The Potential Impacts of Global Sea Level Rise on Transportation Infrastructure

Part 1: Methodology

U.S. DOT Center for Climate Change and Environmental Forecasting

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1 Study Intent

The methodologies, uncertainties and intended uses of this study should be considered while reviewing the results. This study was designed to produce high level estimates of the net effect of sea level rise and storm surge on the national transportation network. It was designed primarily to aid policy makers at the U.S. Department of Transportation by providing estimates of these effects as they relate to roads, rails, airports and ports.

This study was meant to provide a broad, first look at potential sea level changes on the Atlantic coast, and the results should not be viewed as defining specific changes in water levels at specific points in time. The study was not intended to create a new estimate of future sea levels, or to provide a detailed view of a particular area under a given scenario. Instead, the study applied existing predictions of global sea level rise from the Intergovernmental Panel on Climate Change's (IPCC) Third and Fourth Assessment Reports[1]. The inherent value of this study is the broad view of the subject and the overall estimates identified.

Due to the overview aspect of this study, and systematic and value uncertainties in the involved models, this analysis appropriately considered sea level rise estimates from the IPCC reports as eustatic occurrences, in other words, as uniform sea level rise estimates, rather than estimates for a particular geographic location. The confidence stated by the IPCC in the regional distribution of sea level change is *low* due to significant variations in the included models; thus, it would be inappropriate to use the IPCC model series to estimate local changes. Local variations, whether caused by erosion, subsidence[2] or uplift, local steric[3] factors or even coastline protection, were not considered in this study.[4] The effect of potential protective measures, such as building levees or sea walls, was not considered in this report.

Ultimately, the goal of this study is to provide a "first look" at areas and infrastructure that may be inundated by sea level and the resulting increase in storm activity. The areas and infrastructure identified in the maps, statistics and the qualitative report should therefore be considered for further, more detailed study.

[1] IPCC's Assessment Reports http://www.ipcc.ch/ipccreports/assessments-reports.htm
[2] Subsidence – this study uses the term to mean the motion of the Earth's surface as it shifts downward relative to sea level
[3] Steric - this study uses this term to refer to the volumetric increase in water due to thermal expansion.
[4] It is recognized that protection such as bulkheads, seawalls or other protective measures may exist or be built that could protect specific land areas but, due to the overview nature of this study, they were not included in the analysis.

2 Study Methodology

Eight of the nine scenarios of sea level rise used in this study are based on the Third Assessment Report, because this study was begun before the release of the IPCC's Fourth Assessment Report; a ninth scenario from the Fourth Assessment Report was recently added to reflect the full range of results. All of the scenarios used in this study are in line with the results of the Fourth Assessment Report.

The first 8 SLR scenarios examined (6 cm to 48.5 cm) are based on the range of increases in global eustatic[5] sea level rise by 2100 referred to as the *range of averages* of the Atmosphere-Ocean General Circulation Models (AOGCMs) for all 35 SRES (Special Report on Emission Scenarios), reported in figure 11.12[6] of the IPCC's Third Assessment Report (2001).[7] The range of averages is narrower than the range of results for the complete set of models and scenarios, 9 to 88 cm from 1990 to 2100, which includes uncertainties in land-ice changes, permafrost changes and sediment deposition. The 8 SLR scenarios represent points along the high and low lines that bracket the range of averages, spaced in 25 year increments. The 9th SLR scenario considered in the study, 59 cm, corresponds to the high end of the six illustrative scenarios considered in the Fourth Assessment.[8] See Figure 3.1 below for the estimate range used in this study.

While methods for estimating changes have significantly improved, the overall picture of the predicted changes relevant to this study remains relatively unchanged. The results of the two IPCC reports are in fact not all that different, if differences in the way the analyses were conducted are considered. The IPCC notes that if two differences in the analysis are taken into account, the Third Assessment Report model means would be within 10% of the central estimates of the Fourth Assessment Report results. These two differences are: 1) while the Third Assessment Report gives projections for 2100, the Fourth Assessment Report gives projections for 2090-2099, and 2) the Third Assessment Report analysis includes some small constant additional contributions, which are not included in the Fourth Assessment Report analysis. Furthermore, the IPCC notes that the ranges in the Third and Fourth Assessment Reports would have been similar if uncertainties had been treated the same.[9]

It is also noteworthy to consider that this study, like the Third Assessment Report and the Fourth Assessment Report, does not include the effects of full melting of either the Greenland or West Antarctic Ice Shelf. Combined or individually, melting of these ice features would add significant additional water to the global oceans and raise the level beyond the scenarios considered in this study.

[5] Eustatic sea level rise refers to a uniform change in sea level created by any volumetric increase in the oceans worldwide, primarily due to thermal expansion (caused by higher temperatures) and ice melt.
[6] IPCC3, WG1, c.11, page 671. http://www.grida.no/climate/ipcc_tar/wg1/pdf/TAR-11.PDF
[7] IPCC3, 2001, WG1, c.11, pp. 671-72. http://www.grida.no/climate/ipcc_tar/wg1/pdf/TAR-11.PDF
[8] IPCC4, 2007, WG1, summary for policy makers, p. 13. http://ipcc-wg1.ucar.edu/wg1/Report/AR4WG1_Pub_SPM-v2.pdf
[9] IPCC4, WG1, c.10, pp. 820-822. http://ipcc-wg1.ucar.edu/wg1/Report/AR4WG1_Pub_Ch10.pdf

For each scenario two areas of concern were established. These are:

- ***regularly inundated*****,** for areas that would be permanently under water under the given SLR scenarios
- ***at-risk*****,** for areas that could be temporarily flooded due to storm surge under the given SLR scenarios

The *regularly inundated* areas are described as all the areas falling between NOAA's mean higher high water (MHHW)[10], the study definition of sea level, in 2000 and the projected sea level under each SLR scenario (MHHW in 2000 plus each of nine sea level rise scenario increments in Phase I and 5 in Phase II up to 59 cm).

The *at-risk* areas are the areas falling between the adjusted MHHW, and NOAA's highest observed water level (HOWL) plus the of sea level rise projected for the particular scenario (HOWL in 2000 plus each sea level rise increment up to 59 cm). This is the study definition of storm surge. Note that any potential changes in storm intensity and resultant surge due to climate change are not considered by this study.

