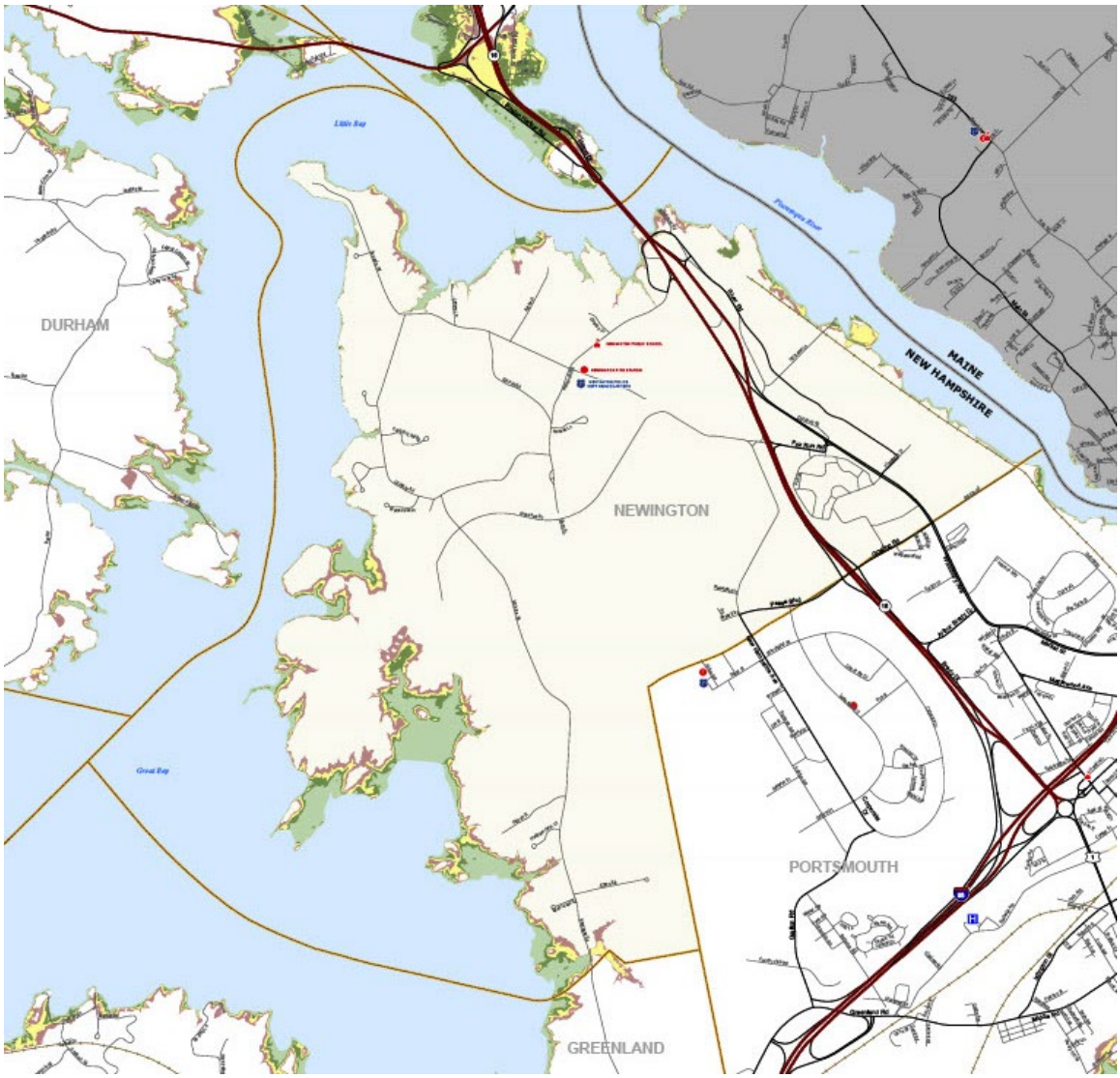
SEPTEMBER 2018

WATERFRONT EMERGENCY RESPONSE PLAN
NEWINGTON, NH



PREPARED BY: TOWN OF NEWINGTON, NH and
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1. INTRODUCTION

This Plan was developed to help local, regional, county, state and federal responders to prepare for and respond to hazardous incidents along or near the waterfront in Newington, Hew Hampshire. This plan recognizes that other governmental agencies and individual commercial and business facilities have their own individual response plans. This Plan for the Town of Newington is intended to develop specific procedures for Town officials to work in coordination with other governmental agencies in response to hazardous materials incidents along the waterfront industrial district. Primary responsibility for the safety and welfare of the visitors and residents of the Town of Newington rests with the local government and emergency responders. Therefore, this Plan is based on a response at the local level.

2. PURPOSE

This purpose of this Plan is to provide an effective, coordinated emergency response to an incident involving the release, or potential release, of hazardous materials in Newington, NH. The Plan outlines the Town's operational procedures for responding to hazardous material incidents as well as other human caused incidents that impact the businesses, visitors and residents in and around the Town of Newington. This Plan outlines the appropriate response to protect the population, property and environment of Newington, NH in the event of a hazardous materials incident involving transportation, use, storage or possession of hazardous materials.

3. COMMUNITY OVERVIEW

The Town of Newington is located in the Seacoast region of eastern New Hampshire. The Town is 4.5 square miles. Newington contains the State's largest deep water port and the 3rd and 5th largest power plants in the State. The Commercial District in Newington is the 3rd largest in the State. There are several fixed sites using hazardous materials is moderate and is vulnerable to accidents involving these materials. Release of hazardous materials may come from a fixed site but is also likely to occur from transportation incidents on highways, railroads and waterways.

The Town is located within Rockingham County and borders Strafford County. Newington is bordered by the New Hampshire municipalities of Greenland, Portsmouth, Durham, Dover, and the Town of Eliot, Maine. The town was incorporated in 1714 and has a recorded population of 787 according to the 2016 census.

Newington Fire Department hazmat response capabilities includes operational level support; the Town does not have hazmat equipment. In addition, the Seacoast Technical Assistance Response Team (START) is an arm of the Seacoast Chief Fire Officers Mutual Aid District (SCFOMAD) comprises 32 Haz-Mat Technicians, 7 Team Leaders and a Team Coordinator. Activated thru Hampton Fire Alarm team Leaders are available to assist communities with initial response and size up or general consultations prior to full team activation. Also available are support personnel from the SCOFMAD communities and agencies if needed. The Full Team responds with a heavy rescue/haz-mat response vehicle (HM1) housed in neighboring Portsmouth, a similarly equipped response trailer housed in Exeter, a fully stocked Decon trailer housed in Dover and a NHDES spill trailer from Hampton. Other available assets include the Seacoast Type 3 Incident Management Team and three SCBA support units housed in Rochester, Lee and Rye, two mobile light towers from Portsmouth and Hampton or a mobile command post truck housed at Newmarket Fire.



Map 1 - Newington Base Map

4. HAZARD ANALYSIS

As mentioned in previous sections, this Plan focuses on industrial hazard incidents in or near the waterfront. For most industrial hazard scenarios, the evacuation or isolation radius is 1 mile or less.

Natural Hazard Summary

According to the 2013 Newington Hazard Mitigation Plan, the Town is at risk to flooding, hurricanes, coastal storms, severe winter weather, wildfire, conflagration and earthquakes. Although many of these natural hazards can require an emergency response, they are not a prime consideration for this Plan and are addressed in other local and regional plans, such as the Newington Hazard Mitigation Plan and the Newington Emergency Operations Plan.

Industrial Hazard Summary

Most of the Town's industrial facilities lie within the industrial district. Some of the larger industries along the waterfront include: Tyco's 450,000 square foot fiber optic cable manufacturing plant; Westinghouse Electric Company's 66,000 square foot nuclear reactor manufacturing plant; Georgia Pacific's 300,000 square foot wallboard plant; several bulk storage tank farms owned by Sprague Energy; Sea-3, Inc., which has a combined storage capacity in excess of three million barrels, and Thermo Electron's (formerly called Neslab) 130,000 square foot instrumentation plant. Newington is one of New Hampshire's largest exporters of electricity. The 406 megawatt Eversource Newington Station burns gas and oil. Newington Energy is a second electrical generating 525-megawatt gas-fired plant that was recently constructed.

In general, hazardous material incidents along the waterfront will be either an air release or liquid release. An oil spill into the Piscataqua River will be a prolonged event; where as an air release will have rapid impact and could require a large area of evacuation. For detailed information on the chemicals that are considered in this Plan visit: https://cameochemicals.noaa.gov/search/simple

The following provides a summary of Newington's larger industrial facilities that store, produce or transport hazardous materials and a description of their relevant chemicals:

SEA-3 (190 Shattuck Way):

The Sea-3 Terminal in Newington, NH imports and stores fully refrigerated liquid propane also called LPG at -45 degrees Fahrenheit. The facility lies approximately 500 feet from the Piscataqua River within a mixed industrial/commercial area. The terminal processes this product by heating it to +40 degrees F and loading it onto transport trucks for shipment out. Ethyl mercaptan, an odorizing agent, is added to all the LPG being distributed from the terminal. Both propane and ethyl mercaptan are regulated flammable Risk Management Plan (RMP) and Process Safety Management (PSM) substances held above their threshold quantity.

