

TABLE OF CONTENTS

	Page
EXECUTIVE SUMMARY.....	ES-1
A. Project Description.....	ES-1
B. Project History.....	ES-4
C. Purpose of this Supplemental Environmental Impact Statement and Reevaluation	ES-7
D. Analysis Framework.....	ES-7
E. Traffic	ES-9
F. Air Quality	ES-9
G. Noise.....	ES-10
H. Socioeconomics.....	ES-10
I. Land Use	ES-10
J. Contaminated Properties and Hazardous Materials.....	ES-11
K. Natural Resources.....	ES-11
L. Cultural Resources.....	ES-12
M. Indirect Effects.....	ES-13
N. Cumulative Impacts.....	ES-13
O. Visual Impacts.....	ES-14
P. Energy Impacts	ES-14
Q. Construction Impacts.....	ES-14
R. Relationship Between Local Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity.....	ES-14
S. Irreversible and Irrecoverable Resource Commitments	ES-14
T. Unresolved Issues and Areas of Controversy	ES-14
U. Federal and State Actions Required	ES-15
CHAPTER 1.0 – INTRODUCTION.....	1-1
1.1 Background	1-1
1.1.1 Project History	1-1
1.1.2 Delphi Panel.....	1-3
1.1.3 Court Order	1-5
1.1.4 Draft SEIS Distribution and Public Review	1-5
1.2 Requirements Met by this SEIS	1-6

1.2.1	Additional Analysis Required by the Court Order	1-6
1.2.2	NEPA Requirements	1-7
1.2.3	Reevaluation of the 2004 FEIS	1-7
1.3	Approach to Preparing the SEIS	1-8
1.3.1	Analysis Framework	1-8
1.3.2	Reevaluation of the 2004 FEIS	1-13
CHAPTER 2.0 – PURPOSE AND NEED FOR THE PROJECT.....		2-1
2.1	Purpose	2-1
2.2	Need	2-1
2.2.1	Traffic Flow and Congestion	2-1
2.2.2	Safety Issues/Crash Data.....	2-3
2.2.3	Deteriorating Infrastructure	2-4
CHAPTER 3.0 – ALTERNATIVES.....		3-1
3.1	Introduction	3-1
3.2	Description of the Alternatives Evaluated in this FSEIS	3-1
3.2.1	No Build Alternative.....	3-1
3.2.2	2005 Selected Alternative	3-2
3.3	Summary of Alternatives Considered and Rejected	3-8
3.3.1	Alternatives Screening	3-8
3.3.2	Identification of a Reasonable Range of Alternatives	3-11
3.3.3	Rationale for the 2005 Selected Alternative	3-12
3.3.4	Reevaluation of Alternatives.....	3-12
CHAPTER 4.0 – TRAFFIC.....		4-1
4.1	Introduction	4-1
4.1.1	Traffic Analysis Terminology and Criteria.....	4-1
4.2	Summary of 2004 FEIS Analysis and Record of Decision Commitments	4-3
4.2.1	Traffic Data Collection and Traffic Model.....	4-3
4.2.2	Traffic Analysis Results.....	4-4
4.2.3	Record of Decision Commitments/Mitigation.....	4-4
4.3	Summary of 2005 Traffic Sensitivity Analysis.....	4-6
4.4	Methodology	4-7
4.4.1	Traffic Data Collection	4-7