Figure 2-1 Provides a description of how *regularly inundated* and *at-risk* areas are defined for each SLR scenario. The projected sea level is based on the range of averages (the dark shaded areas) of the IPCC's Third Assessment Report, and the 59 cm level is from the Fourth Assessment Report.

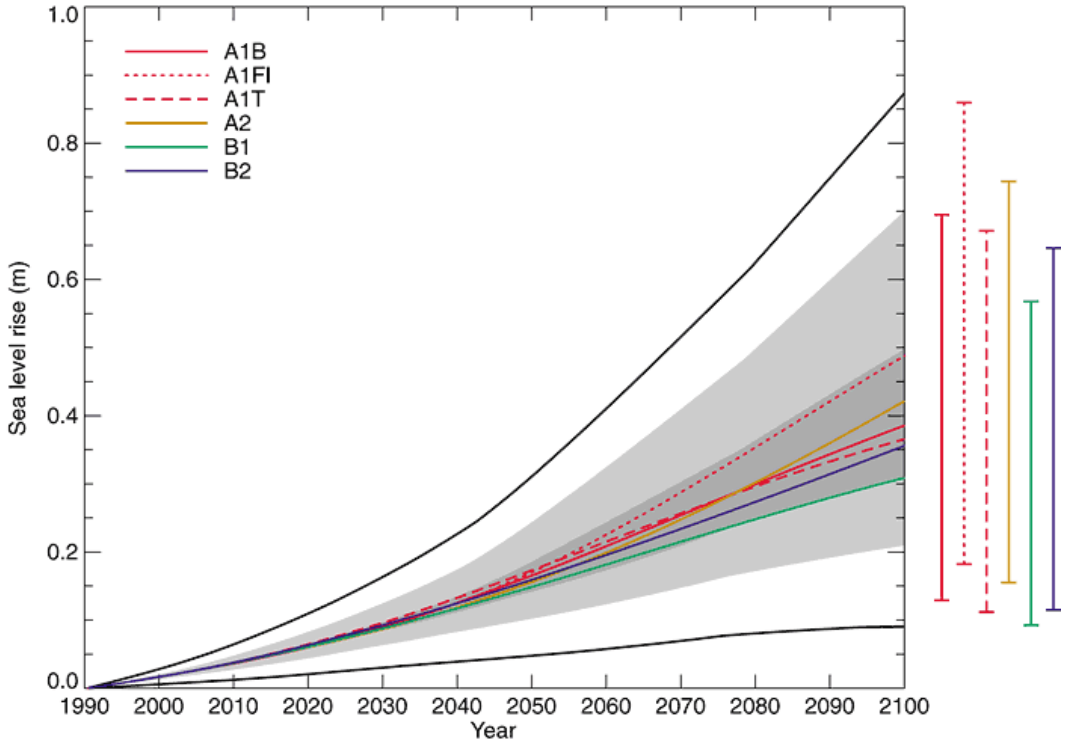
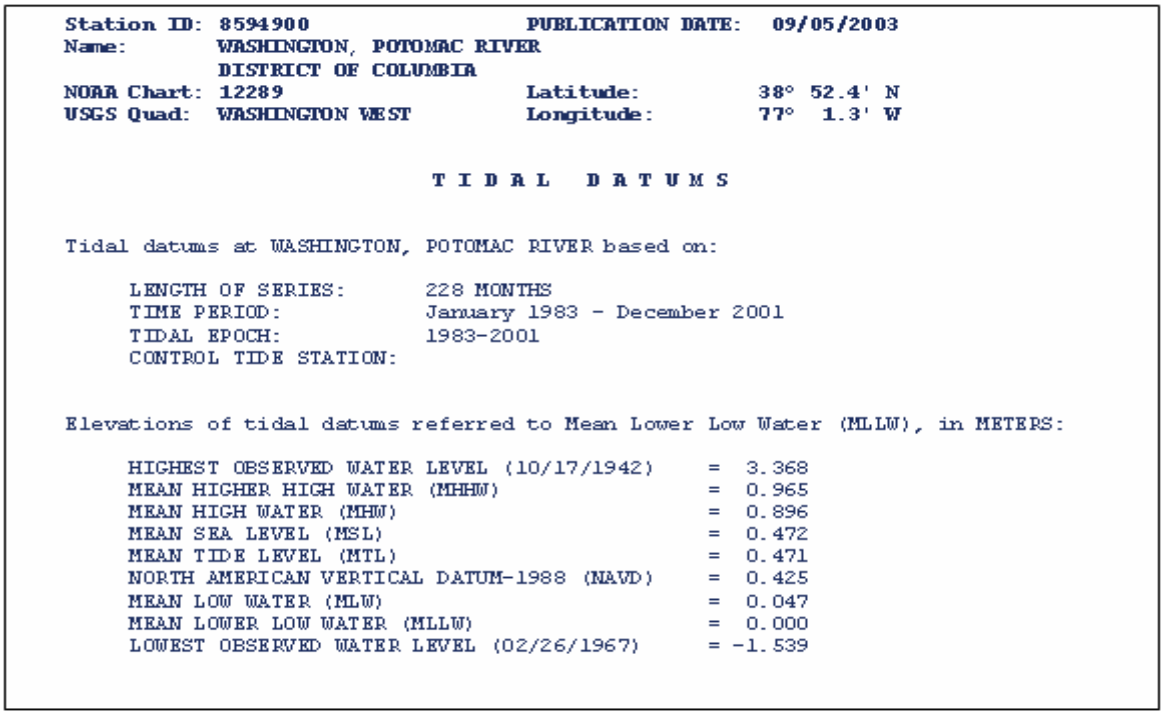


Figure 2-1: Global average sea level rise 1990 to 2100 for the SRES scenarios. ICF used the upper and lower limits of the dark shaded area in this study as the basis for the changes in sea level for eight of the nine sea level rise scenarios. These figures are based on the range of averages of the Atmosphere-Ocean General Circulation Models (AOGCMs) for all 35 SRES Scenarios as reported in figure 11.12 from the IPCC's third assessment report (2001).[11]

