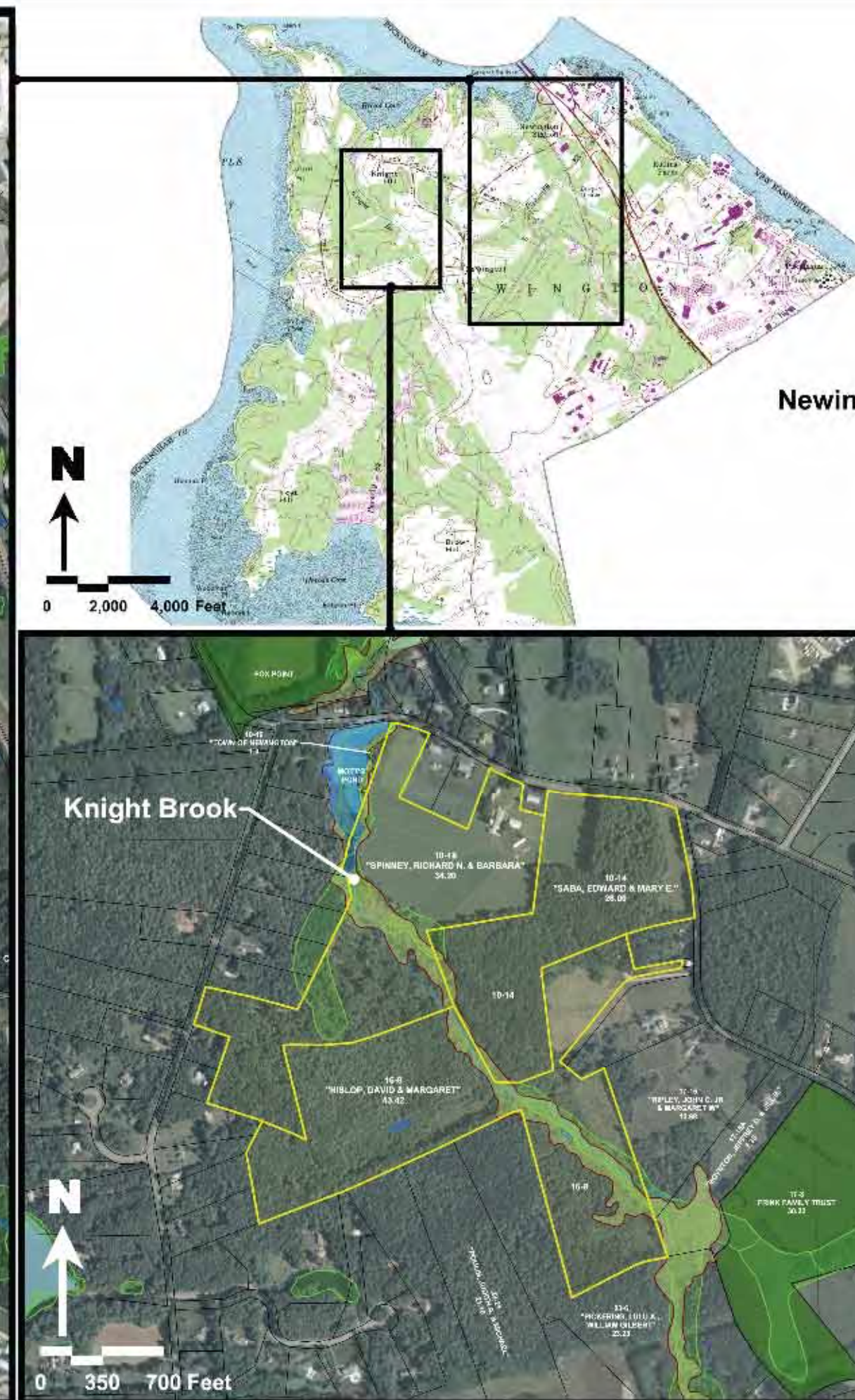
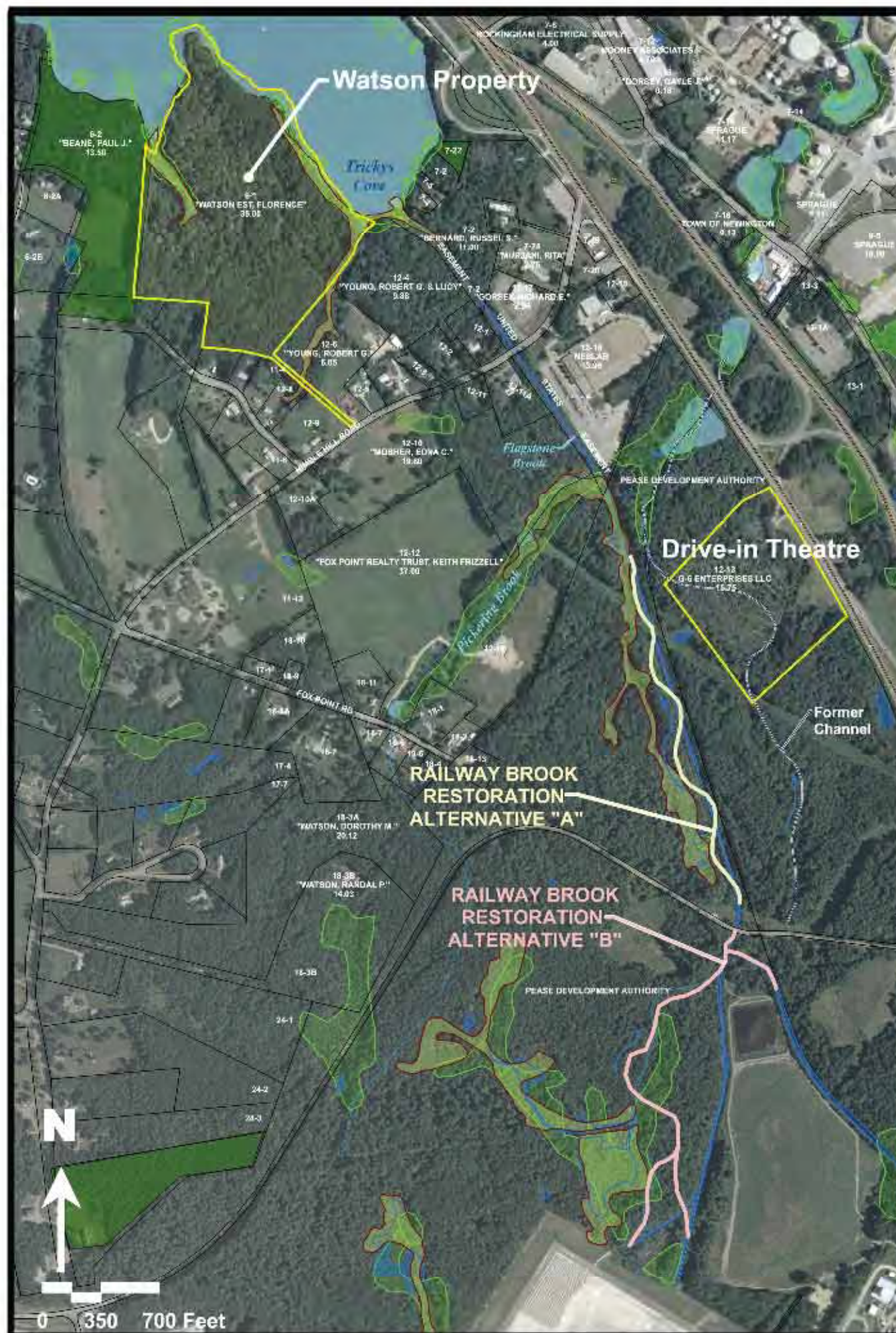
Noise Barrier limit of disturbance
based on conceptual design.



0 200 400 Feet

Vanasse Hangen Brustlin, Inc.

Figure 4.6-1
Wetland Impacts
(Noise Barrier Locations)
North of Exit 6, Dover



Newington, NH



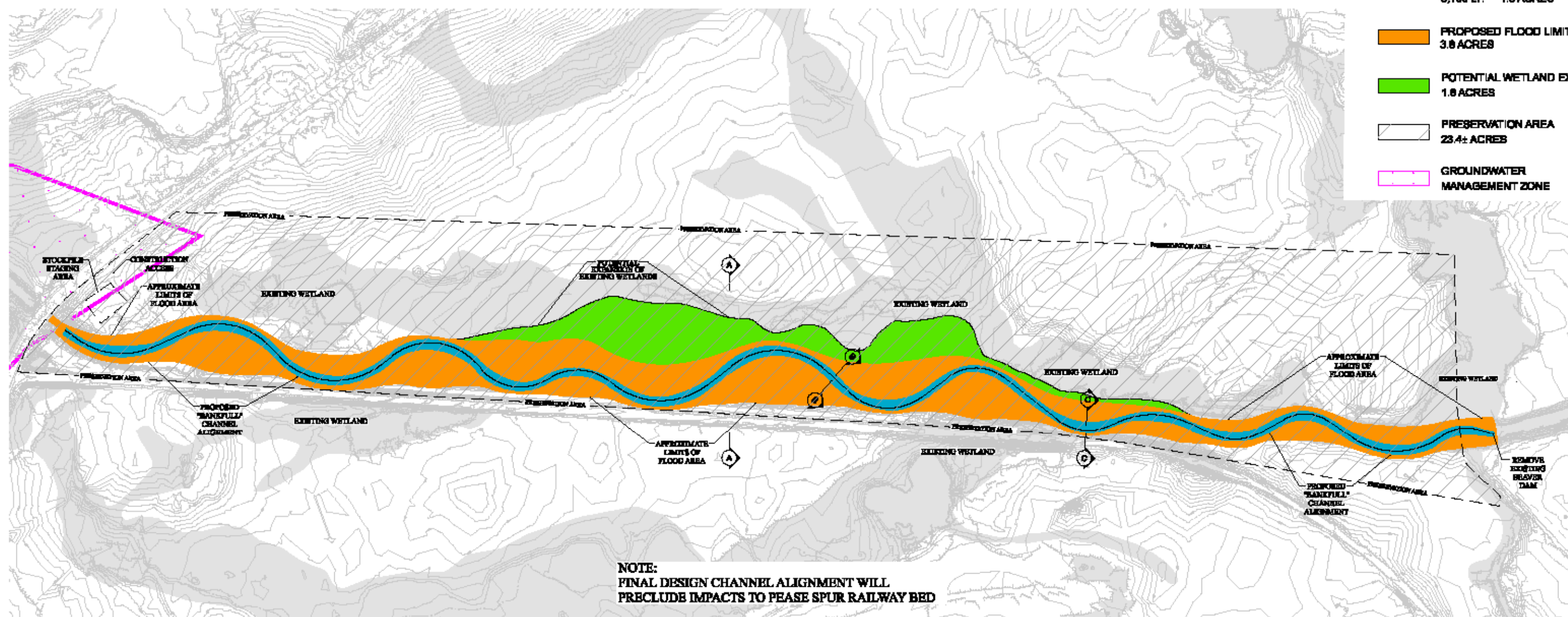
LEGEND

- Streams
- Lot Lines
- Preservation
- NWI (USFWS)
- Prime Wetlands
- Waterbodies
- Conserved Public Lands

Vanasse Hangen Brustlin, Inc.

