





















**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY  
NO BUILD ALTERNATIVE**

The No Build Alternative is the do nothing option that is used for comparison to the build alternatives. The screening assumes no new facilities are constructed as part of the I-93 Project.






| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |   |
| Access                               |   | X  |   |   |   |    |
| Aesthetics                           |   |  | X   |   |   |    |
| Community Resources                  |   |  | X   |   |   |    |
| Community Vision                     |   | X  |   |   |   |    |
| Economic Vitality                    |   | X  |   |   |   |   |
| Historic and Archeological Resources |   |  | X   |   |   |  |
| Implementation                       |   |  |   |   | X   |  |
| Mobility                             | X   |  |   |   |   |  |
| Natural Environment                  |   | X  |   |   |   |  |
| Public Health                        |   | X  |   |   |   |  |
| Quality of Life                      |   | X  |   |   |   |  |
| Residential Neighborhoods            |   | X  |   |   |   |  |
| Safety                               | X   |  |   |   |   |  |
| Support                              |   | X  |   |   |   |  |
| Transportation Choice                |   | X  |   |   |   |  |

|   |                 |
|---|-----------------|
| The No Build Alternative is required by NEPA for comparison purposes and therefore must be carried forward. | <b>Required</b> |
|---|-----------------|






## Bow-Concord I-93 Transportation Planning Study

# DETAILED SCREENING NO BUILD ALTERNATIVE

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






| <b>Detailed Screening Criteria</b> |
|------------------------------------|
|------------------------------------|

| <b>Access</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.      |   | X   |   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.  |   | X   |   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke. |   | X   |   |   |   |
| Evaluate the access provided to and from tourist destinations.           | X   |   |   |   |   |
| Comments: Congestion on I-93 would reduce access.      Category Score    |   | X   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
NO BUILD ALTERNATIVE**






| <b>Aesthetics</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .                 |   |   | X   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.                  |   |   | X   |   |   |
| Evaluate the views of the Merrimack River.  |   |   | X   |   |   |
| Evaluate the views from the Merrimack River.                                      |   |   | X   |   |   |
| Evaluate whether the unique character of the Capital Region is complemented.      |   | X   |   |   |   |
| Comments: No measurable impact. <span style="float: right;">Category Score</span> |   |   | X   |   |   |

| <b>Community Resources</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on parks.   |   |   | X   |   |   |
| Evaluate the effect on schools.   |   |   | X   |   |   |
| Comments: No impacts. <span style="float: right;">Category Score</span> |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
NO BUILD ALTERNATIVE**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   | X   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. |   | X   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   | X   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   |   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   | X   |   |   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   | X   |   |   |
| Comments: The No Build is not compatible with most community plans or visions. <span style="float:right">Category Score</span>  |   | X   |   |   |   |






| <b>Economic Vitality</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.  |   | X   |   |   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.  |   | X   |   |   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts.   |   | X   |   |   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.   |   | X   |   |   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.   |   | X   |   |   |   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.  |   | X   |   |   |   |
| Evaluate the potential impacts to regional economic prospects.   |   | X   |   |   |   |
| Comments: Congestion has a negative impact on economic vitality throughout the region. <span style="float:right">Category Score</span> |   | X   |   |   |   |








**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
NO BUILD ALTERNATIVE**






| <b>Historic and Archeological Resources</b>                           | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on historic resources.                            |   |   | X   |   |   |
| Evaluate the effect on archeological resources.                       |   |   | X   |   |   |
| Comments: No impacts. <span style="float:right">Category Score</span> |   |   | X   |   |   |






| <b>Implementation</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the cost.   |   |   |   |   | X   |
| Evaluate the ability to implement in phases over a period of time.                                 |   |   |   |   | X   |
| Evaluate the ability to maintain mobility and access during construction.                          |   |   |   |   | X   |
| Comments: The No Build requires no implementation. <span style="float:right">Category Score</span> |   |   |   |   | X   |

| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods.                     | X   |   |   |   |   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.                              |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.  | X   |   |   |   |   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.   |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.  |   | X   |   |   |   |
| Comments: Expected growth would substantially degrade mobility throughout the region. <span style="float:right">Category Score</span> | X   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
NO BUILD ALTERNATIVE**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. |   | X   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   |   | X   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   |   | X   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  |   |   | X   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   |   | X   |   |   |   |
| Comments: The No Build provides no opportunity to alleviate existing negative impacts on the natural environment. <span style="float: right;">Category Score</span>   |   | X   |   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   |   | X   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   | X   |   |   |   |
| Evaluate the effect on walkable communities.  |   |   | X   |   |   |
| Evaluate the effect on drinking water quality and quantity.   |   | X   |   |   |   |
| Comments: Congestion would degrade air quality in the future. <span style="float: right;">Category Score</span>                                       |   | X   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
NO BUILD ALTERNATIVE**






| <b>Quality of Life</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.  |   | X   |   |   |   |
| Evaluate the effect on the Quality of Life for those working in the region.   |   | X   |   |   |   |
| Evaluate the effect on the Quality of Life for those traveling through the region.  | X   |   |   |   |   |
| Evaluate the effect on noise levels.  |   | X   |   |   |   |
| Comments: Doing nothing would degrade the quality of life of the region by not addressing traffic congestion. <span style="float:right">Category Score</span> |   | X   |   |   |   |






| <b>Residential Neighborhoods</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.   |   | X   |   |   |   |
| Evaluate the effect on planned or developing residential neighborhoods.  |   | X   |   |   |   |
| Comments: Increased congestion on local roads would have a negative impact on neighborhoods. <span style="float:right">Category Score</span> |   | X   |   |   |   |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.  | X   |   |   |   |   |
| Evaluate the effectiveness to improve safety on I-89.  | X   |   |   |   |   |
| Evaluate the effectiveness to improve safety on I-393.   | X   |   |   |   |   |
| Evaluate the effectiveness to improve safety on local streets.   |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists.   |   | X   |   |   |   |
| Comments: The No Build would not address existing safety issues and increased traffic and congestion would be expected to make these safety issues much worse. <span style="float:right">Category Score</span> | X   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
NO BUILD ALTERNATIVE**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   | X   |   |   |   |
| Evaluate the support from the public in Pembroke.   |   | X   |   |   |   |
| Evaluate the support from the public in Concord.  | X   |   |   |   |   |
| Evaluate the support from the public in the other communities in the Central NH Region.                   |   | X   |   |   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region. | X   |   |   |   |   |
| Evaluate the support from resource agencies.  | X   |   |   |   |   |
| Evaluate the support from resource groups.  |   | X   |   |   |   |
| Comments: There is opposition to doing nothing. <span style="float:right">Category Score</span>           |   | X   |   |   |   |





















| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   | X   |   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   | X   |   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   | X   |   |   |   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   | X   |   |   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   | X   |   |   |   |
| Comments: No provisions to help promote transportation choice. <span style="float:right">Category Score</span>                 |   | X   |   |   |   |

**SCREENING SUMMARY**

**TRAVEL DEMAND MANAGEMENT ALTERNATIVE**

The Travel Demand Management (TDM) Alternative proposes a variety of initiatives to decrease the demand on the transportation system without expanding the roadway network, these include:

- Ride Sharing
- Alternative modes (bus rail, etc.)
- Vanpools
- Shifting work hours
- Congestion pricing of tolls
- Tele-commuting
- Increased enforcement

| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |   |
| Access                               |   | X  |   |   |   |    |
| Aesthetics                           |   |  | X   |   |   |    |
| Community Resources                  |   |  | X   |   |   |   |
| Community Vision                     |   | X  |   |   |   |  |
| Economic Vitality                    |   | X  |   |   |   |  |
| Historic and Archeological Resources |   |  | X   |   |   |  |
| Implementation                       |   | X  |   |   |   |  |
| Mobility                             |   | X  |   |   |   |  |
| Natural Environment                  |   | X  |   |   |   |  |
| Public Health                        |   |  |   | X   |   |  |
| Quality of Life                      |   | X  |   |   |   |  |
| Residential Neighborhoods            |   | X  |   |   |   |  |
| Safety                               |   | X  |   |   |   |  |
| Support                              |   | X  |   |   |   |  |
| Transportation Choice                |   |  |   | X   |   |  |






|   |                 |
|---|-----------------|
| <p>The TDM Alternative is deemed reasonable because it is typically an alternative or a component of an alternative in an environmental document.</p> | <b>Required</b> |
|---|-----------------|

## Bow-Concord I-93 Transportation Planning Study






# SCREENING SUMMARY

## TRAVEL DEMAND MANAGEMENT ALTERNATIVE

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






| <b>Detailed Screening Criteria</b> |
|------------------------------------|
|------------------------------------|

| <b>Access</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.      |   | X   |   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.  |   | X   |   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke. |   | X   |   |   |   |
| Evaluate the access provided to and from tourist destinations.           | X   |   |   |   |   |
| Comments: Congestion on I-93 would reduce access.      Category Score    |   | X   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY**  
**TRAVEL DEMAND MANAGEMENT ALTERNATIVE**






| <b>Aesthetics</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .                 |   |   | X   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.                  |   |   | X   |   |   |
| Evaluate the views of the Merrimack River.  |   |   | X   |   |   |
| Evaluate the views from the Merrimack River.                                      |   |   | X   |   |   |
| Evaluate whether the unique character of the Capital Region is complemented.      |   |   | X   |   |   |
| Comments: No measurable impact. <span style="float: right;">Category Score</span> |   |   | X   |   |   |






| <b>Community Resources</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on parks.   |   |   | X   |   |   |
| Evaluate the effect on schools.   |   |   | X   |   |   |
| Comments: No impacts. <span style="float: right;">Category Score</span> |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY**






**TRAVEL DEMAND MANAGEMENT ALTERNATIVE**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   | X   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. |   | X   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   | X   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   |   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   | X   |   |   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   | X   |   |   |
| Comments: TDM is not compatible with most community plans or visions. <span style="float: right;">Category Score</span>   |   | X   |   |   |   |






| <b>Economic Vitality</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.  |   | X   |   |   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.  |   | X   |   |   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts.   |   | X   |   |   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.   |   | X   |   |   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.   |   | X   |   |   |   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.  |   | X   |   |   |   |
| Evaluate the potential impacts to regional economic prospects.   |   | X   |   |   |   |
| Comments: Congestion has a negative impact on economic vitality throughout the region. <span style="float: right;">Category Score</span> |   | X   |   |   |   |



**SCREENING SUMMARY**  
**TRAVEL DEMAND MANAGEMENT ALTERNATIVE**






| <b>Historic and Archeological Resources</b>                           | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on historic resources.                            |   |   | X   |   |   |
| Evaluate the effect on archeological resources.                       |   |   | X   |   |   |
| Comments: No impacts. <span style="float:right">Category Score</span> |   |   | X   |   |   |






| <b>Implementation</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the cost.  |   | X   |   |   |   |
| Evaluate the ability to implement in phases over a period of time.  |   | X   |   |   |   |
| Evaluate the ability to maintain mobility and access during construction.   |   | X   |   |   |   |
| Comments: TDM strategies could be difficult to implement because of restrictions on the use of gas tax funds for other than roadway projects. <span style="float:right">Category Score</span> |   | X   |   |   |   |

| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods.       |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.                |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                          |   | X   |   |   |   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                             |   |   | X   |   |   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.  |   |   | X   |   |   |
| Comments: Expected growth would degrade mobility throughout the region. <span style="float:right">Category Score</span> |   | X   |   |   |   |






**SCREENING SUMMARY**






**TRAVEL DEMAND MANAGEMENT ALTERNATIVE**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. |   | X   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   |   | X   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   |   | X   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  |   |   | X   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   |   | X   |   |   |   |
| Comments: TDM provides little opportunity to alleviate existing negative impacts on the natural environment. <span style="float:right">Category Score</span>  |   | X   |   |   |   |

| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   |   | X   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   |   | X   |   |
| Evaluate the effect on walkable communities.  |   |   |   | X   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: Reduced use of single passenger vehicles could improve public health. <span style="float:right">Category Score</span>                       |   |   |   | X   |   |

**SCREENING SUMMARY**  
**TRAVEL DEMAND MANAGEMENT ALTERNATIVE**

| <b>Quality of Life</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.  |   | X   |   |   |   |
| Evaluate the effect on the Quality of Life for those working in the region.   |   | X   |   |   |   |
| Evaluate the effect on the Quality of Life for those traveling through the region.  | X   |   |   |   |   |
| Evaluate the effect on noise levels.  |   | X   |   |   |   |
| Comments: TDM alone would degrade the quality of life for those in the region by not addressing traffic congestion. <span style="float:right">Category Score</span> |   | X   |   |   |   |






| <b>Residential Neighborhoods</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.   |   | X   |   |   |   |
| Evaluate the effect on planned or developing residential neighborhoods.  |   | X   |   |   |   |
| Comments: Increased congestion on local roads would have a negative impact on neighborhoods. <span style="float:right">Category Score</span> |   | X   |   |   |   |






| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.  | X   |   |   |   |   |
| Evaluate the effectiveness to improve safety on I-89.  | X   |   |   |   |   |
| Evaluate the effectiveness to improve safety on I-393.   | X   |   |   |   |   |
| Evaluate the effectiveness to improve safety on local streets.   |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists.   |   | X   |   |   |   |
| Comments: TDM would not correct existing safety issues and increased traffic and congestion would be expected to make these safety issues worse. <span style="float:right">Category Score</span> |   | X   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY**

**TRAVEL DEMAND MANAGEMENT ALTERNATIVE**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   | X   |   |   |   |
| Evaluate the support from the public in Pembroke.   |   | X   |   |   |   |
| Evaluate the support from the public in Concord.  | X   |   |   |   |   |
| Evaluate the support from the public in the other communities in the Central NH Region.                   |   | X   |   |   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region. | X   |   |   |   |   |
| Evaluate the support from resource agencies.  | X   |   |   |   |   |
| Evaluate the support from resource groups.  |   | X   |   |   |   |
| Comments: There is opposition to implementing TDM alone.  |   | X   |   |   |   |
| <b>Category Score</b>   |   |   |   |   |   |






















| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   |   |   | X   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   |   |   | X   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   |   | X   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   |   |   | X   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   |   |   | X   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   |   |   | X   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   |   |   |   | X   |
| Comments: TDM promotes the use of other modes of transportation.   |   |   |   | X   |   |
| <b>Category Score</b>  |   |   |   |   |   |

**SCREENING SUMMARY**

**TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVE**

The Transportation System Management (TSM) Alternative proposes a variety of short-term, low cost measures to reduce congestion and improve safety on the transportation system, these may include:






- New traffic signals
- Turn lanes
- Intelligent Transportation Systems
- Re-stripping lanes
- Ramp metering
- Ramp modifications

| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |    |
| Access                               |   | X  |   |   |   |    |
| Aesthetics                           |   |  | X   |   |   |    |
| Community Resources                  |   |  | X   |   |   |    |
| Community Vision                     |   | X  |   |   |   |   |
| Economic Vitality                    |   | X  |   |   |   |  |
| Historic and Archeological Resources |   |  | X   |   |   |  |
| Implementation                       |   |  |   | X   |   |  |
| Mobility                             |   | X  |   |   |   |  |
| Natural Environment                  |   | X  |   |   |   |  |
| Public Health                        |   |  | X   |   |   |  |
| Quality of Life                      |   | X  |   |   |   |  |
| Residential Neighborhoods            |   | X  |   |   |   |  |
| Safety                               |   |  |   | X   |   |  |
| Support                              |   |  | X   |   |   |  |
| Transportation Choice                |   | X  |   |   |   |  |






|   |                 |
|---|-----------------|
| <p>The TSM Alternative is deemed reasonable because it is typically an alternative or a component of an alternative in an environmental document.</p> | <b>Required</b> |
|---|-----------------|