4.4.2	Analysis Scenarios	4-9
4.4.3	Updated Design Information.....	4-11
4.4.4	New Hampshire Statewide Model	4-12
4.4.5	Future No Build Transportation Projects.....	4-13
4.4.6	Traffic Volume Assignments and Capacity Analysis.....	4-15
4.4.7	Vehicle Miles Traveled and Vehicle Hours Traveled.....	4-16
4.5	Existing Conditions	4-16
4.5.1	Traffic Volumes	4-16
4.5.2	Capacity Analysis	4-17
4.6	Impacts	4-19
4.6.1	Scenario 1.....	4-19
4.6.2	Scenario 2.....	4-23
4.6.3	Comparison between Scenario 1 and Scenario 2.....	4-29
4.6.4	Tolling Sensitivity Analysis.....	4-30
4.7	Conclusions	4-33
CHAPTER 5.0 – AIR QUALITY.....		5-1
5.1	Introduction	5-1
5.1.1	National Ambient Air Quality Standards.....	5-1
5.1.2	Mobile Source Air Toxics.....	5-3
5.1.3	Greenhouse Gas Emissions and Climate Change	5-4
5.2	Summary of 2004 FEIS Analysis and Record of Decision Commitments	5-6
5.2.1	Microscale Carbon Monoxide Analysis.....	5-6
5.2.2	Transportation Conformity	5-6
5.2.3	Record of Decision Commitments/Mitigation.....	5-6
5.3	Methodology	5-7
5.3.1	Updated Traffic Data	5-7
5.3.2	Updated Emissions Model	5-7
5.3.3	Microscale Carbon Monoxide Analysis.....	5-7
5.3.4	Regional Emissions Sensitivity Analysis.....	5-8
5.3.5	Mobile Source Air Toxics Analysis.....	5-9
5.3.6	Tolling Sensitivity Analysis.....	5-10

5.3.7	Greenhouse Gas Analysis	5-11
5.4	Existing Conditions	5-12
5.5	Impacts	5-12
5.5.1	Scenario 1 (Delphi Panel Blended Average Allocation)	5-12
5.5.2	Scenario 2 (Current State Projections).....	5-15
5.5.3	Tolling Sensitivity Analysis.....	5-19
5.5.4	Consistency with the 2009 New Hampshire Climate Action Plan	5-20
5.5.5	Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis	5-23
5.6	Mitigation	5-25
5.7	Conclusions	5-25
CHAPTER 6.0 – NOISE.....		6-1
6.1	Introduction	6-1
6.1.1	Characteristics of Noise	6-1
6.1.2	Federal and State Highway Noise Policy.....	6-2
6.2	Summary of 2004 FEIS Analysis and Record of Decision Commitments	6-4
6.3	Methodology	6-5
6.3.1	I-93 Mainline	6-5
6.3.2	Secondary Roads.....	6-7
6.3.3	Tolling Sensitivity Analysis.....	6-7
6.4	Impacts and Mitigation.....	6-8
6.4.1	I-93 Mainline	6-8
6.4.2	Secondary Roads.....	6-11
6.4.3	Tolling Sensitivity Analysis.....	6-12
6.5	Conclusions	6-13
CHAPTER 7.0 – SOCIOECONOMICS.....		7-1
7.1	Introduction	7-1
7.2	Summary of 2004 FEIS Analysis and Record of Decision Commitments	7-1
7.2.1	Record of Decision Commitments/Mitigation.....	7-1
7.3	Methodology	7-2
7.4	Existing Conditions	7-3

7.4.1	Population	7-3
7.4.2	Housing	7-3
7.4.3	Employment	7-4
7.4.4	Wages	7-4
7.5	Impacts	7-4
7.6	Mitigation	7-5
7.7	Conclusions	7-5
CHAPTER 8.0 – LAND USE.....		8-1
8.1	Introduction	8-1
8.2	Summary of 2004 FEIS Analysis and Record of Decision Commitments	8-1
8.2.1	Land Use and Zoning.....	8-1
8.2.2	Farmlands.....	8-2
8.3	Methodology	8-2
8.4	Existing Conditions	8-2
8.4.1	Land Use Plans and Policies	8-2
8.4.2	Land Use	8-4
8.4.3	Zoning	8-9
8.4.4	Farmlands.....	8-11
8.5	Impacts	8-11
8.6	Mitigation	8-11
8.7	Conclusions	8-11
CHAPTER 9.0 – CONTAMINATED PROPERTIES AND HAZARDOUS MATERIALS.....		9-1
9.1	Introduction	9-1
9.2	Summary of 2004 FEIS Analysis and Record of Decision Commitments	9-1
9.2.1	Record of Decision Commitments/Mitigation.....	9-3
9.3	Methodology	9-3
9.4	Impacts	9-4
9.5	Mitigation	9-7
9.6	Conclusions	9-7
CHAPTER 10.0 – NATURAL RESOURCES.....		10-1
10.1	Introduction	10-1