Figure 4.6-2
Potential Newington Mitigation Sites

-  **PROPOSED "BANKFULL" CHANNEL**
3,158 LF. - 1.5 ACRES
-  **PROPOSED FLOOD LIMITS**
3.8 ACRES
-  **POTENTIAL WETLAND EXPANSION**
1.8 ACRES
-  **PRESERVATION AREA**
23.4± ACRES
-  **GROUNDWATER
MANAGEMENT ZONE**



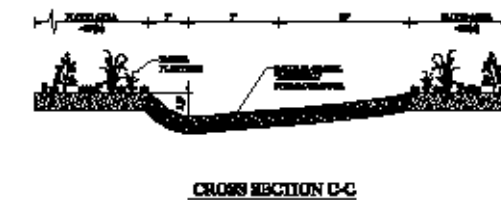
Typical Channel Dimensions



Typical Cross Section Midway Through Project Reach



Typical Cross Section Between Meander Bands



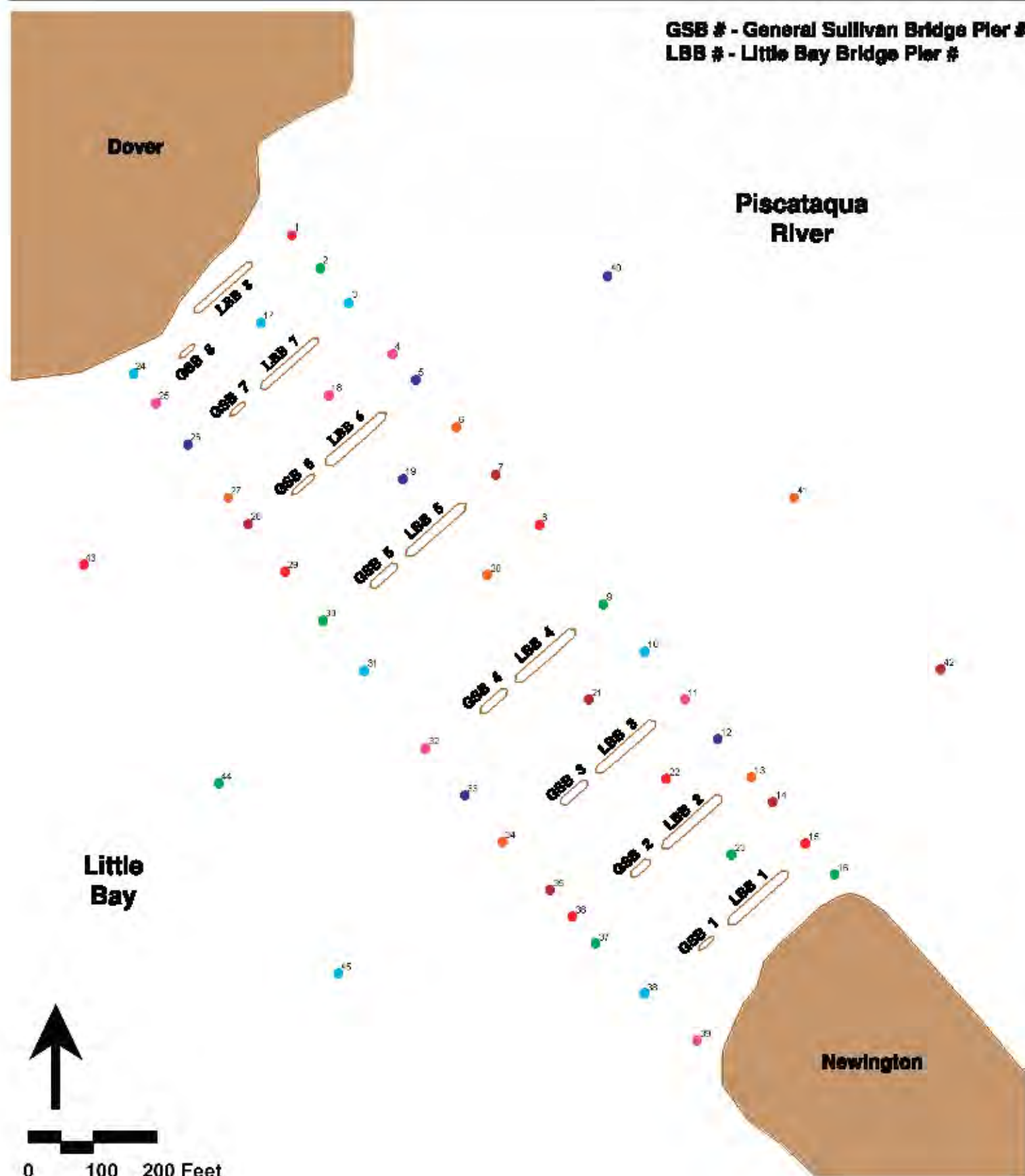
Typical Cross Section at Meander Bend



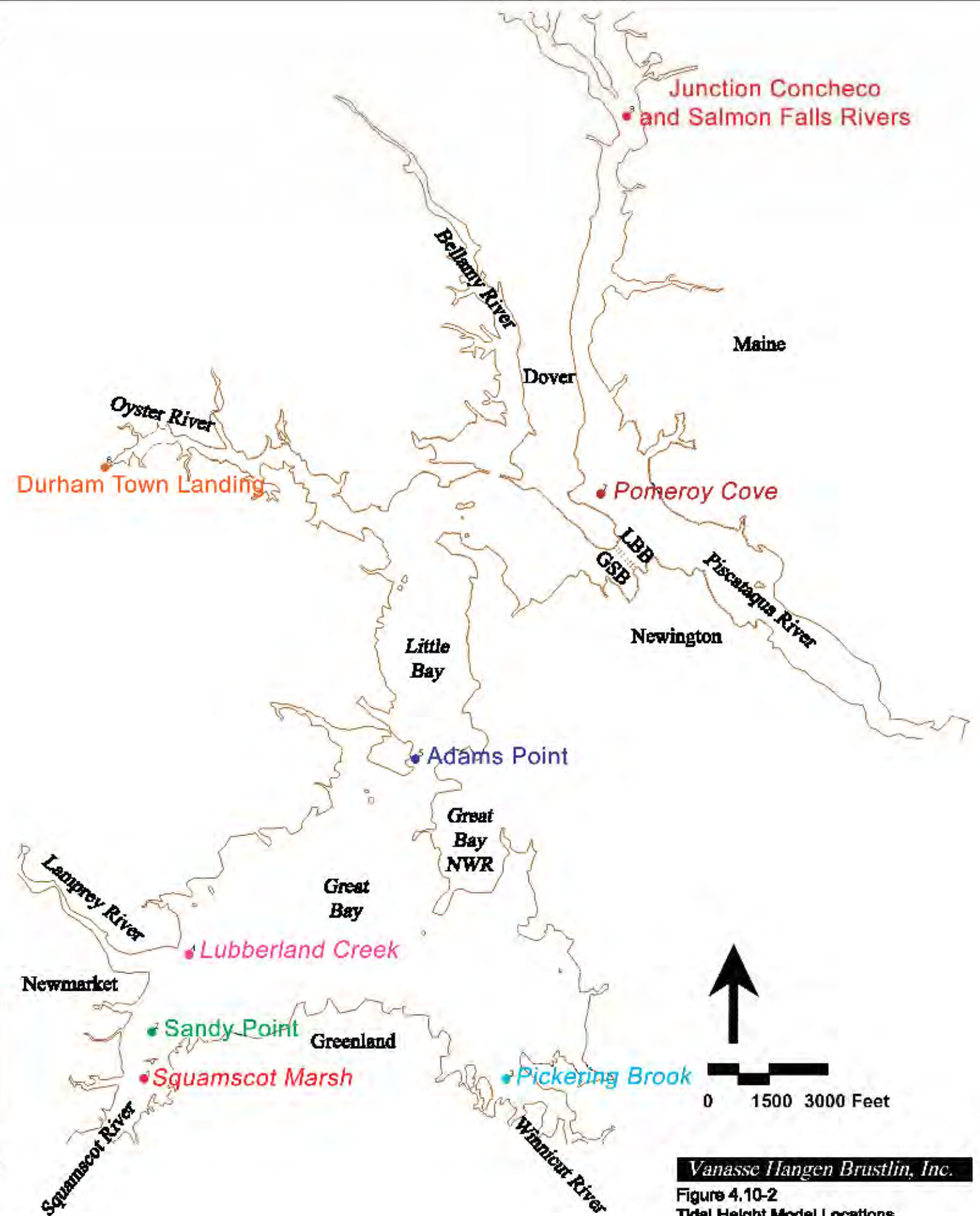
Figure 4.6-4

Railway Brook Restoration

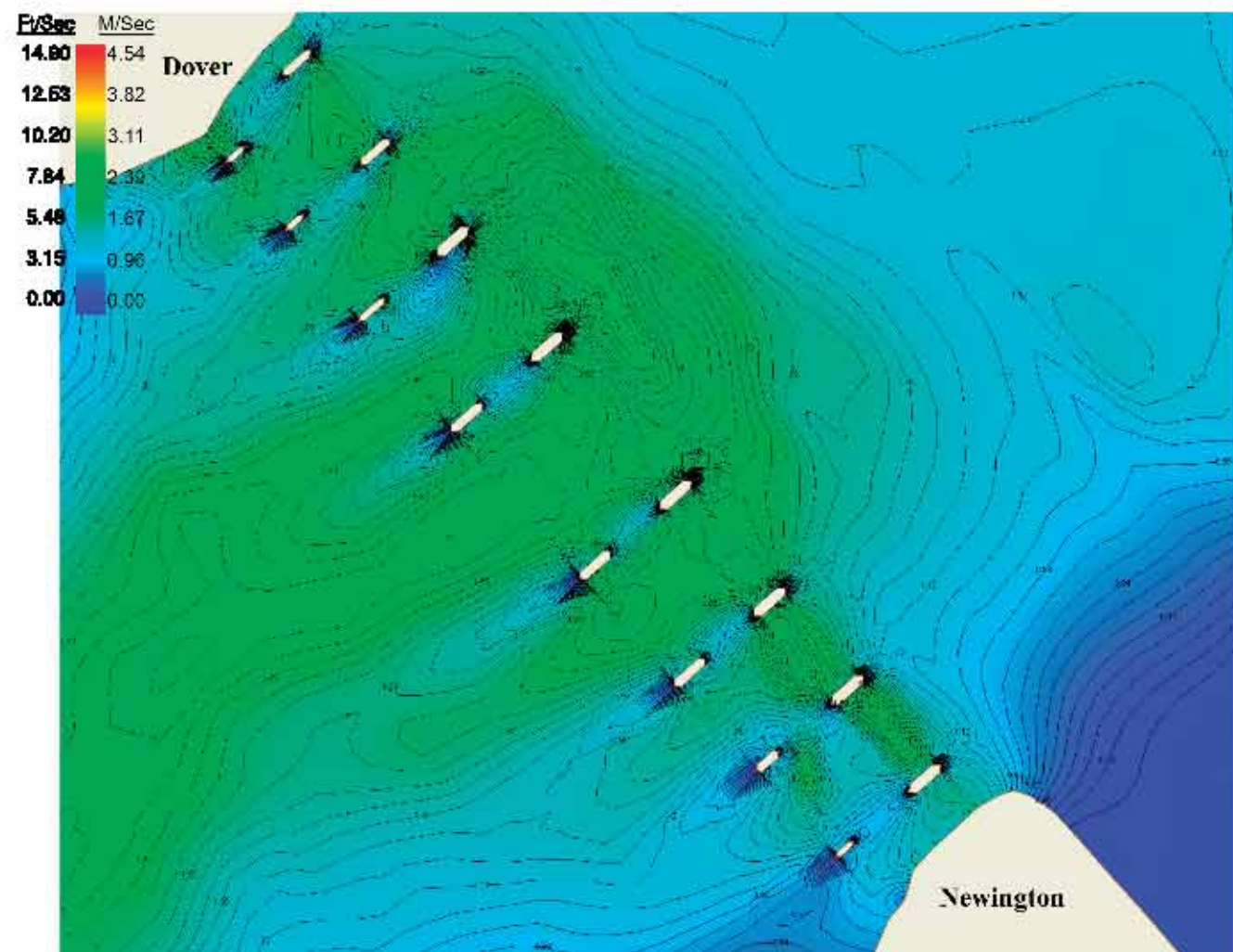
Conceptual Plan



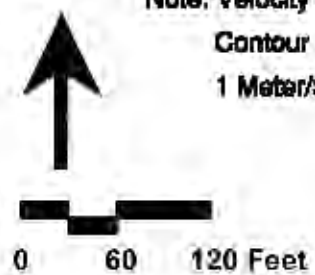
Vanasse Hangen Brustlin, Inc.
 Figure 4.10-1
 Current Velocity Model Data Locations