[10] NOAA's mean higher high water (MHHW) level approximates the average shoreline at the daily highest tide computed over an epoch (19 year period). See Figure 3-2 for more on this subject.
[11] IPCC3, 2001, WG1, c.11, pp. 671. http://www.grida.no/climate/ipcc_tar/wg1/pdf/TAR-11.PDF

2.1 Creating Current Sea Level Surface Models

Given that sea level is not a flat and easily defined surface, a surface model that suits the study needs was required. NOAA's National Ocean Service (NOS)[12] maintains numerous *tidal stations* along the coast of the United States that are used to measure the daily variances of sea level. These tidal station data are maintained as a matter of public record[13] mainly as a service to ensure commercial and private maritime safety. While it is important for sea going vessels to understand how low the low tides may be, so they do not run aground, they also need to know how high the high tides (Mean Higher High Water) are expected to be so that they do not collide with the underside of structures such as bridges. This latter measurement is useful to this study to determine areas that are *regularly inundated* and is therefore the basis for our current (or base year 2000) sea level model. This area defines the highest areas that are wet on a regular basis and would therefore be of concern to those who plan and maintain transportation infrastructure.



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Station ID: 8594900                  PUBLICATION DATE:   09/05/2003
Name:       WASHINGTON, POTOMAC RIVER
            DISTRICT OF COLUMBIA
NOAA Chart: 12289                    Latitude:          38° 52.4' N
USGS Quad:  WASHINGTON WEST          Longitude:         77°  1.3' W

                          T I D A L   D A T U M S

Tidal datums at WASHINGTON, POTOMAC RIVER based on:

     LENGTH OF SERIES:      228 MONTHS
     TIME PERIOD:           January 1983 - December 2001
     TIDAL EPOCH:           1983-2001
     CONTROL TIDE STATION:

Elevations of tidal datums referred to Mean Lower Low Water (MLLW), in METERS:

     HIGHEST OBSERVED WATER LEVEL (10/17/1942)    =  3.368
     MEAN HIGHER HIGH WATER (MHHW)                =  0.965
     MEAN HIGH WATER (MHW)                        =  0.896
     MEAN SEA LEVEL (MSL)                         =  0.472
     MEAN TIDE LEVEL (MTL)                        =  0.471
     NORTH AMERICAN VERTICAL DATUM-1988 (NAVD)    =  0.425
     MEAN LOW WATER (MLW)                         =  0.047
     MEAN LOWER LOW WATER (MLLW)                  =  0.000
     LOWEST OBSERVED WATER LEVEL (02/26/1967)     = -1.539
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Figure 2-2: An example of the tidal station data collected from the NOS showing the location of the facility, and all of the National Tidal Datum Epoch (NTDE) data for the tidal epoch of 1983-2001 are shown above. The NOS defines a tidal epoch as "the specific 19-year period adopted by the National Ocean Service as the official time segment over which tide observations are taken and reduced to obtain mean values (e.g., mean lower low water, etc.) for tidal data. It is necessary for standardization because of periodic and long term trends in sea level. The present NTDE is 1983 through 2001 and is actively considered for revision every 20-25 years. Tidal data in certain regions with anomalous sea level changes (Alaska, Gulf of Mexico) are calculated on a Modified 5-Year Epoch."[14]

[12] The National Ocean Service http://oceanservice.noaa.gov/
[13] See http://www.tidesandcurrents.noaa.gov for further details on Tidal Station data
[14] See http://tidesandcurrents.noaa.gov/datum_options.html for definitions

Figure 2-3: an exaggerated 3D view of the MHHW sea level surface in the Chesapeake Bay area.

There are 632 tidal stations from New York to the Atlantic coast of Florida. Of those, 410 include the data needed (MHHW and NAVD[15]) to produce a surface model of the sea[16]. To use these measurements across the broad area of the Atlantic coast, a surface was needed to approximate the elevation of the ocean at MHHW. Given the sparse population of discreet data from the tidal stations, this interpolation does not account for all local variations in the real world environment. This sparseness also introduces some value uncertainty. However, for the prescribed broad usage of this study, it does provide enough information to estimate the shape of the surface of sea level. In order to model this, the actual ground elevation (MHHW less NAVD) of the MHHW from the tidal stations was entered into a Geographic Information System (GIS) and a Triangulated Irregular Network (TIN) surface was interpolated. In the table above from the Washington, Potomac River tidal station, MHHW is 0.965 meters above MLLW and MLLW is 0.425 meters below NAVD, the benchmark ground elevation. By subtracting the NAVD from the MHHW the actual ground elevation of the MHHW can be found, in this case 0.965 (MHHW) – 0.425 (NAVD) = 0.54 meters. This process was performed on each tidal station and the TIN was interpolated from these points. The TIN created by this process was used to represent base year (2000) sea level. An example of the surfaces created by this process is found in Figure 2-3.

[15] The North American Vertical Datum of 1988 (NAVD 88) is the vertical control datum established for vertical control surveying in the United States of America. NAVD is a benchmark for ground elevation.
[16] This model estimates all elevations by using the North American Vertical Datum of 1988 (NAVD)

2.2 Creating Future Sea Level Surface Models

Working with the base year MHHW data from the tidal stations, additional TINs were created for each scenario by adding that scenario's estimated increase in sea level to the base year tidal station data. For example, in the table above from the Washington, Potomac River tidal station, the actual ground elevation of MHHW is 0.54 meters (see section 2.1 for further explanation of the process) and one of the scenarios for the increase in sea level for *regular inundation* is 48.5 cm (0.485 m). The addition of the estimated increase (48.5 cm) to the base MHHW level for this station (54 cm) equals 1.024 meters. This process was repeated for each tidal station and sea level rise scenario and a new surface model TIN created.

2.3 Creating the Highest Observed Water Levels (Storm Surge) Surface Models

The Highest Observed Water Level (HOWL) data was extracted from the same tidal station data source (NOAA's National Ocean Service) used to create the current sea level models. The HOWL represents the highest recorded water level at that station and the date on which that observation was made. Therefore the HOWL data is completely dependent upon the length of time that the tidal station has been in existence. The oldest HOWL was recorded in 1898.

