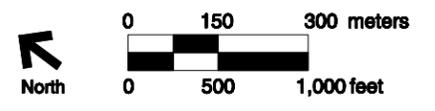
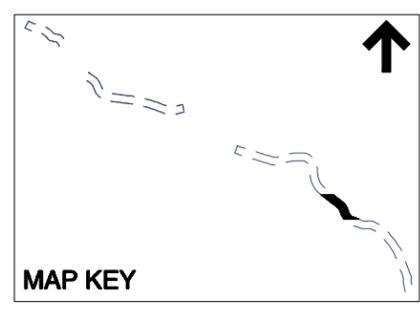


- Existing Limit of Pavement
- Proposed Limit of Pavement
- Proposed Right of Way
- Limits of Study Corridor
- Town Line
- New Alignment Bridge Over Existing Road
- Existing Road Bridge Over New Alignment

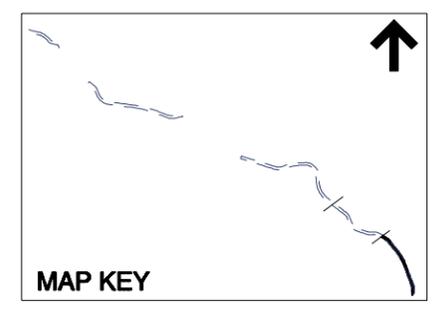
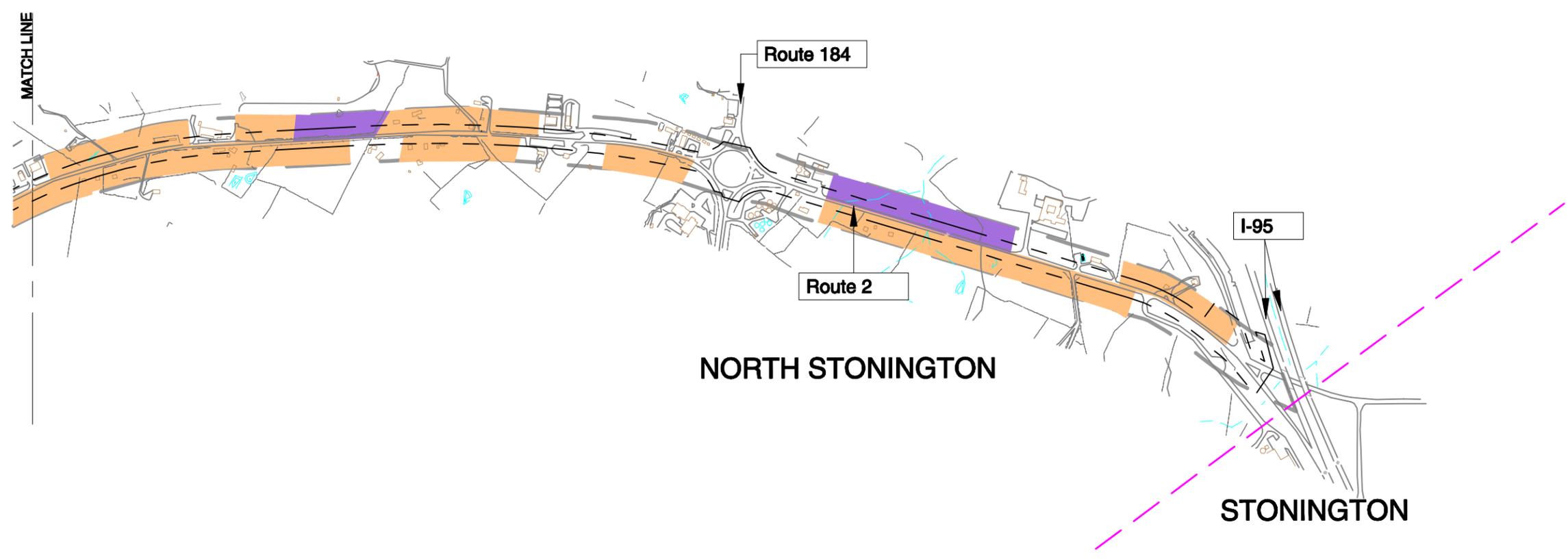


Route 2/2A/32
 Environmental Impact Statement

Figure 3.9-1R
 Route 2 Widening
 Areas of Archeological Sensitivity

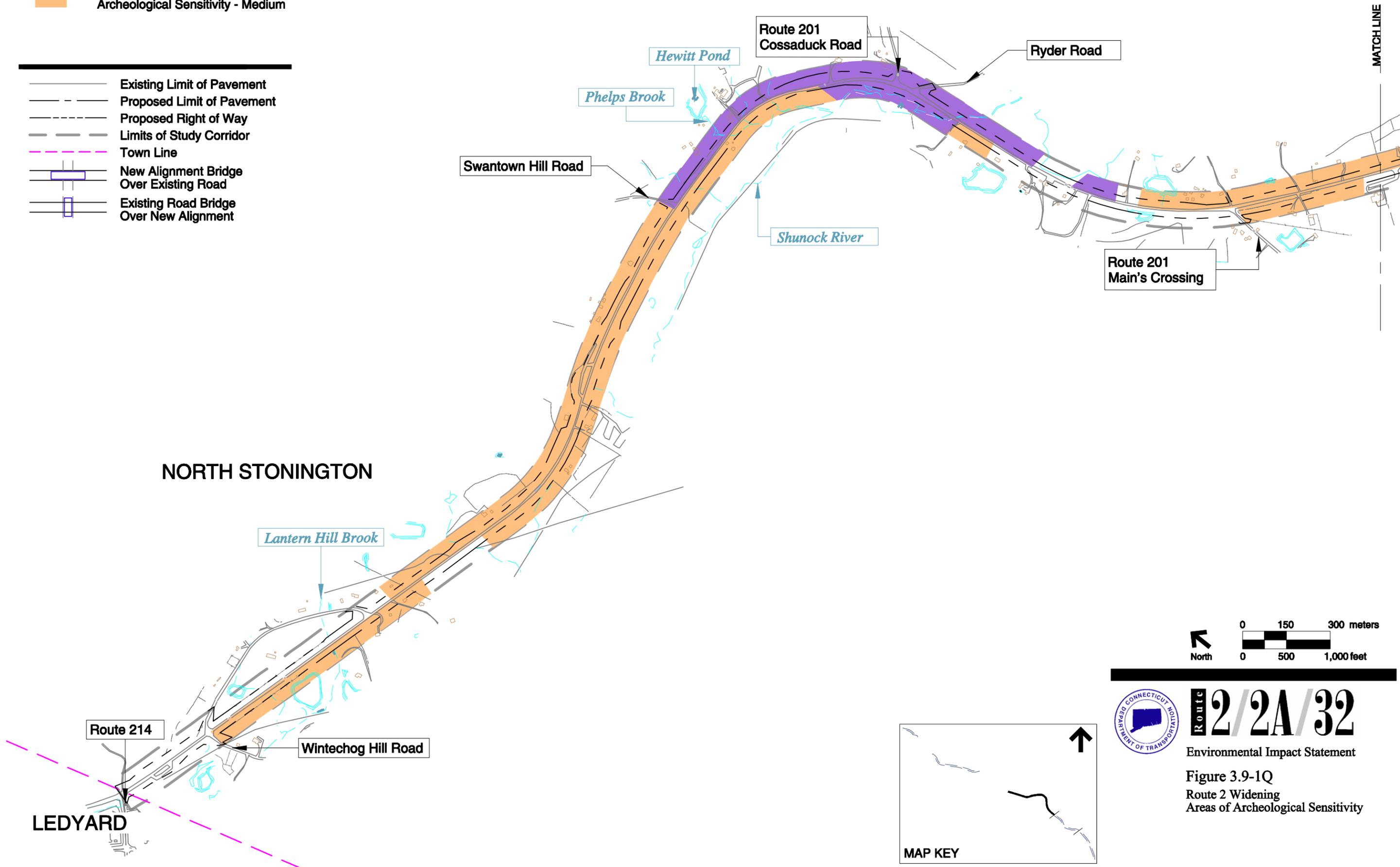


- Archeological Sensitivity - High
- Archeological Sensitivity - Medium



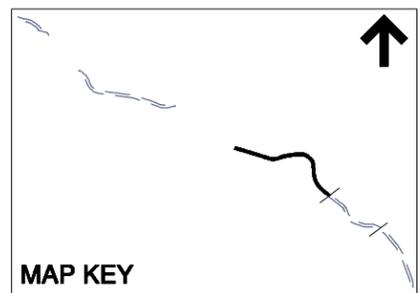
- Archeological Sensitivity - High
- Archeological Sensitivity - Medium

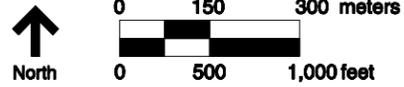
- Existing Limit of Pavement
- Proposed Limit of Pavement
- Proposed Right of Way
- Limits of Study Corridor
- Town Line
- New Alignment Bridge Over Existing Road
- Existing Road Bridge Over New Alignment



Route 2/2A/32

Environmental Impact Statement
 Figure 3.9-1Q
 Route 2 Widening
 Areas of Archeological Sensitivity