Liquified Petroleum Gas (LPG) Potential Hazards
FIRE OR EXPLOSION
EXTREMELY FLAMMABLE.
Will be easily ignited by heat, sparks or flames.
Will form explosive mixtures with air.
Vapors from liquefied gas are initially heavier than air and spread along ground. CAUTION: Hydrogen (UN1049), Deuterium (UN1957), Hydrogen, refrigerated liquid (UN1966) and Methane (UN1971) are lighter than air and will rise. Hydrogen and Deuterium fires are difficult to detect since they burn with an invisible flame. Use an alternate method of detection (thermal camera, broom handle, etc.)
Vapors may travel to source of ignition and flash back.
Cylinders exposed to fire may vent and release flammable gas through pressure relief devices.
Containers may explode when heated.
Ruptured cylinders may rocket.
HEALTH
Vapors may cause dizziness or asphyxiation without warning.
Some may be irritating if inhaled at high concentrations.
Contact with gas or liquefied gas may cause burns, severe injury and/or frostbite.
Fire may produce irritating and/or toxic gases.
EVACUATION/PROTECTIVE MEASURES
Large Spill: Consider initial downwind evacuation for at least ½ mile.
Fire: If tank, rail car or tank truck is involved in a fire, ISOLATE for 1 mile in all direction; also consider initial evacuation for 1 mile in all directions.
Fire: If fire involves LPG (UN1055) also refer to BLEVE -Safety Precautions
Source: Emergency Response Guide 2016 #115

Ethyl Mercaptan (Odorized Commercial Propane) Potential Hazards
FIRE OR EXPLOSION
HIGHLY FLAMMABLE: Will be easily ignited by heat, sparks or flames.
Vapors may form explosive mixtures with air.
Vapors may travel to source of ignition and flash back.
Most vapors are heavier than air.
They will spread along ground and collect in low or confined areas (sewers, basements, tanks).
Vapor explosion hazard indoors, outdoors or in sewers.
Those substances designated with a (P) may polymerize explosively when heated or involved in a fire.
Runoff to sewer may create fire or explosion hazard.
Containers may explodewhen heated.
Many liquids are lighter than water.
HEALTH
May cause toxic effects if inhaled or absorbed through skin.
Inhalation or contact with material may irritate or burn skin and eyes.
Fire will produce irritating, corrosive and/or toxic gases.
Vapors may cause dizziness or suffocation.
Runoff from fire control or dilution water may cause pollution.
EVACUATION/PROTECTIVE MEASURES
Large Spill: Consider downwind evacuation for at least 1000 feet

Fire in tank, rail or truck, ISOLATE ½ mile in all directions; also consider initial evacuation for ½ mile in all directions
Source: Emergency Response Guide 2016 #129

ESSENTIAL POWER NEWINGTON ENERGY LLC (200 Shattuck Way):

The Essential Power Newington (EPN) facility is a natural gas-and oil-fired combined cycle power plant. The facility lies approximately 1,000 feet from the Piscataqua River within a mixed industrial/commercial area. The anhydrous ammonia system provides storage, vaporization, transfer, and injection control facilities for the ammonia gas to support the Selective Catalytic Reduction (SCR) / Heat Recovery Steam Generator (HRSG) systems at the facility. The application of Selective Catalytic NOx Reduction Technology (the process) reduces nitrogen oxide (NOx) air emissions from the station. There are two SCR / HRSG systems in the plant, designated as Train 1 and Train 2. Each SCR / HRSG has its own dedicated anhydrous ammonia storage and supply system.

Each of the two ammonia storage and supply systems include a 2,122-gallon horizontal, cylindrical, pressure vessel for storing liquefied anhydrous ammonia. The RMP applicability threshold for anhydrous ammonia is 10,000 pounds. As EPN's anhydrous ammonia storage capacity exceeds this threshold, the facility is subject to the program and is required to prepare and maintain an RMP for this process. The anhydrous ammonia system at EPN is the only process that stores a substance in greater quantities than the ARPP applicability threshold. Primary chemicals include anhydrous ammonia and trimethylbenzene

Anhydrous Ammonia Potential Hazards
HEALTH
TOXINS; may be fatal if inhaled, ingested or absorbed through skin.
Vapors are extremely irritating and corrosive.
Contact with gas or liquified gas may cause burns, severe injury and/or frostbite
Fire will produce irritating, corrosive and/or toxic gases.
Runoff from fire control may cause pollution
FIRE OR EXPLOSION
Some may burn but not ignite readily.
Vapors from liquified gas are initially heavier than air and spread along ground.
Some of these materials may react violently with water.
Cylinders exposed to fire may vent and release toxic and/or corrosive gas through pressure release devices
Containers may explode when heated.
Ruptured cylinders may rocket.
For UN1005: Anhydrous ammonia, at high concentrations in confined spaces, presents a flammability risk if a source of ignition is introduced
EVACUATION/PROTECTIVE MEASURES
Large Spill: See Table 1 - Initial Isolation and Protective Action Distances for highlighted materials. For nonhighlighted materials, increase, in the downwind direction, as necessary, the isolation distance shown under “PUBLIC SAFETY”.
Fire in tank, rail or truck, ISOLATE 1 mile in all directions; also consider initial evacuation for 1 mile in all directions.
Source: Emergency Response Guide 2016 #125

Trimethylbenzene Potential Hazards
FIRE OR EXPLOSION
HIGHLY FLAMMABLE: Will be easily ignited by heat, sparks or flames.
Vapors may form explosive mixtures with air.
Vapors may travel to source of ignition and flash back.
Most vapors are heavier than air. They will spread along ground and collect in low or confined areas (sewers, basements, tanks).
Vapor explosion hazard indoors, outdoors or in sewers.
Those substances designated with a (P) may polymerize explosively when heated or involved in a fire.
Runoff to sewer may create fire or explosion hazard.
Containers may explode when heated.
Many liquids are lighter than water.
HEALTH
May cause toxic effects if inhaled or absorbed through skin.
Inhalation or contact with material may irritate or burn skin and eyes.
Fire will produce irritating, corrosive and/or toxic gases.
Vapors may cause dizziness or suffocation.
Runoff from fire control or dilution water may cause pollution.
EVACUATION/PROTECTIVE MEASURES
Large Spill: Consider downwind evacuation for at least 1000 feet
Fire in tank, rail or truck, ISOLATE ½ mile in all directions; also consider initial evacuation for ½ mile in all directions
Source: Emergency Response Guide 2016 #129

EVERSOURCE (165 Gosling Road):

Eversource is a fossil fuel, electricity generation plant with Hydrochloric Acid on site.

Hydrochloric Acid Potential Hazards
HEALTH
TOXIC; inhalation, ingestion or contact (skin, eyes) with vapors, dusts or substance may cause severe injury, burns or death.
Reaction with water or moist air may release toxic, corrosive or flammable gases.
Reaction with water may generate much heat that will increase the concentration of fumes in the air.
Fire will produce irritating, corrosive and/or toxic gases.
Runoff from fire control or dilution water may be corrosive and/or toxic and cause pollution.
FIRE OR EXPLOSION
Non-combustible, substance itself does not burn but may decompose upon heating to produce corrosive and/or toxic fumes.
For UN1796, UN1826, UN2031 at high concentrations and for UN2032, these may act as oxidizers, also consult GUIDE 140.
Vapors may accumulate in confined areas (basement, tanks, hopper/tank cars, etc.).
Substance may react with water (some violently), releasing corrosive and/or toxic gases and runoff.
Contact with metals may evolve flammable hydrogen gas.
Containers may explode when heated or if contaminated with water.
EVACUATION/PROTECTIVE MEASURES

Large Spill: See Table 1 - Initial Isolation and Protective Action Distances for highlighted materials. For nonhighlighted materials, increase, in the downwind direction, as necessary, the isolation distance shown under "PUBLIC SAFETY".
Fire in tank, rail or truck, ISOLATE ½ mile in all directions; also consider initial evacuation for ½ mile in all directions.
Source: Emergency Response Guide 2016 #157

SPRAGUE RIVER ROAD TERMINAL (372 Shattuck Way and 194 Shattuck Way):

There are two Sprague terminal facilities in Newington. One on 372 Shattuck way which stores and distributes heating oil, diesel, kerosene, #4 fuel oil and #6 fuel oil. The other is a bulk storage facility located off of Avery Road.

Trimethylbenzene and Ethylbenzene Potential Hazards
FIRE OR EXPLOSION
HIGHLY FLAMMABLE: Will be easily ignited by heat, sparks or flames.
Vapors may form explosive mixtures with air.
Vapors may travel to source of ignition and flash back.
Most vapors are heavier than air. They will spread along ground and collect in low or confined areas (sewers, basements, tanks).
Vapor explosion hazard indoors, outdoors or in sewers.
Those substances designated with a (P) may polymerize explosively when heated or involved in a fire.
Runoff to sewer may create fire or explosion hazard.
Containers may explodewhen heated.
Many liquids are lighter than water.
HEALTH
May cause toxic effects if inhaled or absorbed through skin.
Inhalation or contact with material may irritate or burn skin and eyes.
Fire will produce irritating, corrosive and/or toxic gases.
Vapors may cause dizziness or suffocation.
Runoff from fire control or dilution water may cause pollution.
EVACUATION/PROTECTIVE MEASURES
Large Spill: Consider downwind evacuation for at least 1000 feet
Fire in tank, rail or truck, ISOLATE ½ mile in all directions; also consider initial evacuation for ½ mile in all directions
Source: Emergency Response Guide 2016 #129 and #130

Little Bay Lobster, 158 Shattuck Way

Little Bay Lobster is a wholesale lobster company with Anhydrous Ammonia (an average of 3,000 gallons) stored onsite.