10.1.1	Water Resources	10-1
10.1.2	Floodplains.....	10-2
10.1.3	Wetland Resources.....	10-2
10.1.4	Wildlife Resources.....	10-3
10.2	Summary of 2004 FEIS Analysis and Record of Decision Commitments	10-4
10.2.1	Water Resources	10-4
10.2.2	Floodplains.....	10-6
10.2.3	Wetland Resources.....	10-6
10.2.4	Wildlife Resources.....	10-7
10.2.5	Permit Conditions/Mitigation	10-8
10.3	Methodology	10-12
10.3.1	Water Resources	10-12
10.3.2	Floodplains.....	10-13
10.3.3	Wetland Resources.....	10-13
10.3.4	Wildlife Resources.....	10-13
10.4	Existing Conditions	10-14
10.4.1	Water Resources	10-14
10.4.2	Floodplains.....	10-21
10.4.3	Wetland Resources.....	10-21
10.4.4	Wildlife Resources.....	10-21
10.5	Impacts	10-21
10.5.1	Water Resources	10-21
10.5.2	Floodplains.....	10-22
10.5.3	Wetland Resources.....	10-23
10.5.4	Wildlife Resources.....	10-23
10.6	Mitigation.....	10-23
10.6.1	Water Resources	10-23
10.6.2	Floodplains.....	10-24
10.6.3	Wetland Resources.....	10-26
10.6.4	Wildlife Resources.....	10-26
10.7	Conclusions	10-27

10.7.1	Water Resources	10-27
10.7.2	Floodplains.....	10-27
10.7.3	Wetland Resources.....	10-27
10.7.4	Wildlife Resources.....	10-28
CHAPTER 11.0 – CULTURAL RESOURCES.....		11-1
11.1	Introduction	11-1
11.2	Summary of 2004 FEIS Analysis and Record of Decision Commitments	11-2
11.2.1	Archaeological Resources.....	11-2
11.2.2	Historic Architectural Resources	11-2
11.3	Methodology	11-2
11.4	Existing Conditions	11-3
11.5	Impacts and Mitigation.....	11-3
11.5.1	Archaeological Resources.....	11-3
11.5.2	Historic Architectural Resources	11-3
11.6	Conclusions	11-5
CHAPTER 12.0 – INDIRECT EFFECTS.....		12-1
12.1	Introduction	12-1
12.2	Summary of 2004 FEIS Analysis and Record of Decision Commitments	12-1
12.2.1	Indirect Land Use Impacts	12-1
12.2.2	Indirect Water Resources Impacts	12-2
12.2.3	Indirect Wetland Resources Impacts	12-3
12.2.4	Indirect Wildlife Resources Impacts.....	12-4
12.2.5	Indirect Air Quality Impacts	12-4
12.2.6	Indirect Noise Impacts	12-4
12.2.7	Record of Decision Commitments/Mitigation.....	12-4
12.3	Methodology	12-5
12.3.1	Scenario 1.....	12-5
12.3.2	Scenario 2.....	12-6
12.4	Impacts	12-13
12.4.1	Indirect Land Use Impacts	12-13
12.4.2	Indirect Water Resource Impacts.....	12-33