Route 2/2A/32

Environmental Impact Statement

Figure 3.9-1P
Route 2 Widening
Areas of Archeological Sensitivity

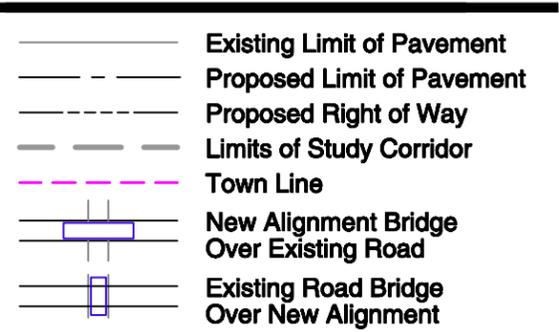
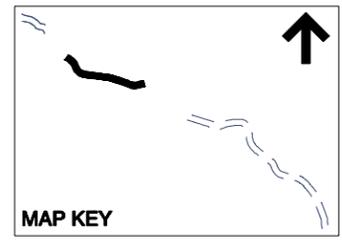
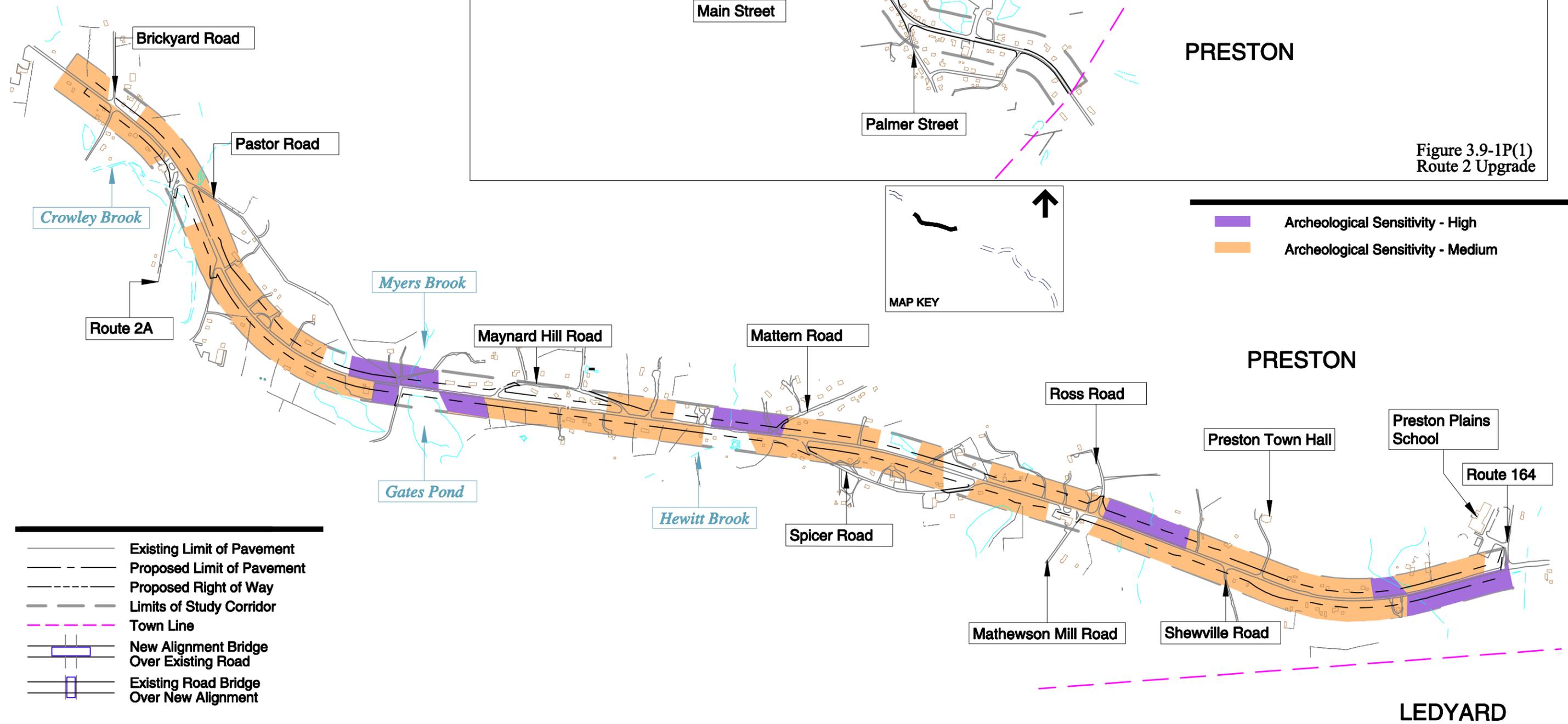
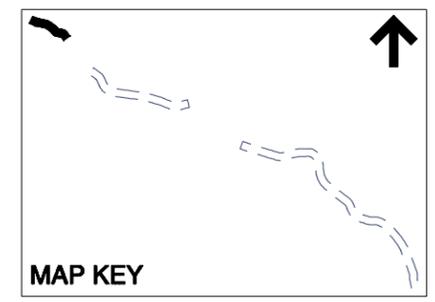
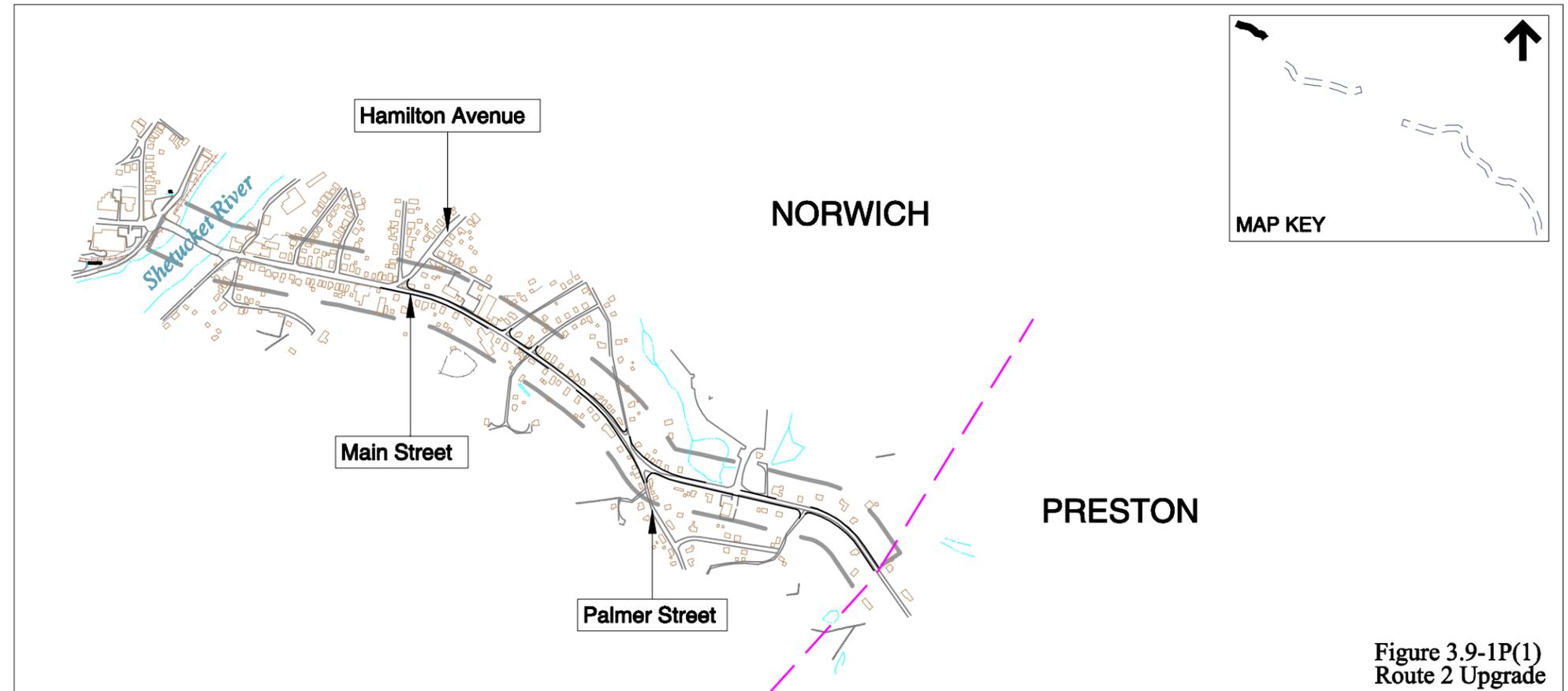
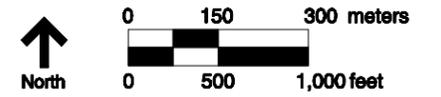


Figure 3.9-1P(1)
Route 2 Upgrade

- Existing Limit of Pavement
- - - Proposed Limit of Pavement
- - - Proposed Right of Way
- - - Limits of Study Corridor
- - - Town Line
- [Symbol] — New Alignment Bridge Over Existing Road
- [Symbol] — Existing Road Bridge Over New Alignment

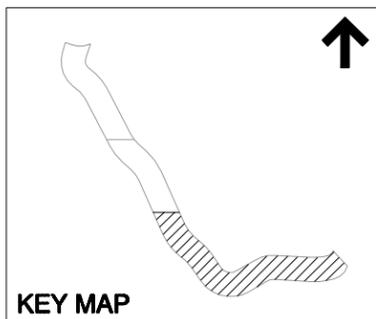
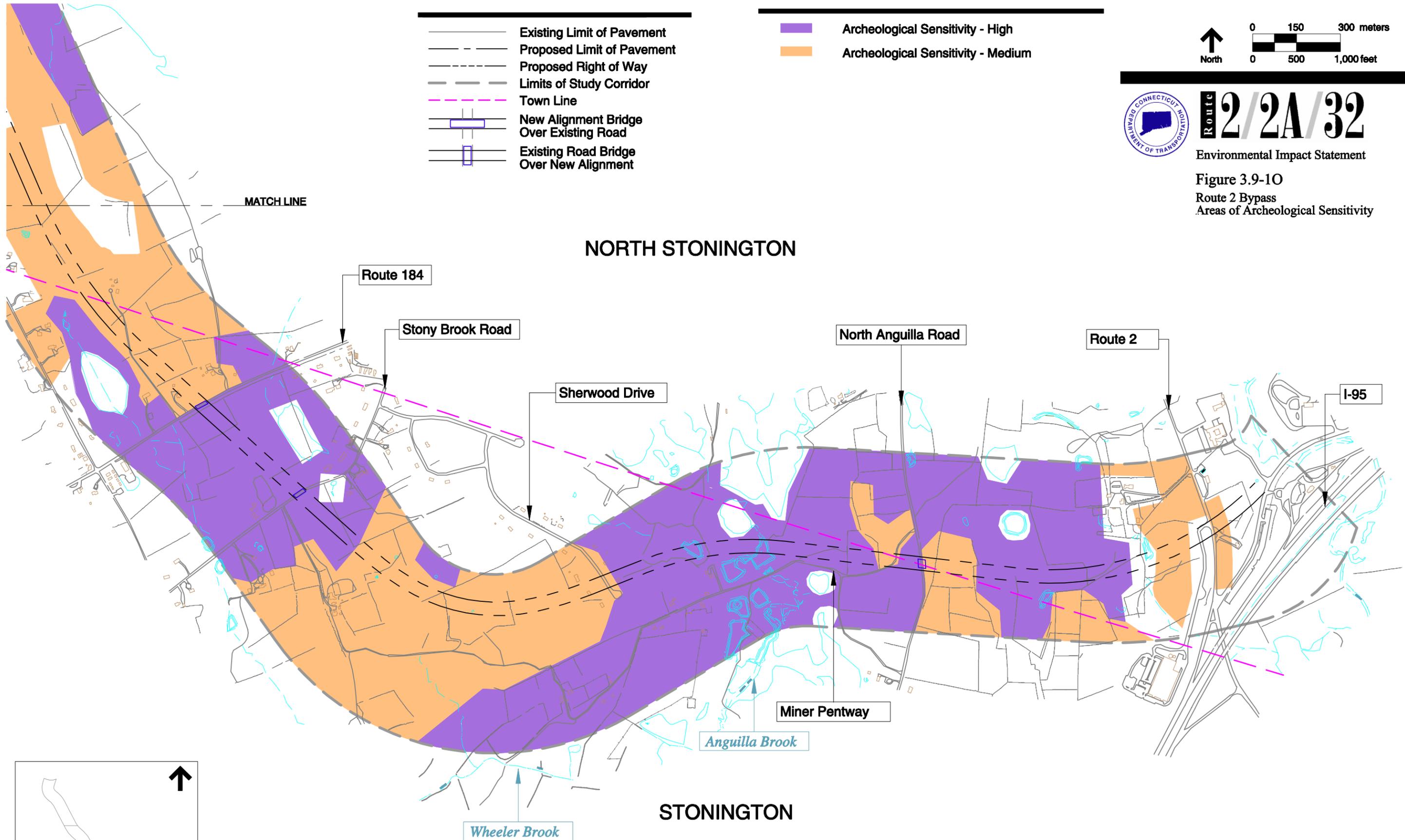
- [Purple Box] Archeological Sensitivity - High
- [Orange Box] Archeological Sensitivity - Medium