**SCREENING SUMMARY**  
**TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVE**






The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |

**Detailed Screening Criteria**

| <b>Access</b>  | <b>Score</b>  |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.      |   | X   |   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.  |   | X   |   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke. |   | X   |   |   |   |
| Evaluate the access provided to and from tourist destinations.           | X   |   |   |   |   |
| Comments: Congestion on I-93 would reduce access.      Category Score    |   | X   |   |   |   |






**SCREENING SUMMARY**  
**TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVE**






| <b>Aesthetics</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .                 |   |   | X   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.                  |   |   | X   |   |   |
| Evaluate the views of the Merrimack River.  |   |   | X   |   |   |
| Evaluate the views from the Merrimack River.                                      |   |   | X   |   |   |
| Evaluate whether the unique character of the Capital Region is complemented.      |   |   | X   |   |   |
| Comments: No measurable impact. <span style="float: right;">Category Score</span> |   |   | X   |   |   |

| <b>Community Resources</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on parks.   |   |   | X   |   |   |
| Evaluate the effect on schools.   |   |   | X   |   |   |
| Comments: No impacts. <span style="float: right;">Category Score</span> |   |   | X   |   |   |

**SCREENING SUMMARY**






**TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVE**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   | X   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. |   | X   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   | X   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   |   | X   |   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   | X   |   |   |
| Comments: TSM is not compatible with most community plans or visions. <span style="float:right">Category Score</span>   |   | X   |   |   |   |






| <b>Economic Vitality</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.  |   | X   |   |   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.  |   | X   |   |   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts.   |   | X   |   |   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.   |   | X   |   |   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.   |   | X   |   |   |   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.  |   | X   |   |   |   |
| Evaluate the potential impacts to regional economic prospects.   |   | X   |   |   |   |
| Comments: Congestion has a negative impact on economic vitality throughout the region. <span style="float:right">Category Score</span> |   | X   |   |   |   |



**SCREENING SUMMARY**  
**TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVE**






| <b>Historic and Archeological Resources</b>                           | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on historic resources.                            |   |   | X   |   |   |
| Evaluate the effect on archeological resources.                       |   |   | X   |   |   |
| Comments: No impacts. <span style="float:right">Category Score</span> |   |   | X   |   |   |






| <b>Implementation</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the cost.   |   |   |   | X   |   |
| Evaluate the ability to implement in phases over a period of time.   |   |   |   | X   |   |
| Evaluate the ability to maintain mobility and access during construction.  |   |   |   | X   |   |
| Comments: TSM strategies are relatively simple to implement and are often first phase projects for a longer term project.. <span style="float:right">Category Score</span> |   |   |   | X   |   |

| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods.       |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.                |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                          |   | X   |   |   |   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                             |   |   | X   |   |   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.  |   |   | X   |   |   |
| Comments: Expected growth would degrade mobility throughout the region. <span style="float:right">Category Score</span> |   | X   |   |   |   |

**SCREENING SUMMARY**






**TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVE**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. |   | X   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   |   | X   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   |   | X   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  |   |   | X   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   |   | X   |   |   |   |
| Comments: TSM provides little opportunity to alleviate existing negative impacts on the natural environment. <span style="float:right">Category Score</span>  |   | X   |   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   |   | X   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   | X   |   |   |
| Evaluate the effect on walkable communities.  |   |   | X   |   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: No measurable impact on public health. <span style="float:right">Category Score</span>  |   |   | X   |   |   |

## SCREENING SUMMARY






### TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVE






| <b>Quality of Life</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.  |   | X   |   |   |   |
| Evaluate the effect on the Quality of Life for those working in the region.   |   | X   |   |   |   |
| Evaluate the effect on the Quality of Life for those traveling through the region.  | X   |   |   |   |   |
| Evaluate the effect on noise levels.  |   | X   |   |   |   |
| Comments: TSM alone would degrade the quality of life for those in the region by not addressing traffic congestion. <span style="float:right">Category Score</span> |   | X   |   |   |   |

| <b>Residential Neighborhoods</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.   |   | X   |   |   |   |
| Evaluate the effect on planned or developing residential neighborhoods.  |   | X   |   |   |   |
| Comments: Increased congestion on local roads would have a negative impact on neighborhoods. <span style="float:right">Category Score</span> |   | X   |   |   |   |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.  |   |   |   | X   |   |
| Evaluate the effectiveness to improve safety on I-89.  |   |   |   | X   |   |
| Evaluate the effectiveness to improve safety on I-393.   |   |   |   | X   |   |
| Evaluate the effectiveness to improve safety on local streets.   |   |   | X   |   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists.   |   | X   |   |   |   |
| Comments: TSM has the potential to address the existing safety issues. <span style="float:right">Category Score</span> |   |   |   | X   |   |

**SCREENING SUMMARY**  
**TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVE**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   |   | X   |   |   |
| Evaluate the support from the public in Pembroke.   |   |   | X   |   |   |
| Evaluate the support from the public in Concord.  |   |   | X   |   |   |
| Evaluate the support from the public in the other communities in the Central NH Region.                   |   |   | X   |   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region. |   |   | X   |   |   |
| Evaluate the support from resource agencies.  |   |   | X   |   |   |
| Evaluate the support from resource groups.  |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>   |   |   | X   |   |   |






















| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   | X   |   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   | X   |   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   | X   |   |   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   | X   |   |   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   | X   |   |   |   |
| Comments: No provisions to help promote transportation choice.. <span style="float: right;">Category Score</span>              |   | X   |   |   |   |

**SCREENING SUMMARY**

**OPPORTUNITY CORRIDOR CONCEPT OPTION 1**

The Opportunity Corridor Concept was developed by the City of Concord. Option 1 includes all elements of this concept, which proposes the following;

- Six Lanes on I-93
- Westerly shift of I-93
- Lower I-93 between Exits 13 & 15
- Reconfigure Exits 14 & 15
- Upgrade to Exit 12
- Upgrade to I-93/I-89 and Exit 1
- Extend Storrs Street north & south
- Local Connection to Fort Eddy Road
- Multi-modal center
- River Access






| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |    |
| Access                               |   |  |   | X   |   |    |
| Aesthetics                           |   |  |   | X   |   |    |
| Community Resources                  |   |  | X   |   |   |   |
| Community Vision                     |   |  |   | X   |   |  |
| Economic Vitality                    |   |  |   | X   |   |  |
| Historic and Archeological Resources |   |  | X   |   |   |  |
| Implementation                       |   | X  |   |   |   |  |
| Mobility                             |   |  |   |   | X   |  |
| Natural Environment                  |   |  | X   |   |   |  |
| Public Health                        |   |  |   | X   |   |  |
| Quality of Life                      |   |  |   |   | X   |  |
| Residential Neighborhoods            |   |  |   | X   |   |  |
| Safety                               |   |  |   |   | X   |  |
| Support                              |   |  |   |   | X   |  |
| Transportation Choice                |   |  |   | X   |   |  |

|   |                   |
|---|-------------------|
| Opportunity Corridor Option 1 is deemed Reasonable for further consideration. | <b>Reasonable</b> |
|---|-------------------|






## Bow-Concord I-93 Transportation Planning Study

# DETAILED SCREENING OPPORTUNITY CORRIDOR CONCEPT OPTION 1

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






### Detailed Screening Criteria

| <b>Access</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.                                 |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.                             |   |   |   | X   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke.                            |   |   | X   |   |   |
| Evaluate the access provided to and from tourist destinations.                                      |   |   |   |   | X   |
| Comments: Access is improved by this alternative. <span style="float: right;">Category Score</span> |   |   |   | X   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 1**






| <b>Aesthetics</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .            |   | X   |   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.             |   |   |   | X   |   |
| Evaluate the views of the Merrimack River.                                   |   |   |   | X   |   |
| Evaluate the views from the Merrimack River.                                 |   |   |   | X   |   |
| Evaluate whether the unique character of the Capital Region is complemented. |   |   |   | X   |   |
| Comments: The views are improved by this alternative.      Category Score    |   |   |   | X   |   |

| <b>Community Resources</b>                | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on parks.             |   |   | X   |   |   |
| Evaluate the effect on schools.           |   |   | X   |   |   |
| Comments: No impacts.      Category Score |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 1**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   |   |   | X   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. |   |   |   |   | X   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   |   |   | X   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   |   | X   |   |
| Comments: This alternative is compatible with most community's plans or visions. <span style="float: right;">Category Score</span>  |   |   |   | X   |   |






| <b>Economic Vitality</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.   |   |   |   | X   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.   |   |   |   | X   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts.  |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.  |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.  |   |   |   |   | X   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.   |   |   |   | X   |   |
| Evaluate the potential impacts to regional economic prospects.  |   |   |   | X   |   |
| Comments: This alternative would benefit the economies of the adjacent communities. <span style="float: right;">Category Score</span> |   |   |   | X   |   |








**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 1**






| <b>Historic and Archeological Resources</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on historic resources.   |   |   | X   |   |   |
| Evaluate the effect on archeological resources.  |   | X   |   |   |   |
| Comments: The improvements could impact sensitive archeological resources. <span style="float:right">Category Score</span> |   |   | X   |   |   |






| <b>Implementation</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the cost.   |   | X   |   |   |   |
| Evaluate the ability to implement in phases over a period of time.   |   | X   |   |   |   |
| Evaluate the ability to maintain mobility and access during construction.  |   | X   |   |   |   |
| Comments: Phasing of this alternative would be difficult and there would be disruption of traffic during construction. <span style="float:right">Category Score</span> |   | X   |   |   |   |

| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods.       |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.                |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                          |   |   |   |   | X   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                             |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.  |   |   |   | X   |   |
| Comments: Mobility would be substantially enhanced by this alternative. <span style="float:right">Category Score</span> |   |   |   |   | X   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 1**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. |   |   |   | X   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   |   | X   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   |   | X   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  |   |   | X   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   |   | X   |   |   |   |
| Comments: The shifting of I-93 would provide a buffer for the Merrimack River. <span style="float:right">Category Score</span>  |   |   | X   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   | X   |   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   |   | X   |   |
| Evaluate the effect on walkable communities.  |   |   |   | X   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: Access to the river and other proposed pedestrian trails could improve public health. <span style="float:right">Category Score</span>       |   |   |   | X   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 1**






| <b>Quality of Life</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.   |   |   |   | X   |   |
| Evaluate the effect on the Quality of Life for those working in the region.  |   |   |   |   | X   |
| Evaluate the effect on the Quality of Life for those traveling through the region.   |   |   |   |   | X   |
| Evaluate the effect on noise levels.   |   |   |   | X   |   |
| Comments: This alternative would improve the quality of life for those in the region by reducing traffic congestion and providing access to other community assets like the river. |   |   |   |   | X   |
| Category Score   |   |   |   |   |   |






| <b>Residential Neighborhoods</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.                       |   |   |   | X   |   |
| Evaluate the effect on planned or developing residential neighborhoods.          |   |   |   | X   |   |
| Comments: Neighborhoods would benefit from the reduced traffic on local streets. |   |   |   | X   |   |
| Category Score   |   |   |   |   |   |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.                        |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on I-89.                        |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on I-393.                       |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on local streets.               |   |   |   | X   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists. |   |   |   | X   |   |
| Comments: Existing deficiencies would be corrected with this alternative.    |   |   |   |   | X   |
| Category Score   |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 1**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   |   |   | X   |   |
| Evaluate the support from the public in Pembroke.   |   |   |   |   | X   |
| Evaluate the support from the public in Concord.  |   |   |   |   | X   |
| Evaluate the support from the public in the other communities in the Central NH Region.                   |   |   |   | X   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region. |   |   |   |   | X   |
| Evaluate the support from resource agencies.  |   |   |   |   | X   |
| Evaluate the support from resource groups.  |   |   |   | X   |   |
| Comments: There is overall support for this alternative.      Category Score                              |   |   |   |   | X   |






















| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   |   | X   |   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   |   | X   |   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   |   | X   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   |   | X   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   |   |   | X   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   |   |   | X   |   |
| Comments: This alternative promotes the use of other modes of transportation.      Category Score                              |   |   |   | X   |   |

**SCREENING SUMMARY**

**OPPORTUNITY CORRIDOR CONCEPT OPTION 2**

The Opportunity Corridor Concept was developed by the City of Concord. Option 2 proposes a reversible lane on I-93 and proposes the following;

- Five Lanes on I-93 (One Reversible)
- Westerly shift of I-93
- Lower I-93 between Exits 13 & 15
- Reconfigure Exits 14 & 15
- Upgrade to Exit 12
- Upgrade to I-93/I-89 and Exit 1
- Extend Storrs Street north & south
- Local Connection to Fort Eddy Road
- Multi-modal center
- River Access






| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |    |
| Access                               |   |  |   | X   |   |    |
| Aesthetics                           |   |  |   | X   |   |    |
| Community Resources                  |   |  | X   |   |   |    |
| Community Vision                     |   |  |   | X   |   |  |
| Economic Vitality                    |   |  |   | X   |   |  |
| Historic and Archeological Resources |   |  | X   |   |   |  |
| Implementation                       | X   |  |   |   |   |  |
| Mobility                             |   |  |   | X   |   |  |
| Natural Environment                  |   |  | X   |   |   |  |
| Public Health                        |   |  |   | X   |   |  |
| Quality of Life                      |   |  |   |   | X   |  |
| Residential Neighborhoods            |   |  |   | X   |   |  |
| Safety                               |   |  |   | X   |   |  |
| Support                              |   |  |   |   | X   |  |
| Transportation Choice                |   |  |   | X   |   |  |

|   |                     |
|---|---------------------|
| Opportunity Corridor Option 2 is deemed Unreasonable because the expense to construct and operate a reversible lane is not justified for I-93 where the traffic volumes for peak and non-peak directions are not significantly different. | <b>Unreasonable</b> |
|---|---------------------|






## Bow-Concord I-93 Transportation Planning Study

# DETAILED SCREENING OPPORTUNITY CORRIDOR CONCEPT OPTION 2

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






### Detailed Screening Criteria

| <b>Access</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.                                 |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.                             |   |   |   | X   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke.                            |   |   | X   |   |   |
| Evaluate the access provided to and from tourist destinations.                                      |   |   |   |   | X   |
| Comments: Access is improved by this alternative. <span style="float: right;">Category Score</span> |   |   |   | X   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 2**






| <b>Aesthetics</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .            |   | X   |   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.             |   |   |   | X   |   |
| Evaluate the views of the Merrimack River.                                   |   |   |   | X   |   |
| Evaluate the views from the Merrimack River.                                 |   |   |   | X   |   |
| Evaluate whether the unique character of the Capital Region is complemented. |   |   |   | X   |   |
| Comments: The views are improved by this alternative.      Category Score    |   |   |   | X   |   |

| <b>Community Resources</b>                | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on parks.             |   |   | X   |   |   |
| Evaluate the effect on schools.           |   |   | X   |   |   |
| Comments: No impacts.      Category Score |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 2**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   |   |   | X   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. |   |   |   |   | X   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   |   |   | X   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   |   | X   |   |
| Comments: This alternative is compatible with most community's plans or visions. <span style="float:right">Category Score</span>  |   |   |   | X   |   |






| <b>Economic Vitality</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.   |   |   |   | X   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.   |   |   |   | X   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts.  |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.  |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.  |   |   |   |   | X   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.   |   |   |   | X   |   |
| Evaluate the potential impacts to regional economic prospects.  |   |   |   | X   |   |
| Comments: This alternative would benefit the economies of the adjacent communities. <span style="float:right">Category Score</span> |   |   |   | X   |   |