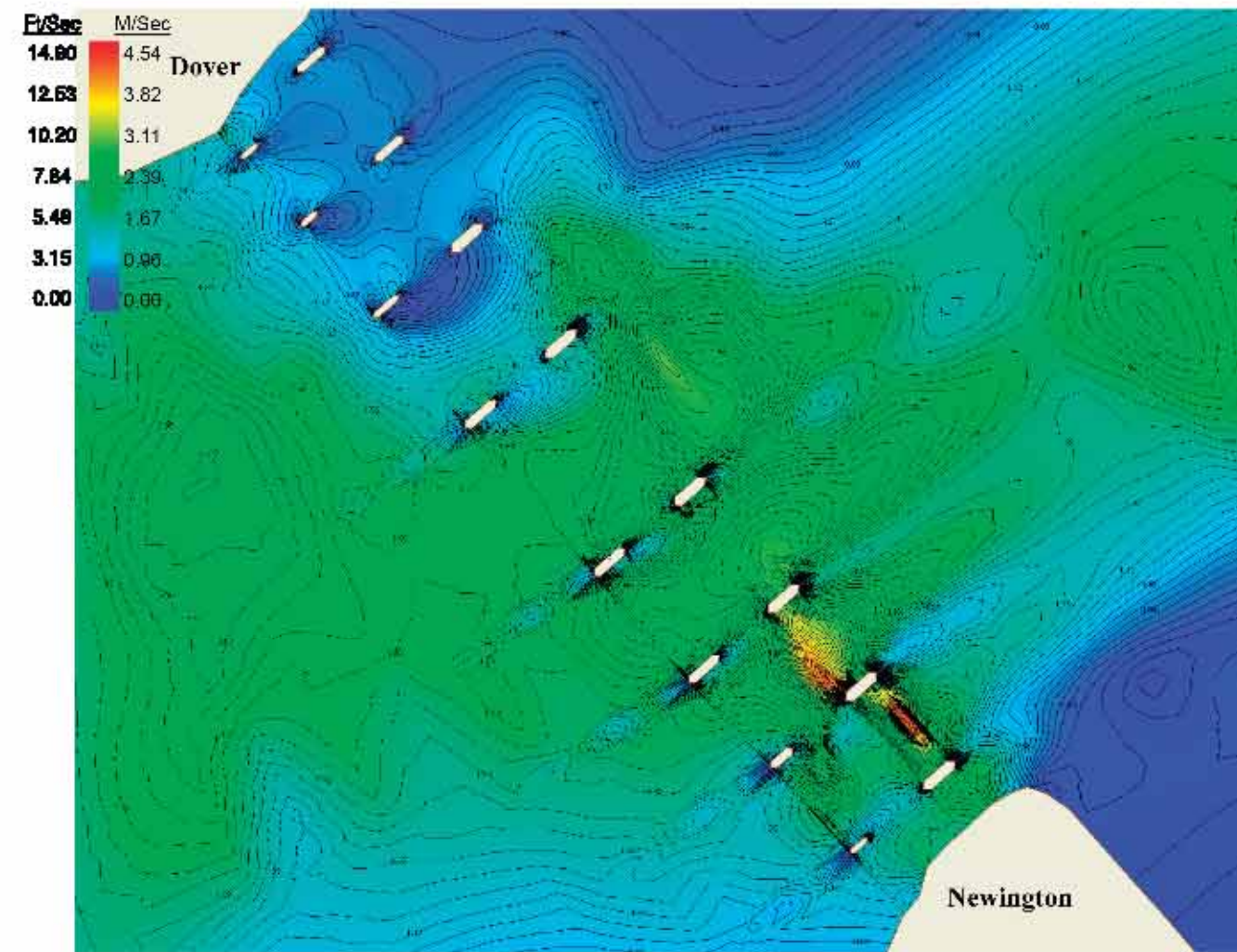
Vanasse Hangen Brustlin, Inc.
 Figure 4.10-2
 Tidal Height Model Locations



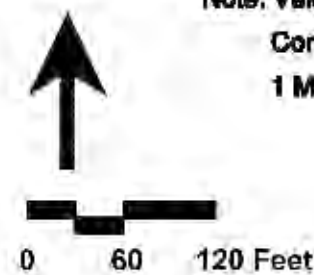
Note: Velocity contours are shown in metric units.
 Contour Interval is 0.8 Meters/Second.
 1 Meter/Second = 3.281 Feet/Second



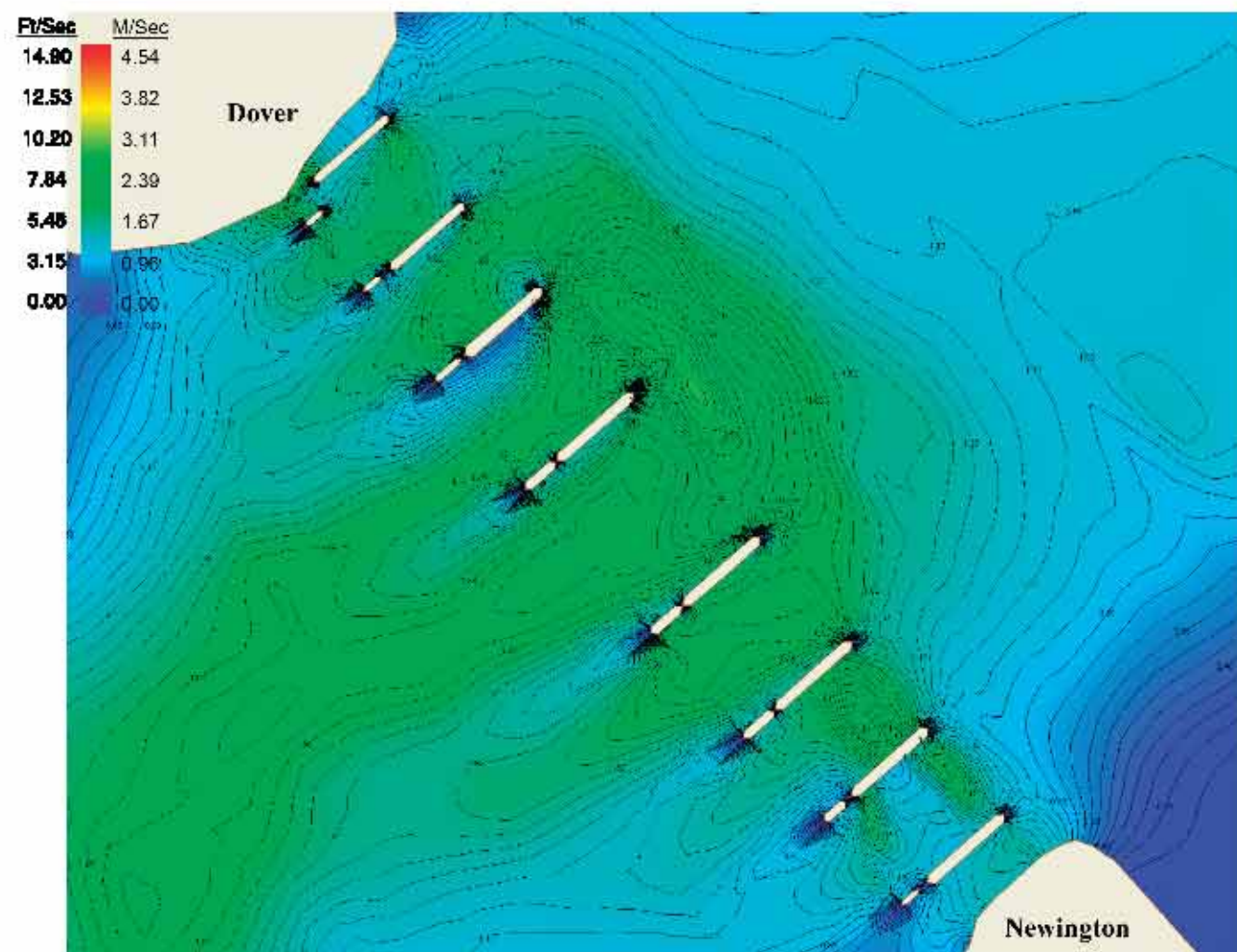
Vanasse Hangen Brustlin, Inc.
 Figure 4.10-3
 Maximum Flood Currents for
 Case Study 1 (Existing Conditions)



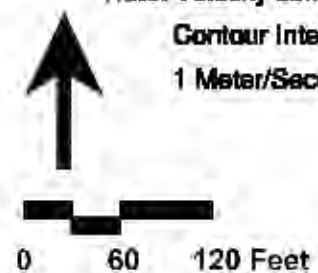
Note: Velocity contours are shown in metric units.
 Contour Interval is 0.8 Meters/Second.
 1 Meter/Second = 3.281 Feet/Second



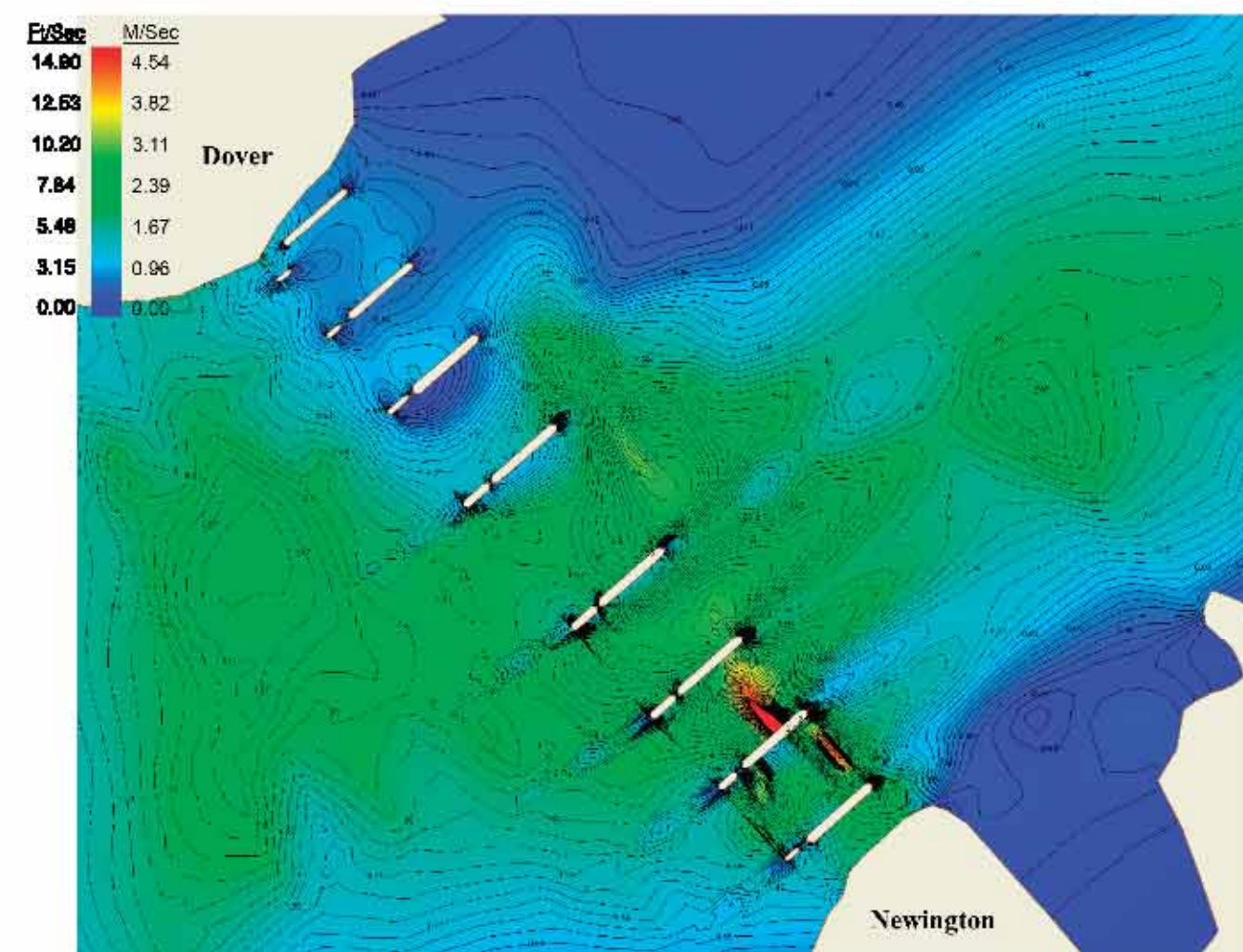
Vanasse Hangen Brustlin, Inc.
 Figure 4.10-4
 Maximum Ebb Currents for
 Case Study 1 (Existing Conditions)



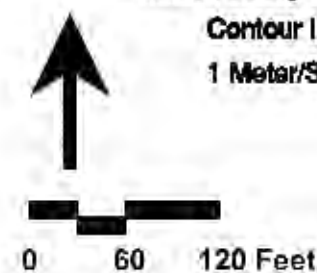
Note: Velocity contours are shown in metric units.
 Contour Interval is 0.8 Meters/Second.
 1 Meter/Second = 3.281 Feet/Second