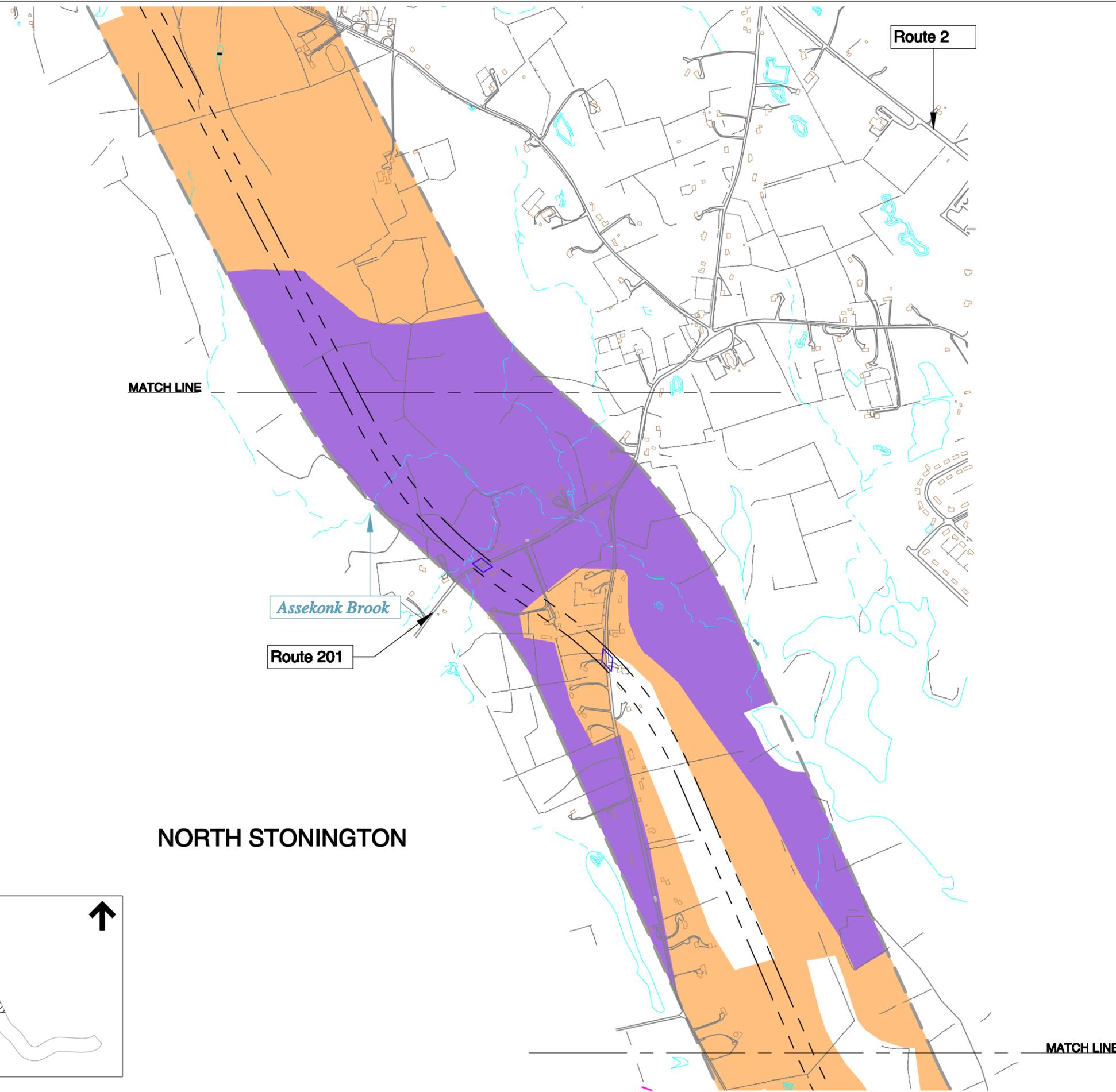


Route 2/2A/32

Environmental Impact Statement

Figure 3.9-10
Route 2 Bypass
Areas of Archeological Sensitivity



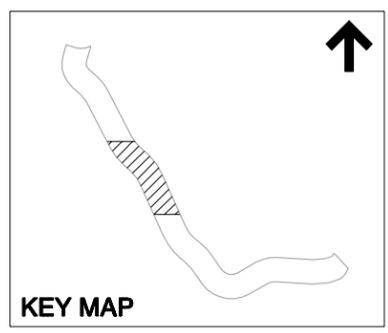


Route 2/2A/32

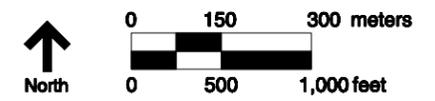
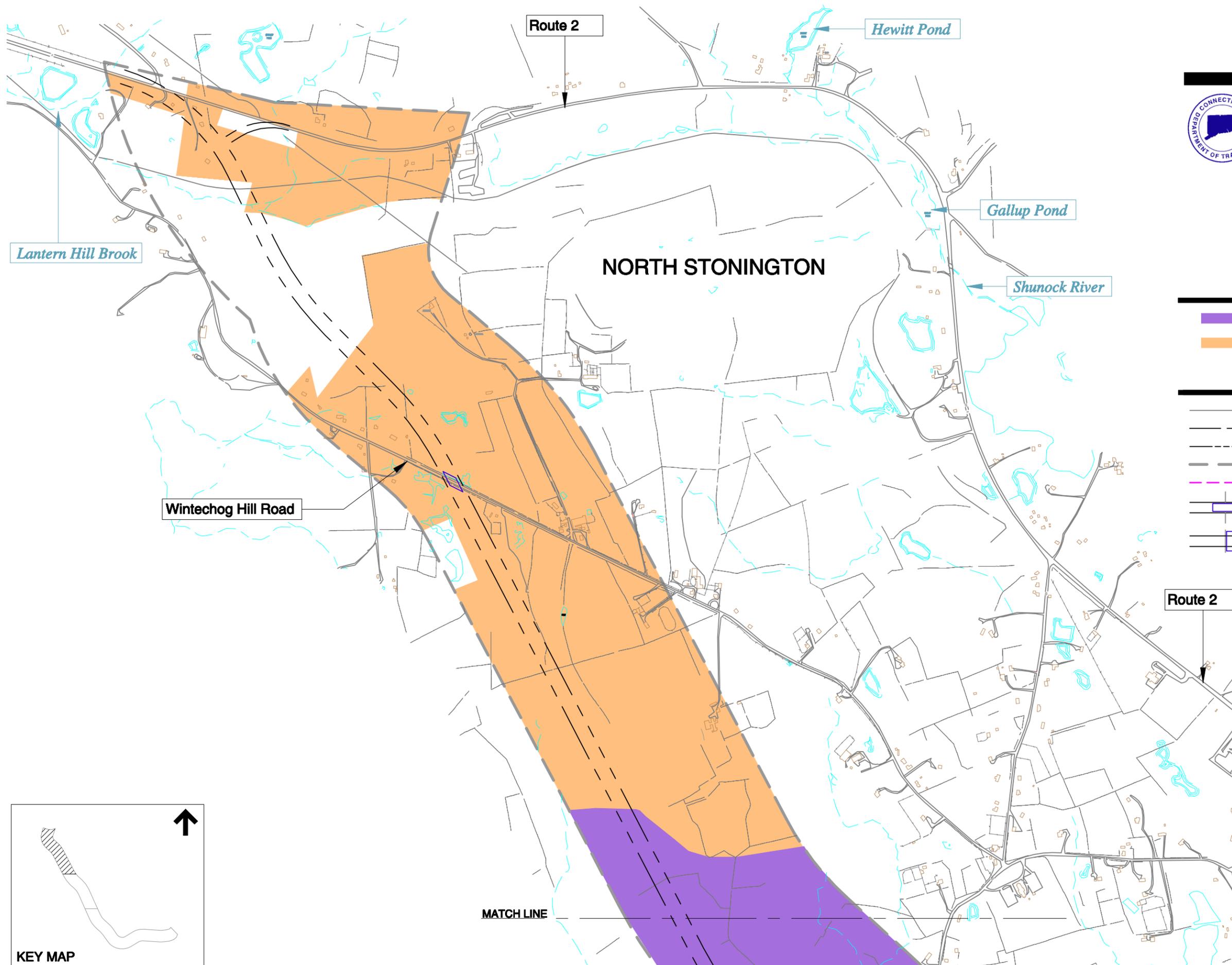
Environmental Impact Statement

Figure 3.9-1N
Route 2 Bypass
Areas of Archeological Sensitivity

- Archeological Sensitivity - High
 - Archeological Sensitivity - Medium
-
- Existing Limit of Pavement
 - Proposed Limit of Pavement
 - Proposed Right of Way
 - Limits of Study Corridor
 - Town Line
 - New Alignment Bridge Over Existing Road
 - Existing Road Bridge Over New Alignment



NORTH STONINGTON



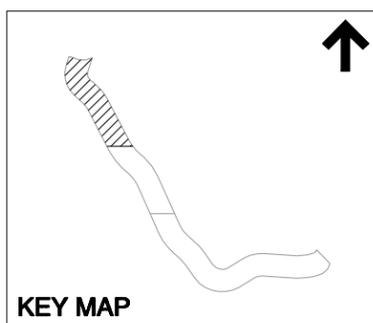
Route 2/2A/32

Environmental Impact Statement

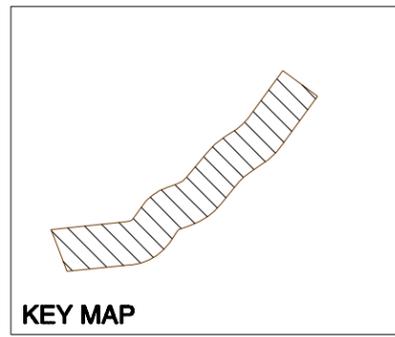
Figure 3.9-1M
Route 2 Bypass
Areas of Archeological Sensitivity