**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 2**






| <b>Historic and Archeological Resources</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on historic resources.   |   |   | X   |   |   |
| Evaluate the effect on archeological resources.  |   | X   |   |   |   |
| Comments: The improvements could impact archeological resources. <span style="float:right">Category Score</span> |   |   | X   |   |   |






| <b>Implementation</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the cost.   | X   |   |   |   |   |
| Evaluate the ability to implement in phases over a period of time.   |   | X   |   |   |   |
| Evaluate the ability to maintain mobility and access during construction.  |   | X   |   |   |   |
| Comments: Phasing of this alternative would be difficult and there would be disruption of traffic during construction. There are long term operational costs that would be required. <span style="float:right">Category Score</span> | X   |   |   |   |   |

| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods.   |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.  |   |   |   | X   |   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.  |   |   |   | X   |   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.   |   |   |   | X   |   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.  |   |   |   | X   |   |
| Comments: Mobility is improved for the peak traffic direction, but not for the non-peak traffic direction. I-93 has a peak/non-peak split of about 55%/45%. <span style="float:right">Category Score</span> |   |   |   | X   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 2**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. |   |   |   | X   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   |   | X   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   |   | X   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  |   |   | X   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   |   | X   |   |   |   |
| Comments: The shifting of I-93 would provide a buffer for the Merrimack River.  |   |   | X   |   |   |
| Category Score  |   |   | X   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   | X   |   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   |   | X   |   |
| Evaluate the effect on walkable communities.  |   |   |   | X   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: Access to the river and other proposed pedestrian trails could improve public health.   |   |   |   | X   |   |
| Category Score  |   |   |   | X   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 2**






| <b>Quality of Life</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.   |   |   |   | X   |   |
| Evaluate the effect on the Quality of Life for those working in the region.  |   |   |   |   | X   |
| Evaluate the effect on the Quality of Life for those traveling through the region.   |   |   |   |   | X   |
| Evaluate the effect on noise levels.   |   |   |   | X   |   |
| Comments: This alternative would improve the quality of life for those in the region by reducing traffic congestion and providing access to other community assets like the river. |   |   |   |   | X   |
| Category Score   |   |   |   |   |   |






| <b>Residential Neighborhoods</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.              |   |   | X   |   |   |
| Evaluate the effect on planned or developing residential neighborhoods. |   |   | X   |   |   |
| Comments: No Impacts.   |   |   | X   |   |   |
| Category Score  |   |   |   |   |   |

| <b>Safety</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.                                     |   |   | X   |   |   |
| Evaluate the effectiveness to improve safety on I-89.                                     |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on I-393.                                    |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on local streets.                            |   |   |   | X   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists.              |   |   |   | X   |   |
| Comments: The reversible lanes would create a safety issue that does not presently exist. |   |   |   | X   |   |
| Category Score  |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 2**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   | X   |   |   |   |
| Evaluate the support from the public in Pembroke.   |   | X   |   |   |   |
| Evaluate the support from the public in Concord.  |   | X   |   |   |   |
| Evaluate the support from the public in the other communities in the Central NH Region.   |   |   | X   |   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region.                         |   |   |   | X   |   |
| Evaluate the support from resource agencies.  |   |   | X   |   |   |
| Evaluate the support from resource groups.  |   |   | X   |   |   |
| Comments: There was opposition because the only difference from Option 1 was the reversible lane which does not appear applicable |   |   | X   |   |   |
| <b>Category Score</b>   |   |   | X   |   |   |






















| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   |   | X   |   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   |   | X   |   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   |   | X   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   |   | X   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   |   |   | X   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   |   |   | X   |   |
| Comments: This alternative promotes the use of other modes of transportation.  |   |   |   | X   |   |
| <b>Category Score</b>  |   |   |   | X   |   |

**SCREENING SUMMARY**

**OPPORTUNITY CORRIDOR CONCEPT OPTION 4**

The Opportunity Corridor Concept was developed by the City of Concord. Option 4 includes all elements of this concept in addition to a Route 106 Connector with access to Garvin Falls and Exit 2 ½ on I-393. It proposes the following;

- Six or Eight Lanes on I-93
- Westerly shift of I-93
- Lower I-93 between Exits 13 & 15
- Reconfigure Exits 14 & 15
- Route 106 Connector
- Access to Garvin Falls
- Extend Storrs Street north & south
- Local Connection to Fort Eddy Road
- Multi-modal center & River Access
- Exit 2 ½ on I-393






| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |    |
| Access                               |   |  |   |   | X   |    |
| Aesthetics                           |   |  |   | X   |   |    |
| Community Resources                  |   |  | X   |   |   |  |
| Community Vision                     |   |  |   | X   |   |  |
| Economic Vitality                    |   |  |   | X   |   |  |
| Historic and Archeological Resources | X   |  |   |   |   |  |
| Implementation                       | X   |  |   |   |   |  |
| Mobility                             |   |  |   |   | X   |  |
| Natural Environment                  | X   |  |   |   |   |  |
| Public Health                        |   |  | X   |   |   |  |
| Quality of Life                      |   |  |   |   | X   |  |
| Residential Neighborhoods            |   |  | X   |   |   |  |
| Safety                               |   |  |   |   | X   |  |
| Support                              |   |  | X   |   |   |  |
| Transportation Choice                |   |  |   | X   |   |  |

|   |                   |
|---|-------------------|
| Opportunity Corridor Option 4 is deemed ... | <i>Unresolved</i> |
|---|-------------------|






## Bow-Concord I-93 Transportation Planning Study

# DETAILED SCREENING OPPORTUNITY CORRIDOR CONCEPT OPTION 4

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






### Detailed Screening Criteria

| <b>Access</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.      |   |   |   | X   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.  |   |   |   |   | X   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke. |   |   |   |   | X   |
| Evaluate the access provided to and from tourist destinations.           |   |   |   |   | X   |
| Comments: Access is substantially improved by this alternative.          |   |   |   |   | X   |
| Category Score   |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 4**






| <b>Aesthetics</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .            |   | X   |   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.             |   |   |   | X   |   |
| Evaluate the views of the Merrimack River.                                   |   |   |   | X   |   |
| Evaluate the views from the Merrimack River.                                 |   |   | X   |   |   |
| Evaluate whether the unique character of the Capital Region is complemented. |   |   |   | X   |   |
| Comments: The views are improved by this alternative.      Category Score    |   |   |   | X   |   |

| <b>Community Resources</b>                | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on parks.             |   |   | X   |   |   |
| Evaluate the effect on schools.           |   |   | X   |   |   |
| Comments: No Impacts.      Category Score |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 4**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   |   |   |   | X   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. |   |   |   |   | X   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   |   |   |   | X   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   |   |   | X   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   |   | X   |   |
| Comments: <span style="float: right;">Category Score</span>   |   |   |   | X   |   |






| <b>Economic Vitality</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.  |   |   |   | X   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.  |   |   |   | X   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts.   |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.   |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.   |   |   |   |   | X   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.  |   |   |   |   | X   |
| Evaluate the potential impacts to regional economic prospects.   |   |   |   | X   |   |
| Comments: This alternative would benefit the <span style="float: right;">Category Score</span><br>economies of the adjacent communities. |   |   |   | X   |   |



**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 4**






| <b>Historic and Archeological Resources</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on historic resources.   |   |   | X   |   |   |
| Evaluate the effect on archeological resources.  | X   |   |   |   |   |
| Comments: The improvements could impact sensitive archeological resources. <span style="float:right">Category Score</span> | X   |   |   |   |   |






| <b>Implementation</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the cost.   | X   |   |   |   |   |
| Evaluate the ability to implement in phases over a period of time.   |   | X   |   |   |   |
| Evaluate the ability to maintain mobility and access during construction.  |   | X   |   |   |   |
| Comments: Phasing of this alternative would be difficult and there would be disruption of traffic during construction. <span style="float:right">Category Score</span> | X   |   |   |   |   |

| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods.       |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.                |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                          |   |   |   |   | X   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                             |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.  |   |   |   | X   |   |
| Comments: Mobility would be substantially enhanced by this alternative. <span style="float:right">Category Score</span> |   |   |   |   | X   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 4**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. | X   |   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   | X   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   | X   |   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  | X   |   |   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   | X   |   |   |   |   |
| Comments: This alternative would have substantial impacts to the natural resources that exist in the Garvins Falls area. <span style="float: right;">Category Score</span>  | X   |   |   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins.   |   | X   |   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   | X   |   |   |
| Evaluate the effect on walkable communities.  |   |   |   | X   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: Access to the river and other proposed pedestrian trails could improve public health, however, a new corridor in the region could worsen air quality. <span style="float: right;">Category Score</span> |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 4**






| <b>Quality of Life</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.   |   |   |   | X   |   |
| Evaluate the effect on the Quality of Life for those working in the region.  |   |   |   |   | X   |
| Evaluate the effect on the Quality of Life for those traveling through the region.   |   |   |   |   | X   |
| Evaluate the effect on noise levels.   |   |   |   | X   |   |
| Comments: This alternative would improve the quality of life for those in the region by reducing traffic congestion and providing access to other community assets like the river. |   |   |   |   | X   |
| Category Score   |   |   |   |   |   |






| <b>Residential Neighborhoods</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.              |   |   | X   |   |   |
| Evaluate the effect on planned or developing residential neighborhoods. |   |   | X   |   |   |
| Comments: No Impacts.   |   |   | X   |   |   |
| Category Score  |   |   |   |   |   |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.                        |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on I-89.                        |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on I-393.                       |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on local streets.               |   |   |   | X   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists. |   |   |   | X   |   |
| Comments:  |   |   |   |   | X   |
| Category Score   |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 4**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   |   |   |   | X   |
| Evaluate the support from the public in Pembroke.   |   |   |   |   | X   |
| Evaluate the support from the public in Concord.  |   |   |   |   | X   |
| Evaluate the support from the public in the other communities in the Central NH Region.                   |   |   |   | X   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region. |   |   |   |   | X   |
| Evaluate the support from resource agencies.  | X   |   |   |   |   |
| Evaluate the support from resource groups.  | X   |   |   |   |   |
| Comments: <span style="float: right;">Category Score</span>   |   |   | X   |   |   |

| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   |   | X   |   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   |   | X   |   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   |   | X   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   | X   |   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   |   |   | X   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   |   |   | X   |   |
| Comments: <span style="float: right;">Category Score</span>  |   |   |   | X   |   |

**SCREENING SUMMARY**

**OPPORTUNITY CORRIDOR CONCEPT OPTION 5**

-The Opportunity Corridor Concept was developed by the City of Concord. Option 5 includes most of the elements of this concept except the shifting and lowering of I-93, the multi-modal center, or river access. It proposes the following improvements or provisions;

- Six Lanes on I-93
- Reconfigure Exits 14 & 15
- Extend Storrs Street north & south
- Local Connection to Fort Eddy Road






| Category                             | Score |   |   |   |   |  |
|--------------------------------------|-------|---|---|---|---|--|
|                                      |       |   |   |   |   |  |
| Access                               |       |   |   | X |   |  |
| Aesthetics                           |       | X |   |   |   |  |
| Community Resources                  |       |   | X |   |   |  |
| Community Vision                     | X     | X |   |   |   |  |
| Economic Vitality                    |       |   |   | X |   |  |
| Historic and Archeological Resources |       | X |   |   |   |  |
| Implementation                       |       |   | X |   |   |  |
| Mobility                             |       |   |   |   | X |  |
| Natural Environment                  |       |   | X |   |   |  |
| Public Health                        |       |   | X |   |   |  |
| Quality of Life                      |       |   |   | X |   |  |
| Residential Neighborhoods            |       |   |   | X |   |  |
| Safety                               |       |   |   |   | X |  |
| Support                              |       | X | X |   |   |  |
| Transportation Choice                |       | X |   |   |   |  |

|   |                     |
|---|---------------------|
| Opportunity Corridor Option 5 is deemed Unreasonable because it does not provide the community with the type of transportation system it desires. | <b>Unreasonable</b> |
|---|---------------------|






## Bow-Concord I-93 Transportation Planning Study

# DETAILED SCREENING OPPORTUNITY CORRIDOR CONCEPT OPTION 5

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






### Detailed Screening Criteria

| <b>Access</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.                                 |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.                             |   |   |   | X   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke.                            |   |   | X   |   |   |
| Evaluate the access provided to and from tourist destinations.                                      |   |   |   |   | X   |
| Comments: Access is improved by this alternative. <span style="float: right;">Category Score</span> |   |   |   | X   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 5**






| <b>Aesthetics</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .            |   | X   |   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.             |   | X   |   |   |   |
| Evaluate the views of the Merrimack River.                                   |   | X   |   |   |   |
| Evaluate the views from the Merrimack River.                                 |   | X   |   |   |   |
| Evaluate whether the unique character of the Capital Region is complemented. |   | X   |   |   |   |
| Comments: <span style="float: right;">Category Score</span>                  |   | X   |   |   |   |

| <b>Community Resources</b>                                  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on parks.                               |   |   | X   |   |   |
| Evaluate the effect on schools.                             |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span> |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 5**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   |   |   | X   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. | X   |   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   |   |   | X   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>   | X   | X   |   |   |   |






| <b>Economic Vitality</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.      |   |   |   | X   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.  |   |   |   | X   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts. |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.                           |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.                       |   |   |   |   | X   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.                      |   |   |   | X   |   |
| Evaluate the potential impacts to regional economic prospects.                             |   |   |   | X   |   |
| Comments: <span style="float: right;">Category Score</span>                                |   |   |   | X   |   |



**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 5**






| <b>Historic and Archeological Resources</b>               | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on historic resources.                |   |   | X   |   |   |
| Evaluate the effect on archeological resources.           |   | X   |   |   |   |
| Comments: <span style="float:right">Category Score</span> |   | X   |   |   |   |






| <b>Implementation</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the cost.  |   | X   |   |   |   |
| Evaluate the ability to implement in phases over a period of time.        |   | X   |   |   |   |
| Evaluate the ability to maintain mobility and access during construction. |   |   | X   |   |   |
| Comments: <span style="float:right">Category Score</span>                 |   |   | X   |   |   |

| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods. |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.          |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                    |   |   |   |   | X   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                       |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.                                    |   |   |   | X   |   |
| Comments: <span style="float:right">Category Score</span>   |   |   |   |   | X   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 5**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. |   |   |   | X   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   |   | X   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   |   | X   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  |   |   | X   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   |   | X   |   |   |   |
| Comments: <span style="float: right;">Category Score</span>   |   |   | X   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   | X   |   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   |   | X   |   |
| Evaluate the effect on walkable communities.  |   |   | X   |   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>   |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 5**






| <b>Quality of Life</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.         |   |   |   | X   |   |
| Evaluate the effect on the Quality of Life for those working in the region.        |   |   |   | X   |   |
| Evaluate the effect on the Quality of Life for those traveling through the region. |   |   |   |   | X   |
| Evaluate the effect on noise levels.   |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>                        |   |   |   | X   |   |






| <b>Residential Neighborhoods</b>  | Score  |  |  |  |  |
|---|--|--|--|--|--|
|   |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.              |  |  |  | X  |  |
| Evaluate the effect on planned or developing residential neighborhoods. |  |  |  | X  |  |
| Comments: <span style="float: right;">Category Score</span>             |  |  |  | X  |  |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.                        |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on I-89.                        |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on I-393.                       |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on local streets.               |   |   |   | X   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists. |   |   |   | X   |   |
| Comments: <span style="float: right;">Category Score</span>                  |   |   |   |   | X   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
OPPORTUNITY CORRIDOR CONCEPT OPTION 5**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   |   |   | X   |   |
| Evaluate the support from the public in Pembroke.   |   |   |   | X   |   |
| Evaluate the support from the public in Concord.  | X   |   |   |   |   |
| Evaluate the support from the public in the other communities in the Central NH Region.                   |   |   |   | X   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region. |   |   |   |   | X   |
| Evaluate the support from resource agencies.  |   |   |   | X   |   |
| Evaluate the support from resource groups.  |   |   |   | X   |   |
| Comments: <span style="float: right;">Category Score</span>   |   | X   | X   |   |   |





















| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   |   | X   |   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   |   | X   |   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   |   | X   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   | X   |   |   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   | X   |   |   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   | X   |   |   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   | X   |   |   |   |
| Comments: <span style="float: right;">Category Score</span>  |   | X   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY**