Anhydrous Ammonia Potential Hazards
HEALTH
TOXINS; may be fatal if inhaled, ingested or absorbed through skin.
Vapors are extremely irritating and corrosive.
Contact with gas or liquified gas may cause burns, severe injury and/or frostbite
Fire will produce irritating, corrosive and/or toxic gases.
Runoff from fire control may cause pollution
FIRE OR EXPLOSION
Some may burn but not ignite readily.
Vapors from liquified gas are initially heavier than air and spread along ground.
Some of these materials may react violently with water.
Cylinders exposed to fire may vent and release toxic and/or corrosive gas through pressure release devices
Containers may explode when heated.
Ruptured cylinders may rocket.
For UN1005: Anhydrous ammonia, at high concentrations in confined spaces, presents a flammability risk if a source of ignition is introduced
EVACUATION/PROTECTIVE MEASURES
Large Spill: See Table 1 - Initial Isolation and Protective Action Distances for highlighted materials. For nonhighlighted materials, increase, in the downwind direction, as necessary, the isolation distance shown under "PUBLIC SAFETY".
Fire in tank, rail or truck, ISOLATE 1 mile in all directions; also consider initial evacuation for 1 mile in all directions.
Source: Emergency Response Guide 2016 #125

5. EXISTING PLANS AND PROCEDURES

The following is a summary of plans and procedures that have some integration with this Plan. A digital copy of these plans is on file with the Newington Fire Chief and Police Chief.

Newington Emergency Operations Plan (2015): The Newington Emergency Operations Plan (EOP) establishes a framework for local government to provide a response in an expeditious manner to save lives and to protect property in the event of a disaster. The purpose of the Emergency Operations Plan is to facilitate the delivery of all types of emergency response and to help deal with the consequences of significant disasters. The EOP outlines the planning assumptions, policies, concept of operations, organizational structures and specific assignments of responsibility to the Town departments and agencies involved in coordinating the local, state and federal response activities. This Waterfront Emergency Response Plan is an official annex to the EOP and is maintained at the Newington EOC.

Newington Hazard Mitigation Plan (2013): This Plan identifies natural hazards that have and could impact the Town of Newington and serves as a strategic planning tool for use by the Town in its efforts to identify and mitigate the future impacts of natural hazard events.

Newington Elementary School Emergency Procedures: The School maintains evacuation and emergency procedures according to State recommendations.

SEA-3 Contingency Plan (2015): This Plan details procedures that are designed to minimize the effects of an accidental release of product, internal upset condition or terrorist incident at the Sea-3, Inc. Terminal.

The Plan was developed to provide safety and security to the facility and surrounding community. The Plan was prepared by Sea-3, Inc. with the assistance of the Newington Fire and Police Departments and the US Coast Guard Marine Safety Office, Portland, Maine.

Newington Energy Integrated Contingency Plan (2007): The Integrated Contingency Plan (ICP) was developed for the Newington Energy, LLC (NEL) facility located in Newington, New Hampshire. The Plan was developed to allow the company and facility personnel to respond to emergency incidents that may occur during operations.

NH Seacoast Evacuation Study (2011): This Study reviewed and identified evacuation routes and options in the event of a major hurricane affecting the NH Seacoast Region or an incident at the Seabrook Nuclear Power Plant.

Seabrook Radiological Emergency Response Plan (2017): The purpose of this Plan is to provide the seventeen (17) communities located in the Seabrook Station (SS) Emergency Planning Zone (EPZ) with procedures for a rapid and coordinated response to a radiological emergency at Seabrook Station Nuclear Power Plant. This document serves as an extension of the State Emergency Operations Plan (SEOP), the Radiological Emergency Response for Nuclear Facilities Incident Annex and would be implemented concurrently with those documents and the community-specific REP plans.

State of New Hampshire Emergency Operations Plan (2014): The purpose of this Plan and associated supporting documents is to facilitate the delivery of State government, community and mutual aid resources, and to provide needed assistance and relief to disaster victims and the State, at large. This Plan represents the State's best intentions to manage emergencies/disasters within the framework of statewide cooperation and coordination.

Maine/NH Traffic Incident Management Action Plan (2008): This Plan address incidents impacting traffic flow on I-95, Route 1 & other arterial roads in southern York County Main and northeastern Rockingham and Strafford counties in New Hampshire. The plan is organized by various stages of incident management activities identified by the Federal Highway Administration's Traffic Incident Management Handbook, as well as addressing the need for long-term strategic planning for traffic incidents.

NH DOT I-95/Spaulding Turnpike Traffic Incident Management Plan (2009): The New Hampshire Department of Transportation (NHDOT) in cooperation local emergency responders initiated an effort to address more effectively the mobility and safety implications of traffic incidents on the I-95 corridor from the Massachusetts State line to the Maine State line as well as all of the Spaulding Turnpike. As part of this effort, it was determined that a detailed plan of action was necessary that would spell out the mission, vision, and goals of the incident management (IM) improvement task, as well as strategies to accomplish these items. This action plan is intended to document the traffic incident management needs of the corridor and provide a detailed outline of specific strategies for meeting these needs. It is intended that from the outlined strategies, more detailed plans for implementing the strategies will be developed and later attached to this plan as appendices.

NH DOT Incident management Detour Routes (I-95 & Rt. 16): This Plan provides maps and descriptions of specific detour routes for Exits 1 through 7 on I-95 and Exits 1-18 on Route 16 Spaulding Turnpike. Each detour route includes maps with locations of step-by-step road closures, traffic control points, detour route and direction of traffic.

Maine / New Hampshire Area Contingency Plan (Marine Firefighting Plan): A marine firefighting plan which provides for a coordinated response by the US Coast Guard and other federal, state, local and civilian forces to major fires on board vessels or waterfront facilities. Local fire departments are

responsible for fire protection within their jurisdictions. They will assume position of Incident Commander, established an Incident Command Post and establish communications between IC and all participating units. USCG Sector Northern New England responsibilities include:

1. Coordinate firefighting activities with the Incident Commander (IC).
2. Assume Incident Commander for burning vessel underway or at anchor when:
    - the fire department with jurisdiction is unable to respond,
    - no fire department has jurisdiction.
3. Coordinate all Coast Guard firefighting forces and equipment responding to the incident.
4. Coordinate harbor safety and harbor traffic management with the Incident Commander. Control harbor traffic as necessary in the incident area to minimize the adverse impact of the fire on marine traffic and to facilitate firefighting operations. Establish safety or security zones as necessary.
5. Provide information on the involved waterfront facilities.
6. Provide information on the location of hazardous materials on the vessel or facility, if available.
7. Provide technical data on ship's construction and stability.
8. Respond to oil or hazardous materials discharges. Actual removal may be delayed until the firefighting operations are complete.
9. Obtain tugs to assist in relocating moored or anchored vessels.
10. Alert owners/operators of terminals or vessels at risk.

6. CONCEPT OF OPERATIONS

General

The Newington Fire Department has the authority and capability to respond to hazardous materials releases, as local and mutual aid fire department personnel are trained to respond to hazmat incidents. Many, if not all, local, regional, state and federal agencies have adopted NIMS and ICS as their primary organizational response structure. Each emergency response agency maintains Standard Operating Procedures detailing how to respond to an incident, function during the incident and implement decontamination procedures.

Any large-scale incident in Newington will involve multiple levels of government and will require a Unified Command structure. For example, an oil spill on the Piscataqua River could involve, at a minimum, the communities of Newington and Portsmouth; the NH Department of Environmental Services; the Maine Department of Environmental Protection; the NH Port Authority; Nh Fish and Game; NH Marine Patrol and the US Coast Guard. (See Appendix A for a sample Incident Action Plan)

Organization

Local Government:

Newington Fire Department has overall responsibility for hazardous materials preparedness and response in the Town of Newington, NH. In addition, the Newington Emergency Management Director has responsibility for activating the local Emergency Operations Plan and Emergency Operations Center to support any incident in the Town of Newington. Surrounding communities will also become involved with large scale incidents and will provide fire, police and public works mutual aid assistance to incidents in Newington.

County Government:

Rockingham County Sheriff and Strafford County Sheriff cover a wide range of responsibilities including civil process, emergency communications, court security and investigations. Specific to a local emergency, Rockingham County Sheriff would provide dispatching and assist to local law enforcement duties.

State Government:

There are multiple state agencies, both in New Hampshire and Maine, that may be involved with a hazardous material incident in Newington. Most of them include the NH Department of Environmental Services, NH Homeland Security and Emergency Management, NH Fish and Game, NH Marine Patrol, NH Bureau of Communications, NH State Police, Maine Department of Environmental Protection, Maine Department of Inland Fisheries and Wildlife, Maine Marine Patrol, and Maine Department of Marine Resources.

Federal Government:

There are multiple federal agencies that could potentially be involved with a hazardous material incident in Newington. Some of them include the US Coast Guard Sector Northern New England, US Fish and Wildlife, US Environmental Protection Agency, National Oceanic and Atmosphere Administration, US Naval Shipyard, and US Department of Homeland Security.

Private Sector:

Businesses involved in a hazardous materials release are responsible for meeting the requirements of all local, state and federal regulations. There are multiple industrial, commercial, utility and retail establishments in and around Newington that may or may not be involved in the organized response to an incident along the waterfront.

Command and Control

Command and control is provided by the Incident Commander (IC) or Unified Command (UC) utilizing the Incident Command System (ICS) and supported by the local Emergency Operations Center (EOC). Each responding agency has the authority to commit the resources of that agency to the incident.