12.4.3	Indirect Wetland Resource Impacts	12-33
12.4.4	Indirect Wildlife Resource Impacts	12-33
12.4.5	Indirect Cultural Resource Impacts	12-33
12.4.6	Indirect Traffic Impacts	12-34
12.4.7	Indirect Air Quality Impacts	12-34
12.4.8	Indirect Noise Impacts	12-34
12.5	Mitigation	12-34
12.6	Conclusions	12-35
CHAPTER 13.0 – CUMULATIVE IMPACTS.....		13-1
13.1	Introduction	13-1
13.2	Summary of 2004 FEIS Analysis and Record of Decision Commitments	13-1
13.2.1	Record of Decision Commitments/Mitigation.....	13-2
13.3	Methodology	13-3
13.3.1	Study Area Boundaries	13-3
13.3.2	Analysis Year.....	13-3
13.3.3	Resources for Analysis	13-3
13.3.4	Resource Condition and Trends.....	13-4
13.3.5	Impacts of Other Reasonably Foreseeable Future Actions.....	13-4
13.3.6	Cumulative Impacts	13-5
13.4	Impacts	13-5
13.4.1	Water Resources	13-5
13.4.2	Wetlands	13-8
13.4.3	Wildlife Habitat	13-10
13.4.4	Farmlands.....	13-12
13.4.5	Cultural Resources	13-14
13.5	Mitigation	13-16
13.6	Conclusions	13-16
CHAPTER 14.0 – REEVALUATIONS OF OTHER TOPICS.....		14-1
14.1	Introduction	14-1
14.2	Visual Impacts.....	14-1
14.2.1	Summary of 2004 FEIS Analysis and Record of Decision Commitments.....	14-1

14.2.2	Changes in Regulations/Guidelines	14-2
14.2.3	Changes in Existing Conditions.....	14-2
14.2.4	Changes in Future No Build and Build Conditions	14-2
14.2.5	Mitigation.....	14-2
14.2.6	Conclusion	14-2
14.3	Energy Impacts.....	14-2
14.3.1	Summary of 2004 FEIS Analysis and Record of Decision Commitments	14-2
14.3.2	Changes in Regulations/Guidelines	14-3
14.3.3	Changes in Existing Conditions.....	14-3
14.3.4	Changes in Future No Build and Build Conditions	14-3
14.3.5	Mitigation.....	14-3
14.3.6	Conclusion	14-3
14.4	Construction Impacts.....	14-4
14.4.1	Summary of 2004 FEIS Analysis and Record of Decision Commitments	14-4
14.4.2	Changes in Regulations/Guidelines	14-6
14.4.3	Changes in Future No Build and Build Conditions	14-6
14.4.4	Mitigation.....	14-6
14.4.5	Conclusion	14-7
14.5	Relationship Between Local Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity.....	14-7
14.5.1	Summary of 2004 FEIS Analysis and Record of Decision Commitments.....	14-7
14.5.2	Changes in Regulations/Guidelines	14-8
14.5.3	Changes in Future No Build and Build Conditions	14-8
14.5.4	Conclusion	14-8
14.6	Irreversible and Irretrievable Resource Commitments	14-8
14.6.1	Summary of 2004 FEIS Analysis and Record of Decision Commitments.....	14-8
14.6.2	Changes in Regulations/Guidelines	14-9
14.6.3	Changes in Future No Build and Build Conditions	14-9
14.6.4	Conclusion	14-9
CHAPTER 15.0 – FINAL SECTION 4(f) EVALUATION.....		15-1
15.1	Introduction	15-1