This data was used to model the base year (2000) surface representing areas *at-risk* of periodic inundation (storm surge). Of the 632 Atlantic coast tidal stations with full tidal data, 208 maintain data on HOWL, resulting in some value uncertainty in the base year surface.

The same process was used to create the HOWL surface as was used in creating future sea level surface models. For example, in the table above from the Washington, Potomac River tidal station, the actual ground elevation of HOWL is 2.943 meters (see section 2.1 for further explanation of process) and one of the scenarios for the increase in sea level is 48.5 cm (0.485 m). The addition of the estimated increase to the base year provides a sum of 3.428 meters. This process was repeated for each tidal station and sea level rise scenario and a new surface model TIN created for a total of 9 HOWL surface models.

2.4 Identifying Areas of Concern

The areas of concern are the areas that will be *regularly inundated*, the areas falling between the current MHHW and the projected sea level under each sea level rise scenario; and that are *at-risk* of periodic inundation, areas that fall between projected sea level and the projected HOWL under each SLR scenario.

These areas were produced by using a 3D geographic information system tool that compared the surfaces created in the previous steps to Digital Elevation Models (DEMs) produced by US Geological Survey (USGS) for the National Elevation Dataset (NED). These have a horizontal grid size of 30 meters. Please see section 2.5 for more about the DEM data used in this study.

These DEMs were then resampled to a 5 meter resolution using a bilinear interpolation to prevent "terracing" that occurs at such coarse scales as the 30 meter resolution.[17] This function smoothes out the DEM and provides interpolated elevation data between the cells.

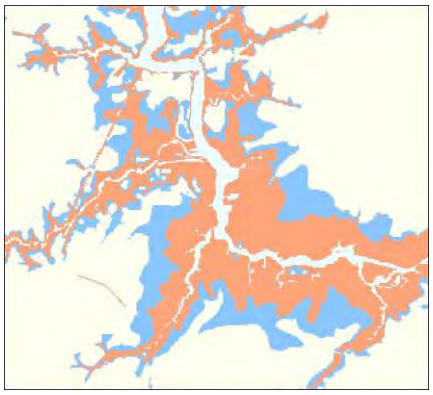


Figure 2-4: Areas of Concern

The surface models for all scenarios were then compared to the DEMs to determine where the surface models were above the elevation of the DEMs. For each sea level rise scenario, this comparison identified areas that would be *regularly inundated* or *at-risk* of periodic inundation due to storm surge. The results are created as polygon features.

[17] The term "terracing" refers to the effect produced when a continuous surface (land elevation in this case) is represented by discrete data at large intervals. In this case, the DEMs used take an elevation reading every 30 meters and assign that elevation to the entire grid cell, thus making unnatural cliffs and flat areas where cells converge.

2.5 About the Digital Elevation Models

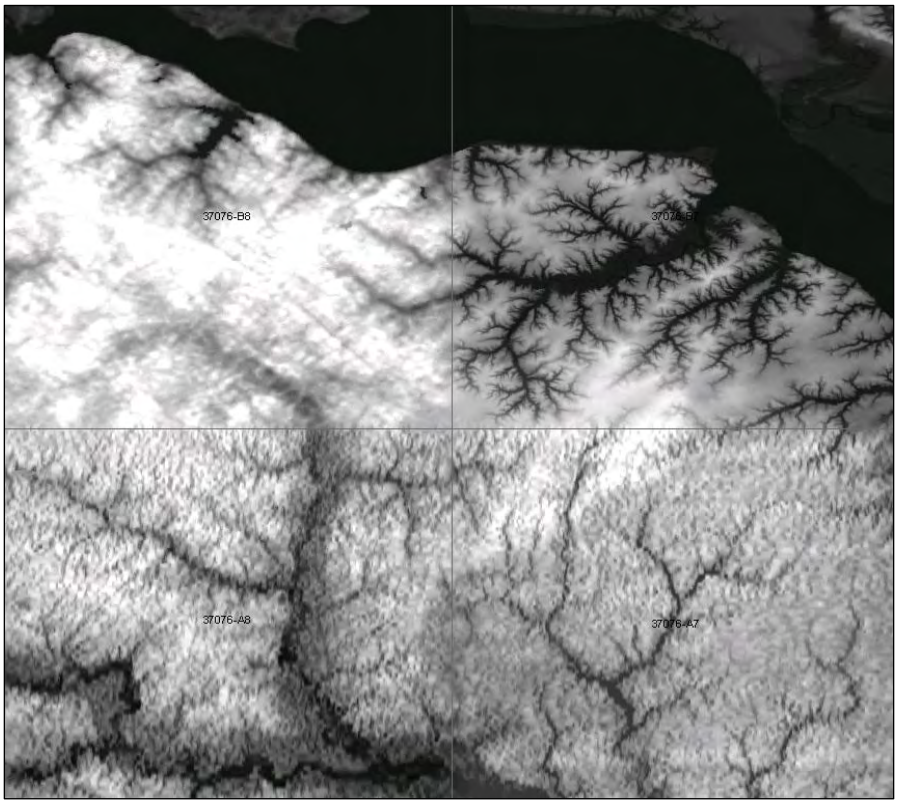
The Digital Elevation Models (DEMs) used in this study are a product of the USGS and are know as the National Elevation Dataset (NED). The USGS DEMs were, at the initiation of this study, "the highest-resolution, best quality elevation data available across the United States."[18] Additionally, the NED was at the time of this study the only consistent elevation dataset publicly available for the entire study area. The DEMs were downloaded from the US Department of Agriculture's (USDA) Geospatial Data Gateway.[19] North Carolina, Virginia, Maryland, Washington DC, Delaware, Pennsylvania, New Jersey, and New York DEMs are in UTM (Universal Transverse Mercator) zone 18, while Georgia, South Carolina, and the Atlantic Coast of Florida were all in UTM zone 17. The NED has full coverage of the United States at 30 meter resolution, and partial coverage of the United States at 10 and 3 meter resolution.[20] The 30 meter resolution was used in this study because it was the only dataset that covered the entire study area. A need for consistency in methodology overrode the potential for higher detail in certain areas.