In the event of a Hazmat incident, the highest-ranking fire department officer present will assume the IC until relieved by a command officer of the Newington Fire Department. This may evolve into a Unified Command which will maintain command and control of the scene and all onsite actions related to the incident. (See Appendix A for a sample Incident Action Plan)

Emergency Operations Center

The Newington EOC will be the focal point for support and coordination of the incident response. The Newington EOC is located at the Newington Police Department. However, due to its proximity, this location may not be suitable for a waterfront emergency. An alternate EOC may be established at the NH DES Coastal Offices at Pease International Tradeport in Portsmouth, NH. Support and coordination at the EOC includes, but is not limited to:

- Coordinate local resources
- Maintain records to track incoming resources and optimize use of available communications
- Coordinate evacuations, sheltering, public health issues, and social services assistance

- Maintain financial records and track costs of the event
- Collection, evaluation, display, and dissemination of information on the current status
- Provide documentation for investigative follow up
- Request mutual aid assistance with neighboring communities to provide other needed support and resources

7. ACTIVATION AND NOTIFICATION

This Plan will be activated by the Newington Fire Chief, in coordination with the Police Chief and Emergency Management Director. The Fire Chief is responsible for notifying local, regional, state and federal agencies. Notification of the public is detailed in the 'Public Information and Alerting' section of this plan. Appendix B includes a detailed emergency notification procedure for evacuation and/or other protective measures.

The Plan will be activated according to the following Operational Levels, which are in accordance with the local Newington Emergency Operations Plan:

EOC Activation

Monitoring: The local EOC is not activated. The local EMD is monitoring situational awareness on a 24/7 basis.

Partial Activation: The local EOC is partially activated. All Support Agencies are notified and requested, as the situation warrants. Partial activation staffing of the EOC will be determined to meet the needs of the situation.

Full Activation: The local EOC is fully activated. All Support Agencies are notified and requested, as the situation warrants. Full activation of the EOC requires 24-hour staffing to meet the needs of the situation.

8. EVACUATION

Authority for Evacuation

The Fire Chief has authority to require evacuations per RSA 154:7 II(b). Evacuation orders may be either voluntary or mandatory. A voluntary evacuation is one suggested for precautionary measures, whereas a mandatory evacuation is for an immediate threat to life or property. The decision to recommend evacuation of the populace in and around the area of an incident rests with the Fire Chief managing the incident.

Evacuation Routes

Evacuation routes will typically follow main roadways and routes utilized for daily transportation. Woodbury Ave, Gosling Road and Spaulding Turnpike are the primary routes for evacuation. See Appendix C for a map showing these routes.

Transportation

Citizens and visitors requested or ordered to evacuate should either have their own transportation or arrangements to evacuate with others that do have transportation. A limited number of emergency transportation vehicles and drivers will be available to assist those who cannot evacuate on their own.

Perimeter control

Post-evacuation security and maintenance will be the responsibility of local and regional law enforcement agencies. For mandatory evacuations, residents will not be allowed to re-enter the evacuated area.

Re-entry

Re-entry into the area will be allowed only after the proper authorities have deemed the area safe for re-entry. The post-evacuation area will be secured by law enforcement and re-entry without proper approval may be considered a criminal offense. Once re-entry seems likely, the Emergency Management Director will meet with representatives of the proper agencies and develop a re-entry plan that will allow for the safest and most organized re-entry possible.

Evacuation Procedures

The following is a summary of evacuation procedures. A more detailed procedure is included in Appendix C.

1. Advise dispatch, all Town departments, neighboring jurisdictions, local, regional, state and federal agencies and the State EOC that an evacuation order will be issued.
2. Disseminate voluntary/mandatory evacuation order to the public through available warning systems, clearly identifying areas to be evacuated.
3. Emergency public information should address:
    - Where evacuees should go and how should they get there
    - What should be done to secure buildings being evacuated, if time allows
    - What evacuees should take with them
    - Provisions for special needs population and those without transportation
4. Coordinate with the State EOC on opening of shelters, if necessary
5. Provide traffic control along evacuation routes and establish procedures for dealing with vehicle breakdowns on such routes.
6. Provide transportation assistance to those who require it.
7. Provide security in evacuated areas and control access.
8. Provide Situation Reports on evacuation to the local EOC and State EOC.

9. TRAFFIC MANAGEMENT

Overview

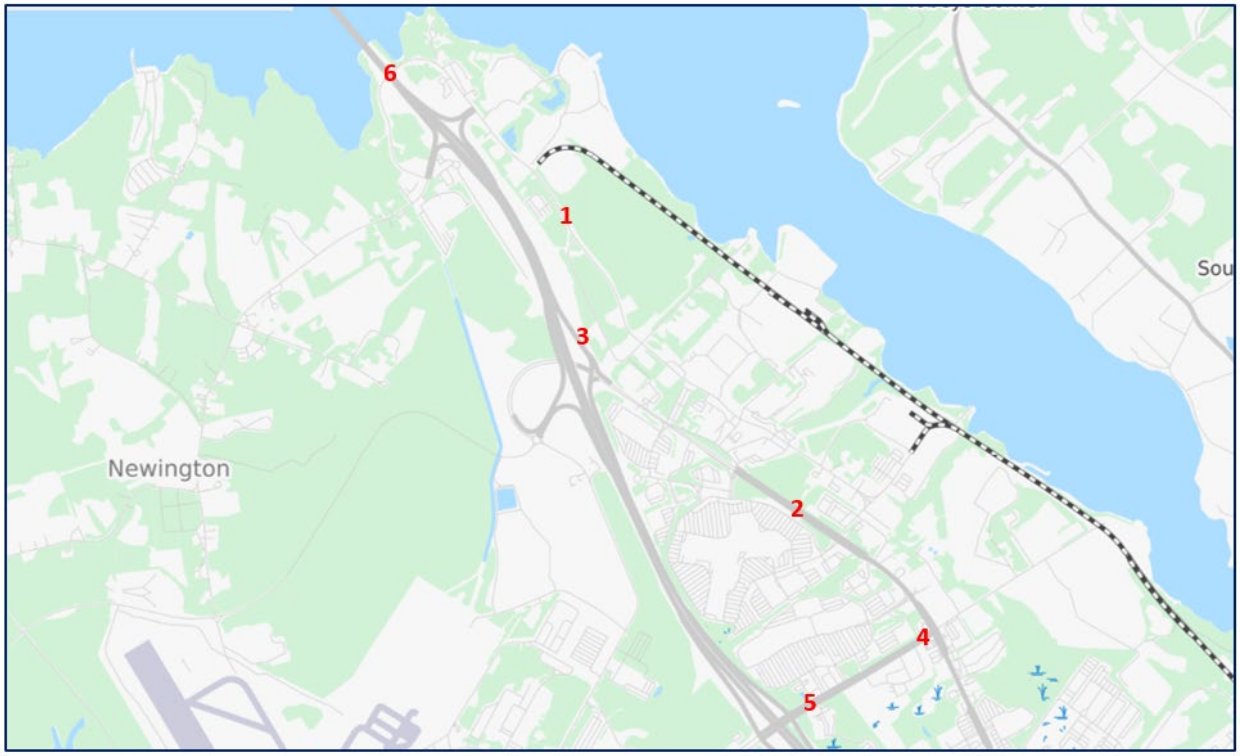
During any type of disaster or large-scale emergency, traffic management for an evacuation will be faced with challenges of overwhelming demands of providing assistance to the public. The stress of high vehicular volume on roadways; physical constraints; motor vehicle accidents, stranded vehicles and abandoned vehicles on evacuation routes will be a challenge throughout the evacuation process.

Traffic management of an evacuation for the Newington Waterfront and surrounding area will be coordinated by the Newington Police Chief, in coordination with NH DOT and NH State Police. There are existing plans such as the *Maine/NH Traffic Incident Management Action Plan (2008)*, *NH DOT I-95/Spaulding Turnpike Traffic Incident Management Plan (2009)* and the *NH DOT Incident management Detour Routes (I-95 & Rt. 16)* that will play an integral part in the evacuation process and should be utilized for any evacuation of the Newington Waterfront.

Traffic Demands

Newington's commercial district is the epicenter of New Hampshire's third largest retail market, as it has strategic proximity to the Spaulding Highway which connects the cities of Rochester, Dover, Somersworth, and Portsmouth. Easy access to Maine and Massachusetts is also assured by proximity to Interstate 95. Hence, the average daily traffic counts can range from 13,000 to nearly 70,000 vehicles.

AVERAGE DAILY TRAFFIC COUNTS			
Location	**# on Map**	**Year**	**Average Daily Traffic Count**
Shattuck Way North of River Rd	1	2014	3,000
		2015	3,090
		2016	3,152
Woodbury Ave South Of Old Dover Rd/Fox Run Mall Intersection	2	2014	13,000
		2015	13,900
		2016	13,658
Spaulding Turnpike East Bound onto Woodbury	3	2013	20,700
Gosling Road West of Woodbury Avenue	4	2013	13,000
		2016	13,944
Gosling Rd East of Spaulding Turnpike North Bound On/Off Ramps	5	2014	17,000
		2015	17,510
		2016	17,860
Spaulding Turnpike at Bridge	6	2014	66,891
		2015	67,673
		2016	70,393
Source: NH DOT and Rockingham Planning Commission Traffic Counts			



Responsibilities

Newington Police Department:

- Serve as the primary agency to coordinate local traffic management on local roads.
- Deploy traffic control devices on local roads, in coordination with the Newington Road Agent.
- Establish Traffic Control Points, per the traffic management plan in Appendix D.
- Provide and collect field reports on traffic flow and motor vehicle accidents. Share information with NH State Police and NH DOT as necessary.
- Coordinate with NH State Police and NH DOT.
- Assign an Evacuation Traffic management liaison to the local EOC.