15.2	Proposed Action	15-3
15.3	Description of Historic Section 4(f) Resources.....	15-4
15.4	Impacts to Section 4(f) Properties.....	15-4
15.5	Alternatives Which Avoid Section 4(f) Property Impacts	15-4
15.5.1	No Build Alternative.....	15-5
15.5.2	Retention of Existing Culvert	15-5
15.5.3	New Pipe East of Existing Culvert	15-5
15.5.4	Realignment of Verani Way	15-6
15.5.5	Stone Culvert Relocation	15-6
15.6	Measures to Minimize Harm/Mitigation.....	15-6
15.7	Coordination.....	15-7
15.8	Summary Statement	15-7
CHAPTER 16.0 – PUBLIC INVOLVEMENT AND AGENCY		
COORDINATION.....16-1		
16.1	Public Involvement	16-1
16.2	Agency Coordination	16-2
CHAPTER 17.0 – FINAL SEIS DISTRIBUTION LIST.....17-1		
17.1	Federal Agencies	17-1
17.2	State Agencies	17-2
17.3	Federal and State Elected Officials	17-4
17.4	Regional Agencies and Municipalities.....	17-5
17.5	Private Organizations, Businesses and Individuals.....	17-9
CHAPTER 18.0 – LIST OF PREPARERS.....18-1		
18.1	New Hampshire Department of Transportation	18-1
18.2	Federal Highway Administration.....	18-1
18.3	The Louis Berger Group, Inc.	18-2
CHAPTER 19.0 – ACRONYMS.....19-1		
CHAPTER 20.0 – REFERENCES.....20-1		
CHAPTER 21.0 – INDEX.....21-1		

LIST OF TABLES

Table 2-1	I-93 Average Daily Traffic	2-3
Table 2-2	I-93 Level of Service	2-3

Table 3-1	Current Cost Estimates	3-8
Table 3-2	Comparison of Population Projections Used in Transportation Modeling, 2004 FEIS vs. Scenario 2 2020 and 2030 No Build.....	3-15
Table 4-1	Summary of 2004 FEIS Mainline Traffic Analysis Results, No Build Compared to Build, 2020	4-4
Table 4-2	Summary of 2005 Traffic Sensitivity Analysis Results, Delphi PBAA Build Condition, 2020	4-7
Table 4-3	Base Year Average Daily Traffic (ADT).....	4-17
Table 4-4	I-93 Mainline DDHV LOS Summary, 2005 Base Year	4-17
Table 4-5	Intersection LOS, 2005 Base Year	4-18
Table 4-6	Scenario 1 Average Daily Traffic (ADT), 2020.....	4-19
Table 4-7	Scenario 1 Directional Design Hourly Volumes (DDHV), 2020.....	4-19
Table 4-8	Scenario 1 I-93 Mainline DDHV LOS Summary, 2020	4-20
Table 4-9	Scenario 1 Ramp Junction LOS Summary, 2020	4-21
Table 4-10	Scenario 1 Intersection LOS Summary, AM and PM Peak, 2020	4-22
Table 4-11	Scenario 1 VMT, VHT and Average Speed, 2020.....	4-23
Table 4-12	Scenario 2 Average Daily Traffic (ADT), 2020 and 2030.....	4-24
Table 4-13	Scenario 2 Directional Design Hourly Volumes (DDHV), 2020 and 2030.....	4-24
Table 4-14	Scenario 2 I-93 Mainline DDHV LOS Summary, 2020 and 2030	4-25
Table 4-15	Scenario 2 Ramp Junction LOS Summary, 2020 and 2030	4-26
Table 4-16	Scenario 2 Intersection LOS Summary, AM and PM Peak, 2020	4-27
Table 4-17	Scenario 2 Intersection LOS Summary, AM and PM Peak 2030	4-28
Table 4-18	Scenario 2 VMT, VHT and Average Speed, 2020 and 2030	4-29
Table 4-19	I-93 Mainline Average Daily Traffic and Level of Service, Comparison Between Scenario 1 and Scenario 2, 2020.....	4-30
Table 4-20	Scenario 2 Average Daily Traffic (ADT), Build with Toll Compared to Build without Toll, 2020.....	4-31
Table 4-21	Scenario 2 Average Daily Traffic (ADT), Build with Toll Compared to Build without Toll, 2030.....	4-31
Table 4-22	Scenario 2 Directional Design Hourly Volumes (DDHV), Build with Toll Compared to Build without Toll, 2020	4-31
Table 4-23	Scenario 2 Directional Design Hourly Volumes (DDHV), Build with Toll Compared to Build without Toll, 2030	4-32
Table 4-24	Scenario 2 I-93 Mainline DDHV LOS Summary, Build with Toll Compared to Build without Toll, 2020 and 2030.....	4-33
Table 5-1	2005 Existing Conditions Predicted Maximum 1-Hour and 8-Hour CO Concentrations (Parts Per Million)	5-12
Table 5-2	Scenario 1 (2020 Delphi Panel Blended Average Allocation) Predicted Maximum 1-Hour and 8-Hour CO Concentrations (Parts Per Million)	5-13
Table 5-3	Scenario 1 Mobile Source Air Toxic Emissions	5-15
Table 5-4	Scenario 2, 2020 Predicted Maximum 1-Hour and 8-Hour CO Concentrations (Parts Per Million)	5-16