- Archeological Sensitivity - High
- Archeological Sensitivity - Medium

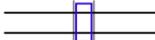
- Existing Limit of Pavement
- Proposed Limit of Pavement
- Proposed Right of Way
- Limits of Study Corridor
- Town Line
- New Alignment Bridge Over Existing Road
- Existing Road Bridge Over New Alignment

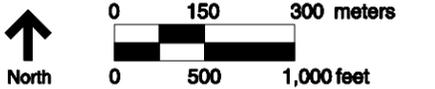
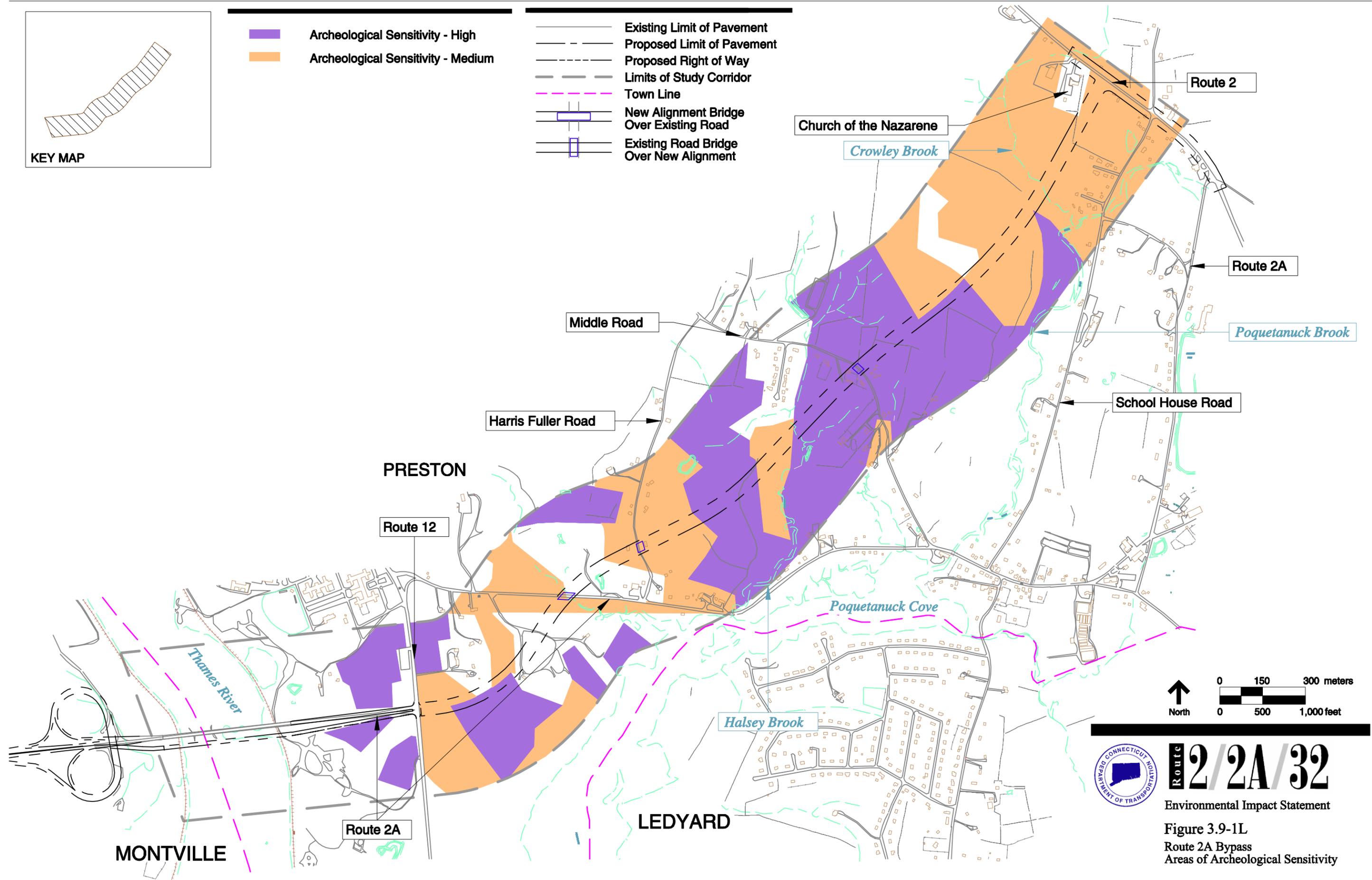


MATCH LINE



Archeological Sensitivity - High
 Archeological Sensitivity - Medium

— Existing Limit of Pavement
 - - - Proposed Limit of Pavement
 - - - Proposed Right of Way
 - - - Limits of Study Corridor
 - - - Town Line
 New Alignment Bridge Over Existing Road
 Existing Road Bridge Over New Alignment



Route 2/2A/32

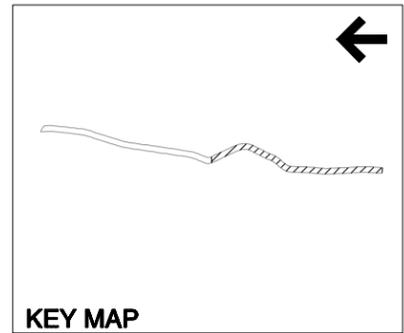
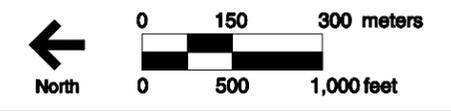
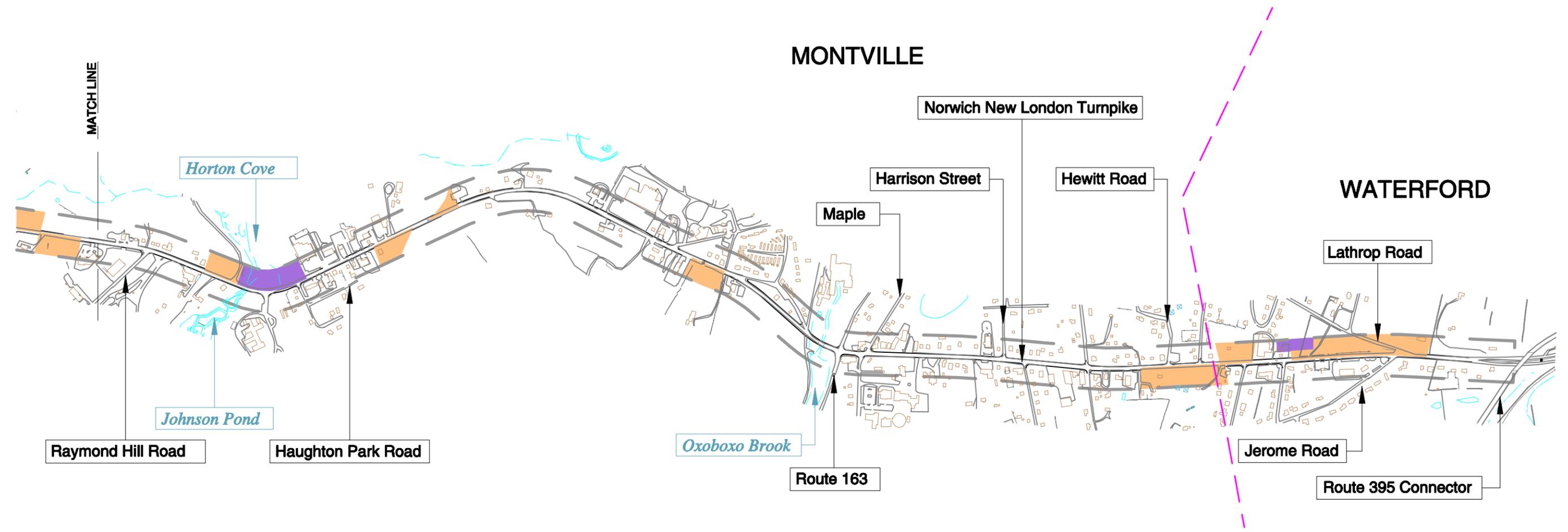
Environmental Impact Statement

Figure 3.9-1L
 Route 2A Bypass
 Areas of Archeological Sensitivity

Archeological Sensitivity - High
 Archeological Sensitivity - Medium

MONTVILLE

WATERFORD



- Existing Limit of Pavement
- Proposed Limit of Pavement
- Proposed Right of Way
- Limits of Study Corridor
- Town Line
- New Alignment Bridge Over Existing Road
- Existing Road Bridge Over New Alignment

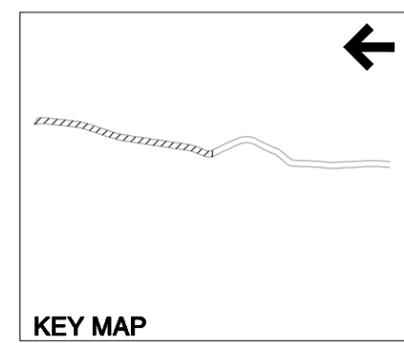
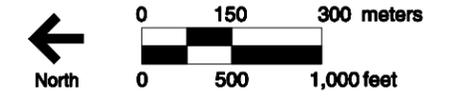
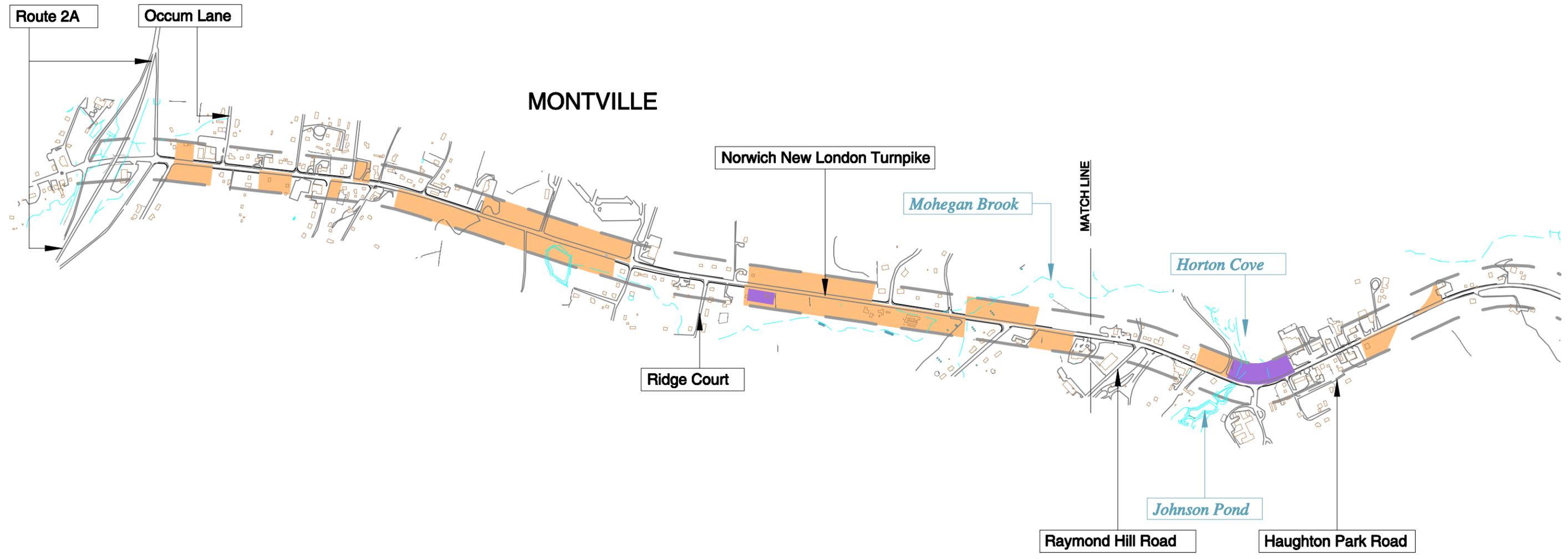