NH State Police:

- Serve as the co-primary agency to coordinate traffic management on State roads.
- Deploy traffic control devices on State roads, in coordination with the NH DOT.
- Establish Traffic Control Points, per the traffic management plan in Appendix D.
- Provide field reports on traffic flow and motor vehicle accidents. Share information with Newington Police Department and NH DOT as necessary.
- Coordinate with Newington Police Department and NH DOT.

NH DOT:

- Serve as the co-primary agency to coordinate traffic management on State roads.
- Deploy traffic control devices on State roads, in coordination with the NH State Police.
- Update digital message boards with evacuation route information.
- Establish Traffic Control Points, per the traffic management plan in Appendix D.
- Monitor traffic flow and motor vehicle accidents. Share information with Newington Police Department and NH State Police as necessary.
- Coordinate with Newington Police Department and NH State Police.

10. SHELTER AND RECEPTION AREAS

The vast majority of people that will need to be evacuated are workers or visitors. There are a limited number of residential houses (6 or under) within a 1 mile radius of the waterfront. There are existing plans in place at the local, regional and state level that identify processes and locations of shelter and reception areas. The Newington Emergency Operations Plan identifies the Newington Elementary School as a local shelter; however due to its proximity to the waterfront, this would not be an effective location for a shelter. Surrounding communities have identified local emergency shelters that may or may not be available immediately. Some surrounding local shelters are identified in the table below.

Shelter Name	Street Address	City or Town	Capacity
Portsmouth High School	50 Andrew Jarvis Drive	Portsmouth	1000
Newington Town Hall	205 Nimble Hill Road	Newington	130
Newington Public School	133 Nimble Hill Road	Newington	100
Exeter High School	30 Linden Street	Exeter	176
Brentwood Fire Hall	1 Dalton Road	Exeter	144
Exeter Cooperative Middle School	100 Academic Way	Exeter	100
Main Street Elementary School	40 Main Street.	Exeter	120
Winnacunnet High School	2 Alumni Drive	Hampton	600
Hampton Academy	29 Academy Avenue	Hampton	330
Lincoln Ackerman School	8 Exeter Road	Hampton Falls	100
Great Bay Athletic Club	191 Exeter Road, Rt 108	Newmarket	1560
Newmarket Community Center	1 Terrace Drive	Newmarket	50
Dover High School	25 Alumni Drive	Dover	1500
Dover Middle School	16 Daley Drive	Dover	1125
Horne Street School	78 Horne Street	Dover	450
Garrison Elementary	50 Garrison Road	Dover	400
Moharimet Elementary School	11 Lee Road	Dover	180
Saint Thomas Acquinas High School	197 Dover Point Road	Dover	100
Woodman Park School	11 Towle Ave	Dover	100
Saint Thomas Episcopal Church	5 Hale Street	Dover	23
Oyster River High School	55 Coe Drive	Durham	575
Madbury Town Hall	13 Town Hall Road	Madbury	140
Barrington Middle School	20 Haley Drive	Barrington	445
Barrington Elementary School	347 Route 125	Barrington	240
Spaulding High School	130 Wakefield Street	Rochester	850
Rochester Middle School	47 Brock Street	Rochester	615
Rochester Community Center	150 Wakefield	Rochester	500
Mcclelland School	59 Brock Street	Rochester	271
Gonic School	10 Railroad Ave	Rochester	246
Saint Elizabeth Seton School	16 Bridge Street	Rochester	244
Chamberlain Street School	65 Chamberlain Street	Rochester	232
William Allen School	23 Granite Street	Rochester	212
New East Rochester School	773 Portland Street	Rochester	146
Maple St School	27 Maple Street	Rochester	88
School St. School	13 School Street	Rochester	72
East Rochester Annex	5 Cocheco Ave	Rochester	44
Rollinsford Grade School	487 Locust	Rollinsford	120
Martin J. Flanagan Community Center	9 Bartlett Ave	Somersworth	620
Saint Martin Catholic Church	West High Street	Somersworth	380
First Parish United Church Of Christ	176 West High Street	Somersworth	112
Strafford Center School	Route 202 A	Strafford	276

11. PUBLIC INFORMATION AND ALERTING

During a waterfront emergency, the Newington Public Information Officer (PIO), as identified in the Newington Emergency Operations plan, will coordinate and deliver emergency communication and information to the public and partners through every appropriate and available channel including the media, via press conferences, teleconferences, and press releases; local cable station's; town meetings, educational forums and broadcasts; and flyers, brochures, social media or other printed material.

Existing Methods of Public Information

ENS / NH Alerts: The State of New Hampshire has implemented an Emergency Notification System (ENS) that allows all communities to make emergency notifications. Local emergency officials can make hundreds of automated phone calls, within minutes, to all land lines within the Town boundary about important emergency situations such as road closures and severe weather events. Landline phone numbers (including unlisted) have been pre-loaded and associated with town wide geographic maps (commonly referred to as reverse 9-1-1); Self-registration or "Opt-in" provides additional contact information and preferred method to receive messages (phone, email, and/or text), and what type of notifications requested. Anyone can register at: https://public.coderedweb.com/CNE/en-US/BFC2664C2B92 The 'NH Alerts' mobile phone app is a free public safety application for smartphones that will allow people to receive instant, location-based alerts on the go directly to a smartphone. The Town of Newington will encourage local business owners and citizens to sign up for both of these notification systems.

Newington Fire Department Contacts: The Fire Department maintains contact information for business and industry along the waterfront. This listing is maintained by the Fire Department and will be included with the digital copy of the Plan for official use only.

Media Outlets: The Town of Newington has access to radio, television and print media outlets. The Town's EOP contains a list of existing media outlets.

Town Website / Social Media: The Town of Newington maintains a website that can be utilized to both educate the public on waterfront emergencies, as well as to notify the public of an emergency on the waterfront. The Newington Fire and Police Departments maintain a Facebook page which can be utilized to disseminate information. This page will be promoted to the general public to increase awareness of the site.

Electronic Digital Road Signage: The Town of Newington will coordinate with the NH DOT Transportation Management Center (TMC) to updated digital road signage with up to date public information.

Door-to-Door Notification: Newington Fire and Police Departments have access to vehicle mounted address systems via Department apparatus as well as mutual aid apparatus, to notify specific areas of an emergency on the waterfront.

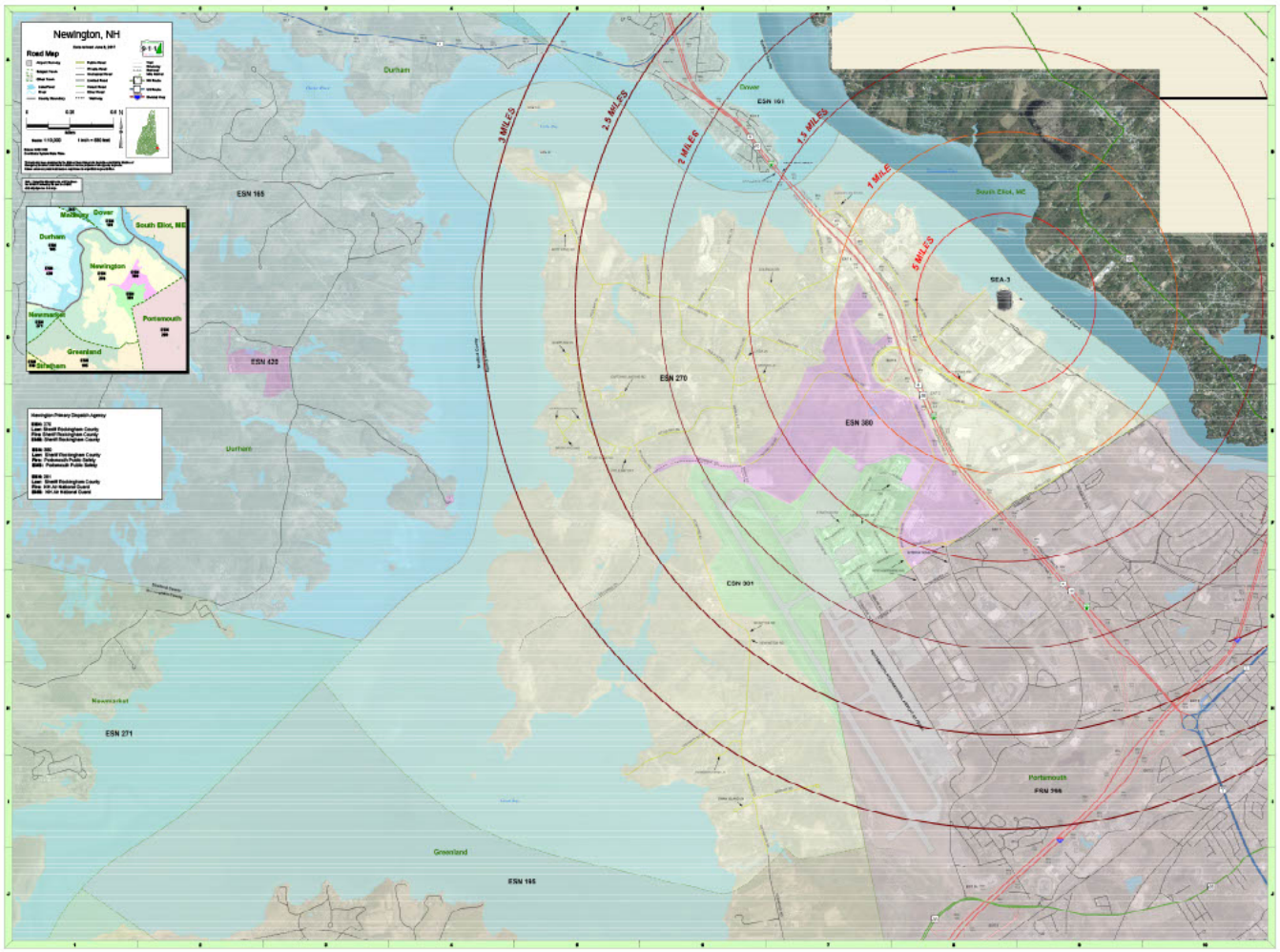
APPENDIX A – Incident Action Plan (IAP) Sample

The following pages include a sample IAP to reference for an actual emergency. Digital Fillable copies of these forms can be found on WebEOC and online at https://training.fema.gov/icsresource/icsforms.aspx Hard copies can be found at the Newington EOC and/or the NH DES Coastal Offices at Pease International Tradeport in Portsmouth, NH.