Table 5-5	Scenario 2, 2030 Predicted Maximum 1-Hour and 8-Hour CO Concentrations (Parts Per Million)	5-16
Table 5-6	Scenario 2 (2020 and 2030 Current State Projections) Mobile Source Air Toxic Emissions	5-18
Table 5-7	Tolling Sensitivity Analysis, 2020 Predicted Maximum 1-Hour and 8-Hour CO Concentrations (Parts Per Million)	5-19
Table 5-8	Tolling Sensitivity Analysis, 2030 Predicted Maximum 1-Hour and 8-Hour CO Concentrations (Parts Per Million)	5-19
Table 5-9	Tolling Sensitivity Analysis, Mobile Source Air Toxic Emissions, 2020 and 2030.....	5-20
Table 5-10	Summary of New Hampshire Climate Action Plan Strategies and Consistency Analysis.....	5-21
Table 6-1	Examples of Common Sounds (A-weighted (dBA) Sound Level in Decibels)	6-2
Table 6-2	Noise Abatement Criteria (NAC)	6-3
Table 6-3	Comparison of I-93 Mainline Traffic Volumes Between the 2004 FEIS and SEIS Scenario 1 and Scenario 2, AM Peak Hour	6-6
Table 6-4	Comparison of I-93 Mainline Traffic Volumes Between the 2004 FEIS and SEIS Scenario 1 and Scenario 2, PM Peak Hour	6-6
Table 6-5	Summary of Final Design Noise Barrier Evaluations	6-9
Table 6-6	Secondary Road Noise Screening Analysis Scenario 1, 2020	6-11
Table 6-7	Secondary Road Noise Screening Analysis Scenario 2, 2020 and 2030.....	6-12
Table 6-8	Secondary Road Noise Tolling Sensitivity Analysis Scenario 2, 2020 and 2030.....	6-13
Table 8-1	Town of Salem Land Use Changes Since 2004	8-5
Table 8-2	Town of Windham Land Use Changes Since 2004.....	8-6
Table 8-3	Town of Derry Land Use Changes Since 2004	8-7
Table 8-4	Town of Londonderry Land Use Changes Since 2004	8-8
Table 8-5	Updated Zoning Districts in Salem	8-9
Table 8-6	Updated Zoning Districts in Windham.....	8-10
Table 9-1	Summary of Petroleum and Hazardous Material Site Status/Recommendations ...	9-5
Table 10-1	Updated 100-Year Floodplain Impacts	10-22
Table 12-1	Developable Land Estimates	12-11
Table 12-2	Study Area Population, Build Compared to No Build, 2020 Scenario 1	12-14
Table 12-3	Study Area Employment, Build Compared to No Build, 2020 Scenario 1	12-15
Table 12-4	Study Area Land Conversion, Build Compared to No Build, 2005 to 2020 Scenario 1.....	12-17
Table 12-5	Statewide Model Estimated Change in Population Based on Accessibility Change, Build Compared to No Build, 2030 Scenario 2	12-19
Table 12-6	Statewide Model Estimated Change in Employment Based on Accessibility Change, Build Compared to No Build, 2030 Scenario 2	12-20
Table 12-7	Study Area Population, Build Compared to No Build, 2020 Scenario 2	12-22