**ROUTE 106 CONNECTOR OPTION 1**

The Route 106 Connector Option 1 proposes a limited access connector roadway from I-89 to the Route 3/106 Intersection. I-93 would remain four lanes north of I-89 under this alternative.






| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |   |
| Access                               |   |  |   | X   |   |    |
| Aesthetics                           |   |  | X   |   |   |    |
| Community Resources                  |   |  | X   |   |   |    |
| Community Vision                     |   |  |   | X   |   |    |
| Economic Vitality                    |   |  | X   |   |   |   |
| Historic and Archeological Resources | X   |  |   |   |   |  |
| Implementation                       |   | X  |   |   |   |  |
| Mobility                             |   | X  |   |   |   |  |
| Natural Environment                  | X   |  |   |   |   |  |
| Public Health                        |   |  | X   |   |   |  |
| Quality of Life                      |   |  | X   |   |   |  |
| Residential Neighborhoods            |   |  | X   |   |   |  |
| Safety                               |   | X  |   |   |   |  |
| Support                              |   | X  |   |   |   |  |
| Transportation Choice                |   |  |   | X   |   |  |

|   |                            |
|---|----------------------------|
| <p>The Route 106 Connector Option 1 is deemed Unreasonable due to its inability to address the future mobility needs of I-93.</p> | <p><b>Unreasonable</b></p> |
|---|----------------------------|






## Bow-Concord I-93 Transportation Planning Study

# DETAILED SCREENING ROUTE 106 CONNECTOR OPTION 1

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






### Detailed Screening Criteria

| <b>Access</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.      |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.  |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke. |   |   |   |   | X   |
| Evaluate the access provided to and from tourist destinations.           |   |   |   | X   |   |
| Comments: Access to Pembroke and tourist destinations would be improved. |   |   |   | X   |   |
| Category Score   |   |   |   | X   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
ROUTE 106 CONNECTOR OPTION 1**






| <b>Aesthetics</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .  |   |   | X   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.   |   |   | X   |   |   |
| Evaluate the views of the Merrimack River.   |   | X   |   |   |   |
| Evaluate the views from the Merrimack River.   |   |   |   | X   |   |
| Evaluate whether the unique character of the Capital Region is complemented.   |   |   | X   |   |   |
| Comments: The views of I-93 would not be affected while the bridge over the river would improve the views of the river and degrade the views from the river. |   |   | X   |   |   |
| Category Score   |   |   | X   |   |   |






| <b>Community Resources</b>      | Score   |   |   |   |   |
|---------------------------------|---|---|---|---|---|
|                                 |  |  |  |  |  |
| Evaluate the effect on parks.   |   |   | X   |   |   |
| Evaluate the effect on schools. |   |   | X   |   |   |
| Comments: No Impacts            |   |   | X   |   |   |
| Category Score                  |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING**

**ROUTE 106 CONNECTOR OPTION 1**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   |   |   |   | X   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. |   |   |   |   | X   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   |   |   |   | X   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   |   |   | X   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   | X   |   |   |
| Comments: The adjacent communities strongly support this new connection. <span style="float: right;">Category Score</span>  |   |   |   | X   |   |






| <b>Economic Vitality</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.  |   |   | X   |   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.  |   |   | X   |   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts.   |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.   |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.   |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.  |   |   |   | X   |   |
| Evaluate the potential impacts to regional economic prospects.   |   |   | X   |   |   |
| Comments: Overall the economies of the local communities and region would not be improved by this alternative. <span style="float: right;">Category Score</span> |   |   | X   |   |   |








**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
ROUTE 106 CONNECTOR OPTION 1**

| <b>Historic and Archeological Resources</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on historic resources.   |   |   | X   |   |   |
| Evaluate the effect on archeological resources.  | X   |   |   |   |   |
| Comments: The improvements could seriously impact sensitive archeological resources. <span style="float:right">Category Score</span> | X   |   |   |   |   |






| <b>Implementation</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the cost.   |   | X   |   |   |   |
| Evaluate the ability to implement in phases over a period of time.   |   | X   |   |   |   |
| Evaluate the ability to maintain mobility and access during construction.                                  |   |   |   | X   |   |
| Comments: Relatively high cost due to bridging two rivers. <span style="float:right">Category Score</span> |   | X   |   |   |   |






| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods.       |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.                |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                          |   |   |   | X   |   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                             |   |   |   | X   |   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.  |   | X   |   |   |   |
| Comments: This alternative does not address the mobility needs of I-93. <span style="float:right">Category Score</span> |   | X   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING**






**ROUTE 106 CONNECTOR OPTION 1**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. | X   |   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   | X   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   | X   |   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  | X   |   |   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   | X   |   |   |   |   |
| Comments: This alternative would have substantial impacts to the natural resources that exist in the Garvins Falls area. <span style="float: right;">Category Score</span>  | X   |   |   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   |   | X   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   |   | X   |   |
| Evaluate the effect on walkable communities.  |   |   | X   |   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: Does not affect public health in any measurable way <span style="float: right;">Category Score</span>                                       |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
ROUTE 106 CONNECTOR OPTION 1**






| <b>Quality of Life</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.         |   |   | X   |   |   |
| Evaluate the effect on the Quality of Life for those working in the region.        |   |   | X   |   |   |
| Evaluate the effect on the Quality of Life for those traveling through the region. |   |   | X   |   |   |
| Evaluate the effect on noise levels.   |   |   | X   |   |   |
| Comments: Quality of Life is not affected by this alternative.                     |   |   | X   |   |   |
| <b>Category Score</b>  |   |   | X   |   |   |






| <b>Residential Neighborhoods</b>  | Score  |  |  |  |  |
|---|--|--|--|--|--|
|   |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.              |  |  | X  |  |  |
| Evaluate the effect on planned or developing residential neighborhoods. |  |  | X  |  |  |
| Comments: No Impacts  |  |  | X  |  |  |
| <b>Category Score</b>   |  |  | X  |  |  |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.  |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety on I-89.  |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety on I-393.   |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety on local streets.   |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists.   |   | X   |   |   |   |
| Comments: This alternative would not correct existing safety issues and increased traffic and congestion along I-93 would be expected to make these safety issues worse. |   | X   |   |   |   |
| <b>Category Score</b>  |   | X   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
ROUTE 106 CONNECTOR OPTION 1**





















| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   |   |   |   | X   |
| Evaluate the support from the public in Pembroke.   |   |   |   |   | X   |
| Evaluate the support from the public in Concord.  |   |   |   |   | X   |
| Evaluate the support from the public in the other communities in the Central NH Region.   |   |   |   | X   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region.                                     |   |   | X   |   |   |
| Evaluate the support from resource agencies.  | X   |   |   |   |   |
| Evaluate the support from resource groups.  | X   |   |   |   |   |
| Comments: There was support from the local communities for this alternative but resource groups and agencies see fatal environmental impacts. |   | X   |   |   |   |
| <b>Category Score</b>   |   | X   |   |   |   |

| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   | X   |   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   | X   |   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   |   | X   |   |   |
| Comments: No provisions to help promote choice   |   |   | X   |   |   |
| <b>Category Score</b>  |   |   | X   |   |   |

**SCREENING SUMMARY**

**ROUTE 106 CONNECTOR OPTION 2**

The Route 106 Connector Option 2 proposes a limited access connector roadway from a new Exit 11 ½ on I-93 to the Route 3/106 Intersection. I-93 would remain four lanes north of I-89 under this alternative.






| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |   |
| Access                               |   |  |   | X   |   |    |
| Aesthetics                           |   |  | X   |   |   |    |
| Community Resources                  |   |  | X   |   |   |    |
| Community Vision                     |   |  |   | X   |   |    |
| Economic Vitality                    |   |  | X   |   |   |   |
| Historic and Archeological Resources |   | X  |   |   |   |  |
| Implementation                       |   | X  |   |   |   |  |
| Mobility                             |   | X  |   |   |   |  |
| Natural Environment                  |   | X  |   |   |   |  |
| Public Health                        |   |  | X   |   |   |  |
| Quality of Life                      |   |  | X   |   |   |  |
| Residential Neighborhoods            |   |  | X   |   |   |  |
| Safety                               |   | X  |   |   |   |  |
| Support                              |   | X  |   |   |   |  |
| Transportation Choice                |   |  |   | X   |   |  |

|   |                            |
|---|----------------------------|
| <p>The Route 106 Connector Option 2 is deemed Unreasonable due to its inability to address the future mobility needs of I-93.</p> | <p><b>Unreasonable</b></p> |
|---|----------------------------|






## Bow-Concord I-93 Transportation Planning Study

# DETAILED SCREENING ROUTE 106 CONNECTOR OPTION 2

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






### Detailed Screening Criteria

| <b>Access</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.           |   |   |   |   | X   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.       |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke.      |   |   |   |   | X   |
| Evaluate the access provided to and from tourist destinations.                |   |   |   | X   |   |
| Comments: Access to Pembroke, Bow and tourist destinations would be improved. |   |   |   | X   |   |
| Category Score  |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
ROUTE 106 CONNECTOR OPTION 2**






| <b>Aesthetics</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .  |   |   | X   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.   |   |   | X   |   |   |
| Evaluate the views of the Merrimack River.   |   | X   |   |   |   |
| Evaluate the views from the Merrimack River.   |   |   |   | X   |   |
| Evaluate whether the unique character of the Capital Region is complemented.   |   |   | X   |   |   |
| Comments: The views of I-93 would not be affected while the bridge over the river would improve the views of the river and degrade the views from the river. <span style="float: right;">Category Score</span> |   |   | X   |   |   |






| <b>Community Resources</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on parks.   |   |   | X   |   |   |
| Evaluate the effect on schools.   |   |   | X   |   |   |
| Comments: No Impacts. <span style="float: right;">Category Score</span> |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING**

**ROUTE 106 CONNECTOR OPTION 2**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   |   |   |   | X   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. |   |   |   |   | X   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   |   |   |   | X   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   |   |   | X   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   | X   |   |   |
| Comments: The adjacent communities support this new connection.   |   |   |   | X   |   |
| Category Score  |   |   |   | X   |   |






| <b>Economic Vitality</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.                          |   |   | X   |   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.                      |   |   | X   |   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts.                     |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.   |   |   |   |   | X   |
| Evaluate the effects to anticipated economic initiatives in Concord.   |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.  |   |   |   | X   |   |
| Evaluate the potential impacts to regional economic prospects.   |   |   | X   |   |   |
| Comments: Overall the economies of the local communities and region would not be improved by this alternative. |   |   | X   |   |   |
| Category Score   |   |   | X   |   |   |








**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
ROUTE 106 CONNECTOR OPTION 2**

| <b>Historic and Archeological Resources</b>                                | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on historic resources.                                 |   |   | X   |   |   |
| Evaluate the effect on archeological resources.                            |   | X   |   |   |   |
| Comments: The improvements could impact sensitive archeological resources. |   | X   |   |   |   |
| Category Score   |   |   |   |   |   |






| <b>Implementation</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the cost.  |   | X   |   |   |   |
| Evaluate the ability to implement in phases over a period of time.        |   | X   |   |   |   |
| Evaluate the ability to maintain mobility and access during construction. |   |   |   | X   |   |
| Comments: Relatively high cost due to bridging the Merrimack River.       |   | X   |   |   |   |
| Category Score  |   |   |   |   |   |






| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods. |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.          |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                    |   |   |   | X   |   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                       |   |   |   | X   |   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.                                    |   | X   |   |   |   |
| Comments: This alternative does not address the mobility needs of I-93.   |   | X   |   |   |   |
| Category Score  |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING**






**ROUTE 106 CONNECTOR OPTION 2**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. | X   |   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   | X   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   | X   |   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  |   | X   |   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   |   | X   |   |   |   |
| Comments: This alternative could impact sensitive natural resources. <span style="float:right">Category Score</span>  |   | X   |   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   |   | X   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   |   | X   |   |
| Evaluate the effect on walkable communities.  |   |   | X   |   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: Does not affect public health in any measurable way <span style="float:right">Category Score</span>   |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
ROUTE 106 CONNECTOR OPTION 2**






| <b>Quality of Life</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.         |   |   | X   |   |   |
| Evaluate the effect on the Quality of Life for those working in the region.        |   |   | X   |   |   |
| Evaluate the effect on the Quality of Life for those traveling through the region. |   |   | X   |   |   |
| Evaluate the effect on noise levels.   |   |   | X   |   |   |
| Comments: Quality of Life is not affected by this alternative.                     |   |   | X   |   |   |
| <b>Category Score</b>  |   |   | X   |   |   |






| <b>Residential Neighborhoods</b>  | Score  |  |  |  |  |
|---|--|--|--|--|--|
|   |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.              |  |  | X  |  |  |
| Evaluate the effect on planned or developing residential neighborhoods. |  |  | X  |  |  |
| Comments: No Impacts.   |  |  | X  |  |  |
| <b>Category Score</b>   |  |  | X  |  |  |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.  |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety on I-89.  |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety on I-393.   |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety on local streets.   |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists.   |   | X   |   |   |   |
| Comments: This alternative would not correct existing safety issues and increased traffic and congestion along I-93 would be expected to make these safety issues worse. |   | X   |   |   |   |
| <b>Category Score</b>  |   | X   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
ROUTE 106 CONNECTOR OPTION 2**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   |   |   |   | X   |
| Evaluate the support from the public in Pembroke.   |   |   |   |   | X   |
| Evaluate the support from the public in Concord.  |   |   |   |   | X   |
| Evaluate the support from the public in the other communities in the Central NH Region.   |   |   |   | X   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region.                                     |   |   | X   |   |   |
| Evaluate the support from resource agencies.  | X   |   |   |   |   |
| Evaluate the support from resource groups.  | X   |   |   |   |   |
| Comments: There was support from the local communities for this alternative but resource groups and agencies see fatal environmental impacts. |   | X   |   |   |   |
| <b>Category Score</b>   |   | X   |   |   |   |

| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   | X   |   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   | X   |   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   |   | X   |   |   |
| Comments: No provisions to help promote choice   |   |   | X   |   |   |
| <b>Category Score</b>  |   |   | X   |   |   |





















**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY**

**LOCAL ROAD IMPROVEMENTS ALTERNATIVE**

The Local Road Improvements Alternative proposes improvements to or construction of new of local roads. I-93 would remain four lanes north of I-89 under this alternative and would include the following:

- Langley Parkway (NW Bypass)
- Exit 16 1/2
- Connector from Exit 16 to US 3
- Extend Storrs Street

| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |   |
| Access                               |   |  | X   |   |   |    |
| Aesthetics                           |   |  | X   |   |   |    |
| Community Resources                  |   | X  |   |   |   |    |
| Community Vision                     |   | X  |   |   |   |   |
| Economic Vitality                    |   |  | X   |   |   |  |
| Historic and Archeological Resources | X   |  |   |   |   |  |
| Implementation                       |   | X  |   |   |   |  |
| Mobility                             |   | X  |   |   |   |  |
| Natural Environment                  | X   |  |   |   |   |  |
| Public Health                        |   |  | X   |   |   |  |
| Quality of Life                      |   | X  |   |   |   |  |
| Residential Neighborhoods            |   | X  |   |   |   |  |
| Safety                               |   | X  |   |   |   |  |
| Support                              |   | X  |   |   |   |  |
| Transportation Choice                |   |  | X   |   |   |  |






|   |                     |
|---|---------------------|
| <p>The Local Road Improvements Alternative is deemed Unreasonable due to its inability to address future mobility needs of I-93</p> | <b>Unreasonable</b> |
|---|---------------------|