Route 2/2A/32

Environmental Impact Statement

Figure 3.9-1K
Route 32 Upgrade
Archeological Sensitivity

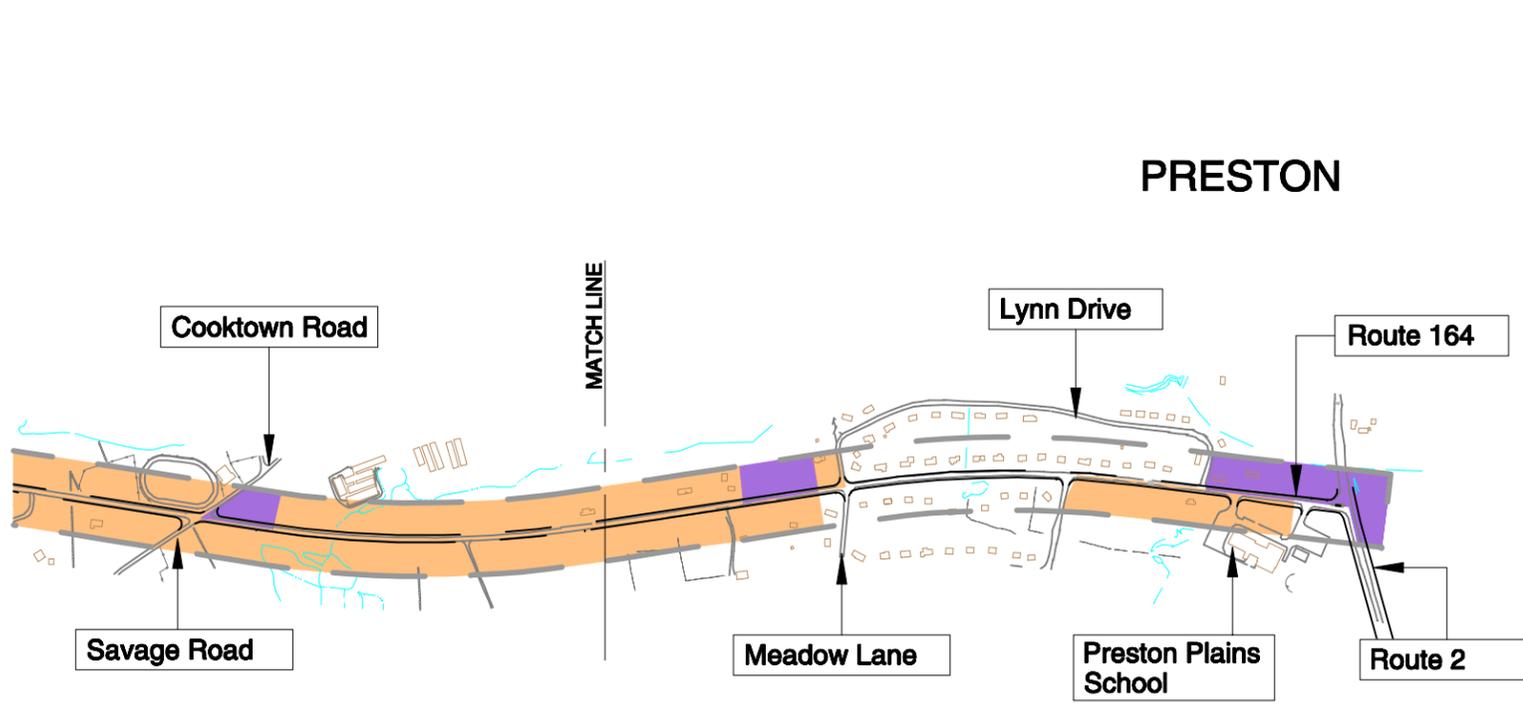
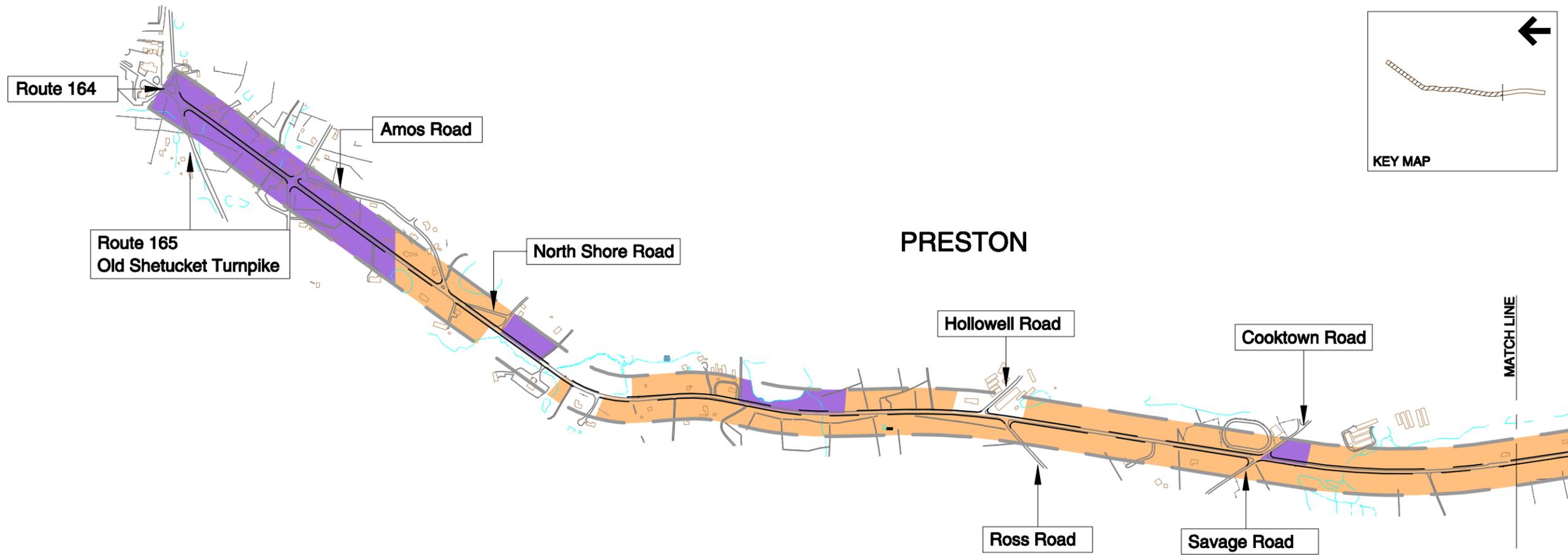
Archeological Sensitivity - High
 Archeological Sensitivity - Medium



- Existing Limit of Pavement
- Proposed Limit of Pavement
- Proposed Right of Way
- Limits of Study Corridor
- Town Line
- New Alignment Bridge Over Existing Road
- Existing Road Bridge Over New Alignment

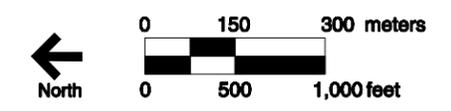
Route 2/2A/32
 Environmental Impact Statement

Figure 3.9-1J
 Route 32 Upgrade
 Archeological Sensitivity



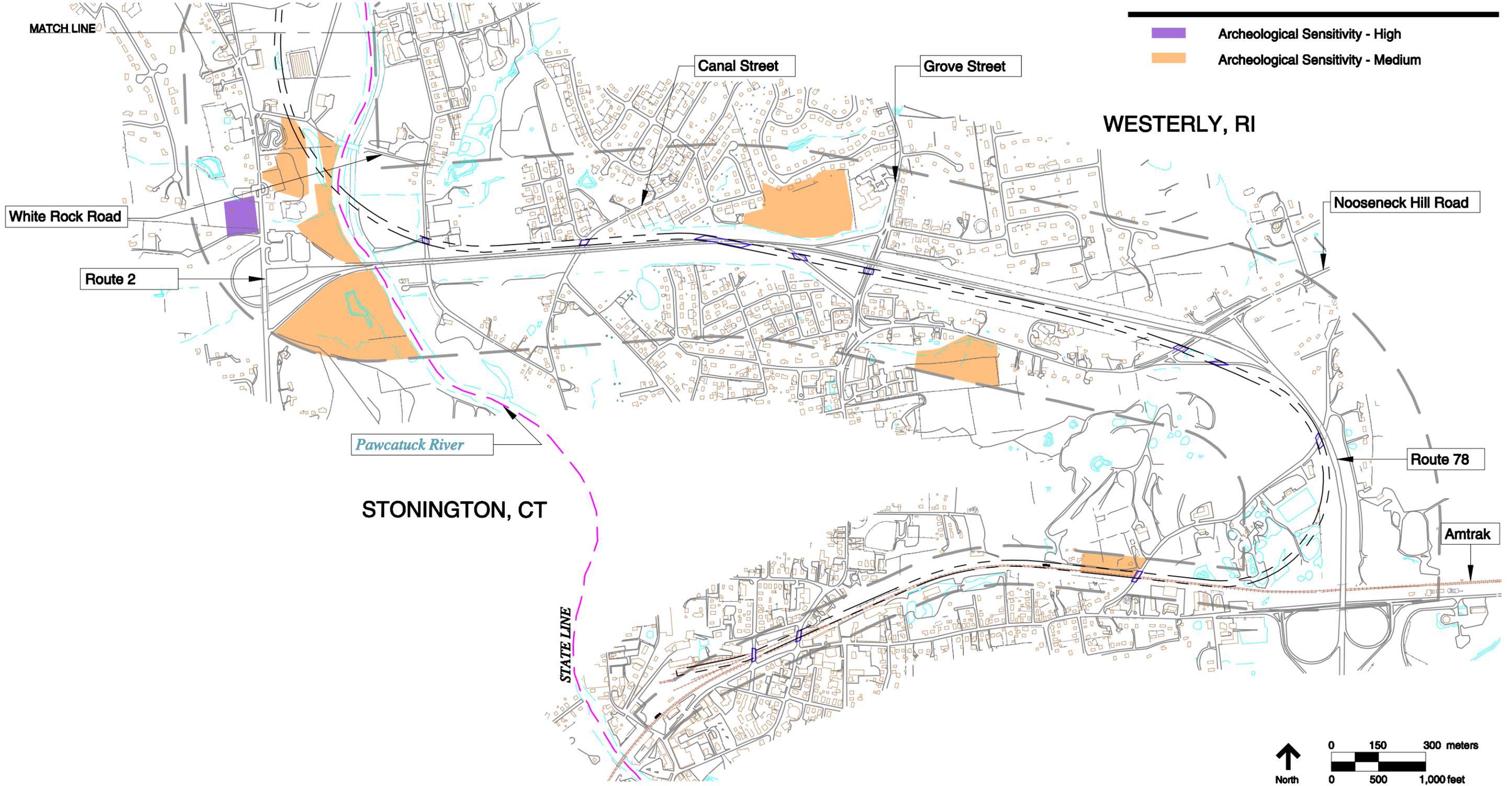
- Existing Limit of Pavement
- - - Proposed Limit of Pavement
- - - Proposed Right of Way
- - - Limits of Study Corridor
- - - Town Line
- [Symbol] — New Alignment Bridge Over Existing Road
- [Symbol] — Existing Road Bridge Over New Alignment