Although this was the most appropriate data set for this study, there were some issues identified. These were primarily either due to the process used to create the DEM, or the quality of the "best quality elevation data" source data that went into making the DEM. Bordering DEMs can have vastly different quality, depending on how or when the DEM or source data was updated. See Figure 2-5: **Examples of issues identified with the USGS DEMs. Both images illustrate how differences in source data used to create a single DEM can produce different quality results. The top image shows the differences in quality of the source data between adjacent DEMs in Virginia, while the bottom image shows the differences in quality between adjacent DEMs in Florida. There is a distinct difference in quality among the four tiles on the top (VA) image. The upper right tile is the most detailed and the bottom two are of lower quality and show signs of significant 'speckling'. On the bottom image (FL) there is a visual difference between the quality of the left and the right sides.** for an example of the edge variations. USGS DEMs have been produced using several very different methods, the accuracy of which has progressively improved over time. Outdated techniques for creating large scale DEMs, which are no longer used, include digitizing topographic maps and then processing them into a grid format, creating orthophotos and manually profiling them (which were notorious for creating artificial ridges and valleys throughout the DEM, making it look as if it has stripes), or using stereo plotters to create contours from stereo photographs. Currently, DEMs are created from interpolating digital line graph data reprocessed into a raster format. In some cases the edges of two adjacent DEMs are inconsistent. Often this has to do with temporal variations in the data collection. In one example in southern Florida, an artificial cliff runs the entire length of the two DEMs. This was caused by a significant difference in source data ages and collection and processing methodology. Another issue encountered involved DEMs that appear "speckled". This may be a result of down sampling a DEM. This would be done in order to make the higher resolution DEM match the pixel size and resolution of the larger dataset.[21] This was the most prominent issue in the Virginia portion of our study area – an example of this can be found in Figure 2-5: **Examples of issues identified with the USGS DEMs. Both images illustrate how differences in source data used to create a single DEM can produce different quality results. The top image shows the**

[18] National Elevation Dataset, (August 2006), USGS National Elevation Dataset, http://ned.usgs.gov/
[19] Geospatial Data Gateway, http://datagateway.nrcs.usda.gov/
[20] 30 meter resolution means that 1 elevation point represents an averaged elevation of an area of 30 square meters.
[21] http://edc.usgs.gov/guides/dem.html

differences in quality of the source data between adjacent DEMs in Virginia, while the bottom image shows the differences in quality between adjacent DEMs in Florida. There is a distinct difference in quality among the four tiles on the top (VA) image. The upper right tile is the most detailed and the bottom two are of lower quality and show signs of significant 'speckling'. On the bottom image (FL) there is a visual difference between the quality of the left and the right sides..

While these issues are important to understand, they actually affect only a small portion of the overall data. In fact, these issues were a factor in only 36 out of the 1098 total DEMs in the study area – or about 3% of the DEMs. And since the areas of inundation do not always cover the entire DEM area, the area affected by these issues is actually less than 3%.



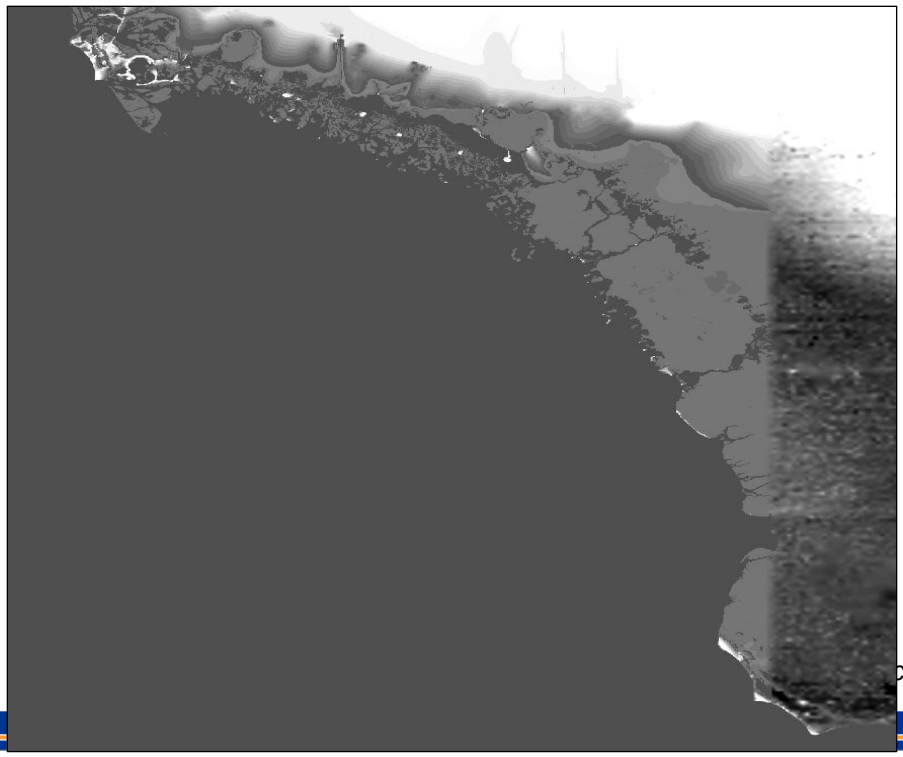


Figure 2-5: Examples of issues identified with the USGS DEMs. Both images illustrate how differences in source data used to create a single DEM can produce different quality results. The top image shows the differences in quality of the source data between adjacent DEMs in Virginia, while the bottom image shows the differences in quality between adjacent DEMs in Florida. There is a distinct difference in quality among the four tiles on the top (VA) image. The upper right tile is the most detailed and the bottom two are of lower quality and show signs of significant 'speckling'. On the bottom image (FL) there is a visual difference between the quality of the left and the right sides.