## Bow-Concord I-93 Transportation Planning Study






# SCREENING SUMMARY

## LOCAL ROAD IMPROVEMENTS ALTERNATIVE

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






| <b>Detailed Screening Criteria</b> |
|------------------------------------|
|------------------------------------|

| <b>Access</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.             |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.         |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke.        |   |   | X   |   |   |
| Evaluate the access provided to and from tourist destinations.                  |   |   | X   |   |   |
| Comments: No change in access <span style="float: right;">Category Score</span> |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**SCREENING SUMMARY**  
**LOCAL ROAD IMPROVEMENTS ALTERNATIVE**






| <b>Aesthetics</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .                                |   |   | X   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.                                 |   |   | X   |   |   |
| Evaluate the views of the Merrimack River.   |   |   | X   |   |   |
| Evaluate the views from the Merrimack River.   |   |   | X   |   |   |
| Evaluate whether the unique character of the Capital Region is complemented.                     |   |   | X   |   |   |
| Comments: No measurable effect to river of I-93. <span style="float:right">Category Score</span> |   |   | X   |   |   |

| <b>Community Resources</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on parks.  |   | X   |   |   |   |
| Evaluate the effect on schools.  |   | X   |   |   |   |
| Comments: The new corridors could impact parks and/or schools. <span style="float:right">Category Score</span> |   | X   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**SCREENING SUMMARY**  
**LOCAL ROAD IMPROVEMENTS ALTERNATIVE**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. |   | X   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   |   | X   |   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   | X   |   |   |   |
| Comments: These improvements are not compatible with Concord's plans. <span style="float:right">Category Score</span>   |   | X   |   |   |   |






| <b>Economic Vitality</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.   |   |   | X   |   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.   |   | X   |   |   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts.  |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.  |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.  |   | X   |   |   |   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.   |   |   | X   |   |   |
| Evaluate the potential impacts to regional economic prospects.  |   |   | X   |   |   |
| Comments: The economy of the local communities and region would not be improved by these local roads. <span style="float:right">Category Score</span> |   |   | X   |   |   |



**SCREENING SUMMARY**  
**LOCAL ROAD IMPROVEMENTS ALTERNATIVE**






| <b>Historic and Archeological Resources</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on historic resources.  | X   |   |   |   |   |
| Evaluate the effect on archeological resources.   |   | X   |   |   |   |
| Comments: These local roads pass through historic districts and could impact this resource. <span style="float:right">Category Score</span> | X   |   |   |   |   |






| <b>Implementation</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the cost.  | X   |   |   |   |   |
| Evaluate the ability to implement in phases over a period of time.  |   |   |   | X   |   |
| Evaluate the ability to maintain mobility and access during construction.   |   |   |   | X   |   |
| Comments: There would considerable cost to construct these new corridors either from bridging the river or impacts to private property. <span style="float:right">Category Score</span> |   | X   |   |   |   |

| <b>Mobility</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods.      |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.               |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                         |   |   |   | X   |   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                            |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.   |   |   |   | X   |   |
| Comments: There local roads do not address the mobility needs of I-93. <span style="float:right">Category Score</span> |   | X   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**SCREENING SUMMARY**  
**LOCAL ROAD IMPROVEMENTS ALTERNATIVE**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. | X   |   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   | X   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   | X   |   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  | X   |   |   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   | X   |   |   |   |   |
| Comments: The connection from Exit 16 would cross sensitive wetlands and floodplains. <span style="float:right">Category Score</span>   | X   |   |   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   | X   |   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   |   | X   |   |
| Evaluate the effect on walkable communities.  |   |   | X   |   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: No overall change would be expected. <span style="float:right">Category Score</span>  |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY**  
**LOCAL ROAD IMPROVEMENTS ALTERNATIVE**






| <b>Quality of Life</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.   |   | X   |   |   |   |
| Evaluate the effect on the Quality of Life for those working in the region.  |   |   |   | X   |   |
| Evaluate the effect on the Quality of Life for those traveling through the region.   |   |   | X   |   |   |
| Evaluate the effect on noise levels.   |   | X   |   |   |   |
| Comments: The Langley Parkway would bring more traffic to the center of Concord. <span style="float:right">Category Score</span> |   | X   |   |   |   |






| <b>Residential Neighborhoods</b>  | Score  |  |  |  |  |
|---|--|--|--|--|--|
|   |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.  |  | X  |  |  |  |
| Evaluate the effect on planned or developing residential neighborhoods.   |  | X  |  |  |  |
| Comments: The Langley Parkway would bring more traffic to the center of Concord <span style="float:right">Category Score</span> |  | X  |  |  |  |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.  |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety on I-89.  |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety on I-393.   |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety on local streets.   |   |   |   | X   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists.                                       |   |   |   | X   |   |
| Comments: The existing safety issues along I-93 are not addressed. <span style="float:right">Category Score</span> |   | X   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**





















**SCREENING SUMMARY**  
**LOCAL ROAD IMPROVEMENTS ALTERNATIVE**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   |   | X   |   |   |
| Evaluate the support from the public in Pembroke.   |   |   |   |   |   |
| Evaluate the support from the public in Concord.  |   |   | X   |   |   |
| Evaluate the support from the public in the other communities in the Central NH Region.                   |   |   | X   |   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region. | X   |   |   |   |   |
| Evaluate the support from resource agencies.  | X   |   |   |   |   |
| Evaluate the support from resource groups.  |   |   |   |   |   |
| Comments: <span style="float: right;">Category Score</span>   |   | X   |   |   |   |

| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   | X   |   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   | X   |   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   |   |   | X   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   |   |   | X   |   |
| Comments: <span style="float: right;">Category Score</span>  |   |   | X   |   |   |

**SCREENING SUMMARY**  
**SAFETY IMPROVEMENTS ALTERNATIVE**

The Safety Improvements Alternative proposes to address the existing safety issues along I-93, I-89 and I-393. I-93 would remain four lanes north of I-89 under this alternative.






| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |   |
| Access                               |   |  | X   |   |   |    |
| Aesthetics                           |   |  | X   |   |   |    |
| Community Resources                  |   |  | X   |   |   |    |
| Community Vision                     |   | X  |   |   |   |    |
| Economic Vitality                    |   |  | X   |   |   |   |
| Historic and Archeological Resources |   |  | X   |   |   |  |
| Implementation                       |   |  |   | X   |   |  |
| Mobility                             | X   |  |   |   |   |  |
| Natural Environment                  |   |  | X   |   |   |  |
| Public Health                        |   |  | X   |   |   |  |
| Quality of Life                      |   | X  |   |   |   |  |
| Residential Neighborhoods            |   |  | X   |   |   |  |
| Safety                               |   |  |   |   | X   |  |
| Support                              |   | X  |   |   |   |  |
| Transportation Choice                |   |  | X   |   |   |  |

|  |                            |
|--|----------------------------|
| <p>The Safety Improvements Alternative is deemed Unreasonable due to its inability to address future mobility needs of I-93.</p> | <p><b>Unreasonable</b></p> |
|--|----------------------------|






## Bow-Concord I-93 Transportation Planning Study

# DETAILED SCREENING SAFETY IMPROVEMENTS ALTERNATIVE

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






### Detailed Screening Criteria

| <b>Access</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.      |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.  |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke. |   |   | X   |   |   |
| Evaluate the access provided to and from tourist destinations.           |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>              |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
SAFETY IMPROVEMENTS ALTERNATIVE**






| <b>Aesthetics</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .            |   |   | X   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.             |   |   | X   |   |   |
| Evaluate the views of the Merrimack River.                                   |   |   | X   |   |   |
| Evaluate the views from the Merrimack River.                                 |   |   | X   |   |   |
| Evaluate whether the unique character of the Capital Region is complemented. |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>                  |   |   | X   |   |   |

| <b>Community Resources</b>                                  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on parks.                               |   |   | X   |   |   |
| Evaluate the effect on schools.                             |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span> |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
SAFETY IMPROVEMENTS ALTERNATIVE**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   |   |   | X   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. |   | X   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   |   | X   |   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   | X   |   |   |   |
| Comments: <span style="float: right;">Category Score</span>   |   | X   |   |   |   |






| <b>Economic Vitality</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.      |   |   | X   |   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.  |   |   | X   |   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts. |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.                           |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.                       |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.                      |   |   | X   |   |   |
| Evaluate the potential impacts to regional economic prospects.                             |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>                                |   |   | X   |   |   |








**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
SAFETY IMPROVEMENTS ALTERNATIVE**






| <b>Historic and Archeological Resources</b>                 | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on historic resources.                  |   |   | X   |   |   |
| Evaluate the effect on archeological resources.             |   | X   |   |   |   |
| Comments: <span style="float: right;">Category Score</span> |   |   | X   |   |   |






| <b>Implementation</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the cost.  |   |   | X   |   |   |
| Evaluate the ability to implement in phases over a period of time.        |   |   |   | X   |   |
| Evaluate the ability to maintain mobility and access during construction. |   |   |   | X   |   |
| Comments: <span style="float: right;">Category Score</span>               |   |   |   | X   |   |

| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods. | X   |   |   |   |   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.          |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                    | X   |   |   |   |   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                       |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.                                    |   | X   |   |   |   |
| Comments: <span style="float: right;">Category Score</span>   | X   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
SAFETY IMPROVEMENTS ALTERNATIVE**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. |   | X   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   |   | X   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   |   | X   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  |   |   | X   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   |   | X   |   |   |   |
| Comments: <span style="float: right;">Category Score</span>   |   |   | X   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   | X   |   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   | X   |   |   |
| Evaluate the effect on walkable communities.  |   |   | X   |   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>   |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
SAFETY IMPROVEMENTS ALTERNATIVE**






| <b>Quality of Life</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.         |   | X   |   |   |   |
| Evaluate the effect on the Quality of Life for those working in the region.        |   | X   |   |   |   |
| Evaluate the effect on the Quality of Life for those traveling through the region. | X   |   |   |   |   |
| Evaluate the effect on noise levels.   |   | X   |   |   |   |
| Comments: <span style="float: right;">Category Score</span>                        |   | X   |   |   |   |






| <b>Residential Neighborhoods</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.              |   |   | X   |   |   |
| Evaluate the effect on planned or developing residential neighborhoods. |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>             |   |   | X   |   |   |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.                        |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on I-89.                        |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on I-393.                       |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on local streets.               |   |   | X   |   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists. |   |   |   |   | X   |
| Comments: <span style="float: right;">Category Score</span>                  |   |   |   |   | X   |

**Bow-Concord I-93 Transportation Planning Study**






















**DETAILED SCREENING  
SAFETY IMPROVEMENTS ALTERNATIVE**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   |   | X   |   |   |
| Evaluate the support from the public in Pembroke.   |   |   | X   |   |   |
| Evaluate the support from the public in Concord.  |   | X   |   |   |   |
| Evaluate the support from the public in the other communities in the Central NH Region.                   |   | X   |   |   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region. |   | X   |   |   |   |
| Evaluate the support from resource agencies.  |   |   |   | X   |   |
| Evaluate the support from resource groups.  |   |   |   | X   |   |
| Comments: <span style="float: right;">Category Score</span>   |   | X   |   |   |   |

| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   | X   |   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   | X   |   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   |   |   | X   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   | X   |   |   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   | X   |   |   |   |
| Comments: <span style="float: right;">Category Score</span>  |   |   | X   |   |   |

**SCREENING SUMMARY**  
**1992 FEASIBILITY STUDY ALTERNATIVE**

The 1992 Feasibility Study proposed a significant reconstruction of I-93 that included an eight lane I-93. The proposed improvements included reconstruction of all exits on I-93 and Exit 1 on I-89.






| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |    |
| Access                               |   |  |   |   | X   |    |
| Aesthetics                           | X   |  |   |   |   |    |
| Community Resources                  |   |  | X   |   |   |    |
| Community Vision                     | X   |  |   |   |   |    |
| Economic Vitality                    |   |  |   | X   |   |    |
| Historic and Archeological Resources |   | X  |   |   |   |  |
| Implementation                       | X   |  |   |   |   |  |
| Mobility                             |   |  |   |   | X   |  |
| Natural Environment                  |   |  | X   |   |   |  |
| Public Health                        |   | X  |   |   |   |  |
| Quality of Life                      |   | X  |   |   |   |  |
| Residential Neighborhoods            |   |  | X   |   |   |  |
| Safety                               |   |  |   |   | X   |  |
| Support                              | X   |  |   |   |   |  |
| Transportation Choice                |   |  | X   |   |   |  |

|  |   |
|--|---|
| <p>The 1992 Feasibility Study is deemed Unreasonable due to the impacts to the corridor and its focus on automobile traffic.</p> | <p align="center"><b>Unreasonable</b></p> |
|--|---|






## Bow-Concord I-93 Transportation Planning Study

# DETAILED SCREENING 1992 FEASIBILITY STUDY ALTERNATIVE

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






### Detailed Screening Criteria

| <b>Access</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.      |   |   |   |   | X   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.  |   |   |   |   | X   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke. |   |   | X   |   |   |
| Evaluate the access provided to and from tourist destinations.           |   |   |   |   | X   |
| Comments: This alternative substantially improves access.                |   |   |   |   | X   |
| Category Score   |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
1992 FEASIBILITY STUDY ALTERNATIVE**






| <b>Aesthetics</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .   |   | X   |   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.  | X   |   |   |   |   |
| Evaluate the views of the Merrimack River.  |   |   | X   |   |   |
| Evaluate the views from the Merrimack River.  |   |   | X   |   |   |
| Evaluate whether the unique character of the Capital Region is complemented.  | X   |   |   |   |   |
| Comments: The wide corridor and elevated ramps degrade the views. <span style="float: right;">Category Score</span> | X   |   |   |   |   |

| <b>Community Resources</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on parks.   |   |   | X   |   |   |
| Evaluate the effect on schools.   |   |   | X   |   |   |
| Comments: No impacts. <span style="float: right;">Category Score</span> |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
1992 FEASIBILITY STUDY ALTERNATIVE**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  | X   |   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. | X   |   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   | X   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   | X   |   |   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   |   |   | X   |
| Comments: This alternative is not compatible with the visions of the communities. <span style="float:right">Category Score</span>   | X   |   |   |   |   |






| <b>Economic Vitality</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.  |   | X   |   |   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.  |   | X   |   |   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts.   |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.   |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.   |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.  |   |   | X   |   |   |
| Evaluate the potential impacts to regional economic prospects.   |   |   |   | X   |   |
| Comments: Existing businesses would be impacted but the increased access and mobility could improve future business. <span style="float:right">Category Score</span> |   |   |   | X   |   |