- [Purple Box] Archeological Sensitivity - High
- [Orange Box] Archeological Sensitivity - Medium




Route 2/2A/32
 Environmental Impact Statement

Figure 3.9-11
 Route 164 Upgrade
 Areas of Archeological Sensitivity



- Archeological Sensitivity - High
- Archeological Sensitivity - Medium

White Rock Road

Route 2

Canal Street

Grove Street

WESTERLY, RI

Nooseneck Hill Road

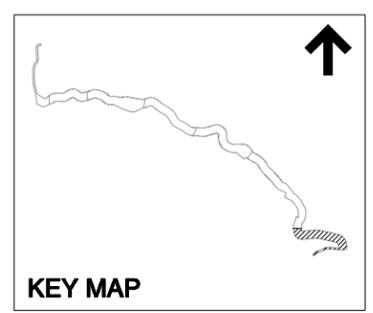
Pawcatuck River

STONINGTON, CT

Route 78

Amtrak

STATE LINE



- Existing Limit of Pavement
- Proposed Limit of Pavement
- Proposed Right of Way
- Limits of Study Corridor
- Town Line
- New Alignment Bridge Over Existing Road
- Existing Road Bridge Over New Alignment

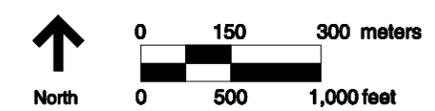


Route 2/2A/32

Environmental Impact Statement

Figure 3.9-1H

Transitway
Areas of Archeological Sensitivity



ROUTE 2/2A/32

Environmental Impact Statement

Figure 3.9-1G

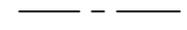
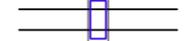
Transitway
Areas of Archeological Sensitivity

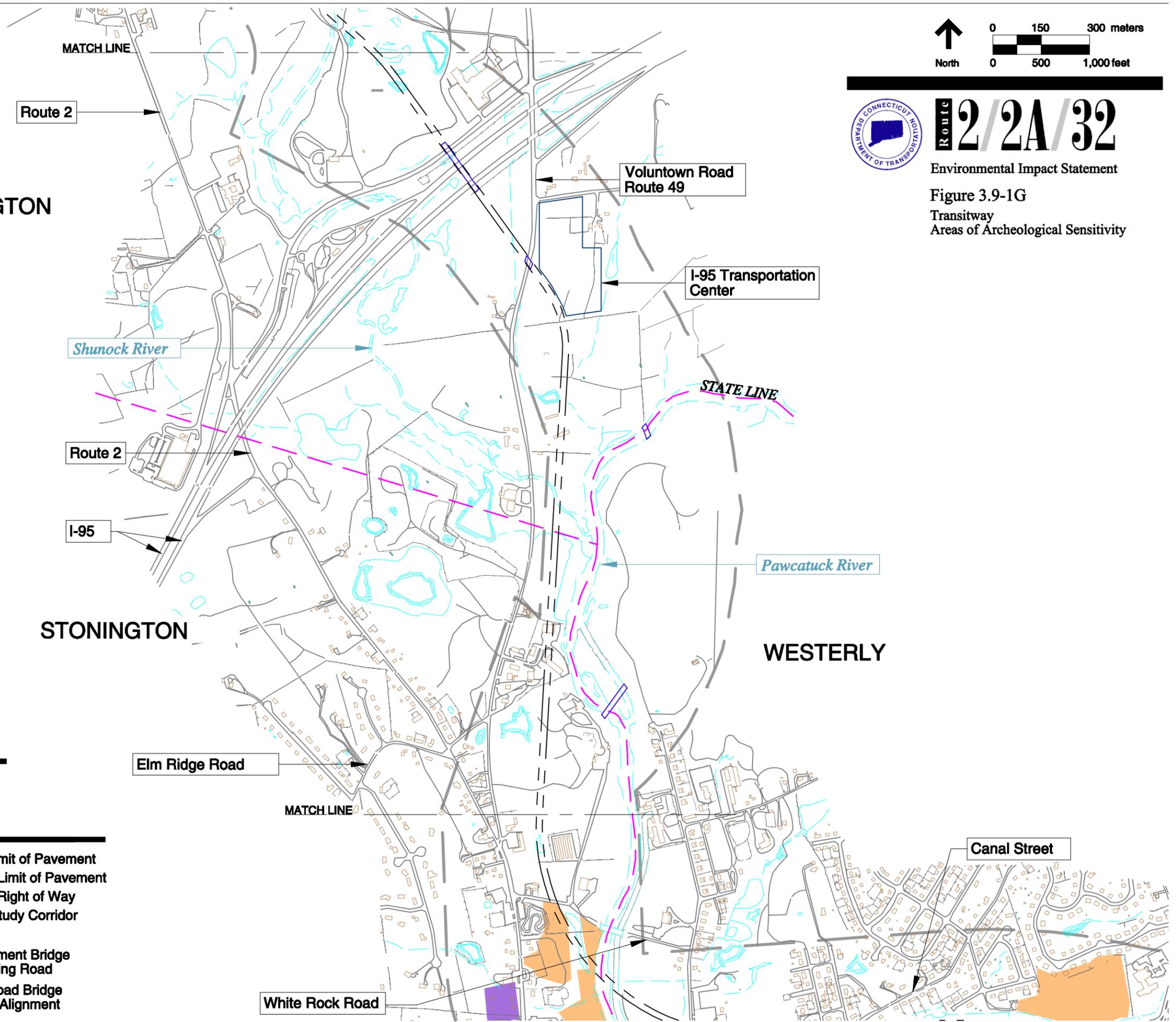
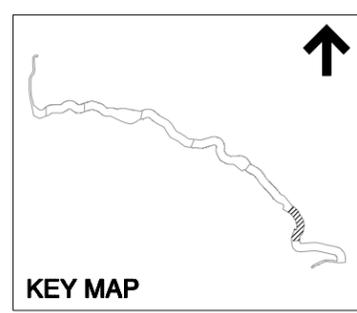
NORTH STONINGTON

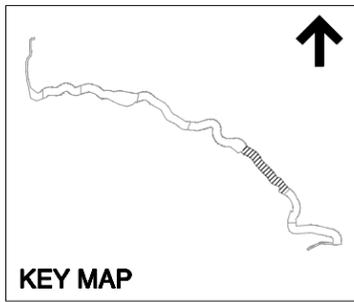
STONINGTON

WESTERLY

	Archeological Sensitivity - High
	Archeological Sensitivity - Medium

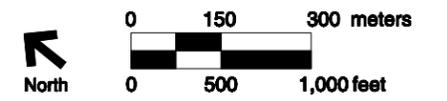
	Existing Limit of Pavement
	Proposed Limit of Pavement
	Proposed Right of Way
	Limits of Study Corridor
	Town Line
	New Alignment Bridge Over Existing Road
	Existing Road Bridge Over New Alignment





- Existing Limit of Pavement
- Proposed Limit of Pavement
- Proposed Right of Way
- Limits of Study Corridor
- Town Line
- New Alignment Bridge Over Existing Road
- Existing Road Bridge Over New Alignment