2.6 Identifying Potentially Affected Transportation

Once the areas of concern polygons were created, they were overlaid upon the transportation network data to identify potentially affected transportation infrastructure. The data used in this analysis include:

- 1:100K scale Road data from the National Highway Planning Network (NHPN)[22] including. The study included:
  - Interstate Highways
  - Non-Interstate Principal Arterials (hereafter referred to as Principal Arterials)
  - Minor Arterials (Including all Rural Minor Arterials, but not the Urban Minor Arterials)
  - National Highway System (NHS)[23]
- 1:100K scale Rail data from the Federal Railroad Administration
- 1:100K scale Airport boundaries and runway areas from TeleAtlas[24]
- 1:100K scale Port boundaries digitized from DOQQs[25] for the land boundaries and the MHW line for the water boundaries. Ports included are part of the following port authorities:
  - The Port Authority of New York & New Jersey
  - The South Jersey Port Corporation, NJ
  - The Philadelphia Regional Port Authority, PA
  - The Delaware River Port Authority
  - The Port of Baltimore, MD
  - The Virginia Port Authority
  - The North Carolina State Ports Authority
  - The South Carolina State Ports Authority
  - The Georgia Ports Authority
  - The Florida Ports Council (Atlantic coast ports only)

The roads and rails were overlaid with the areas of concern to identify the linear distance in kilometers affected within each scenario. The airports, runways and port areas were also intersected with the areas of concern to identify the area in acres affected under each scenario. A portion of the bus public transit system impacts could be reflected in the results for roads, and the commuter rail system results are reflected in the results for rail. While heavy rail and light rail public transportation systems such as subways and metros were not assessed, systems in areas that are regularly inundated or at risk to storm surge could also be affected.

Since the elevations from the DEMs represent the actual ground elevation, this study did not account for situations where infrastructure is artificially elevated. However, the results in this study are still relevant in those areas. For example, a highway with a high bed is indicated as inundated in this study. While the road itself may not be underwater, the bed, which is inundated, was not likely designed to be permanently underwater and thus must still be considered for mitigation.

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[22] The NHPN is a product of the U.S. Department of Transportation's Federal Highway Administration.
[23] There are other roads identified on the lower functional systems to include the remainder of the National Highway System (NHS). There may be other roads identified which are Non-NHS/Non Arterial, but these systems are not complete in the NHPN.
[24] This data was extracted from ESRI's StreetMap Pro dataset which uses TeleAtlas North America data.
[25] A digital orthophoto quarter quadrangle (DOQQ) is a computer-generated image of an aerial photograph in which image displacement caused by terrain relief and camera tilts has been removed. For more information see: http://www.usgsquads.com/prod_doqq.htm.

2.7 Statistics Calculations

From the analysis in the previous steps, statistics at the county and state level were created for each scenario. For each scenario the statistics include:

- Kilometers of ***Interstate Highways*** potentially impacted
- Kilometers of Non-Interstate ***Principal Arterial*** roads potentially impacted
- Kilometers of ***Minor Arterial*** roads potentially impacted
- Kilometers of ***National Highway System*** facilities potentially impacted
- Kilometers of ***Railroads*** potentially impacted
- Total acres of ***Land*** potentially impacted
- Acres of ***Airport Property*** potentially impacted
- Acres of ***Airport Runways*** potentially impacted
- Acres of ***Port Property*** potentially impacted

The statistics tables include both regularly inundated and at-risk land areas. These are mutually exclusive, meaning the areas at-risk do not also include regularly inundated areas. The sum of these two fields equals the total land area potentially impacted by the effects of SLR and storm surge under the 59 cm SLR scenario. For example, in the table below, the total area for the 59 cm scenario is the sum of the regularly inundated or permanently flooded area, 236,581 acres, and the area at-risk to temporary flooding due to storm surge, 237,971 acres, for the total 474,552 acres impacted by either regular inundation or potentially storm surge.

State of Maryland Statistics	59 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	0.1	0%	2.3	0%	2	0%
Non-Interstate Principal Arterials	6.5	0%	14.4	1%	21	1%
NHS Minor Arterials	8.5	1%	57.3	4%	66	4%
National Highway System (NHS)	5.3	0%	13.4	1%	19	1%
Rails	5.5	0%	38.2	1%	44	2%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	186	20%	111	12%	298	32%
Airport Property	65	1%	81	1%	147	1%
Airport Runways	0	0%	2	0%	3	0%
Total Land Area Affected	236,581	4%	237,971	4%	474,552	8%

Figure 2-6: An example of the output statistics for the state of Maryland showing the 59 cm scenario.

2.8 Map Creation

To visualize the data created in the previous steps, maps were created. For each state an overview map for each sea level rise scenario was created. Similarly, for each county that was affected a map for each scenario was created. The maps contain both regular inundation and at-risk areas for each scenario for a total of nine maps per county for Maryland, Virginia, and North Carolina. For New York, New Jersey, Pennsylvania, Delaware, South Carolina, Georgia, and Florida a total of five maps per county were created. Note that since Washington D.C. is not a state, it's "State" and "County" maps are one and the same. In Figure 2-7 below, the map depicts the city of Virginia Beach, VA and is representative of the other county level maps created under this study. For Florida, the eastern half of the State only was included.