**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
1992 FEASIBILITY STUDY ALTERNATIVE**






| <b>Historic and Archeological Resources</b>                                | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on historic resources.                                 |   |   | X   |   |   |
| Evaluate the effect on archeological resources.                            |   | X   |   |   |   |
| Comments: The improvements could impact sensitive archeological resources. |   | X   |   |   |   |
| Category Score   |   |   |   |   |   |






| <b>Implementation</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the cost.   | X   |   |   |   |   |
| Evaluate the ability to implement in phases over a period of time.   |   |   | X   |   |   |
| Evaluate the ability to maintain mobility and access during construction.                                  |   | X   |   |   |   |
| Comments: This alternative would be unreasonably expensive and construction would be extremely disruptive. | X   |   |   |   |   |
| Category Score   |   |   |   |   |   |

| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods. |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.          |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                    |   |   |   |   | X   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                       |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.                                    |   |   |   |   | X   |
| Comments: Mobility would be substantially improved by this alternative.   |   |   |   |   | X   |
| Category Score  |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
1992 FEASIBILITY STUDY ALTERNATIVE**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. |   |   | X   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   |   | X   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   |   | X   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  |   |   | X   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   |   | X   |   |   |   |
| Comments: The extensive improvements would impact the natural environment. <span style="float: right;">Category Score</span>  |   |   | X   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins.         |   | X   |   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   |   | X   |   |
| Evaluate the effect on walkable communities.  |   | X   |   |   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: This alternative would promote automotive travel and could have a negative effect on air quality. <span style="float: right;">Category Score</span> |   | X   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
1992 FEASIBILITY STUDY ALTERNATIVE**






| <b>Quality of Life</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.  |   | X   |   |   |   |
| Evaluate the effect on the Quality of Life for those working in the region.   |   | X   |   |   |   |
| Evaluate the effect on the Quality of Life for those traveling through the region.  |   |   |   | X   |   |
| Evaluate the effect on noise levels.  |   | X   |   |   |   |
| Comments: Traveling through the region would be improved but the expansive corridor would negatively impact those living and working in the area. |   | X   |   |   |   |
| <b>Category Score</b>   |   |   |   |   |   |






| <b>Residential Neighborhoods</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.              |   |   | X   |   |   |
| Evaluate the effect on planned or developing residential neighborhoods. |   |   | X   |   |   |
| Comments: No impacts.   |   |   | X   |   |   |
| <b>Category Score</b>   |   |   |   |   |   |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.                        |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on I-89.                        |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on I-393.                       |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on local streets.               |   |   |   | X   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists. |   |   |   | X   |   |
| Comments: Existing deficiencies would be corrected with this alternative.    |   |   |   |   | X   |
| <b>Category Score</b>  |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
1992 FEASIBILITY STUDY ALTERNATIVE**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  | X   |   |   |   |   |
| Evaluate the support from the public in Pembroke.   | X   |   |   |   |   |
| Evaluate the support from the public in Concord.  | X   |   |   |   |   |
| Evaluate the support from the public in the other communities in the Central NH Region.                   |   | X   |   |   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region. |   |   | X   |   |   |
| Evaluate the support from resource agencies.  | X   |   |   |   |   |
| Evaluate the support from resource groups.  | X   |   |   |   |   |
| Comments: Strong opposition for this alternative. <span style="float:right">Category Score</span>         | X   |   |   |   |   |





















| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   | X   |   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   |   | X   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   |   |   | X   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   | X   |   |   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   |   | X   |   |   |
| Comments: This alternative is focused on improving automobile travel. <span style="float:right">Category Score</span>          |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY**

**PASSENGER RAIL SERVICE ALTERNATIVE**






Passenger Rail Service proposes implementing rail service from the south into Concord. I-93 would remain four lanes north of I-89.

| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |   |
| Access                               |   |  | X   |   |   |    |
| Aesthetics                           |   |  | X   |   |   |    |
| Community Resources                  |   |  | X   |   |   |    |
| Community Vision                     |   |  |   | X   |   |    |
| Economic Vitality                    |   |  |   | X   |   |    |
| Historic and Archeological Resources |   |  | X   |   |   |    |
| Implementation                       | X   |  |   |   |   |   |
| Mobility                             |   | X  |   |   |   |  |
| Natural Environment                  |   |  | X   |   |   |  |
| Public Health                        |   |  |   | X   |   |  |
| Quality of Life                      |   |  |   | X   |   |  |
| Residential Neighborhoods            |   |  | X   |   |   |  |
| Safety                               |   |  | X   |   |   |  |
| Support                              |   | X  |   |   |   |  |
| Transportation Choice                |   |  |   |   | X   |  |






|  |                            |
|--|----------------------------|
| <p>The Passenger Rail Service Alternative is deemed Unreasonable due to its inability to address the project goals such as improved Mobility and increased safety.</p> | <p><b>Unreasonable</b></p> |
|--|----------------------------|

**SCREENING SUMMARY**  
**PASSENGER RAIL SERVICE ALTERNATIVE**

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






**Detailed Screening Criteria**

| <b>Access</b>  | <b>Score</b>  |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.      |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.  |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke. |   |   | X   |   |   |
| Evaluate the access provided to and from tourist destinations.           |   |   | X   |   |   |
| Comments: This alternative does not change access.      Category Score   |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**SCREENING SUMMARY  
PASSENGER RAIL SERVICE ALTERNATIVE**






| <b>Aesthetics</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .            |   |   | X   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.             |   |   | X   |   |   |
| Evaluate the views of the Merrimack River.                                   |   |   | X   |   |   |
| Evaluate the views from the Merrimack River.                                 |   |   | X   |   |   |
| Evaluate whether the unique character of the Capital Region is complemented. |   |   | X   |   |   |
| Comments: No changes to views as a result of this alternative.               |   |   | X   |   |   |
| Category Score   |   |   | X   |   |   |

| <b>Community Resources</b>      | Score   |   |   |   |   |
|---------------------------------|---|---|---|---|---|
|                                 |  |  |  |  |  |
| Evaluate the effect on parks.   |   |   | X   |   |   |
| Evaluate the effect on schools. |   |   | X   |   |   |
| Comments: No impacts.           |   |   | X   |   |   |
| Category Score                  |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY  
PASSENGER RAIL SERVICE ALTERNATIVE**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   |   |   | X   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. |   |   |   |   | X   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   |   |   | X   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   |   |   | X   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   |   |   | X   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   | X   |   |   |
| Comments: Rail service is compatible with local plans.      Category Score  |   |   |   | X   |   |






| <b>Economic Vitality</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.                    |   |   | X   |   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.                |   |   |   | X   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts.               |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.   |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.                                     |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.                                    |   |   | X   |   |   |
| Evaluate the potential impacts to regional economic prospects.   |   |   |   | X   |   |
| Comments: Some improvement t business could be expected from passenger rail service.      Category Score |   |   |   | X   |   |








**Bow-Concord I-93 Transportation Planning Study**






**SCREENING SUMMARY  
PASSENGER RAIL SERVICE ALTERNATIVE**






| <b>Historic and Archeological Resources</b>                           | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on historic resources.                            |   |   | X   |   |   |
| Evaluate the effect on archeological resources.                       |   |   | X   |   |   |
| Comments: No impacts. <span style="float:right">Category Score</span> |   |   | X   |   |   |

| <b>Implementation</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the cost.  | X   |   |   |   |   |
| Evaluate the ability to implement in phases over a period of time.  |   | X   |   |   |   |
| Evaluate the ability to maintain mobility and access during construction.   |   | X   |   |   |   |
| Comments: Extremely difficult to implement because there is currently no passenger rail service in New Hampshire. <span style="float:right">Category Score</span> | X   |   |   |   |   |






| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods. |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.          |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                    |   | X   |   |   |   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                       |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.                                    |   | X   |   |   |   |
| Comments: Does not address the future mobility needs of the area. <span style="float:right">Category Score</span> |   | X   |   |   |   |






**SCREENING SUMMARY**  
**PASSENGER RAIL SERVICE ALTERNATIVE**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. |   | X   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   |   | X   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   |   | X   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  |   |   | X   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   |   |   | X   |   |   |
| Comments: No impacts since the rail corridor already exists. <span style="float:right">Category Score</span>  |   |   | X   |   |   |

| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   |   | X   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   |   | X   |   |
| Evaluate the effect on walkable communities.  |   |   |   | X   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: Some improvement to public health due to reduction of auto use. <span style="float:right">Category Score</span>                             |   |   |   | X   |   |

**SCREENING SUMMARY**  
**PASSENGER RAIL SERVICE ALTERNATIVE**






| <b>Quality of Life</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.   |   |   | X   |   |   |
| Evaluate the effect on the Quality of Life for those working in the region.  |   |   |   | X   |   |
| Evaluate the effect on the Quality of Life for those traveling through the region.                                       |   |   |   | X   |   |
| Evaluate the effect on noise levels.   |   |   |   |   | X   |
| Comments: Improved quality of life for those traveling longer distances. <span style="float:right">Category Score</span> |   |   |   | X   |   |






| <b>Residential Neighborhoods</b>  | Score  |  |  |  |  |
|---|--|--|--|--|--|
|   |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.              |  |  | X  |  |  |
| Evaluate the effect on planned or developing residential neighborhoods. |  |  | X  |  |  |
| Comments. No impacts. <span style="float:right">Category Score</span>   |  |  | X  |  |  |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.  |   |   | X   |   |   |
| Evaluate the effectiveness to improve safety on I-89.  |   |   | X   |   |   |
| Evaluate the effectiveness to improve safety on I-393.   |   |   | X   |   |   |
| Evaluate the effectiveness to improve safety on local streets.                                     |   |   | X   |   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists.                       |   |   | X   |   |   |
| Comments: Existing deficiencies are not addressed. <span style="float:right">Category Score</span> |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






















**SCREENING SUMMARY  
PASSENGER RAIL SERVICE ALTERNATIVE**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   | X   |   |   |   |
| Evaluate the support from the public in Pembroke.   |   | X   |   |   |   |
| Evaluate the support from the public in Concord.  |   | X   |   |   |   |
| Evaluate the support from the public in the other communities in the Central NH Region.                   |   | X   |   |   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region. | X   |   |   |   |   |
| Evaluate the support from resource agencies.  |   |   |   |   | X   |
| Evaluate the support from resource groups.  |   |   |   |   | X   |
| Comments: The communities support passenger rail service but not as a stand alone alternative.            |   | X   |   |   |   |
| <b>Category Score</b>   |   | X   |   |   |   |

| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   |   |   | X   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   |   |   | X   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   |   |   | X   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   |   | X   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   |   |   | X   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   |   |   | X   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   |   |   | X   |   |
| Comments: Promotes the use of alternate modes.   |   |   |   |   | X   |
| <b>Category Score</b>  |   |   |   |   | X   |

**SCREENING SUMMARY**  
**INTERSTATE 93 TUNNEL ALTERNATIVE**

This Alternative would place I-93 in a tunnel as it passed Downtown Concord. The tunnel would be a component of another build alternative.






| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |    |
| Access                               |   |  |   | X   |   |    |
| Aesthetics                           |   |  |   | X   |   |    |
| Community Resources                  |   |  | X   |   |   |    |
| Community Vision                     |   |  |   |   | X   |    |
| Economic Vitality                    |   |  |   | X   |   |    |
| Historic and Archeological Resources |   |  | X   |   |   |   |
| Implementation                       | X   |  |   |   |   |  |
| Mobility                             |   |  |   |   | X   |  |
| Natural Environment                  |   |  | X   |   |   |  |
| Public Health                        |   |  |   | X   |   |  |
| Quality of Life                      |   |  |   |   | X   |  |
| Residential Neighborhoods            |   |  |   |   | X   |  |
| Safety                               |   |  |   | X   |   |  |
| Support                              |   |  |   | X   |   |  |
| Transportation Choice                |   |  | X   |   |   |  |

|   |                   |
|---|-------------------|
| The I-93 Tunnel is deemed a reasonable component for further consideration. | <b>Reasonable</b> |
|---|-------------------|






## Bow-Concord I-93 Transportation Planning Study

# DETAILED SCREENING INTERSTATE 93 TUNNEL ALTERNATIVE

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






### Detailed Screening Criteria

| <b>Access</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.                                 |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.                             |   |   |   | X   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke.                            |   |   | X   |   |   |
| Evaluate the access provided to and from tourist destinations.                                      |   |   |   |   | X   |
| Comments: Access is improved by this alternative. <span style="float: right;">Category Score</span> |   |   |   | X   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
INTERSTATE 93 TUNNEL ALTERNATIVE**






| <b>Aesthetics</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .            | X   |   |   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.             |   |   |   |   | X   |
| Evaluate the views of the Merrimack River.                                   |   | X   |   |   |   |
| Evaluate the views from the Merrimack River.                                 |   |   |   | X   |   |
| Evaluate whether the unique character of the Capital Region is complemented. |   |   |   | X   |   |
| Comments: The views are improved by this alternative.      Category Score    |   |   |   | X   |   |

| <b>Community Resources</b>                | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on parks.             |   |   | X   |   |   |
| Evaluate the effect on schools.           |   |   | X   |   |   |
| Comments: No impacts.      Category Score |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
INTERSTATE 93 TUNNEL ALTERNATIVE**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   |   |   |   | X   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. |   |   |   |   | X   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   |   |   | X   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   |   | X   |   |
| Comments: This alternative is compatible with most community's plans or visions. <span style="float: right;">Category Score</span>  |   |   |   |   | X   |






| <b>Economic Vitality</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.   |   |   |   | X   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.   |   |   |   | X   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts.  |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.  |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.  |   |   |   |   | X   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.   |   |   |   | X   |   |
| Evaluate the potential impacts to regional economic prospects.  |   |   |   | X   |   |
| Comments: This alternative would benefit the economies of the adjacent communities. <span style="float: right;">Category Score</span> |   |   |   | X   |   |








**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
INTERSTATE 93 TUNNEL ALTERNATIVE**






| <b>Historic and Archeological Resources</b>                                | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on historic resources.                                 |   |   | X   |   |   |
| Evaluate the effect on archeological resources.                            |   | X   |   |   |   |
| Comments: The improvements could impact sensitive archeological resources. |   |   | X   |   |   |
| Category Score   |   |   |   |   |   |






| <b>Implementation</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the cost.  | X   |   |   |   |   |
| Evaluate the ability to implement in phases over a period of time.        | X   |   |   |   |   |
| Evaluate the ability to maintain mobility and access during construction. | X   |   |   |   |   |
| Comments: Implementing this alternative would be very difficult.          | X   |   |   |   |   |
| Category Score  |   |   |   |   |   |

| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods. |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.          |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                    |   |   |   |   | X   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                       |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.                                    |   |   |   | X   |   |
| Comments: Mobility would be substantially enhanced by this alternative.   |   |   |   |   | X   |
| Category Score  |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
INTERSTATE 93 TUNNEL ALTERNATIVE**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. |   |   |   | X   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   |   | X   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   |   | X   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  |   |   | X   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   | X   |   |   |   |   |
| Comments: . <span style="float:right">Category Score</span>   |   |   | X   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   | X   |   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   |   | X   |   |
| Evaluate the effect on walkable communities.  |   |   |   | X   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: Access to the river and other proposed pedestrian trails could improve public health. <span style="float:right">Category Score</span>       |   |   |   | X   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
INTERSTATE 93 TUNNEL ALTERNATIVE**






| <b>Quality of Life</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.   |   |   |   | X   |   |
| Evaluate the effect on the Quality of Life for those working in the region.  |   |   |   |   | X   |
| Evaluate the effect on the Quality of Life for those traveling through the region.   |   |   |   |   | X   |
| Evaluate the effect on noise levels.   |   |   |   | X   |   |
| Comments: This alternative would improve the quality of life for those in the region by reducing traffic congestion and providing access to other community assets like the river. |   |   |   |   | X   |
| <b>Category Score</b>  |   |   |   |   |   |






| <b>Residential Neighborhoods</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.                       |   |   |   |   | X   |
| Evaluate the effect on planned or developing residential neighborhoods.          |   |   |   |   | X   |
| Comments: Neighborhoods would benefit from the reduced traffic on local streets. |   |   |   |   | X   |
| <b>Category Score</b>  |   |   |   |   |   |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.                            |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on I-89.                            |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on I-393.                           |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on local streets.                   |   |   |   | X   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists.     |   |   |   | X   |   |
| Comments: Existing deficiencies would be corrected but other issues are created. |   |   |   | X   |   |
| <b>Category Score</b>  |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
INTERSTATE 93 TUNNEL ALTERNATIVE**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   |   |   |   | X   |
| Evaluate the support from the public in Pembroke.   |   |   | X   |   |   |
| Evaluate the support from the public in Concord.  |   |   | X   |   |   |
| Evaluate the support from the public in the other communities in the Central NH Region.                   |   |   | X   |   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region. |   |   | X   |   |   |
| Evaluate the support from resource agencies.  |   |   | X   |   |   |
| Evaluate the support from resource groups.  |   |   | X   |   |   |
| Comments: There was general support for considering a tunnel on I-93.                                     |   |   |   | X   |   |
| <b>Category Score</b>   |   |   |   | X   |   |





















| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   | X   |   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   | X   |   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   |   | X   |   |   |
| Comments:  |   |   | X   |   |   |
| <b>Category Score</b>  |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY**