- Archeological Sensitivity - High
- Archeological Sensitivity - Medium

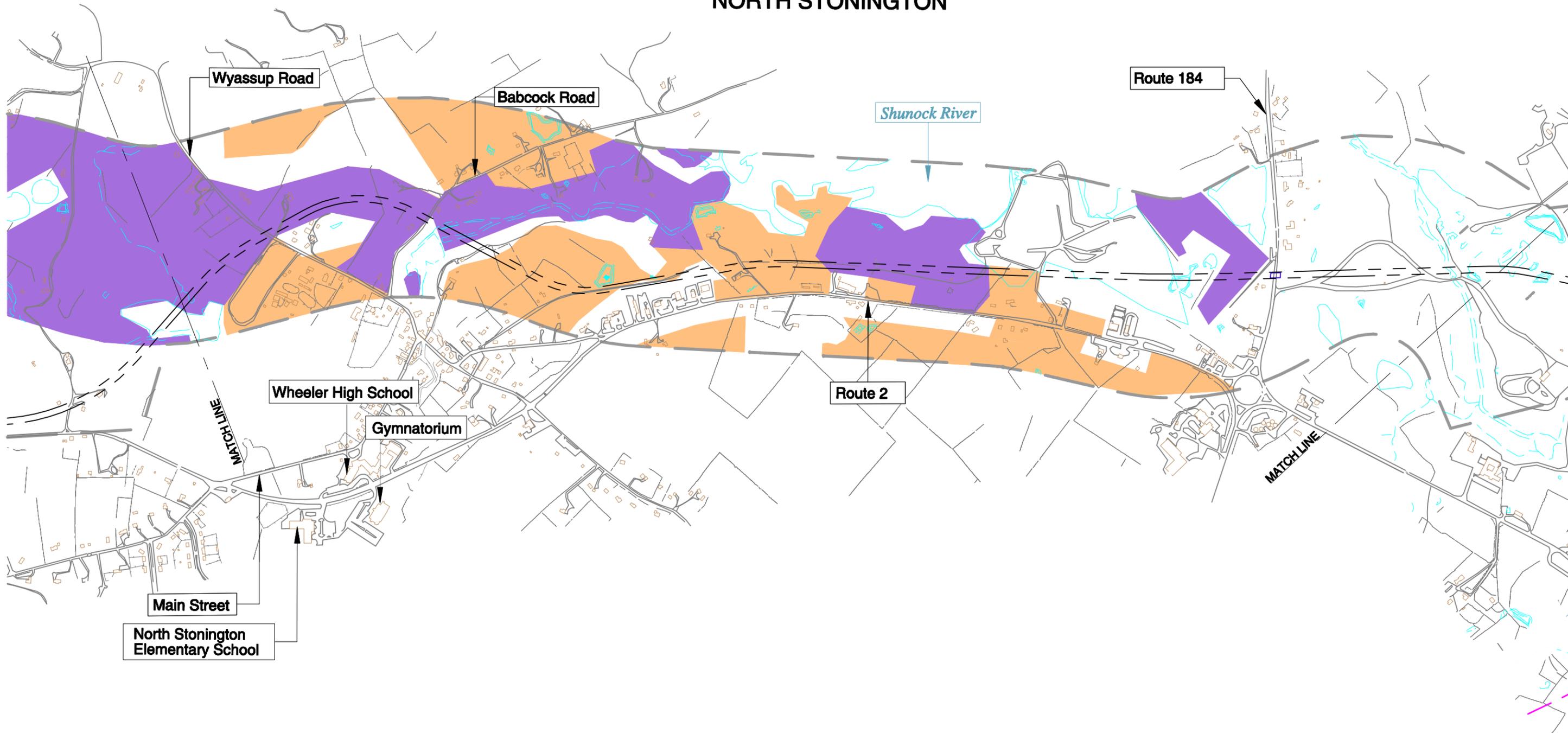


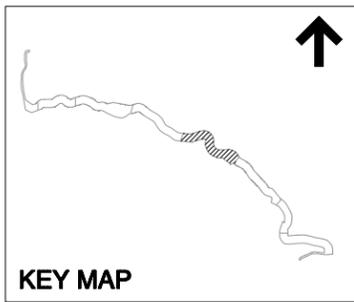
Route 2/2A/32

Environmental Impact Statement

Figure 3.9-1F
Transitway
Areas of Archeological Sensitivity

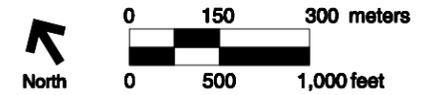
NORTH STONINGTON





-  Existing Limit of Pavement
-  Proposed Limit of Pavement
-  Proposed Right of Way
-  Limits of Study Corridor
-  Town Line
-  New Alignment Bridge Over Existing Road
-  Existing Road Bridge Over New Alignment

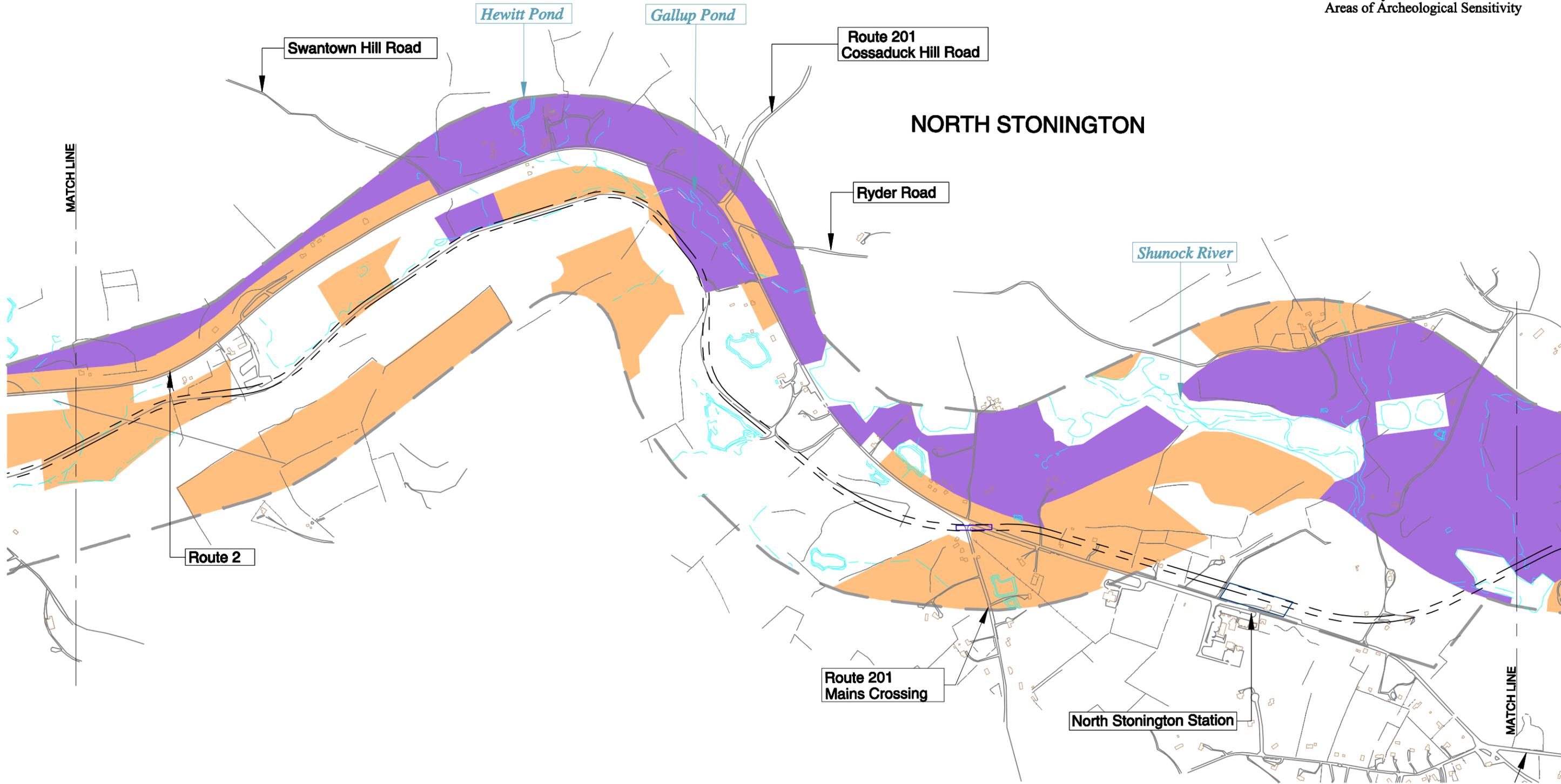
-  Archeological Sensitivity - High
-  Archeological Sensitivity - Medium

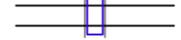


Route 2/2A/32

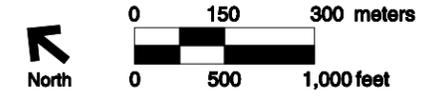
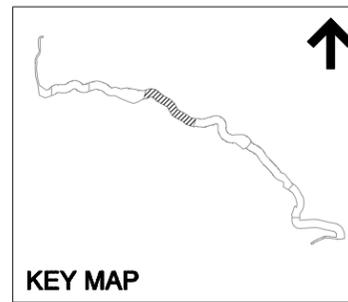
Environmental Impact Statement

Figure 3.9-1E
Transitway
Areas of Archeological Sensitivity



-  Existing Limit of Pavement
-  Proposed Limit of Pavement
-  Proposed Right of Way
-  Limits of Study Corridor
-  Town Line
-  New Alignment Bridge Over Existing Road
-  Existing Road Bridge Over New Alignment

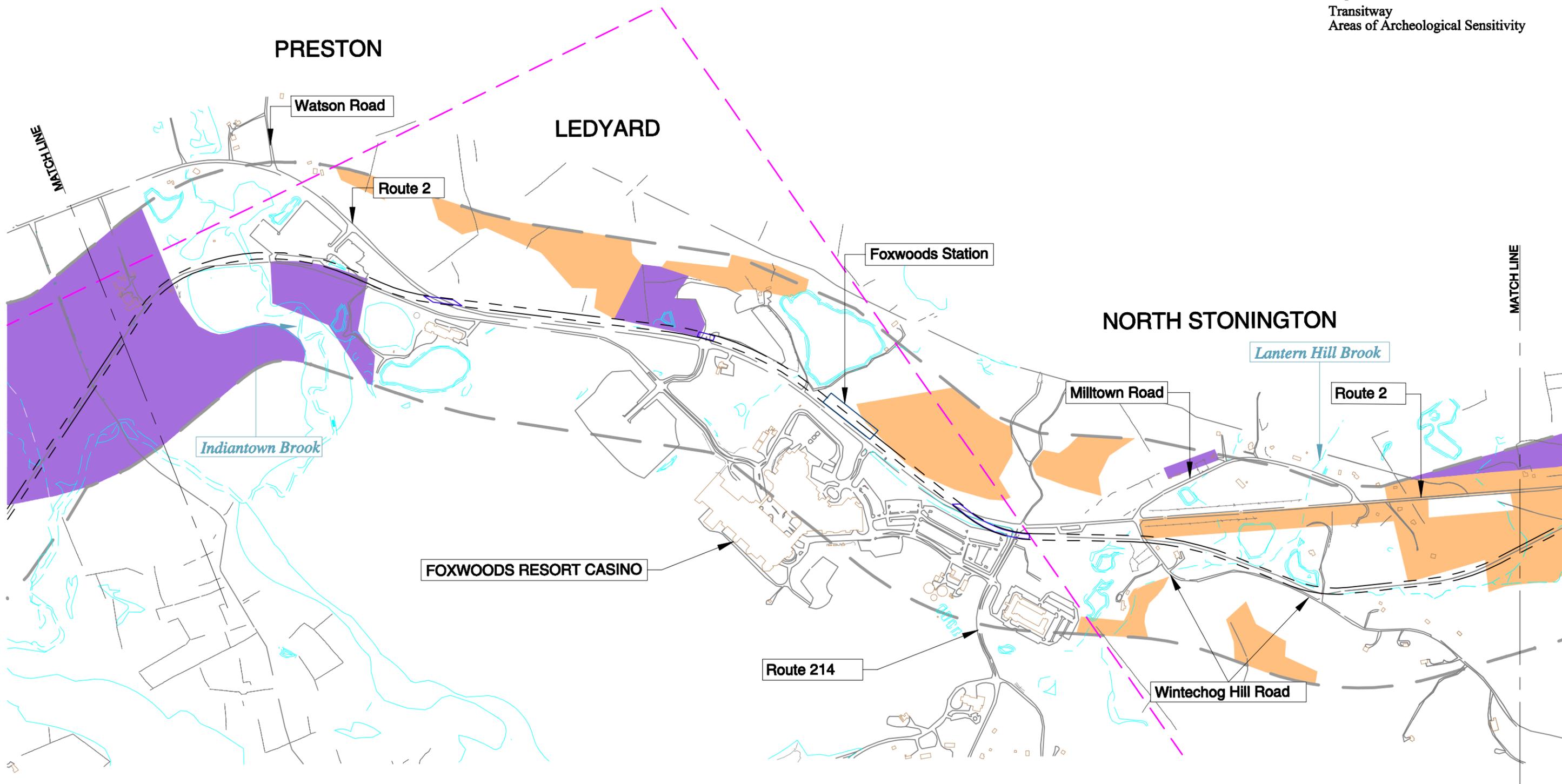
-  Archeological Sensitivity - High
-  Archeological Sensitivity - Medium