INCIDENT BRIEFING (ICS 201) SAMPLE

1. Incident Name: NEWINGTON WATERFRONT	2. Incident Number:	3. Date/Time Initiated: Date: Time:

4. Map/Sketch (include sketch, showing the total area of operations, the incident site/area, impacted and threatened areas, overflight results, trajectories, impacted shorelines, or other graphics depicting situational status and resource assignment)**:**



5. Situation Summary and Health and Safety Briefing (for briefings or transfer of command)**:** Recognize potential incident Health and Safety Hazards and develop necessary measures (remove hazard, provide personal protective equipment, warn people of the hazard) to protect responders from those hazards.

6. Prepared by: Name: _____ Position/Title: _____ Signature: _____

ICS 201, Page 1	Date/Time: _____

INCIDENT BRIEFING (ICS 201) SAMPLE

1. Incident Name: NEWINGTON WATERFRONT	2. Incident Number:	3. Date/Time Initiated: Date: Time:

7. Current and Planned Objectives:

1. **Ensure all emergency responder and public safety.**
2. **Contain __Incident___ and prevent it from spreading**
3. **Safely evacuate people and divert traffic from impacted area by _____.**
4. **Provide guidance on shelters for evacuees until incident is stabilized.**

8. Current and Planned Actions, Strategies, and Tactics:

Time:	Actions:
	Stabilize incident.
	Evacuation of people from designated areas.
	Alert public via E911 ENS, local media (TV/radio), road signage, town website, social media, and school notification system.
	IC to provide updates to Police Chief, local EOC and dispatch.
	Local PIO will update Channel 9 with incident response status information.

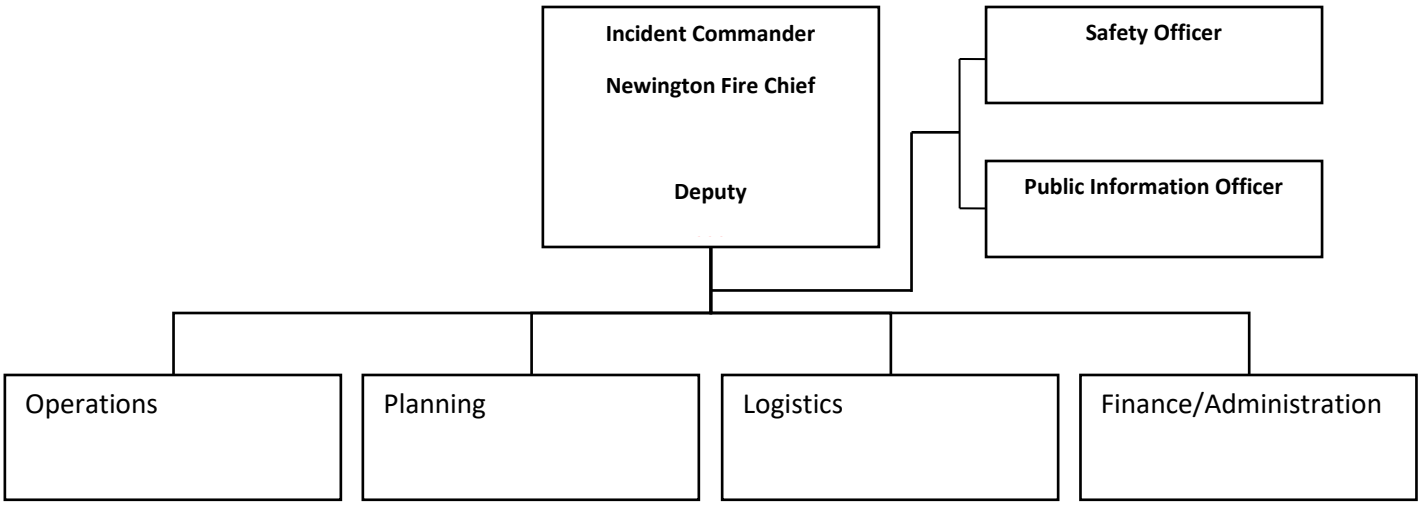
6. Prepared by: Name: _____ Position/Title: _____ Signature: _____

ICS 201, Page 2 Date/Time: _____

INCIDENT BRIEFING (ICS 201) SAMPLE

1. Incident Name: NEWINTON WATERFRONT	2. Incident Number:	3. Date/Time Initiated: Date: Time:

9. Current Organization (fill in additional organization as appropriate)**:**



6. Prepared by: Name: _____ Position/Title: _____ Signature: _____

ICS 201, Page 3 Date/Time: _____

INCIDENT BRIEFING (ICS 201) SAMPLE

1. Incident Name: NEWINGTON WATERFRONT	2. Incident Number:	3. Date/Time Initiated: Date: Time:

10. Resource Summary:

Resource	Resource Identifier	Date/Time Ordered	ETA	Arrived	Notes (location/assignment/status)
Engine 1		On-Scene		X	Located at ICP
Medic 1		On-Scene		X	Located at ICP
1st Alarm, Structural Protection & EMS		En-route		☐	Report to ICP
7 Police Cruisers	VLAW32	On-Scene		X	Staging at _____
Evac. Strike Team Transport Strike Team	VLAW31	On-Scene		X	Staging at _____
				☐	
				☐	
				☐	
				☐	
				☐	
				☐	
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				☐	

6. Prepared by: Name: _____ Position/Title: _____Signature: _____

ICS 201, Page 4 Date/Time: _____ hours_____

APPENDIX B – Notification Procedures for Evacuation / Protective Measures

Responsible Person	Notifies	Contact Info	Info
FIRE CHIEF			
Fire Chief	Rockingham Dispatch	Via radio	Notify of evacuation and give specific location of evacuation (see sample notice below)
Fire Chief	**Incident occurred at ___*location*_____ at ____*time*____. Newington Fire Chief is calling for an evacuation in the area of ____*(give radius, street names and/or other geographical locations)*____.**		
Fire Chief	Police Chief	Via radio or (603) 431-5461	Notify of evacuation.
Fire Chief	NFD personnel	Via radio	Notify of evacuation.
Fire Chief	Utilities	Unitil: (866) 761-6645 Eversource	Notify of hazmat incident and of evacuation.
POLICE CHIEF			
Police Chief	Rockingham County	Via radio	Notify of evacuation. Will need 20 to 25 officers for detours.
Police Chief	NPD personnel	Via radio	Notify of evacuation.
Police Chief	Strafford County Dispatch	Via radio	Request assistance with evacuation. Provide information on traffic management.
Police Chief	NH State Police	Via radio	Request assistance with evacuation. Provide information on traffic management.
Police Chief	NH DOT TMC	603-271-6862	Request assistance with evacuation. Provide information on traffic management.
POLICE CHIEFS ASSISTANT			
Police Chief Adm Asst	Newington Road Agent	(603) 436-7640	Request assistance with evacuation. Provide information on traffic management.
Police Chief Adm Asst	HSEM Field Rep	HSEM 24hrs: (603) 271-2231 Alex Marinaccio: (603) 931-0215	Notification of evacuation.

Responsible Person	Notifies	Contact Info	Info
Police Chief Adm Asst	York County EMA	(207) 324-1578 (207) 324-1111 (EMA Duty Officer non-business hours)	Notify EMA of evacuation.
Police Chief Adm Asst	Eliot Fire Dispatch	(207) 439-1253	Notify of hazmat incident and of evacuation.
Police Chief Adm Asst	Kittery Dispatch	(207) 439-1638	Notify of hazmat incident and of evacuation.
Police Chief Adm Asst	NH DES	(603) 559-1506 Jason Domke	Notify of hazmat incident and of evacuation.
Police Chief Adm Asst	Town Manager	(603) 436-7640	Notify of hazmat incident and of evacuation.
Police Chief Adm Asst	Elementary School Principal	(603) 436-1482	Notification of evacuation. Use school notification system.
Police Chief Adm Asst	WOKQ and WMUR and other Media Outlets	WOKQ: 749-9750 WMUR: 669-9999	Only upon direction of the Police Chief of Fire Chief with their specific orders.
ROCKINGHAM DISPATCH			
Dispatcher	E911 (PSAP)	(603) 271-7081	Notify of evacuation and give details of area from Fire Chief.
Dispatcher	Portsmouth Dispatch	Via radio or (603) 436-2145	Notification of evacuation.
Dispatcher	Dover Dispatch	Via radio or (603) 742-4646	Notification of evacuation.
Dispatcher	Durham Dispatch	Via radio	Notification of evacuation.
Dispatcher	NH State Police	Via radio	Notification of evacuation.
Dispatcher	NH Port Authority	(603) 436-8500 (24/7)	Notification of evacuation.
Dispatcher	NH Marine Patrol	(603) 293-2037 or 911	Notification of evacuation.
Dispatcher	Pease Dispatch	Via radio	Notification of evacuation.
Dispatcher	US Coast Guard Sector New England	(603) 433-7324 x0	Notification of evacuation.
PORTSMOUTH DISPATCH			
Portsmouth Dispatcher	Portsmouth Fire Chief	Via radio	Notification of evacuation.
Portsmouth Dispatcher	Portsmouth Water	Via radio	Monitor water pressure
Portsmouth Dispatcher	Naval Shipyard	Via radio	Notification of evacuation.
NOTE: See the Newington Fire Department for their most current contact list of business and industry (a copy of this listing is included with the digital copy of the Plan on file with the Police Chief and Fire Chief).			