**SHIFT I- 93 TO EAST OF MERRIMACK RIVER**

This Alternative would shift I-93 to the East side of the Merrimack River from north of Exit 12 to Exit 15. I-93 would have six lanes with upgraded exits.

| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |   |
| Access                               |   |  | X   |   |   |    |
| Aesthetics                           |   | X  |   |   |   |    |
| Community Resources                  |   |  | X   |   |   |    |
| Community Vision                     |   | X  |   |   |   |    |
| Economic Vitality                    |   |  |   | X   |   |    |
| Historic and Archeological Resources |   |  | X   |   |   |    |
| Implementation                       | X   |  |   |   |   |  |
| Mobility                             |   |  |   |   | X   |  |
| Natural Environment                  | X   |  |   |   |   |  |
| Public Health                        |   |  |   | X   |   |  |
| Quality of Life                      |   |  |   |   | X   |  |
| Residential Neighborhoods            |   |  |   | X   |   |  |
| Safety                               |   |  |   | X   |   |  |
| Support                              |   | X  |   |   |   |  |
| Transportation Choice                |   |  | X   |   |   |  |






|  |                     |
|--|---------------------|
| Shifting I-93 to the East side of the Merrimack River is deemed Unreasonable due to environmental obstacles. | <b>Unreasonable</b> |
|--|---------------------|

## Bow-Concord I-93 Transportation Planning Study






# DETAILED SCREENING

## SHIFT I- 93 TO EAST OF MERRIMACK RIVER

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






### Detailed Screening Criteria

| <b>Access</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.   |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.   |   | X   |   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke.  |   |   | X   |   |   |
| Evaluate the access provided to and from tourist destinations.  |   |   |   |   | X   |
| Comments: Access to Downtown Concord would be degraded because vehicles would have to cross the river to get to I-93. <span style="float: right;">Category Score</span> |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
SHIFT I- 93 TO EAST OF MERRIMACK RIVER**






| <b>Aesthetics</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .            |   |   |   | X   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.             |   | X   |   |   |   |
| Evaluate the views of the Merrimack River.                                   |   |   |   | X   |   |
| Evaluate the views from the Merrimack River.                                 | X   |   |   |   |   |
| Evaluate whether the unique character of the Capital Region is complemented. |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>                  |   | X   |   |   |   |

| <b>Community Resources</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on parks.   |   |   | X   |   |   |
| Evaluate the effect on schools.   |   |   | X   |   |   |
| Comments: No impacts. <span style="float: right;">Category Score</span> |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
SHIFT I- 93 TO EAST OF MERRIMACK RIVER**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. |   | X   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   | X   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   | X   |   |   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   |   | X   |   |
| Comments: This alternative is not compatible with most community's plans or visions. <span style="float:right">Category Score</span>  |   | X   |   |   |   |






| <b>Economic Vitality</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.   |   |   |   | X   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.   |   |   |   | X   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts.  |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.  |   |   |   | X   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.  |   |   |   |   | X   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.   |   |   |   | X   |   |
| Evaluate the potential impacts to regional economic prospects.  |   |   |   | X   |   |
| Comments: This alternative would benefit the economies of the adjacent communities. <span style="float:right">Category Score</span> |   |   |   | X   |   |








**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
SHIFT I- 93 TO EAST OF MERRIMACK RIVER**






| <b>Historic and Archeological Resources</b>                                | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on historic resources.                                 |   |   | X   |   |   |
| Evaluate the effect on archeological resources.                            |   | X   |   |   |   |
| Comments: The improvements could impact sensitive archeological resources. |   |   | X   |   |   |
| Category Score   |   |   |   |   |   |






| <b>Implementation</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the cost.  | X   |   |   |   |   |
| Evaluate the ability to implement in phases over a period of time.        | X   |   |   |   |   |
| Evaluate the ability to maintain mobility and access during construction. | X   |   |   |   |   |
| Comments: Implementing this alternative would be very difficult.          | X   |   |   |   |   |
| Category Score  |   |   |   |   |   |

| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods. |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.          |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                    |   |   |   |   | X   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                       |   |   |   |   | X   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.                                    |   |   |   | X   |   |
| Comments: Mobility would be substantially enhanced by this alternative.   |   |   |   |   | X   |
| Category Score  |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**DETAILED SCREENING  
SHIFT I- 93 TO EAST OF MERRIMACK RIVER**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. | X   |   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   | X   |   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   |   | X   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  | X   |   |   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   | X   |   |   |   |   |
| Comments: . <span style="float: right;">Category Score</span>   | X   |   |   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   | X   |   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   |   | X   |   |
| Evaluate the effect on walkable communities.  |   |   |   | X   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: Access to the river and other proposed pedestrian trails could improve public health. <span style="float: right;">Category Score</span>     |   |   |   | X   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
SHIFT I- 93 TO EAST OF MERRIMACK RIVER**






| <b>Quality of Life</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.   |   |   |   | X   |   |
| Evaluate the effect on the Quality of Life for those working in the region.  |   |   |   |   | X   |
| Evaluate the effect on the Quality of Life for those traveling through the region.   |   |   |   |   | X   |
| Evaluate the effect on noise levels.   |   |   |   | X   |   |
| Comments: This alternative would improve the quality of life for those in the region by reducing traffic congestion and providing access to other community assets like the river. |   |   |   |   | X   |
| <b>Category Score</b>  |   |   |   |   |   |






| <b>Residential Neighborhoods</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.                       |   |   |   | X   |   |
| Evaluate the effect on planned or developing residential neighborhoods.          |   |   |   | X   |   |
| Comments: Neighborhoods would benefit from the reduced traffic on local streets. |   |   |   | X   |   |
| <b>Category Score</b>  |   |   |   |   |   |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.                            |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on I-89.                            |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on I-393.                           |   |   |   |   | X   |
| Evaluate the effectiveness to improve safety on local streets.                   |   |   |   | X   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists.     |   |   |   | X   |   |
| Comments: Existing deficiencies would be corrected but other issues are created. |   |   |   | X   |   |
| <b>Category Score</b>  |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**





















**DETAILED SCREENING  
SHIFT I- 93 TO EAST OF MERRIMACK RIVER**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   | X   |   |   |   |
| Evaluate the support from the public in Pembroke.   |   | X   |   |   |   |
| Evaluate the support from the public in Concord.  |   | X   |   |   |   |
| Evaluate the support from the public in the other communities in the Central NH Region.                   |   | X   |   |   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region. |   | X   |   |   |   |
| Evaluate the support from resource agencies.  |   | X   |   |   |   |
| Evaluate the support from resource groups.  |   | X   |   |   |   |
| Comments: There was general opposition to this alternative.   |   | X   |   |   |   |
| <b>Category Score</b>   |   |   |   |   |   |

| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   | X   |   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   | X   |   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   |   | X   |   |   |
| Comments:  |   |   | X   |   |   |
| <b>Category Score</b>  |   |   |   |   |   |

**SCREENING SUMMARY**  
**MOVE MERRIMACK RIVER AWAY FROM I-93**

This alternative proposes moving the Merrimack River away from Interstate 93 as it passes through Downtown Concord.

| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |   |
| Access                               |   |  | X   |   |   |    |
| Aesthetics                           |   |  | X   |   |   |    |
| Community Resources                  |   |  | X   |   |   |    |
| Community Vision                     |   |  |   | X   |   |    |
| Economic Vitality                    |   |  | X   |   |   |   |
| Historic and Archeological Resources |   |  | X   |   |   |  |
| Implementation                       | X   |  |   |   |   |  |
| Mobility                             |   |  | X   |   |   |  |
| Natural Environment                  | X   |  |   |   |   |  |
| Public Health                        |   |  | X   |   |   |  |
| Quality of Life                      |   |  | X   |   |   |  |
| Residential Neighborhoods            |   |  | X   |   |   |  |
| Safety                               |   |  | X   |   |   |  |
| Support                              | X   |  |   |   |   |  |
| Transportation Choice                |   |  | X   |   |   |  |






|   |                     |
|---|---------------------|
| Moving the Merrimack River is deemed Unreasonable due to environmental obstacles. | <b>Unreasonable</b> |
|---|---------------------|

## Bow-Concord I-93 Transportation Planning Study






# DETAILED SCREENING

## MOVE MERRIMACK RIVER AWAY FROM I-93

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






### Detailed Screening Criteria

| <b>Access</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.      |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.  |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke. |   |   | X   |   |   |
| Evaluate the access provided to and from tourist destinations.           |   |   | X   |   |   |
| Comments: No change. <span style="float: right;">Category Score</span>   |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
MOVE MERRIMACK RIVER AWAY FROM I-93**






| <b>Aesthetics</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .                 |   |   | X   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.                  |   |   | X   |   |   |
| Evaluate the views of the Merrimack River.  |   |   | X   |   |   |
| Evaluate the views from the Merrimack River.                                      |   |   | X   |   |   |
| Evaluate whether the unique character of the Capital Region is complemented.      |   |   | X   |   |   |
| Comments: No measurable impact. <span style="float: right;">Category Score</span> |   |   | X   |   |   |






| <b>Community Resources</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on parks.   |   |   | X   |   |   |
| Evaluate the effect on schools.   |   |   | X   |   |   |
| Comments: No impacts. <span style="float: right;">Category Score</span> |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING**

**MOVE MERRIMACK RIVER AWAY FROM I-93**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. |   |   |   | X   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   |   | X   |   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>   |   |   |   | X   |   |






| <b>Economic Vitality</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.      |   |   | X   |   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.  |   |   | X   |   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts. |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.                           |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.                       |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.                      |   |   | X   |   |   |
| Evaluate the potential impacts to regional economic prospects.                             |   |   | X   |   |   |
| Comments: No impacts. <span style="float: right;">Category Score</span>                    |   |   |   |   |   |








**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
MOVE MERRIMACK RIVER AWAY FROM I-93**

| <b>Historic and Archeological Resources</b>                           | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on historic resources.                            |   |   | X   |   |   |
| Evaluate the effect on archeological resources.                       |   |   | X   |   |   |
| Comments: No impacts. <span style="float:right">Category Score</span> |   |   | X   |   |   |






| <b>Implementation</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the cost.  | X   |   |   |   |   |
| Evaluate the ability to implement in phases over a period of time.                              | X   |   |   |   |   |
| Evaluate the ability to maintain mobility and access during construction.                       |   |   | X   |   |   |
| Comments: High cost and difficult to construct. <span style="float:right">Category Score</span> | X   |   |   |   |   |






| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods. |   |   | X   |   |   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.          |   |   | X   |   |   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                    |   |   | X   |   |   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                       |   |   | X   |   |   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.                                    |   |   | X   |   |   |
| Comments: <span style="float:right">Category Score</span>   |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING**






**MOVE MERRIMACK RIVER AWAY FROM I-93**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. | X   |   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   | X   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   | X   |   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  | X   |   |   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   | X   |   |   |   |   |
| Comments: Two bridges over the Merrimack River and significant floodplain impacts.  | X   |   |   |   |   |
| Category Score  |   |   |   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   |   | X   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   | X   |   |   |
| Evaluate the effect on walkable communities.  |   |   | X   |   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments:   |   |   | X   |   |   |
| Category Score  |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING**  
**MOVE MERRIMACK RIVER AWAY FROM I-93**






| <b>Quality of Life</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.         |   |   | X   |   |   |
| Evaluate the effect on the Quality of Life for those working in the region.        |   |   | X   |   |   |
| Evaluate the effect on the Quality of Life for those traveling through the region. |   |   | X   |   |   |
| Evaluate the effect on noise levels.   |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>                        |   |   | X   |   |   |






| <b>Residential Neighborhoods</b>  | Score  |  |  |  |  |
|---|--|--|--|--|--|
|   |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.              |  |  | X  |  |  |
| Evaluate the effect on planned or developing residential neighborhoods. |  |  | X  |  |  |
| Comments: <span style="float: right;">Category Score</span>             |  |  | X  |  |  |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.                        |   |   | X   |   |   |
| Evaluate the effectiveness to improve safety on I-89.                        |   |   | X   |   |   |
| Evaluate the effectiveness to improve safety on I-393.                       |   |   | X   |   |   |
| Evaluate the effectiveness to improve safety on local streets.               |   |   | X   |   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists. |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>                  |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**DETAILED SCREENING  
MOVE MERRIMACK RIVER AWAY FROM I-93**





















| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   | X   |   |   |   |
| Evaluate the support from the public in Pembroke.   |   | X   |   |   |   |
| Evaluate the support from the public in Concord.  | X   |   |   |   |   |
| Evaluate the support from the public in the other communities in the Central NH Region.                   |   | X   |   |   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region. |   |   | X   |   |   |
| Evaluate the support from resource agencies.  | X   |   |   |   |   |
| Evaluate the support from resource groups.  | X   |   |   |   |   |
| Comments: There was strong opposition to this alternative.  | X   |   |   |   |   |
| <b>Category Score</b>   |   |   |   |   |   |

| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   | X   |   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   | X   |   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   |   | X   |   |   |
| Comments:  |   |   | X   |   |   |
| <b>Category Score</b>  |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY**  
**RAIL TRANSIT IN I-93 MEDIAN**

This option proposes accommodating a rail transit system in the median of I-93. The transit system would be a component of another build alternative.






| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |   |
| Access                               |   |  | X   |   |   |    |
| Aesthetics                           |   |  | X   |   |   |    |
| Community Resources                  |   |  | X   |   |   |    |
| Community Vision                     |   |  | X   |   |   |    |
| Economic Vitality                    |   |  | X   |   |   |    |
| Historic and Archeological Resources |   |  | X   |   |   |    |
| Implementation                       | X   |  |   |   |   |   |
| Mobility                             |   | X  |   |   |   |  |
| Natural Environment                  |   | X  |   |   |   |  |
| Public Health                        |   |  |   | X   |   |  |
| Quality of Life                      |   |  |   | X   |   |  |
| Residential Neighborhoods            |   |  | X   |   |   |  |
| Safety                               |   |  | X   |   |   |  |
| Support                              |   |  |   | X   |   |  |
| Transportation Choice                |   |  |   |   | X   |  |

|   |                   |
|---|-------------------|
| Rail Transit in the I-93 median is deemed a Reasonable component for further consideration. | <b>Reasonable</b> |
|---|-------------------|