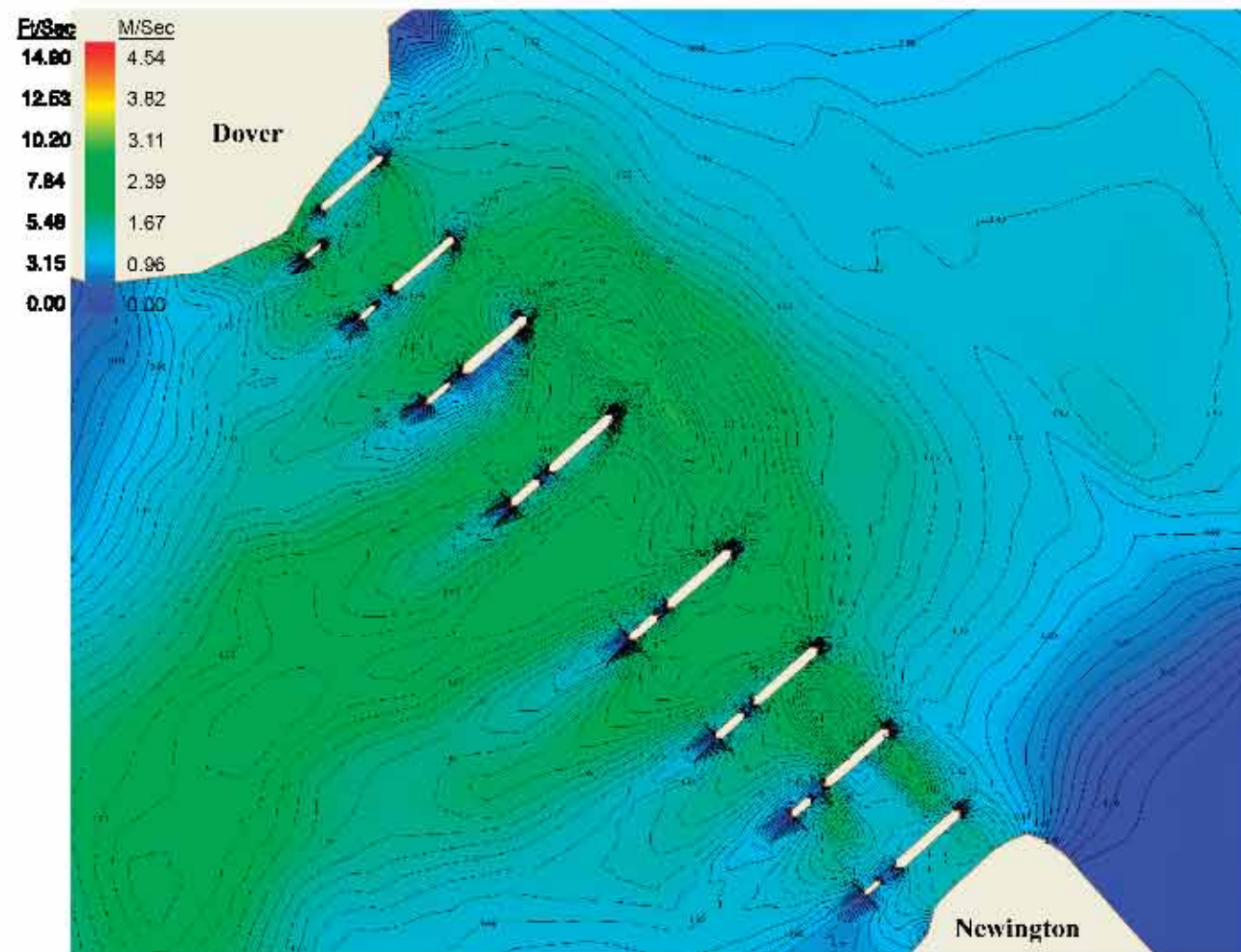
Vanasse Hangen Brustlin, Inc.
 Figure 4.10-5
 Maximum Flood Currents for
 Case Study 2 (Hydraulic Alternative 1)



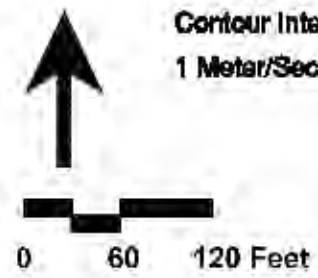
Note: Velocity contours are shown in metric units.
 Contour Interval is 0.8 Meters/Second.
 1 Meter/Second = 3.281 Feet/Second



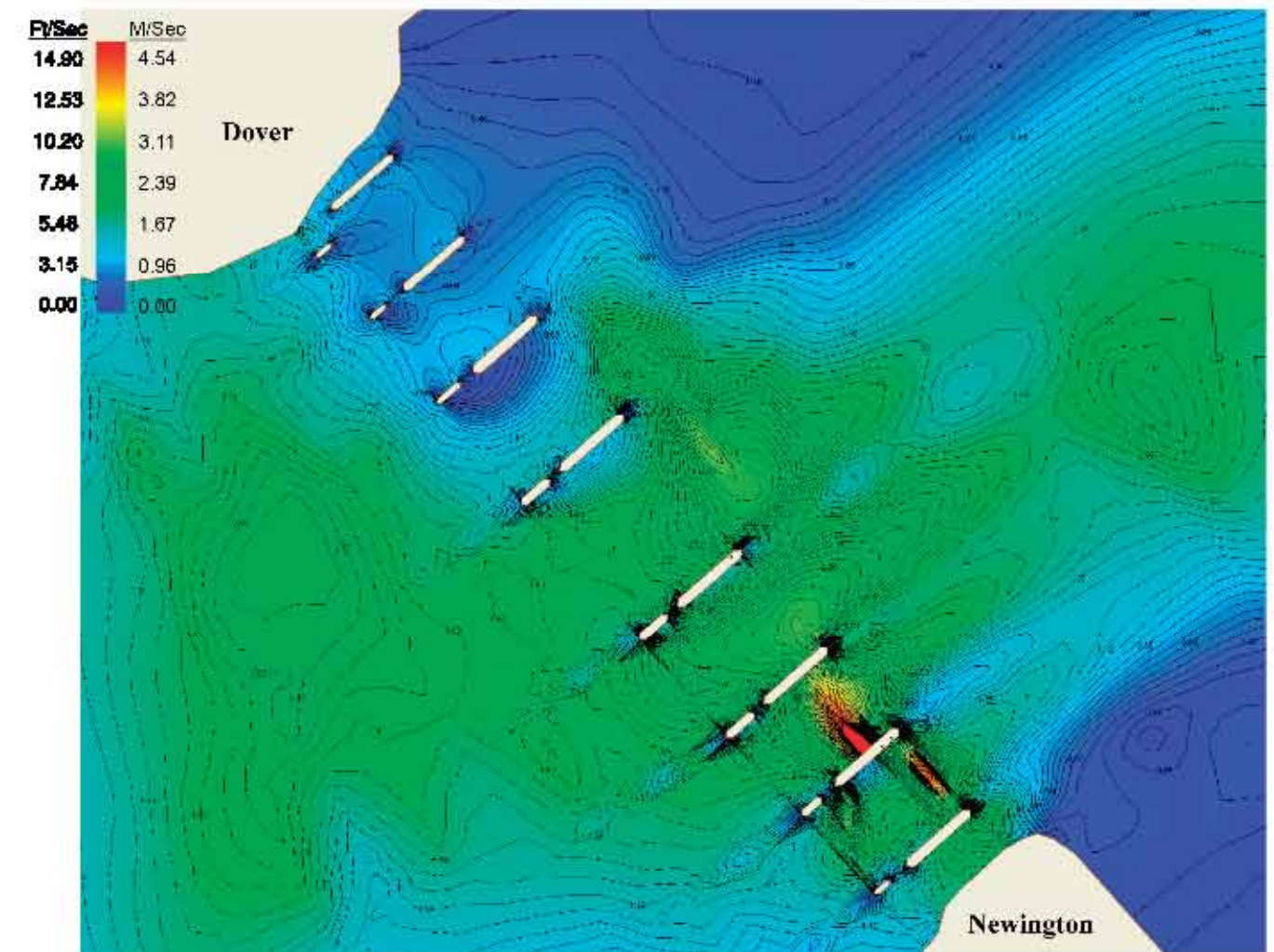
Vanasse Hangen Brustlin, Inc.
 Figure 4.10-6
 Maximum Ebb Currents for
 Case Study 2 (Hydraulic Alternative 1)



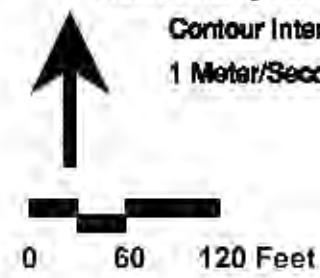
Note: Velocity contours are shown in metric units.
 Contour Interval is 0.8 Meters/Second.
 1 Meter/Second = 3.281 Feet/Second



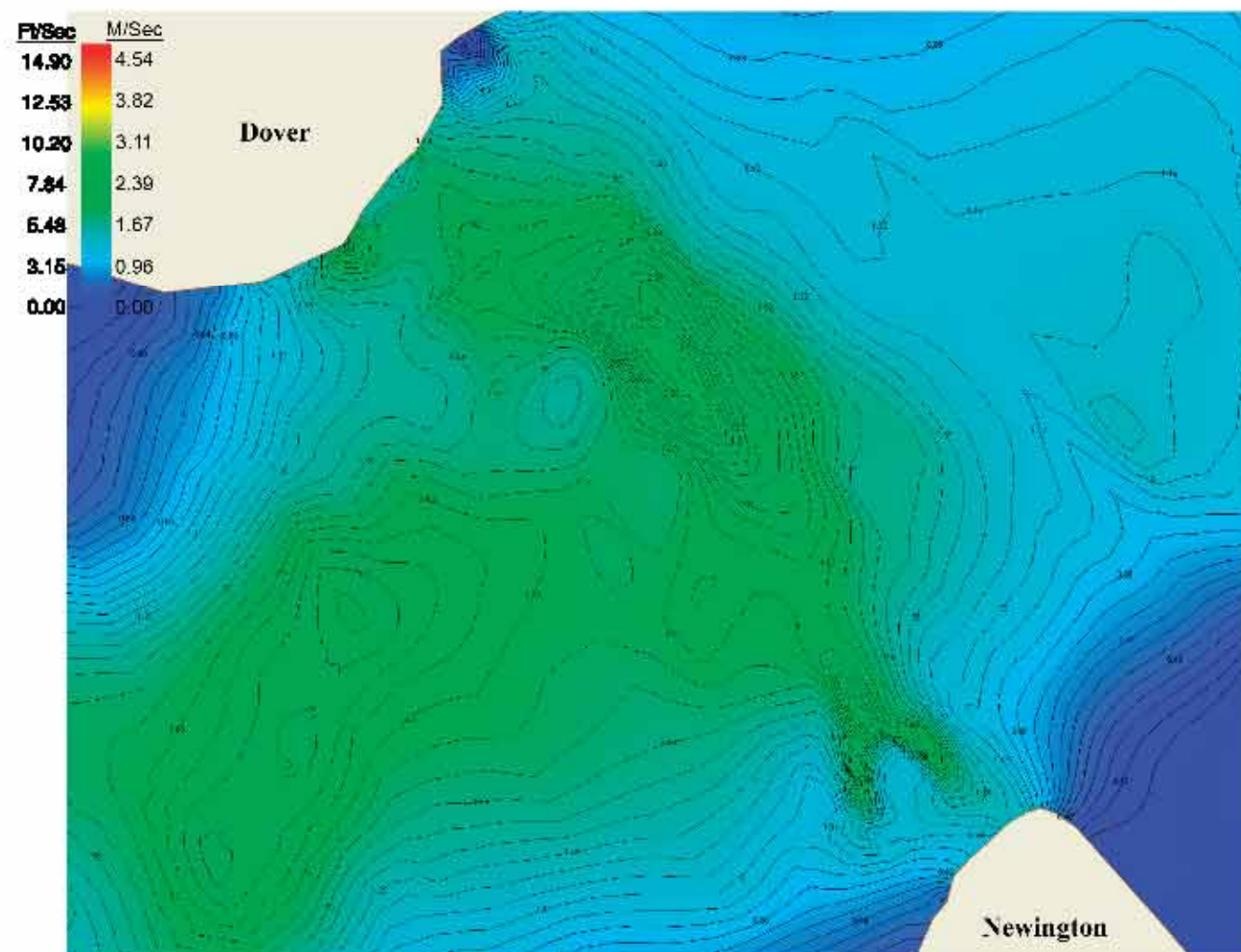
Vanasse Hangen Brustlin, Inc.
 Figure 4.10-7
 Maximum Flood Currents for
 Case Study 3 (Hydraulic Alternative 2)



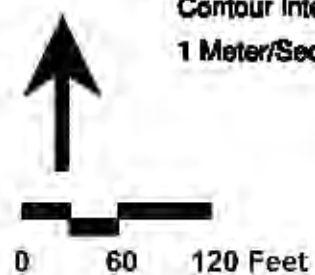
Note: Velocity contours are shown in metric units.
 Contour Interval is 0.8 Meters/Second.
 1 Meter/Second = 3.281 Feet/Second