APPENDIX C – Evacuation Procedures

Evacuation Procedures	
Personnel	**Responsibilities**
The Incident Commander	• Ensure clear authority and knowledge of agency policy. • Ensure incident safety. • Establish an Incident Command Post. • Establish immediate priorities. • Determine incident objectives and strategy(ies) to be followed. • Establish the level of organization needed, and continuously monitoringthe operation and effectiveness of that organization. • Approve requests for additional resources or for the release of resources. • Approve the use of participants, volunteers, and auxiliary personnel. • Authorize the release of information to the newsmedia. • Order demobilization of the incident whenappropriate. • Ensure incident after-action reports are complete. • Authorize information release to the media.
Operations Section Chief	• Assure safety of evacuation operations. • Manage evacuation operations. • Develop the operations portion of the IAP. • Supervise execution of evacuation operations portions of the IAP. • Request additional resources to support evacuation operations. • Maintain close contact with IC, subordinate Operations personnel, andother agencies involved in the incident.
Plans Section Chief	• Collect and manage all incident-relevant operational data. • Assist in preparation of the IAP. • Provide input to the IC and Operations in preparing the IAP. • Incorporate Traffic, Medical, and Communications Plans and othersupporting materials into the IAP. • Compile and display incident statusinformation. • Establish specialized data collection systems as necessary (e.g., weather). • Report significant changes in incident status. • Assist in the preparation of the Demobilization Plan
Logistics Section Chief:	• Provide all facilities, transportation, communications, supplies, equipment maintenance and fueling, food and medical services for incident personnel, and all off-incident resources. • Manage all incident logistics. • Provide logistical input to the IAP. • Brief Logistics Staff as needed. • Identify anticipated and known incident service and support requirements. • Request additional resources as needed. • Ensure and oversee the development of the Communications, Medical, and Traffic Plans as required. • Oversee demobilization of the Logistics Section and associated resources.

Evacuation Procedures	
Personnel	**Responsibilities**
Finance/ Administration Section Chief	• Manage all financial aspects of an incident. • Provide financial and cost analysis information as requested. • Ensure compensation and claims functions are being addressed relative tothe incident. • Gather pertinent information from briefings with responsible agencies. • Develop an operating plan for the Finance/Administration Section andfill Section supply and support needs. • Determine the need to set up and operate an incident commissary. • Meet with assisting and cooperating agency representatives as needed. • Maintain daily contact with agency(s) headquarters on finance matters. • Ensure that personnel time records are completed accurately and transmitted to home agencies. • Ensure that all obligation documents initiated at the incident areproperly prepared and completed. • Brief agency administrative personnel on all incident-related financialissues needing attention or follow up. • Provide input to the IAP.
Public Information Officer:	• Determine, according to direction from the IC, any limits on information release. • Develop accurate, accessible, and timely information for use inpress/media briefings. • Obtain IC's approval of news releases. • Conduct periodic media briefings. • Arrange for tours and other interviews or briefings that may be required. • Monitor and forward media information that may be useful to incidentplanning. • Maintain current information, summaries, and/or displays on the incident. • Make information about the incident available to incident personnel. • Participate in the planning meeting.
Safety Officer:	• Identify and mitigate hazardous situations. • Ensure safety messages and briefings are made. • Exercise emergency authority to stop and prevent unsafe acts. • Review the Incident Action Plan for safetyimplications. • Assign assistants qualified to evaluate special hazards. • Initiate preliminary investigation of accidents within the incident area. • Review and approve the Medical Plan. • Participate in planning meetings.
Liaison Officer:	• Act as a point of contact for agency representatives. • Maintain a list of assisting and cooperating agencies and agency representatives. • Assist in setting up and coordinating interagency contacts. • Monitor incident operations to identify current or potential interorganizational problems. • Participate in planning meetings, providing current resource status, including limitations and capabilities of agency resources. • Provide agency-specific demobilization information and requirements.
Assistants:	• In the context of large or complex incidents, Command Staff members may need one or more assistants to help manage their workloads. Each Command Staff member is responsible for organizing his or her assistants for maximum efficiency.

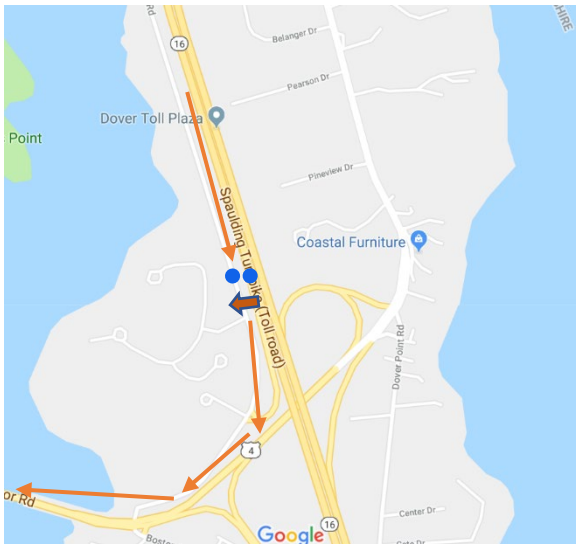
APPENDIX D – Traffic Management Plan

The following directions and maps provide the details of possible detour routes for an incident along the Newington Waterfront. A minimum of 25 officers, 5 Road Closed Signs, 3 Detour Right and 3 Detour Left signs are needed for full execution. State, County and local law enforcement and DOT agencies will be utilized to supplement traffic control. In addition, the NH DOT may also implement its *I-95 and Rt.16 Spaulding Turnpike Detour Plan (2009)* in conjunction with this local Plan.

- Officer
- Road Closed
- Detour Sign
- Traffic Flow

16 South

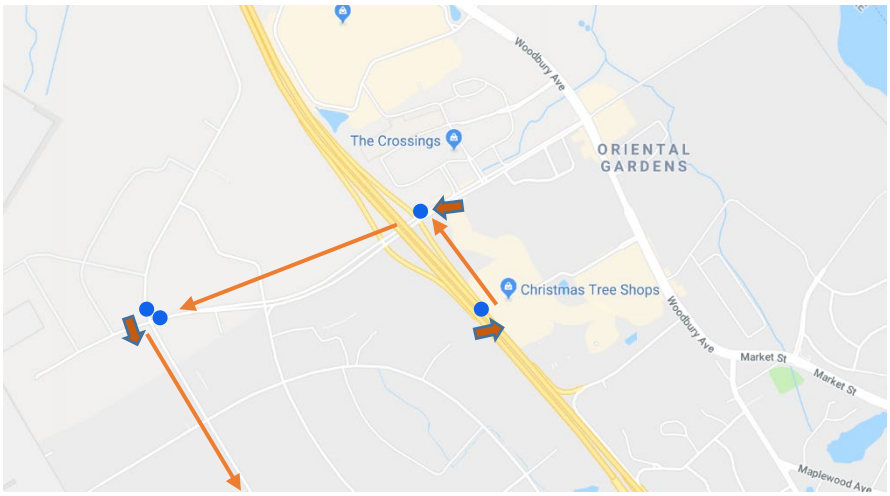
Detour at Exit 6 / Route 4 west (2 officers / 2 ‘Right” Detour Signs)



16 North

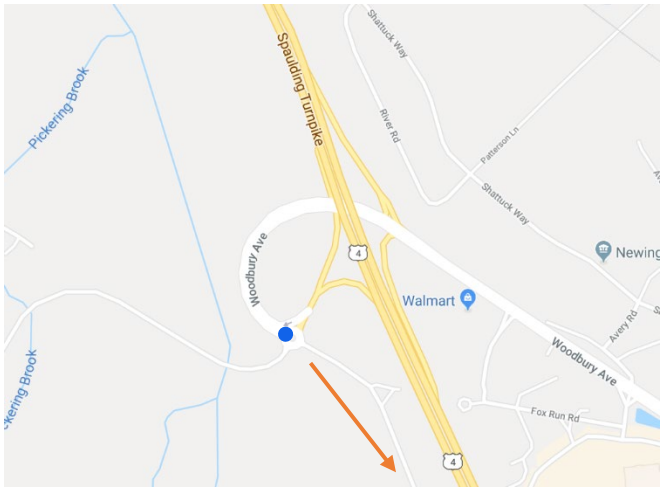
Detour at Exit 1 (Gosling Road) to Pease Boulevard (west) to New Hampshire Ave., to Route 33. Traffic can also be diverted back on to 16 south from Pease Boulevard to Route 33. Ideally, 16 North will be closed at the I-95 exit as well.