Table 12-8	Study Area Population, Build Compared to No Build, 2030 Scenario 2	12-23
Table 12-9	Study Area Employment, Build Compared to No Build, 2020 Scenario 2.....	12-24
Table 12-10	Study Area Employment, Build Compared to No Build, 2030 Scenario 2.....	12-25
Table 12-11	Study Area Land Conversion, Build Compared to No Build, 2005 to 2020 Scenario 2.....	12-27
Table 12-12	Study Area Land Conversion, Build Compared to No Build, 2005 to 2030 Scenario 2.....	12-28
Table 12-13	Study Area Population, 2020 Scenario 1 Compared to Scenario 2.....	12-30
Table 12-14	Study Area Employment, 2020 Scenario 1 Compared to Scenario 2.....	12-31
Table 12-15	Residential Land Conversion, 2005 to 2020 Scenario 1 Compared to Scenario 2.....	12-32
Table 13-1	Important Wildlife Habitat in New Hampshire Portion of Study Area.....	13-11
Table 13-2	Land in Farms, 1987- 2002	13-13

LIST OF FIGURES

Figure 4-1a	Exit 1 and Exit 2 Analyzed Intersections
Figure 4-1b	Exit 3 Analyzed Intersections
Figure 4-1c	Exit 4 Analyzed Intersections
Figure 4-1d	Exit 5 Analyzed Intersections
Figure 4-1e	Secondary Road Analyzed Intersections
Figure 4-2	Scenario 1 Temporal Distribution of No Build and Build Average Daily Traffic in August, I-93 Northbound Between State Line and Exit 1, 2020
Figure 4-3	Scenario 2 Temporal Distribution of No Build and Build Average Daily Traffic in August, I-93 Northbound Between State Line and Exit 1, 2020
Figure 4-4	Scenario 2 Temporal Distribution of No Build and Build Average Daily Traffic in August, I-93 Northbound Between State Line and Exit 1, 2030
Figure 5-1	Microscale Air Quality Analysis Sites
Figure 5-2	Ozone Nonattainment Areas
Figure 5-3	Manchester CO Sensitivity Analysis, 2017 and 2026
Figure 5-4	Nashua CO Sensitivity Analysis, 2017 and 2026
Figure 5-5	Southern Serious (Boston-Lawrence-Worcester NH) Nonattainment Area VOC Sensitivity Analysis, 1017 and 2026
Figure 5-6	Southern Serious (Boston-Lawrence-Worcester NH) Nonattainment Area NOx Sensitivity Analysis, 1017 and 2026
Figure 8-1	Salem Land Use and Zoning Changes
Figure 8-2	Windham Land Use and Zoning Changes
Figure 8-3	Derry and Londonderry Land Use and Zoning Changes
Figure 10-1	Potential Floodplain Mitigation Sites in Salem
Figure 12-1	Percent Change in 2030 Population Based on Accessibility Change, No Build to Build

Figure 12-2 Percent Change in 2030 Employment Based on Accessibility Change, No Build to Build

Figure 13-1 Major Watersheds and Waterbodies

Figure 13-2 Impervious Surface Cover, USGS 2001

Figure 13-3 Wetlands

Figure 13-4 Important Wildlife Habitat

Figure 13-5 Agricultural Land Cover, USGS 2001

Figure 15-1 M&L Right-of-Way Map

Figure 15-2 Stone Box Culvert Location Map

Figure 15-3 Existing Conditions

Figure 15-4 Proposed Work

APPENDICES

Appendix A: Comment Response Document

Appendix B: Three-Lane Alternative Memorandum

Appendix C: Scenario 2 Indirect Effects Analysis Coordination