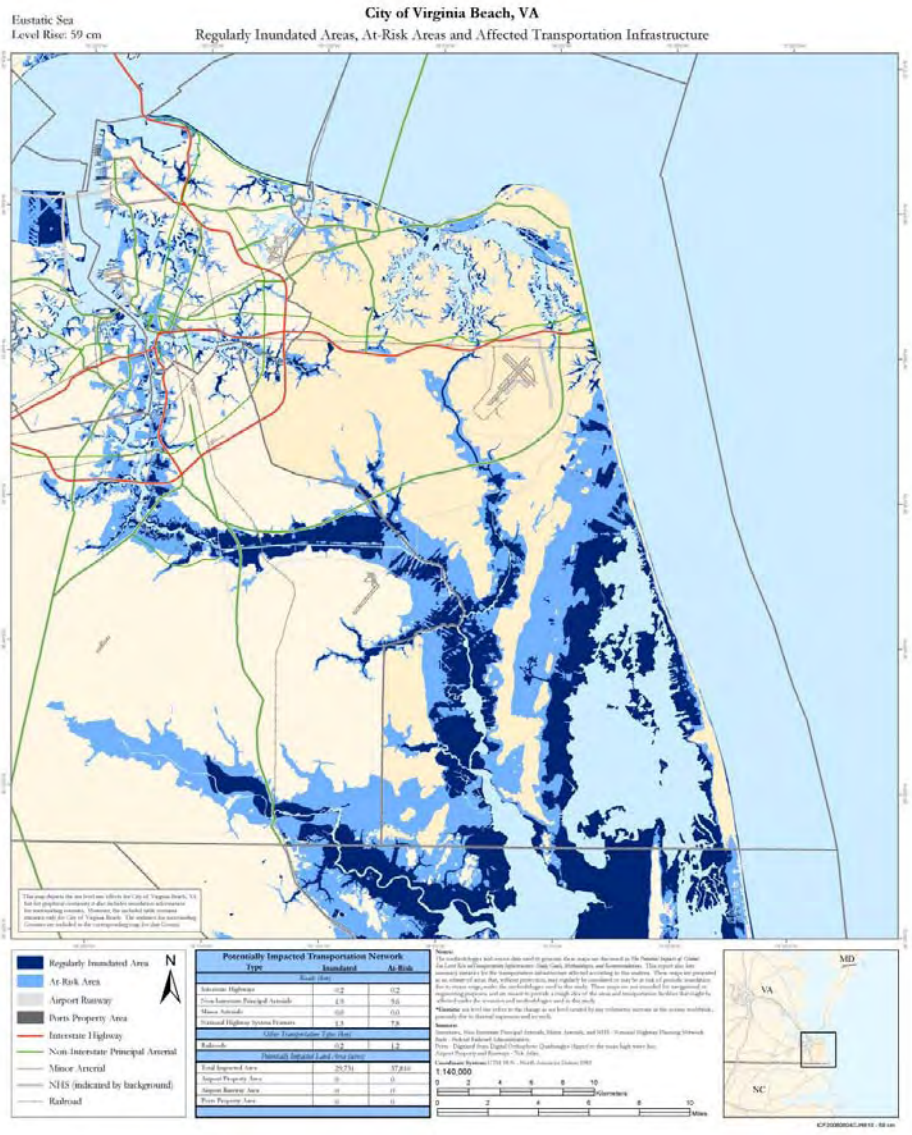


Figure 2-7: a representative output map from this study showing regular inundation and at-risk areas at the 59 cm scenario.

3 Appendix

3.1 Tables accompanying this report:

- New York
  - NY State Statistics.xls
- New Jersey
  - NJ State Statistics.xls
- Pennsylvania
  - PA State Statistics.xls
- Delaware
  - DE State Statistics.xls
- Maryland
  - MD State Statistics.xls
- Washington D.C
  - DC State Statistics.xls
- Virginia
  - VA State Statistics.xls
- North Carolina
  - NC State Statistics.xls
- South Carolina
  - SC State Statistics.xls
- Georgia
  - GA State Statistics.xls
- Florida
  - FL State Statistics.xls

3.2 Maps accompanying this report:

All statewide maps created are available publicly. County maps may be available upon request.

- New York
  - New York - Eustatic Sea Level Rise 6cm.pdf
  - New York - Eustatic Sea Level Rise 21cm.pdf
  - New York - Eustatic Sea Level Rise 31cm.pdf
  - New York - Eustatic Sea Level Rise 48.5cm.pdf
  - New York - Eustatic Sea Level Rise 59cm.pdf

- New Jersey
  - New Jersey - Eustatic Sea Level Rise 6cm.pdf
  - New Jersey - Eustatic Sea Level Rise 21cm.pdf
  - New Jersey - Eustatic Sea Level Rise 31cm.pdf
  - New Jersey - Eustatic Sea Level Rise 48.5cm.pdf
  - New Jersey - Eustatic Sea Level Rise 59cm.pdf

- Pennsylvania
  - Pennsylvania - Eustatic Sea Level Rise 6cm.pdf
  - Pennsylvania - Eustatic Sea Level Rise 21cm.pdf
  - Pennsylvania - Eustatic Sea Level Rise 31cm.pdf
  - Pennsylvania - Eustatic Sea Level Rise 48.5cm.pdf
  - Pennsylvania - Eustatic Sea Level Rise 59cm.pdf

- Delaware
  - Delaware - Eustatic Sea Level Rise 6cm.pdf
  - Delaware - Eustatic Sea Level Rise 21cm.pdf
  - Delaware - Eustatic Sea Level Rise 31cm.pdf
  - Delaware - Eustatic Sea Level Rise 48.5cm.pdf
  - Delaware - Eustatic Sea Level Rise 59cm.pdf

- Maryland
  - Maryland - Eustatic Sea Level Rise 6cm.pdf
  - Maryland - Eustatic Sea Level Rise 6.5cm.pdf
  - Maryland - Eustatic Sea Level Rise 13cm.pdf
  - Maryland - Eustatic Sea Level Rise 17.5cm.pdf
  - Maryland - Eustatic Sea Level Rise 21cm.pdf
  - Maryland - Eustatic Sea Level Rise 30cm.pdf
  - Maryland - Eustatic Sea Level Rise 31cm.pdf
  - Maryland - Eustatic Sea Level Rise 48.5cm.pdf
  - Maryland - Eustatic Sea Level Rise 59cm.pdf

- Washington D.C
  - Washington DC - Eustatic Sea Level Rise 6cm.pdf
  - Washington DC - Eustatic Sea Level Rise 6.5cm.pdf
  - Washington DC - Eustatic Sea Level Rise 13cm.pdf
  - Washington DC - Eustatic Sea Level Rise 17.5cm.pdf
  - Washington DC - Eustatic Sea Level Rise 21cm.pdf
  - Washington DC - Eustatic Sea Level Rise 30cm.pdf
  - Washington DC - Eustatic Sea Level Rise 31cm.pdf
  - Washington DC - Eustatic Sea Level Rise 48.5cm.pdf
  - Washington DC - Eustatic Sea Level Rise 59cm.pdf