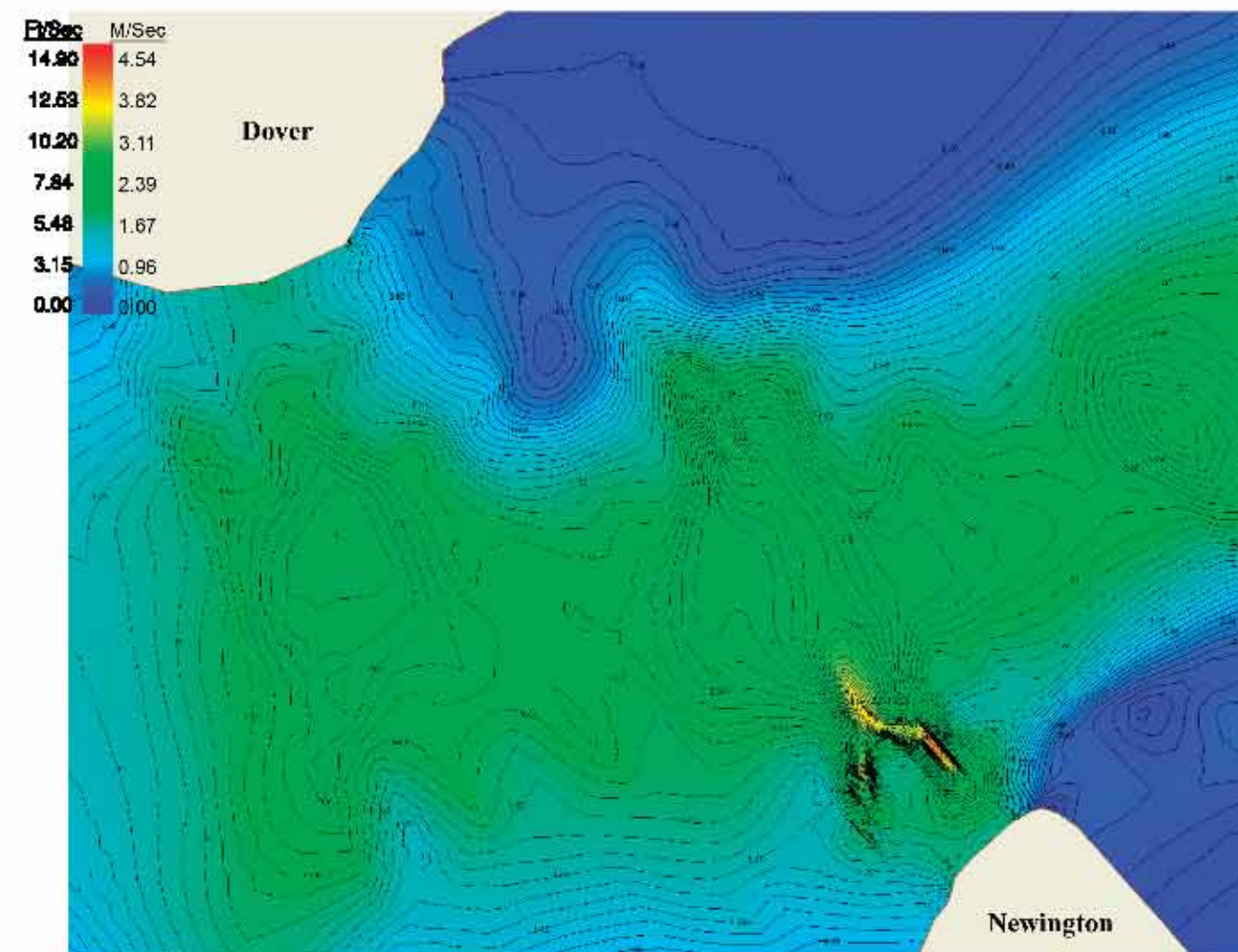
Vanasse Hangen Brustlin, Inc.
 Figure 4.10-8
 Maximum Ebb Currents for
 Case Study 3 (Hydraulic Alternative 2)



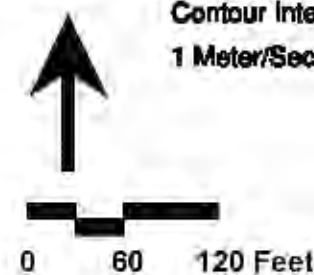
Note: Velocity contours are shown in metric units.
 Contour Interval is 0.8 Meters/Second
 1 Meter/Second = 3.281 Feet/Second



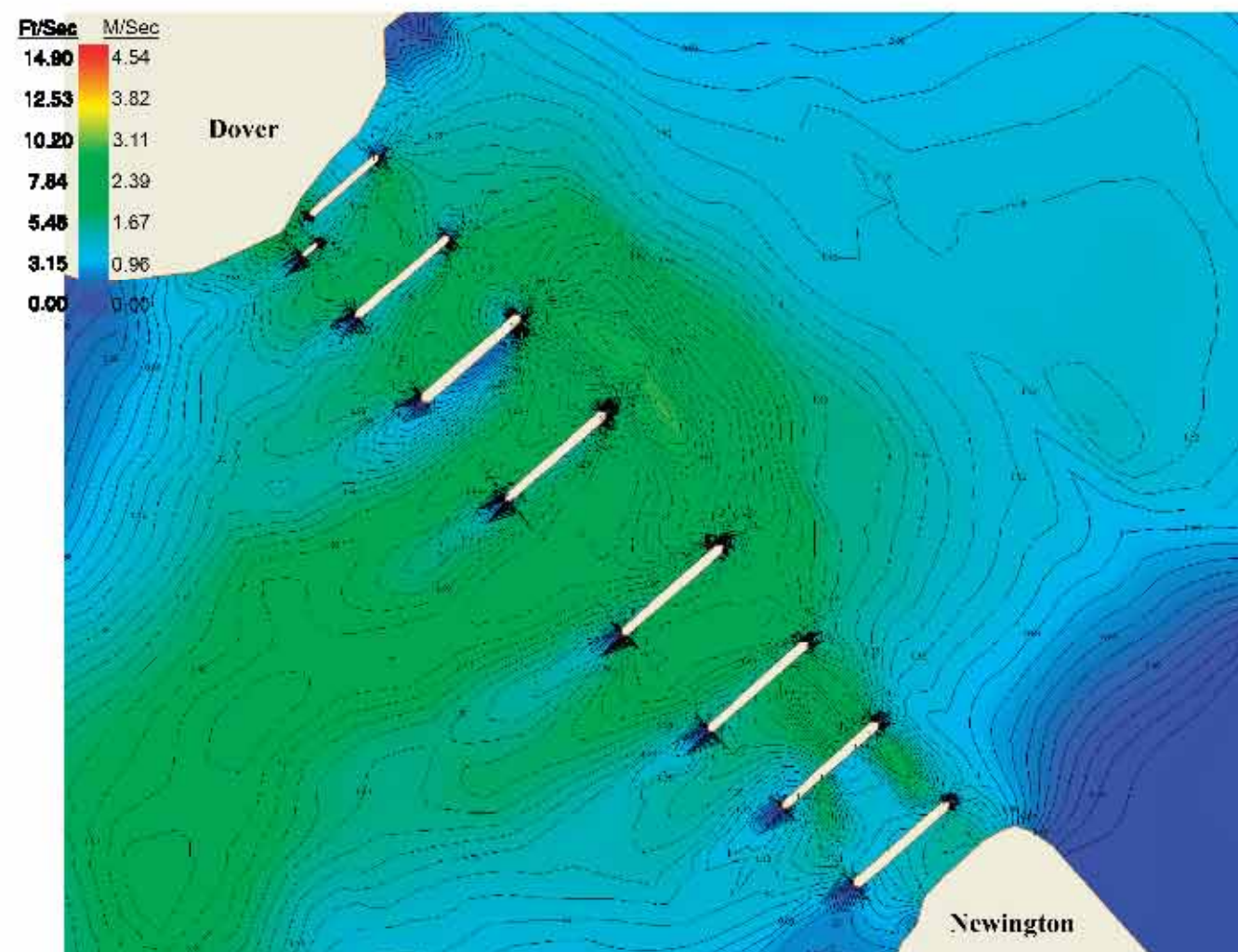
Vanasse Hangen Brustlin, Inc.
 Figure 4.10-9
 Maximum Flood Currents for
 Case Study 4 (No Piers)



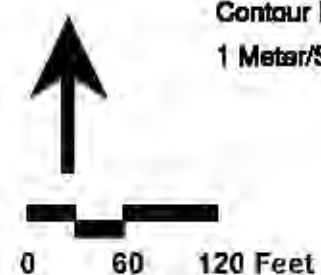
Note: Velocity contours are shown in metric units.
 Contour Interval is 0.8 Meters/Second.
 1 Meter/Second = 3.281 Feet/Second



Vanasse Hangen Brustlin, Inc.
 Figure 4.10-10
 Maximum Ebb Currents for
 Case Study 4 (No Piers)

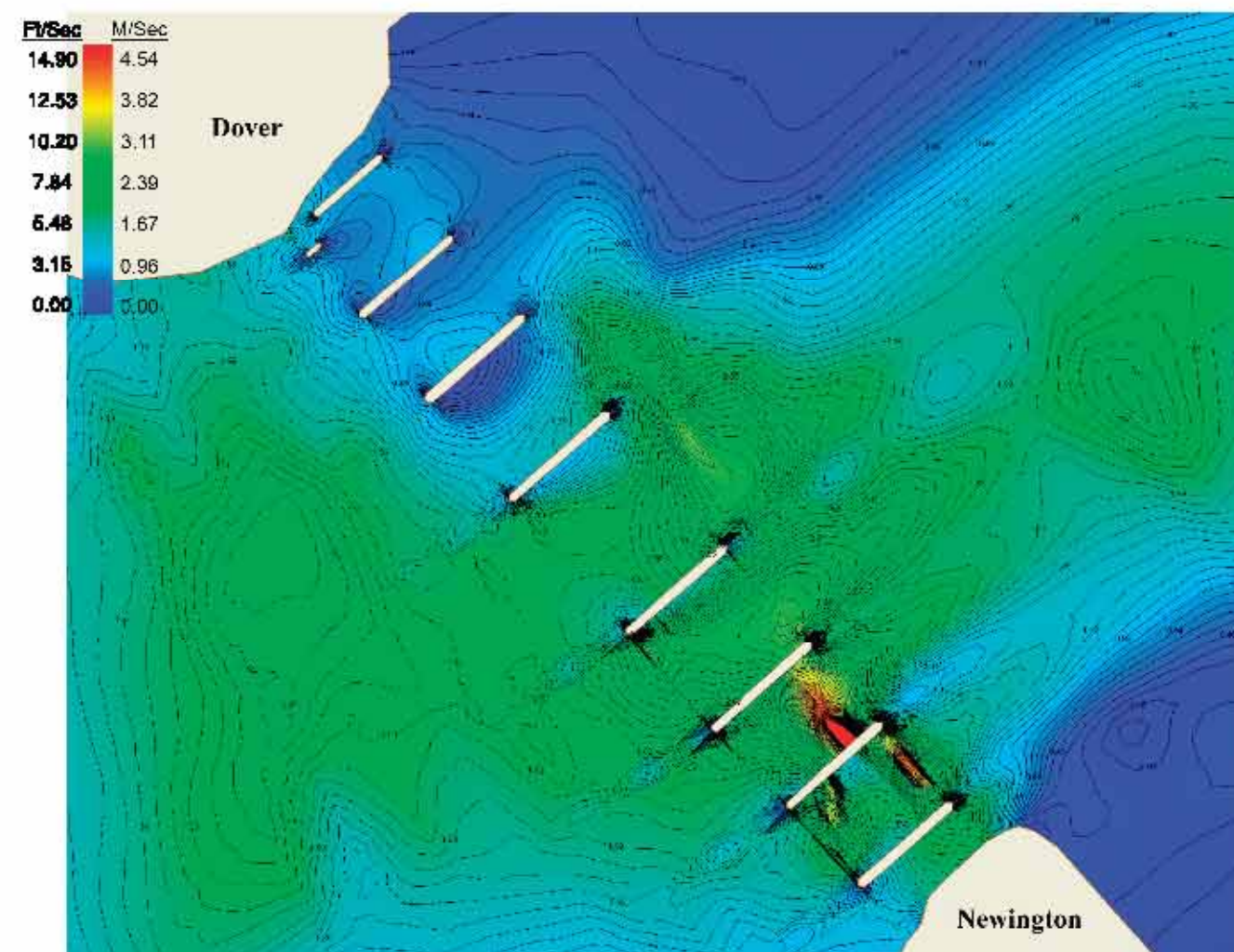


Note: Velocity contours are shown in metric units.
 Contour Interval is 0.8 Meters/Second.
 1 Meter/Second = 3.281 Feet/Second

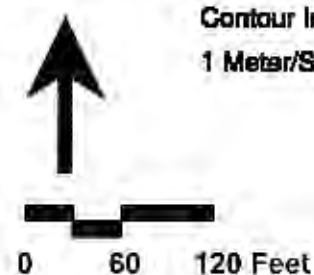


Vanasse Hangen Brustlin, Inc.