(4 officers / 2 ‘Left’ Detour and 1 ‘Right’ Detour signs)



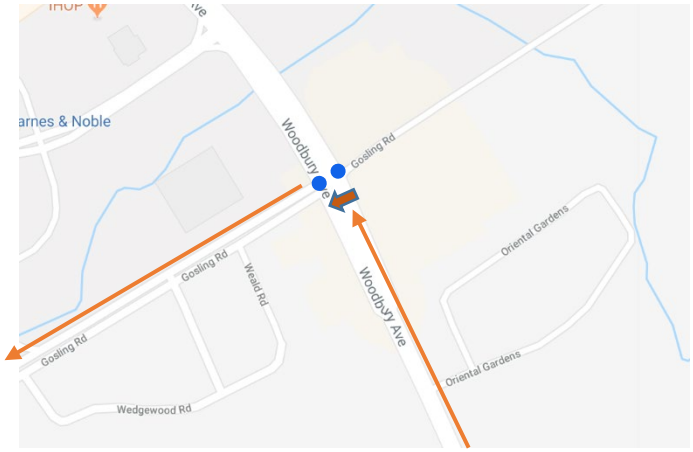
Newington Woodbury Ave Traffic Circle:

Woodbury Ave Closed, directing to Arboretum to Pease Blvd.
(2 officers needed / 1 Road Closed sign)



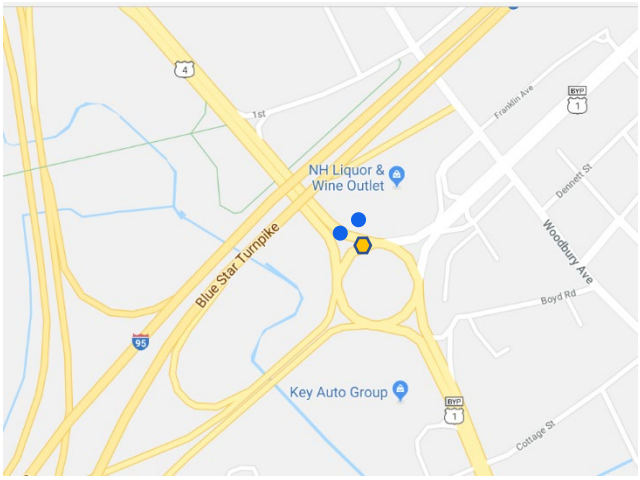
Woodbury at Gosling:

Detour west on Gosling to 16 south or Pease Boulevard, to New Hampshire Ave., to Route 33.
(2 officers / 1 'Left' Detour sign)



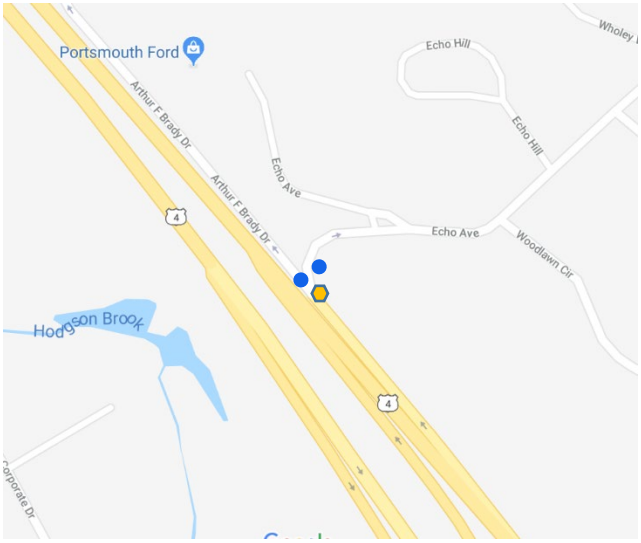
Portsmouth Traffic Circle:

16 North Closed

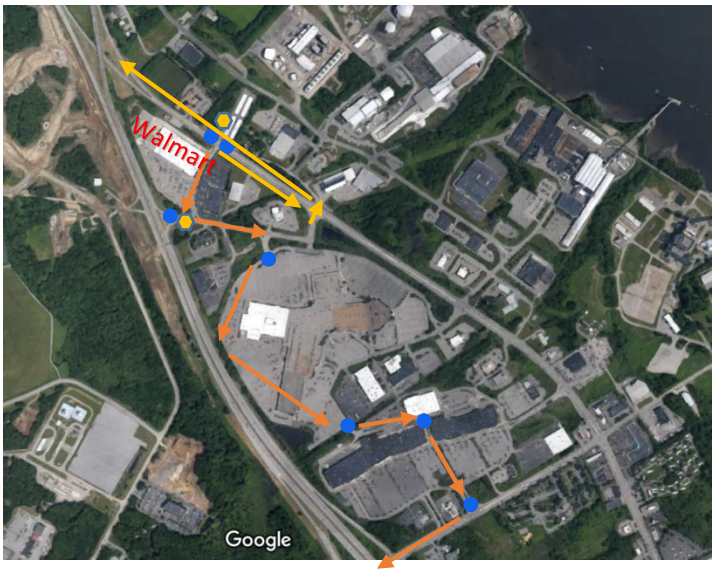


Brady Drive and Echo Ave:

Road Closed from Rt. 16 North.
(2 Officers / 1 road closed sign)



Walmart Exit onto Woodbury: Depending on location of incident, traffic will be diverted to Rt. 16 north **or** blocked off and directed to Fox Run Road, through mall parking lot to West Park Drive to Fox Run Mall and the Crossing connector to Gosling Road and Pease Boulevard to 16 South or New Hampshire Ave., to Route 33. (7 officers / 2 road closed signs)



Mall Traffic:

Traffic diverted through Fox Run Mall and The Crossing connector to Gosling Road and Pease Boulevard to 16 south or New Hampshire Ave., to Route 33. (See map above)

Businesses on Shattuck Way:

Directed west to 16 or east to Woodbury Ave. If conditions allow for safety of officers, 4 officers along Woodbury Ave for the businesses evacuating from Shattuck Way.
(4 Officers directing traffic)



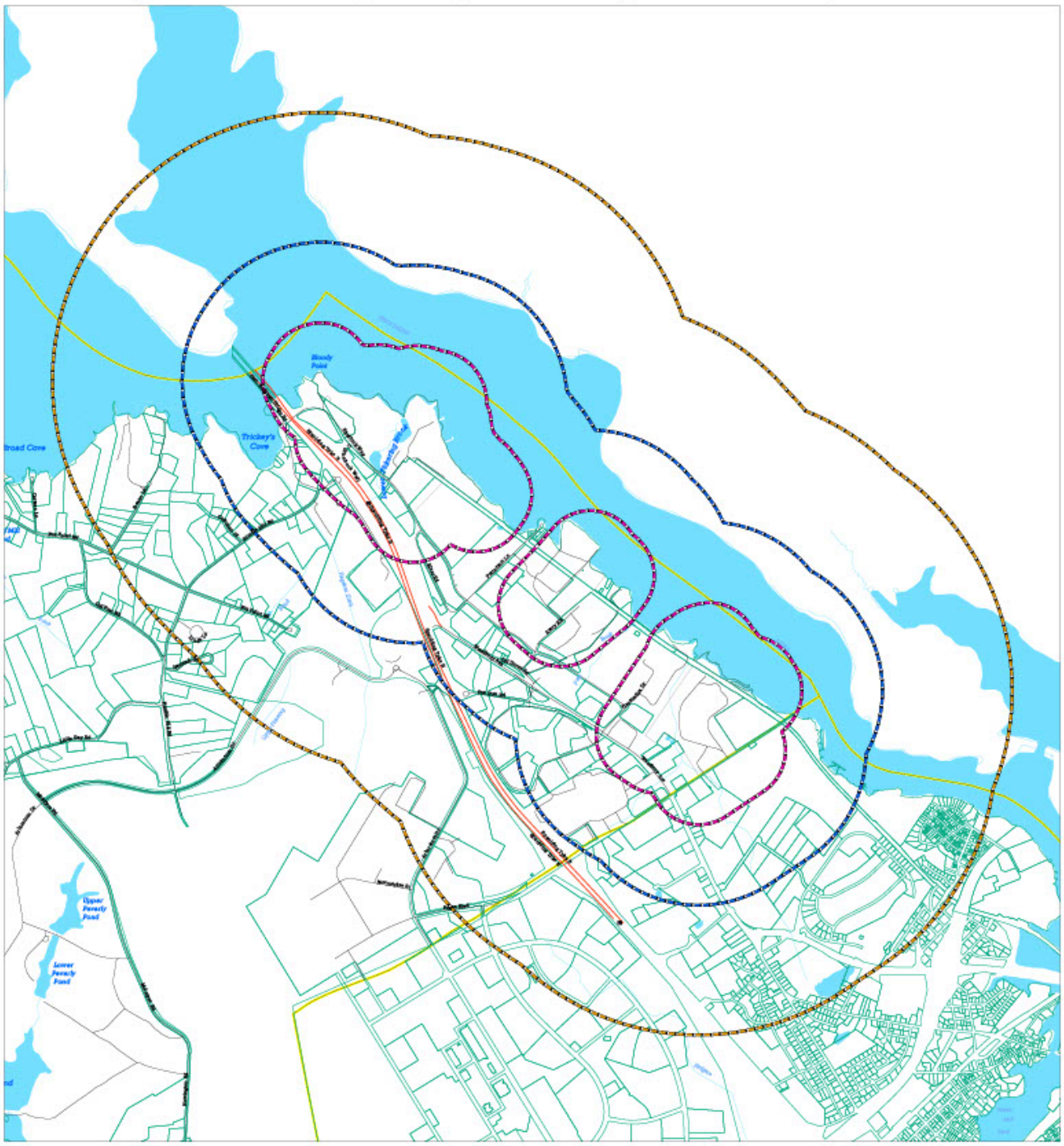
APPENDIX E – Maps

Hazardous Materials Location Map

Evacuation Zone Map



Map 2 - Newington Hazardous Materials Areas



Map 3 - Newington Evacuation Map