**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY  
LIGHT RAIL IN I-93 MEDIAN**

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






**Detailed Screening Criteria**

| <b>Access</b>  | <b>Score</b>  |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.      |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.  |   |   | X   |   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke. |   |   | X   |   |   |
| Evaluate the access provided to and from tourist destinations.           |   |   | X   |   |   |
| Comments: This alternative does not change access.      Category Score   |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**SCREENING SUMMARY  
LIGHT RAIL IN I-93 MEDIAN**






| <b>Aesthetics</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .            |   |   | X   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.             |   |   | X   |   |   |
| Evaluate the views of the Merrimack River.                                   |   |   | X   |   |   |
| Evaluate the views from the Merrimack River.                                 |   |   | X   |   |   |
| Evaluate whether the unique character of the Capital Region is complemented. |   |   | X   |   |   |
| Comments: No changes to views as a result of this alternative.               |   |   | X   |   |   |
| Category Score   |   |   | X   |   |   |

| <b>Community Resources</b>      | Score   |   |   |   |   |
|---------------------------------|---|---|---|---|---|
|                                 |  |  |  |  |  |
| Evaluate the effect on parks.   |   |   | X   |   |   |
| Evaluate the effect on schools. |   |   | X   |   |   |
| Comments:                       |   |   | X   |   |   |
| Category Score                  |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY  
LIGHT RAIL IN I-93 MEDIAN**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   |   | X   |   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>   |   |   | X   |   |   |






| <b>Economic Vitality</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.      |   |   | X   |   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.  |   |   | X   |   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts. |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.                           |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.                       |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.                      |   |   | X   |   |   |
| Evaluate the potential impacts to regional economic prospects.                             |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>                                |   |   | X   |   |   |








**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY  
LIGHT RAIL IN I-93 MEDIAN**






| <b>Historic and Archeological Resources</b>                           | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on historic resources.                            |   |   | X   |   |   |
| Evaluate the effect on archeological resources.                       |   |   | X   |   |   |
| Comments: No impacts. <span style="float:right">Category Score</span> |   |   | X   |   |   |






| <b>Implementation</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the cost.  | X   |   |   |   |   |
| Evaluate the ability to implement in phases over a period of time.  |   | X   |   |   |   |
| Evaluate the ability to maintain mobility and access during construction.   |   | X   |   |   |   |
| Comments: Extremely difficult to implement because there is currently no light rail service in New Hampshire. <span style="float:right">Category Score</span> | X   |   |   |   |   |

| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods. |   |   | X   |   |   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.          |   |   |   | X   |   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                    |   |   |   | X   |   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                       |   | X   |   |   |   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.                                    |   | X   |   |   |   |
| Comments: Does not address the future mobility needs of the area. <span style="float:right">Category Score</span> |   | X   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**SCREENING SUMMARY  
LIGHT RAIL IN I-93 MEDIAN**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. |   | X   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   |   |   | X   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  |   |   | X   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  |   |   | X   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   |   | X   |   |   |   |
| Comments: <span style="float: right;">Category Score</span>   |   | X   |   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   |   | X   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   |   | X   |   |
| Evaluate the effect on walkable communities.  |   |   |   | X   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: Some improvement to public health due to reduction of auto use. <span style="float: right;">Category Score</span>                           |   |   |   | X   |   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY  
LIGHT RAIL IN I-93 MEDIAN**






| <b>Quality of Life</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.         |   |   |   | X   |   |
| Evaluate the effect on the Quality of Life for those working in the region.        |   |   |   | X   |   |
| Evaluate the effect on the Quality of Life for those traveling through the region. |   |   | X   |   |   |
| Evaluate the effect on noise levels.   |   |   | X   |   |   |
| Comments: <span style="float: right;">Category Score</span>                        |   |   |   | X   |   |






| <b>Residential Neighborhoods</b>  | Score  |  |  |  |  |
|---|--|--|--|--|--|
|   |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.              |  |  | X  |  |  |
| Evaluate the effect on planned or developing residential neighborhoods. |  |  | X  |  |  |
| Comments. No impacts. <span style="float: right;">Category Score</span> |  |  | X  |  |  |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.  |   |   | X   |   |   |
| Evaluate the effectiveness to improve safety on I-89.  |   |   | X   |   |   |
| Evaluate the effectiveness to improve safety on I-393.   |   |   | X   |   |   |
| Evaluate the effectiveness to improve safety on local streets.                                       |   |   | X   |   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists.                         |   |   | X   |   |   |
| Comments: Existing deficiencies are not addressed. <span style="float: right;">Category Score</span> |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY  
LIGHT RAIL IN I-93 MEDIAN**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  |   |   |   | X   |   |
| Evaluate the support from the public in Pembroke.   |   |   |   | X   |   |
| Evaluate the support from the public in Concord.  |   |   |   | X   |   |
| Evaluate the support from the public in the other communities in the Central NH Region.                   |   |   |   | X   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region. |   |   |   | X   |   |
| Evaluate the support from resource agencies.  |   |   |   | X   |   |
| Evaluate the support from resource groups.  |   |   |   | X   |   |
| Comments: There was general support for this as a component.  |   |   |   | X   |   |
| <b>Category Score</b>   |   |   |   | X   |   |





















| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   |   |   | X   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   |   |   | X   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   |   |   | X   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   |   | X   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   |   |   | X   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   |   |   | X   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   |   |   | X   |   |
| Comments: Promotes the use of alternate modes.   |   |   |   |   | X   |
| <b>Category Score</b>  |   |   |   |   | X   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY**

**WESTERN BELTWAY ALTERNATIVE**

This alternative proposes a new corridor connecting I-89 near Exit 2 to I-93 near Exit 16 around the western side of Downtown Concord. I-93 would remain four lanes north of I-89.

| Category                             | Score   |  |   |   |   |   |
|--------------------------------------|---|--|---|---|---|---|
|                                      |  |  |  |  |  |   |
| Access                               |   |  |   | X   |   |    |
| Aesthetics                           |   | X  |   |   |   |    |
| Community Resources                  | X   |  |   |   |   |    |
| Community Vision                     |   | X  |   |   |   |    |
| Economic Vitality                    |   |  | X   |   |   |    |
| Historic and Archeological Resources | X   |  |   |   |   |  |
| Implementation                       | X   |  |   |   |   |  |
| Mobility                             |   |  |   | X   |   |  |
| Natural Environment                  | X   |  |   |   |   |  |
| Public Health                        |   |  | X   |   |   |  |
| Quality of Life                      |   | X  |   |   |   |  |
| Residential Neighborhoods            | X   |  |   |   |   |  |
| Safety                               |   | X  |   |   |   |  |
| Support                              | X   |  |   |   |   |  |
| Transportation Choice                |   |  | X   |   |   |  |






|  |                            |
|--|----------------------------|
| <p>The Western Beltway is deemed Unreasonable due its impacts to neighborhoods, historic properties and natural resources.</p> | <p><b>Unreasonable</b></p> |
|--|----------------------------|

## Bow-Concord I-93 Transportation Planning Study






# SCREENING SUMMARY

## WESTERN BELTWAY ALTERNATIVE

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.






| <b>Scoring System</b>   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| Fatal Flaw Impact<br>Serious Degradation<br>Unreasonable<br>Strong Opposition     | Negative Impact<br>Degradation<br>Opposition                                      | Neutral<br>Not Applicable<br>No Impact  | Benefit<br>Improvement<br>Enhancement<br>Support                                    | Substantial Benefit<br>Substantial Improvement<br>Reasonable<br>Strong Support      |






| <b>Detailed Screening Criteria</b> |
|------------------------------------|
|------------------------------------|

| <b>Access</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Bow.      |   |   |   | X   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Concord.  |   |   |   | X   |   |
| Evaluate the access provided to and from I-93, I-89 & I-393 in Pembroke. |   |   | X   |   |   |
| Evaluate the access provided to and from tourist destinations.           |   |   |   | X   |   |
| Comments: <span style="float: right;">Category Score</span>              |   |   |   | X   |   |

**Bow-Concord I-93 Transportation Planning Study**






**SCREENING SUMMARY  
WESTERN BELTWAY ALTERNATIVE**






| <b>Aesthetics</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the views of the adjacent communities <i>from I-93</i> .            |   |   | X   |   |   |
| Evaluate the views <i>of I-93</i> from the adjacent communities.             |   |   | X   |   |   |
| Evaluate the views of the Merrimack River.                                   |   |   | X   |   |   |
| Evaluate the views from the Merrimack River.                                 |   |   | X   |   |   |
| Evaluate whether the unique character of the Capital Region is complemented. |   | X   |   |   |   |
| Comments: <span style="float: right;">Category Score</span>                  |   | X   |   |   |   |

| <b>Community Resources</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on parks.  | X   |   |   |   |   |
| Evaluate the effect on schools.  | X   |   |   |   |   |
| Comments: The new corridors could impact parks and/or schools. <span style="float: right;">Category Score</span> | X   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY**  
**WESTERN BELTWAY ALTERNATIVE**






| <b>Community Vision</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Bow Master Plan and/or other current planning documents.  |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Concord Master Plan, the Opportunity Corridor Master Plan, and/or other current planning documents. | X   |   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the Pembroke Master Plan and/or other current planning documents.                                       |   |   | X   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the master plans and/or other planning documents from the other communities in the region.              |   | X   |   |   |   |
| Evaluate the compatibility with the visions, land use plan, and major elements of the CNHRPC Regional Master Plan.  |   | X   |   |   |   |
| Evaluate the potential impacts on population and employment growth in the region.   |   |   |   | X   |   |
| Comments: These improvements are not compatible with Concord's plans. <span style="float:right">Category Score</span>   |   | X   |   |   |   |






| <b>Economic Vitality</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the potential impacts to Bow's existing businesses and commercial districts.  |   |   | X   |   |   |
| Evaluate the potential impacts to Concord's existing businesses and commercial districts.  |   | X   |   |   |   |
| Evaluate the potential impacts to Pembroke's existing businesses and commercial districts.                                       |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Bow.   |   |   | X   |   |   |
| Evaluate the effects to anticipated economic initiatives in Concord.   |   | X   |   |   |   |
| Evaluate the effects to anticipated economic initiatives in Pembroke.  |   |   | X   |   |   |
| Evaluate the potential impacts to regional economic prospects.   |   |   | X   |   |   |
| Comments: The economy of the local communities and region would not be improved. <span style="float:right">Category Score</span> |   |   | X   |   |   |








**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY**  
**WESTERN BELTWAY ALTERNATIVE**






| <b>Historic and Archeological Resources</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on historic resources.   | X   |   |   |   |   |
| Evaluate the effect on archeological resources.  |   | X   |   |   |   |
| Comments: This alternative passes through historic districts and could impact this resource. | X   |   |   |   |   |
| Category Score   |   |   |   |   |   |






| <b>Implementation</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the cost.  | X   |   |   |   |   |
| Evaluate the ability to implement in phases over a period of time.        |   | X   |   |   |   |
| Evaluate the ability to maintain mobility and access during construction. |   |   | X   |   |   |
| Comments: There would considerable cost to construct this new corridor.   | X   |   |   |   |   |
| Category Score  |   |   |   |   |   |

| <b>Mobility</b>   | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effectiveness to provide mobility for tourists <u>to and</u> through the region during peak periods. |   |   |   | X   |   |
| Evaluate the effectiveness to provide mobility for commuters to and from the region during peak periods.          |   |   |   | X   |   |
| Evaluate the effectiveness to provide mobility for local traffic movement during peak periods.                    |   |   | X   |   |   |
| Evaluate the effectiveness to provide for the movement of goods and services in the region.                       |   |   |   | X   |   |
| Evaluate the effectiveness to provide mobility for pedestrians and bicyclists.                                    |   |   | X   |   |   |
| Comments:   |   |   |   | X   |   |
| Category Score  |   |   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**






**SCREENING SUMMARY**  
**WESTERN BELTWAY ALTERNATIVE**






| <b>Natural Environment</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on wildlife habitat and fisheries based upon the NH Fish and Game Wildlife Action Plan priorities, for example, the floodplain forest of the Merrimack River and its tributaries and upland vegetated buffers around wetlands and surface waters. | X   |   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern wildlife species based upon NH Natural Heritage Bureau mapping and the NH Fish and Game Wildlife Action Plan.   | X   |   |   |   |   |
| Evaluate the effect on known or potential habitat for endangered, threatened or special concern plant species based upon NH Natural Heritage Bureau mapping.  | X   |   |   |   |   |
| Evaluate the effect on large forest blocks, existing agricultural farms and prime soils for forest land and agriculture.  | X   |   |   |   |   |
| Evaluate the effect on surface waters, aquifers, wetlands, floodplains, and riparian areas.   | X   |   |   |   |   |
| Comments: The connection from Exit 16 would cross sensitive wetlands and floodplains. <span style="float: right;">Category Score</span>   | X   |   |   |   |   |






| <b>Public Health</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the effect on air quality during construction (i.e., traffic jams, construction equipment, detours, etc) including mobile-source air toxins. |   | X   |   |   |   |
| Evaluate the effect on air quality post construction including mobile-source air toxins.  |   |   |   | X   |   |
| Evaluate the effect on walkable communities.  |   |   | X   |   |   |
| Evaluate the effect on drinking water quality and quantity.   |   |   | X   |   |   |
| Comments: No overall change would be expected. <span style="float: right;">Category Score</span>  |   |   | X   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY**  
**WESTERN BELTWAY ALTERNATIVE**






| <b>Quality of Life</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effect on the Quality of Life for those living in the region.         |   | X   |   |   |   |
| Evaluate the effect on the Quality of Life for those working in the region.        |   |   |   | X   |   |
| Evaluate the effect on the Quality of Life for those traveling through the region. |   |   | X   |   |   |
| Evaluate the effect on noise levels.   |   | X   |   |   |   |
| Comments: <span style="float: right;">Category Score</span>                        |   | X   |   |   |   |






| <b>Residential Neighborhoods</b>  | Score  |  |  |  |  |
|---|--|--|--|--|--|
|   |  |  |  |  |  |
| Evaluate the effect on existing residential neighborhoods.              | X  |  |  |  |  |
| Evaluate the effect on planned or developing residential neighborhoods. | X  |  |  |  |  |
| Comments: <span style="float: right;">Category Score</span>             | X  |  |  |  |  |

| <b>Safety</b>  | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to improve safety on I-93.  |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety on I-89.  |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety on I-393.   |   | X   |   |   |   |
| Evaluate the effectiveness to improve safety on local streets.   |   |   |   | X   |   |
| Evaluate the effectiveness to improve safety for pedestrians and bicyclists.   |   |   |   | X   |   |
| Comments: The existing safety issues along I-93 are not addressed. <span style="float: right;">Category Score</span> |   | X   |   |   |   |

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING SUMMARY**  
**WESTERN BELTWAY ALTERNATIVE**

| <b>Support</b>  | Score   |   |   |   |   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| Evaluate the support from the public in Bow.  | X   |   |   |   |   |
| Evaluate the support from the public in Pembroke.   | X   |   |   |   |   |
| Evaluate the support from the public in Concord.  | X   |   |   |   |   |
| Evaluate the support from the public in the other communities in the Central NH Region.                   | X   |   |   |   |   |
| Evaluate the support from those communities whose livelihood is dependent upon travel through the region. | X   |   |   |   |   |
| Evaluate the support from resource agencies.  | X   |   |   |   |   |
| Evaluate the support from resource groups.  | X   |   |   |   |   |
| Comments: Strong opposition to this alternative due to its impacts.                                       | X   |   |   |   |   |
| <b>Category Score</b>   |   |   |   |   |   |

| <b>Transportation Choice</b>   | Score   |   |   |   |   |
|--|---|---|---|---|---|
|  |  |  |  |  |  |
| Evaluate the effectiveness to provide for future passenger rail service to the region.   |   |   | X   |   |   |
| Evaluate the effectiveness to preserve the current freight rail service and enhance future freight rail service in the region. |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of freight transport in the region including rail, truck and air.            |   |   | X   |   |   |
| Evaluate the effectiveness to expand bus service in the region.  |   |   | X   |   |   |
| Evaluate the effectiveness to improve pedestrian and bicycle facilities in the region.   |   |   |   | X   |   |
| Evaluate the effectiveness to reduce the number of single occupancy vehicles in the region.                                    |   |   | X   |   |   |
| Evaluate the effectiveness to integrate all modes of transportation  |   |   |   | X   |   |
| Comments:  |   |   | X   |   |   |
| <b>Category Score</b>  |   |   |   |   |   |