Figure 4.10-11
 Maximum Flood Currents for
 Case Study 5 (Combined Piers)

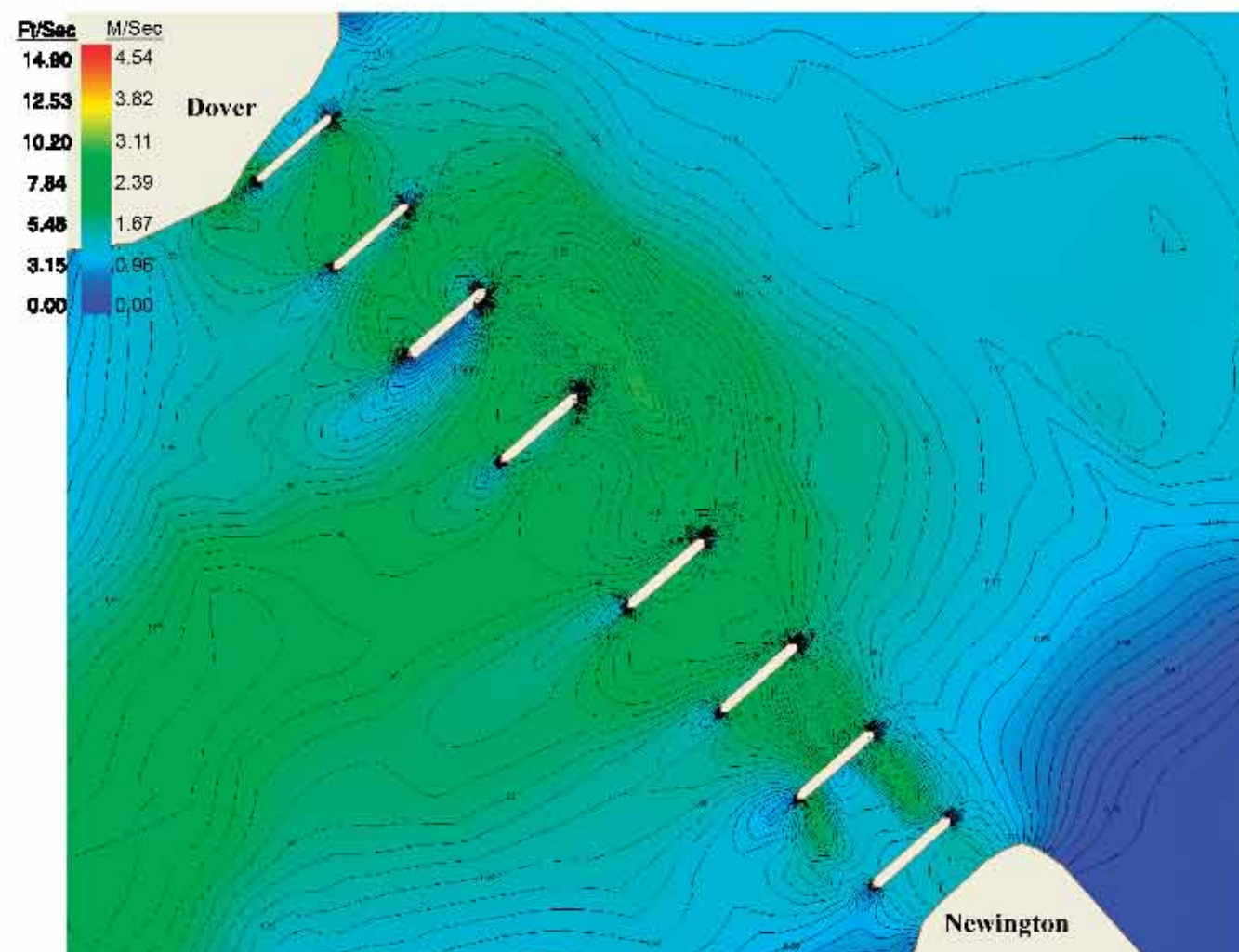


Note: Velocity contours are shown in metric units.
 Contour Interval is 0.8 Meters/Second.
 1 Meter/Second = 3.281 Feet/Second

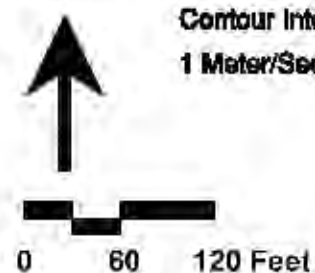


Vanasse Hangen Brustlin, Inc.

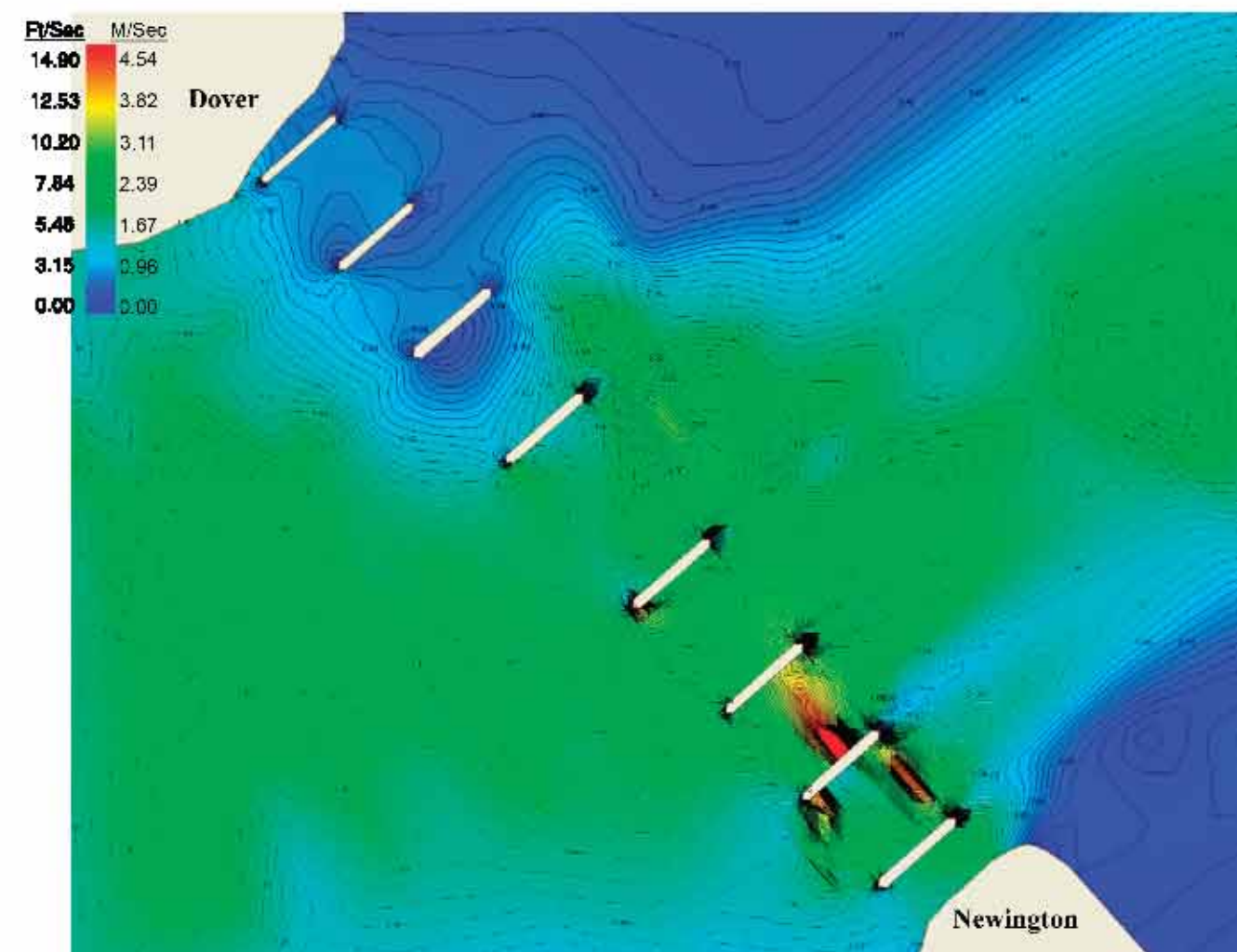
Figure 4.10-12
 Maximum Ebb Currents for
 Case Study 5 (Combined Piers)



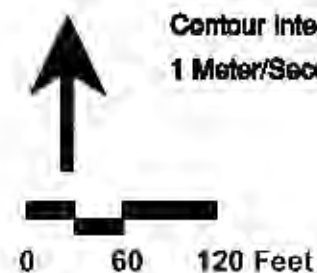
Note: Velocity contours are shown in metric units.
Contour Interval is 0.8 Meters/Second.
1 Meter/Second = 3.281 Feet/Second



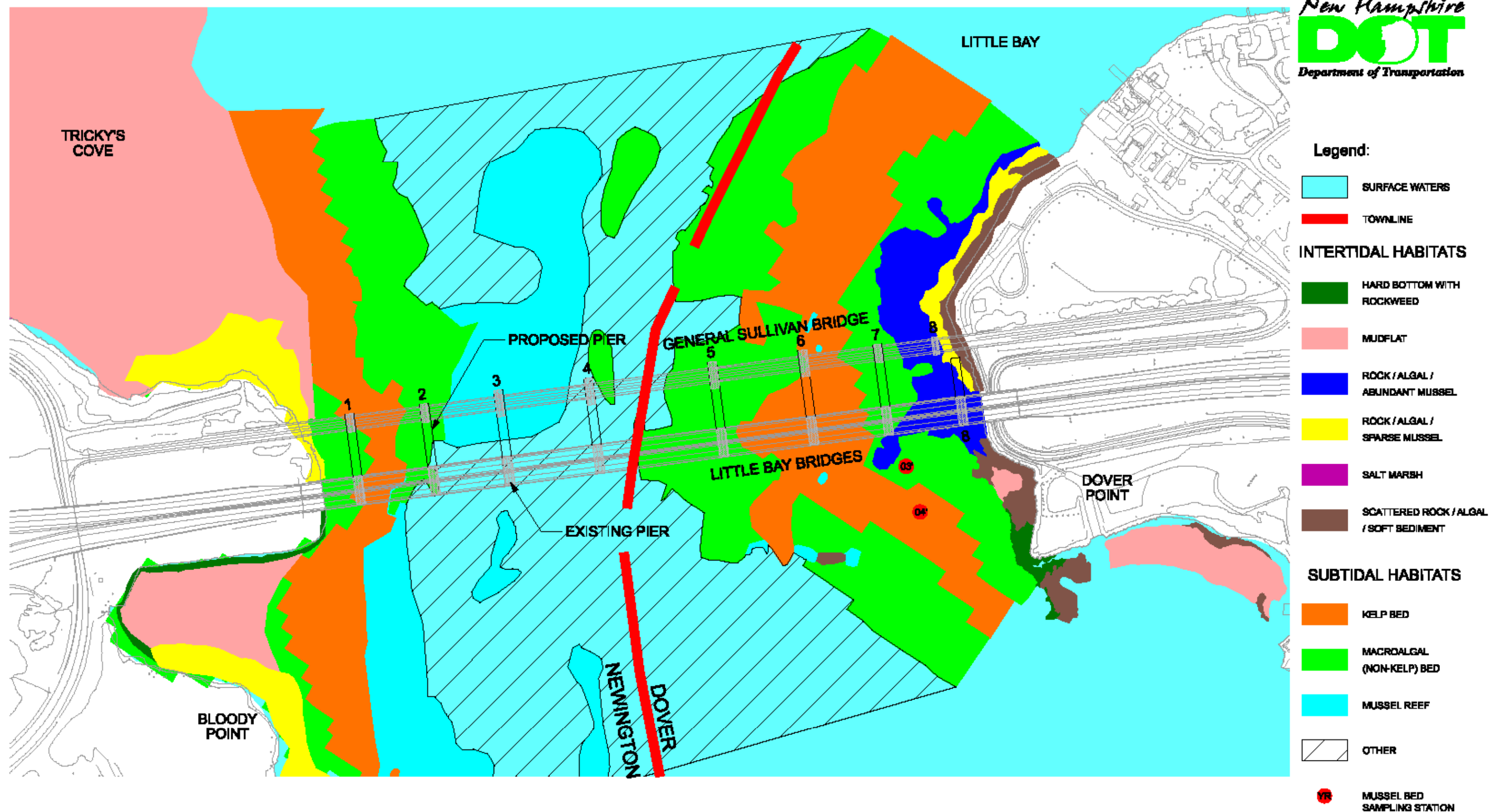
Vanasse Hangen Brustlin, Inc.
Figure 4.10-13
Maximum Flood Currents for
Case Study 6
(General Sullivan Bridge Removed)