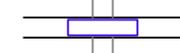
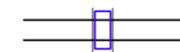


Route 2/2A/32

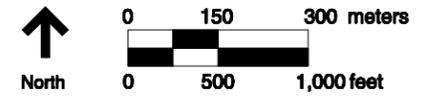
Environmental Impact Statement

Figure 3.9-1D
Transitway
Areas of Archeological Sensitivity



-  Existing Limit of Pavement
-  Proposed Limit of Pavement
-  Proposed Right of Way
-  Limits of Study Corridor
-  Town Line
-  New Alignment Bridge Over Existing Road
-  Existing Road Bridge Over New Alignment

-  Archeological Sensitivity - High
-  Archeological Sensitivity - Medium

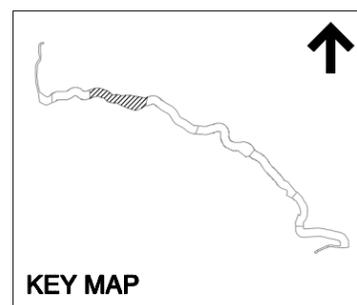
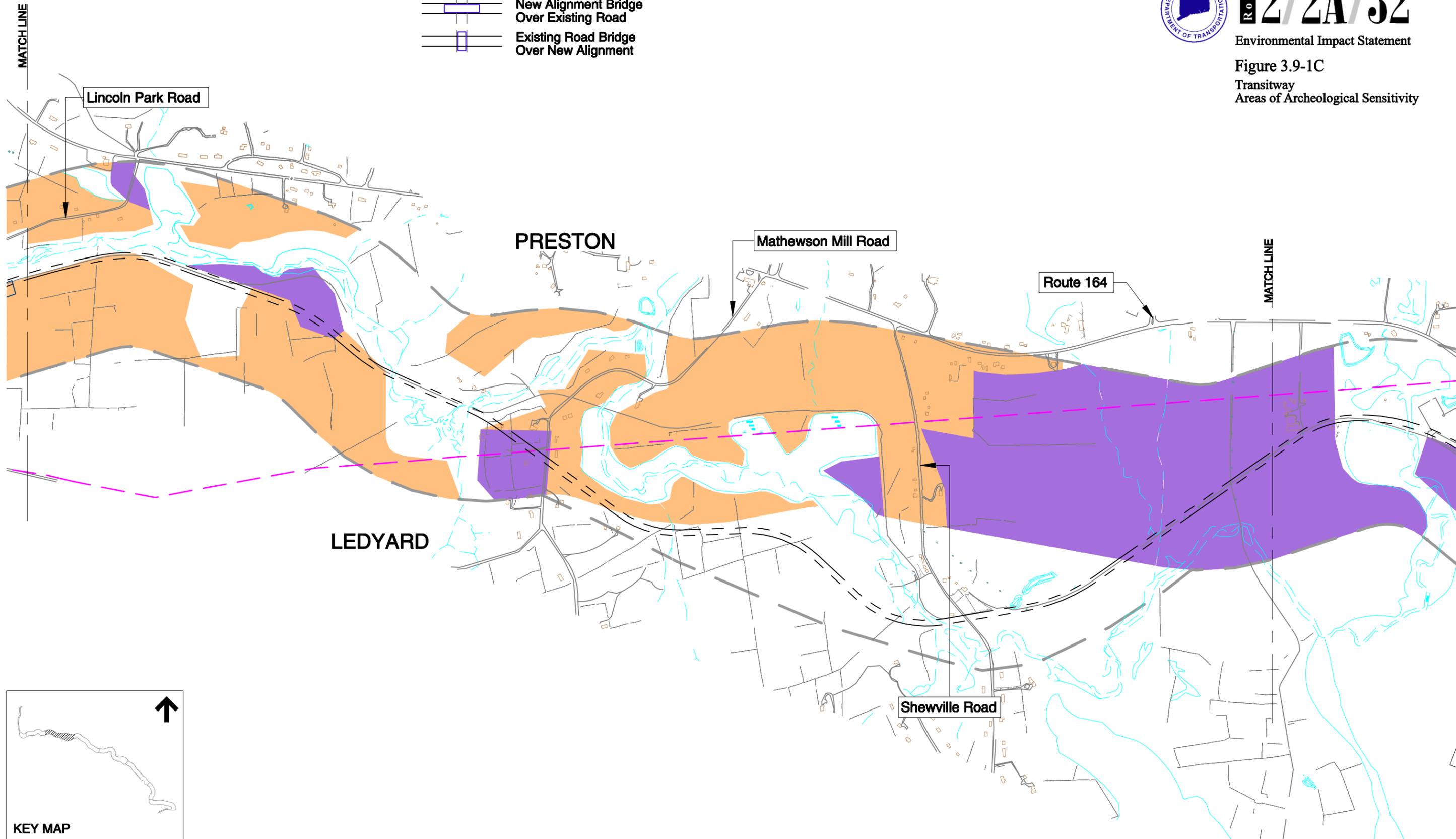


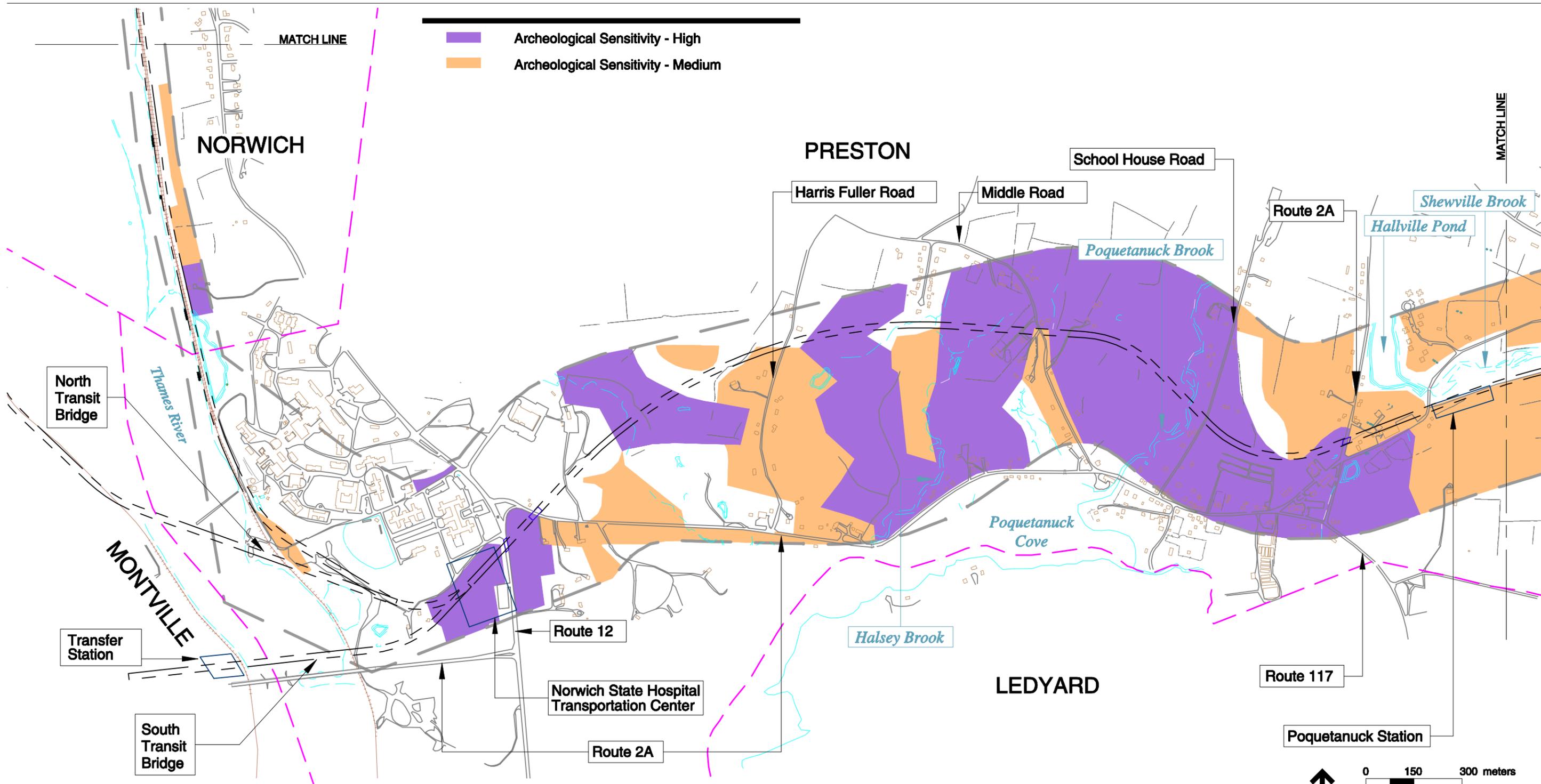
Route 2/2A/32

Environmental Impact Statement

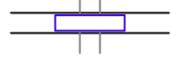
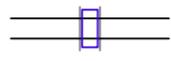
Figure 3.9-1C

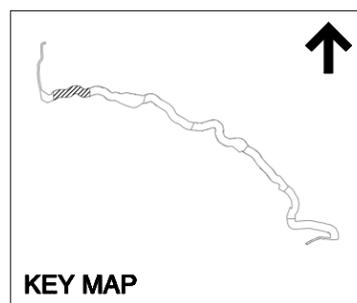
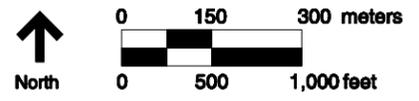
Transitway
Areas of Archeological Sensitivity





Archeological Sensitivity - High
 Archeological Sensitivity - Medium

— Existing Limit of Pavement
 - - - Proposed Limit of Pavement
 - - - Proposed Right of Way
 - - - Limits of Study Corridor
 - - - Town Line
 New Alignment Bridge Over Existing Road
 Existing Road Bridge Over New Alignment



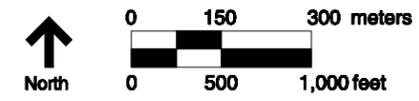
ROUTE 2/2A/32

Environmental Impact Statement

Figure 3.9-1B
 Transitway
 Areas of Archeological Sensitivity

- Archeological Sensitivity - High
- Archeological Sensitivity - Medium

- Existing Limit of Pavement
- Proposed Limit of Pavement
- Proposed Right of Way
- Limits of Study Corridor
- Town Line
- New Alignment Bridge Over Existing Road
- Existing Road Bridge Over New Alignment



Route 2/2A/32

Environmental Impact Statement

Figure 3.9-1A
Transitway
Areas of Archeological Sensitivity