Note: Velocity contours are shown in metric units.
Contour Interval is 0.8 Meters/Second.
1 Meter/Second = 3.281 Feet/Second

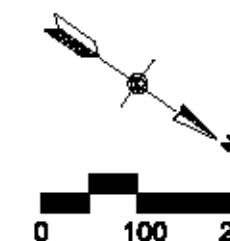


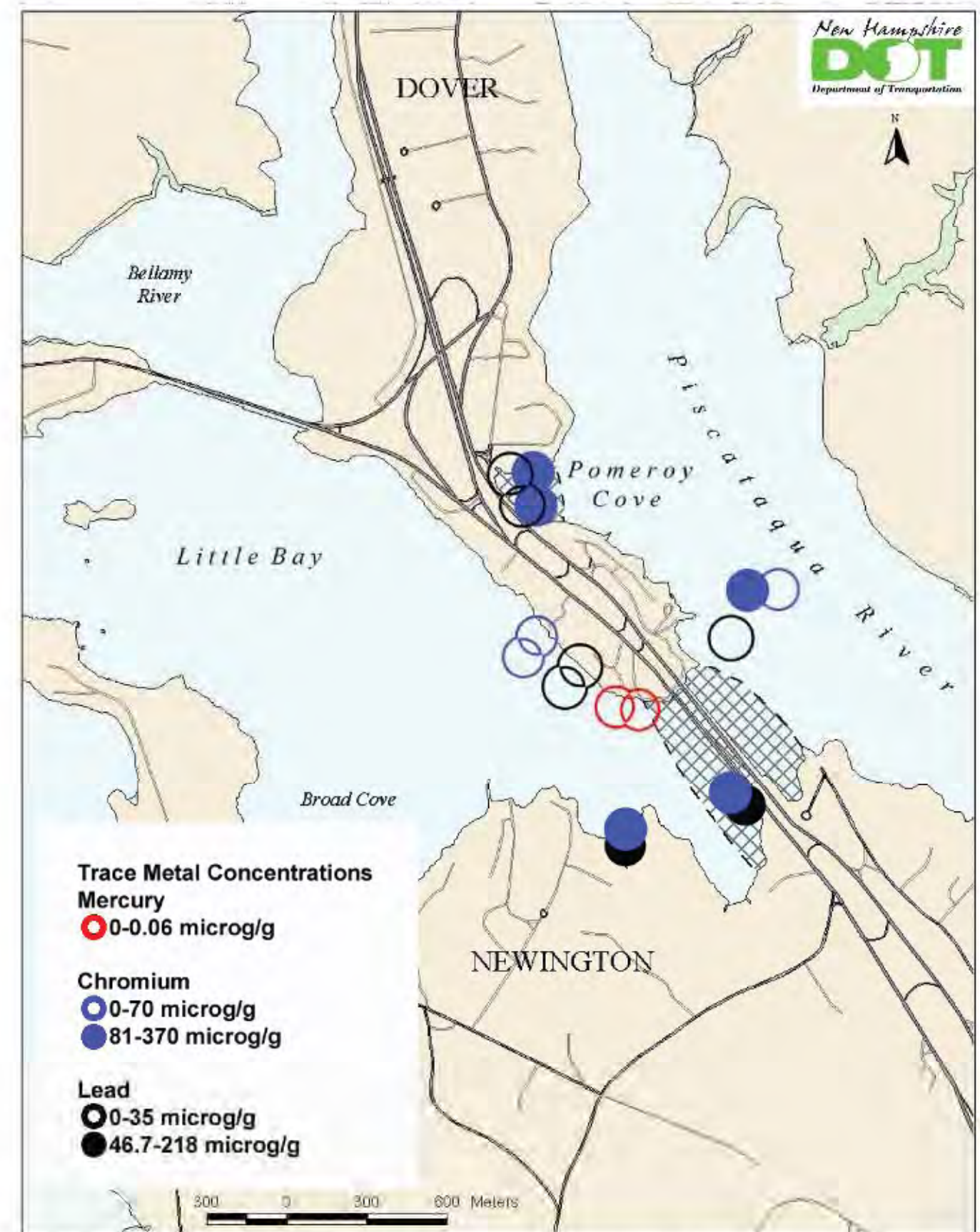
Vanasse Hangen Brustlin, Inc.
Figure 4.10-14
Maximum Ebb Currents for
Case Study 6
(General Sullivan Bridge Removed)



Vanasse Hangen Brustlin, Inc.

Figure 4.10-15
Pier Impacts on
Intertidal and Subtidal Habitats
Selected Alternative



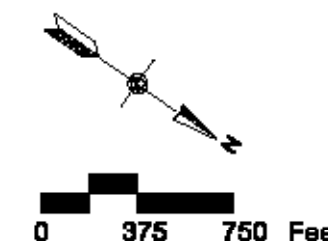
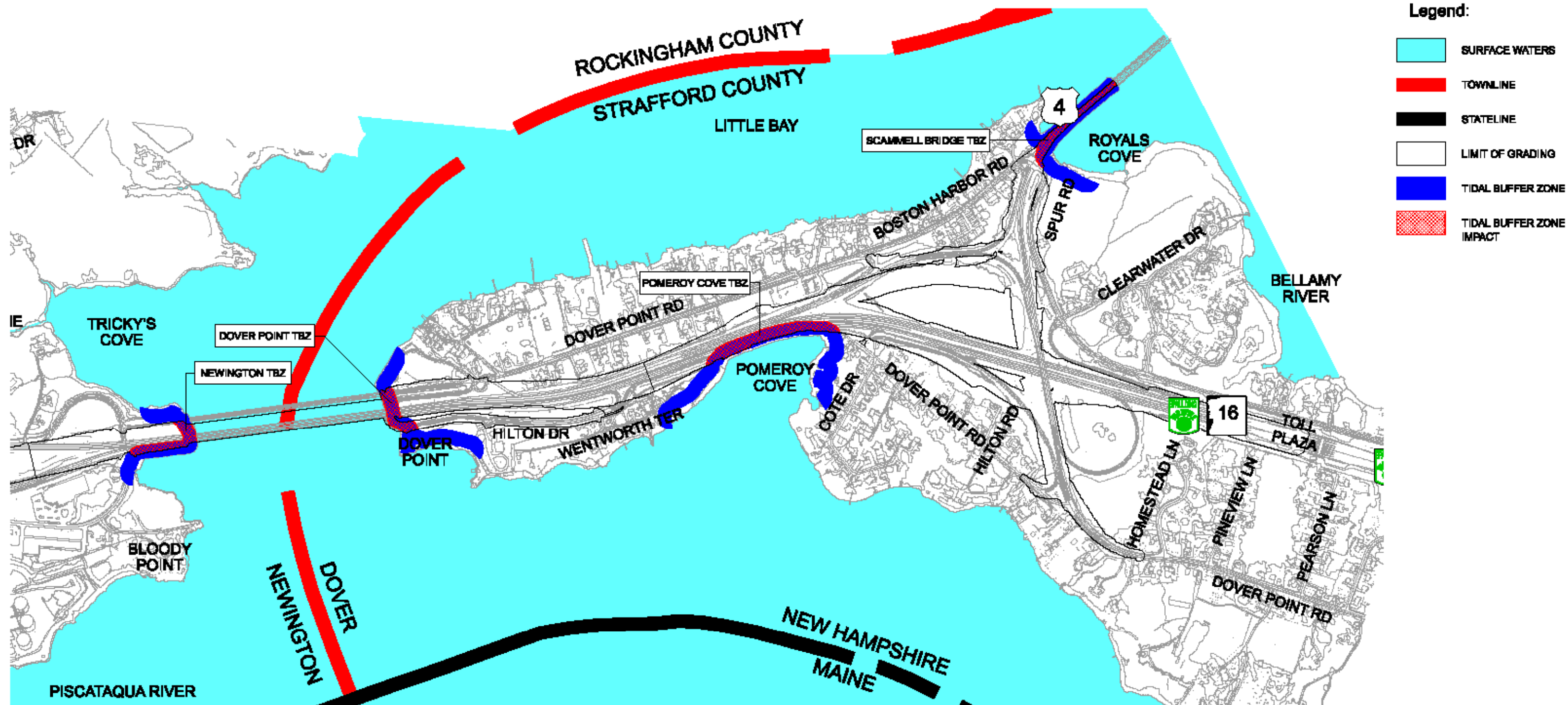


Note: Cross-hatched area represents the limits of study for the benthic (subtidal) habitat survey

NOAA (1999) Screening Threshold Effects Levels for Marine Sediment Toxicity are as follows:
Mercury: 0.13 mg/g ; Chromium: 52.3 mg/g; Lead: 30.24 mg/g

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Figure 4.10-16
Water Quality Sampling Stations of
NHDES Shellfish Program

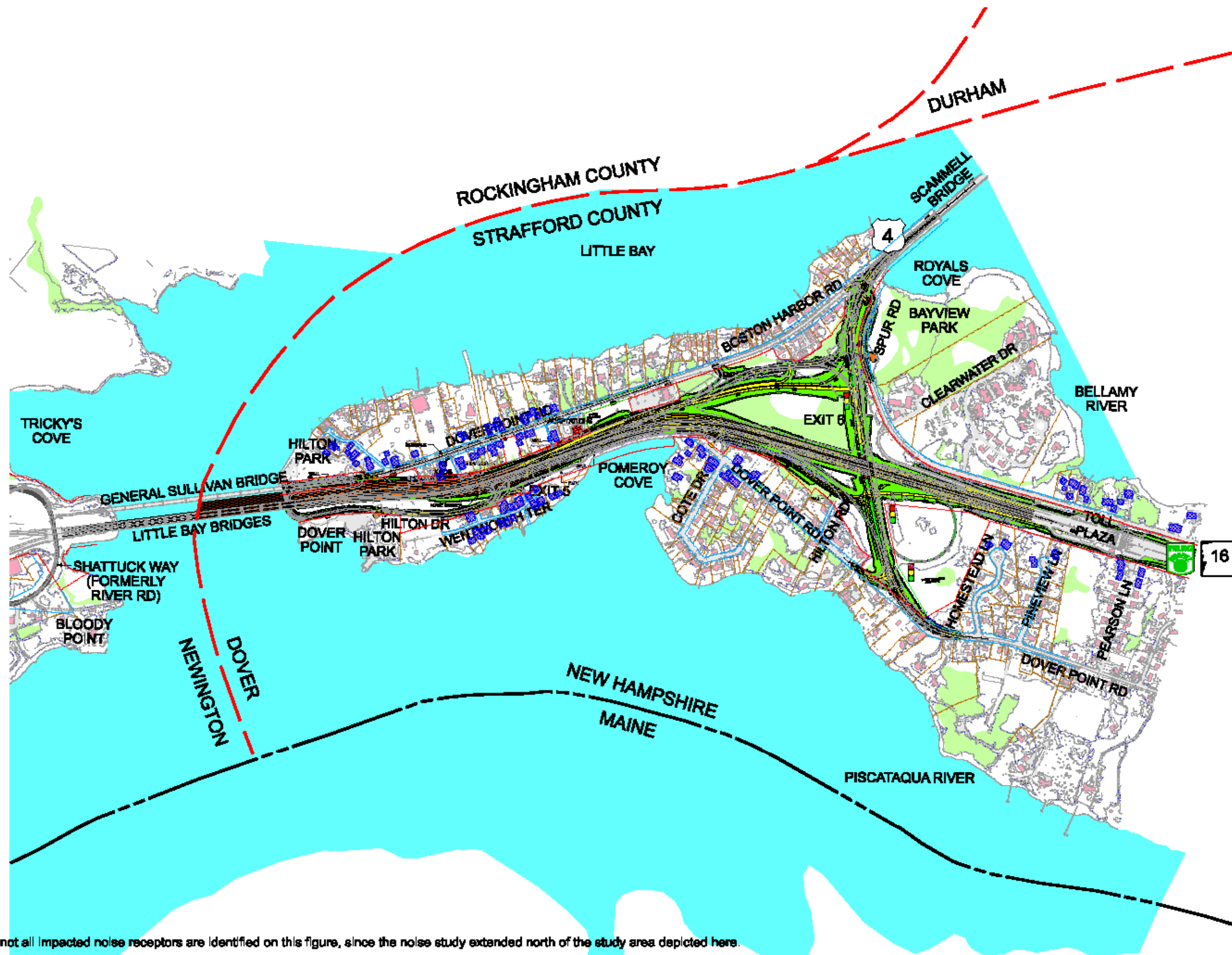


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Figure 4.10-17
Tidal Buffer Zone Impact

Legend:

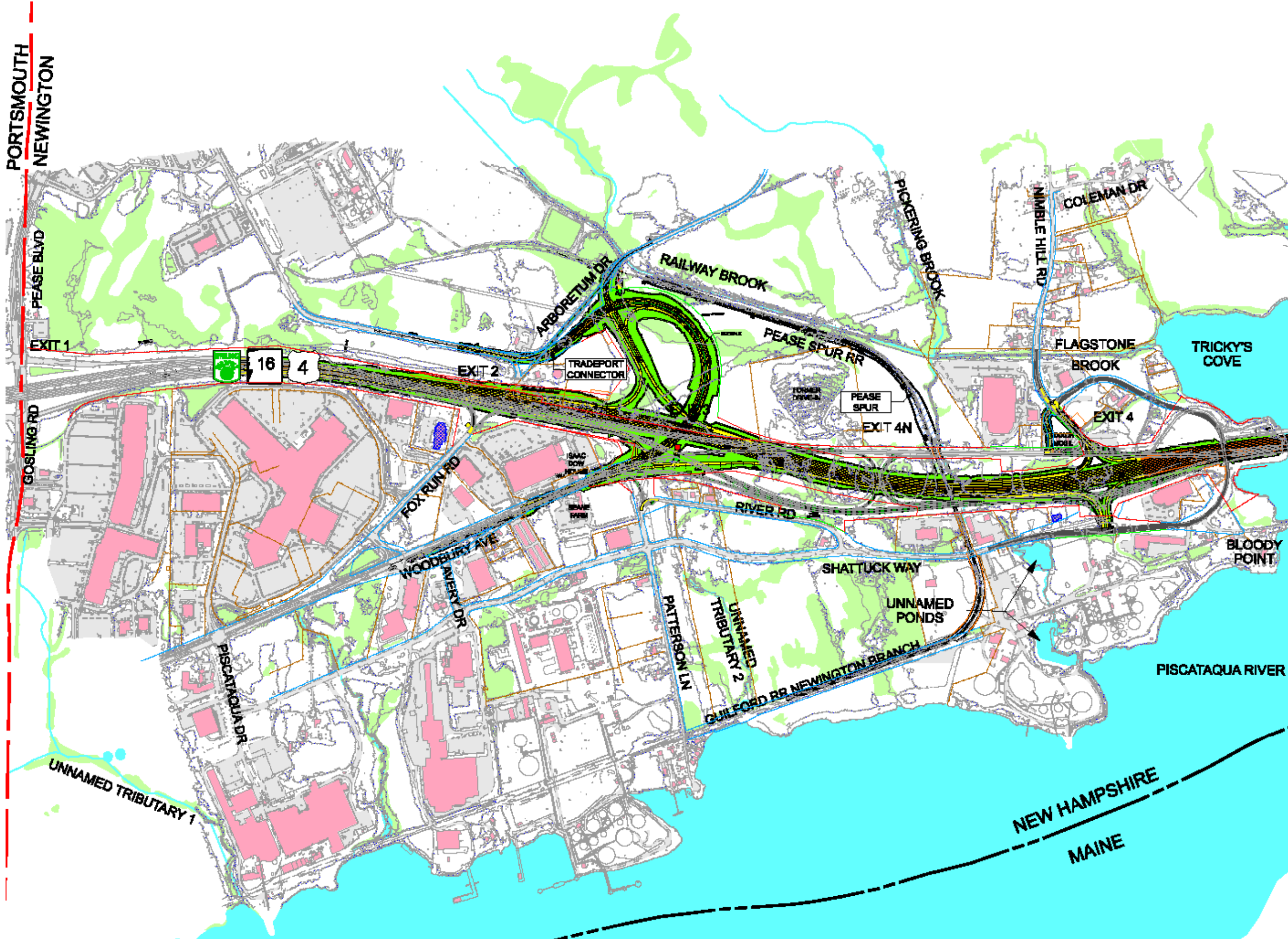
-  Existing Roadway
-  Existing Building
-  Existing Wetland
-  Existing Property Lines
-  Proposed Roadway
-  Proposed Bridge
-  Proposed Rail Corridor
-  Proposed Acquisition
-  Pavement Removal
-  Existing LAROW
-  Existing CAROW
-  Existing ROW
-  Proposed LAROW
-  Proposed CAROW
-  Proposed ROW
-  Newington Interim Safety Improvements
-  Impacted Receptor Locations



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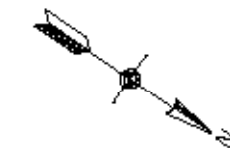
Figure 4.14-1
Dover Alternative 3
Noise Impact Locations

Note: not all impacted noise receptors are identified on this figure, since the noise study extended north of the study area depicted here.



Legend:

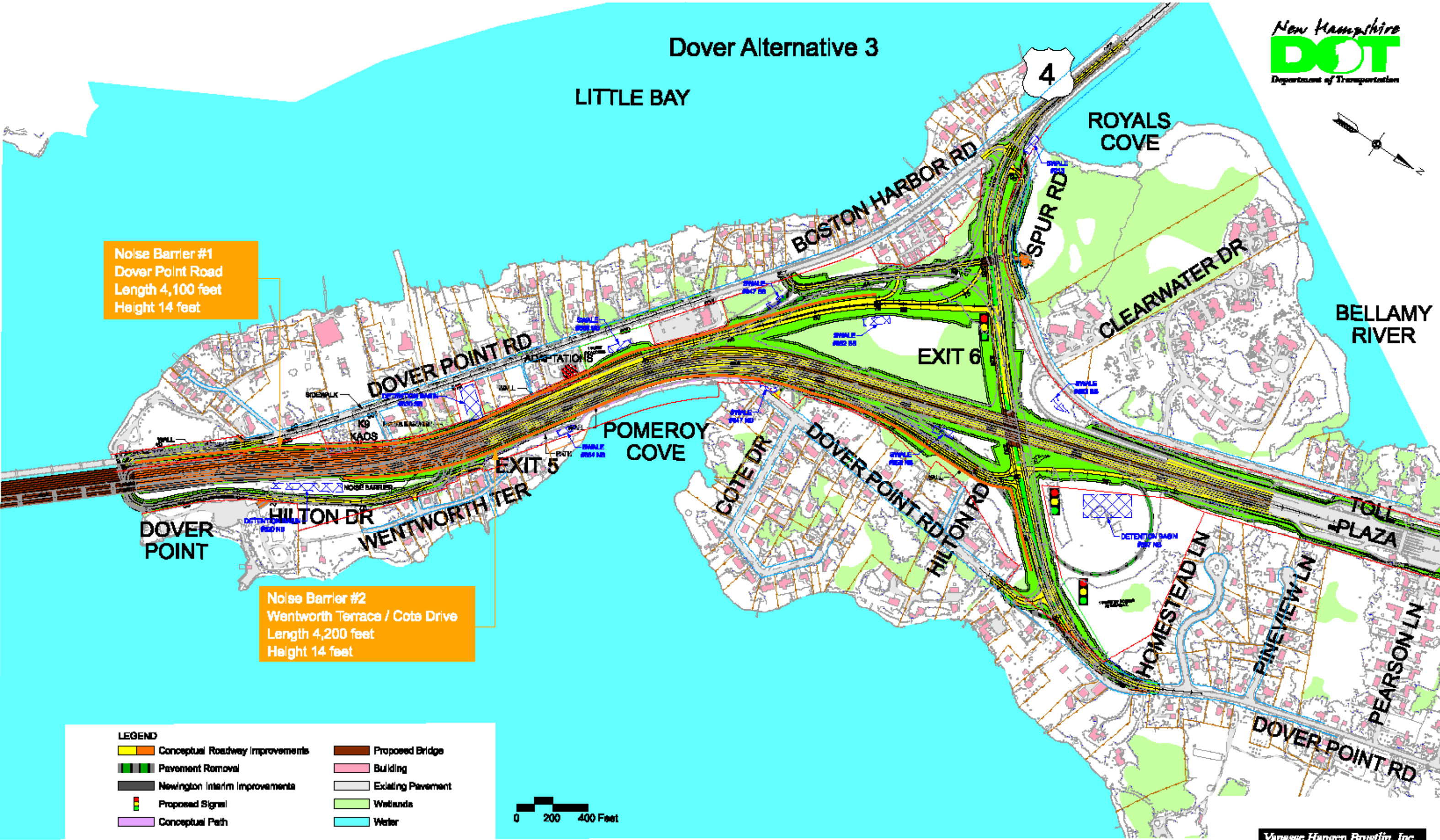
- Existing Roadway
- Existing Building
- Existing Wetland
- Existing Property Lines
- Proposed Roadway
- Proposed Bridge
- Proposed Rail Corridor
- Proposed Acquisition
- Pavement Removal
- Existing LAROW
- Existing CAROW
- Existing ROW
- Proposed LAROW
- Proposed CAROW
- Proposed ROW
- Newington Interim Safety Improvements
- Impacted Receptor Locations



Vanasse Hangen Brustlin, Inc.

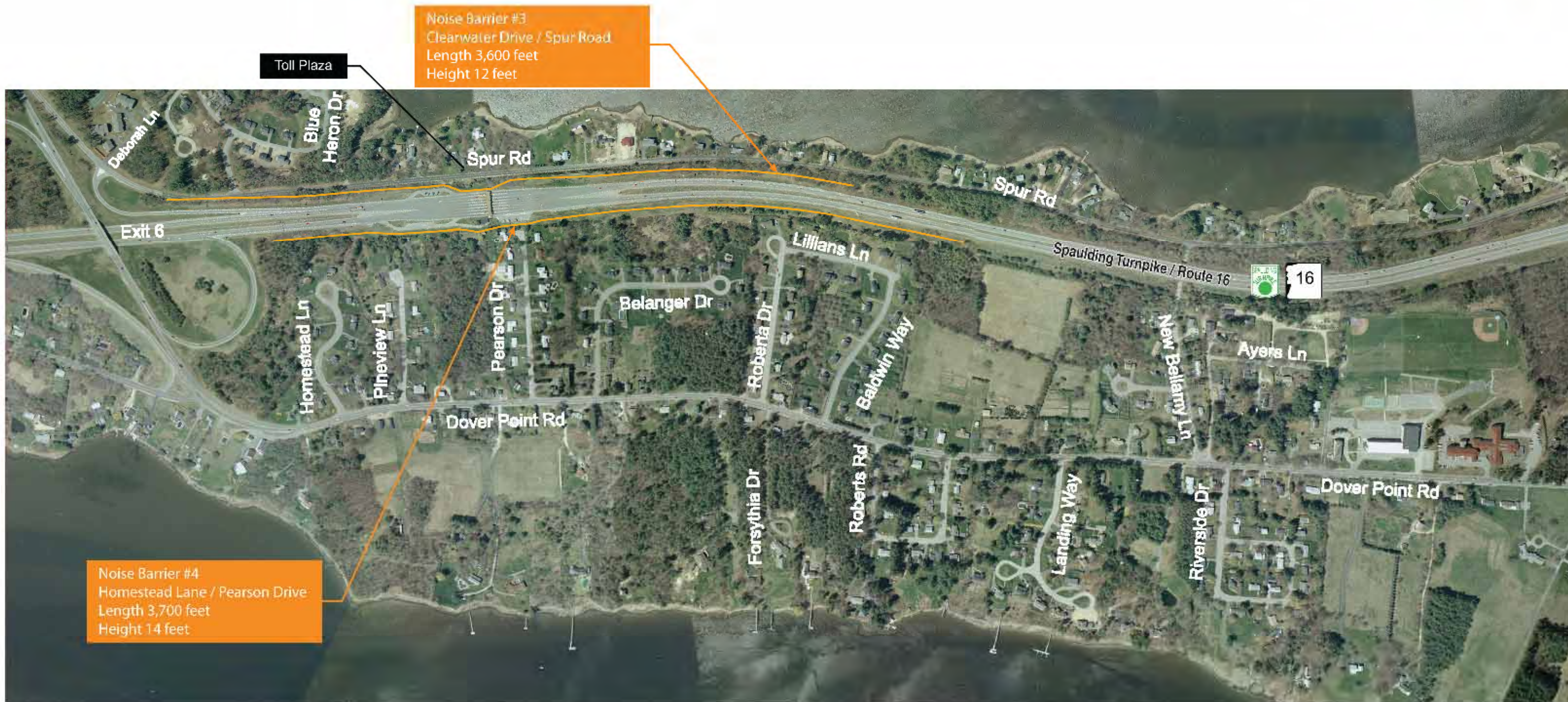
Figure 4.14-2
Newington Alternative 13
Noise Impact Locations

Dover Alternative 3



Vanasse Hangen Brustlin, Inc.

Figure 4.14-3
Proposed Noise Mitigation
Dover - South of Exit 6



Not To Scale

Vanasse Hangen Brustlin, Inc.

Figure 4.14-4
Proposed Noise Mitigation
Dover - North of Exit 6