- Virginia
  - Virginia - Eustatic Sea Level Rise 6cm.pdf
  - Virginia - Eustatic Sea Level Rise 6.5cm.pdf
  - Virginia - Eustatic Sea Level Rise 13cm.pdf
  - Virginia - Eustatic Sea Level Rise 17.5cm.pdf
  - Virginia - Eustatic Sea Level Rise 21cm.pdf
  - Virginia - Eustatic Sea Level Rise 30cm.pdf
  - Virginia - Eustatic Sea Level Rise 31cm.pdf
  - Virginia - Eustatic Sea Level Rise 48.5cm.pdf
  - Virginia - Eustatic Sea Level Rise 59cm.pdf

- North Carolina
  - North Carolina - Eustatic Sea Level Rise 6cm.pdf
  - North Carolina - Eustatic Sea Level Rise 6.5cm.pdf
  - North Carolina - Eustatic Sea Level Rise 13cm.pdf
  - North Carolina - Eustatic Sea Level Rise 17.5cm.pdf
  - North Carolina - Eustatic Sea Level Rise 21cm.pdf
  - North Carolina - Eustatic Sea Level Rise 30cm.pdf
  - North Carolina - Eustatic Sea Level Rise 31cm.pdf
  - North Carolina - Eustatic Sea Level Rise 48.5cm.pdf
  - North Carolina - Eustatic Sea Level Rise 59cm.pdf

- South Carolina
  - South Carolina- Eustatic Sea Level Rise 6cm.pdf
  - South Carolina - Eustatic Sea Level Rise 21cm.pdf
  - South Carolina - Eustatic Sea Level Rise 31cm.pdf
  - South Carolina - Eustatic Sea Level Rise 48.5cm.pdf
  - South Carolina - Eustatic Sea Level Rise 59cm.pdf

- Georgia
  - Georgia - Eustatic Sea Level Rise 6cm.pdf
  - Georgia - Eustatic Sea Level Rise 21cm.pdf
  - Georgia - Eustatic Sea Level Rise 31cm.pdf
  - Georgia - Eustatic Sea Level Rise 48.5cm.pdf
  - Georgia - Eustatic Sea Level Rise 59cm.pdf

- Florida
  - Florida - Eustatic Sea Level Rise 6cm.pdf
  - Florida - Eustatic Sea Level Rise 21cm.pdf
  - Florida - Eustatic Sea Level Rise 31cm.pdf
  - Florida - Eustatic Sea Level Rise 48.5cm.pdf
  - Florida - Eustatic Sea Level Rise 59cm.pdf

State of New York Statistics	6 cm						21 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	1.7	0%	7.8	0%	9.5	0%	2.0	0%	8.6	0%	10.6	0%
Non-Interstate Principal Arterials	29.1	0%	83.0	1%	112.1	1%	34.4	0%	91.8	1%	126.2	1%
Minor Arterials	0.9	0%	12.4	0%	13.3	0%	1.0	0%	14.0	0%	15.0	0%
National Highway System (NHS)	27.2	0%	77.0	1%	104.2	1%	31.0	0%	84.9	1%	115.9	1%
Rails	31.6	0%	56.7	0%	88.3	1%	37.4	0%	58.9	1%	96.3	1%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	60	14%	33	8%	93	22%	65	15%	32	8%	97	23%
Airport Property	285	1%	1,626	4%	1,911	5%	324	1%	2,209	6%	2,533	7%
Airport Runways	61	2%	224	7%	285	9%	67	2%	317	10%	384	12%
Total Land Area Affected	47,659	0%	58,807	0%	106,466	0%	52,770	0%	60,839	0%	113,610	0%

1. Sources: Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network (NHPN). Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line. Airport Property and Runways - Tele Atlas.
2. The NHPN includes all Interstates and other Principal Arterials, all Rural Minor Arterials, and a small portion of the Urban Minor Arterials, as well as the NHS.
3. This study includes the Rural Minor Arterials but not the Urban Minor Arterials.
4. See section 3 of the "Study Goals and Methodologies" for an explanation of how these results were generated.
The results should not be understood as defining specific changes in water levels at precise points in time.
5. The Total column for each scenario includes the sum of Regular Inundation and At-Risk. The At-Risk column does not include Regularly Inundated data.

State of New York Statistics	31 cm						48.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	2.2	0%	9.5	0%	11.7	0%	2.5	0%	11.5	0%	14.0	1%
Non-Interstate Principal Arterials	37.1	0%	99.0	1%	136.1	1%	42.5	0%	108.3	1%	150.8	2%
Minor Arterials	1.1	0%	15.3	0%	16.4	0%	1.4	0%	18.0	0%	19.4	0%
National Highway System (NHS)	33.4	0%	91.6	1%	125.0	2%	38.4	0%	100.8	1%	139.2	2%
Rails	40.8	0%	63.5	1%	104.3	1%	48.0	0%	69.5	1%	117.5	1%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	67	16%	33	8%	99	23%	70	17%	35	8%	105	25%
Airport Property	356	1%	2,524	7%	2,880	7%	412	1%	2,988	8%	3,399	9%
Airport Runways	69	2%	366	12%	435	14%	73	2%	440	14%	513	16%
Total Land Area Affected	56,675	0%	61,902	0%	118,577	0%	63,719	0%	63,072	0%	126,791	0%

State of New York Statistics	59 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	2.9	0%	12.0	0%	14.9	1%
Non-Interstate Principal Arterials	49.2	1%	110.0	1%	159.2	2%
Minor Arterials	1.8	0%	19.5	0%	21.3	0%
National Highway System (NHS)	44.7	1%	101.9	1%	146.6	2%
Rails	53.1	0%	72.6	1%	125.7	1%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	72	17%	38	9%	110	26%
Airport Property	445	1%	3,202	8%	3,647	9%
Airport Runways	76	2%	462	15%	539	17%
Total Land Area Affected	69,031	0%	62,289	0%	131,319	0%

State of New Jersey Statistics	6 cm						21 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	10.9	2%	10.8	2%	21.7	3%	12.0	2%	11.0	2%	23.0	3%
Non-Interstate Principal Arterials	22.7	1%	80.4	2%	103.1	3%	29.3	1%	85.5	2%	114.8	3%
Minor Arterials	7.9	1%	11.6	1%	19.5	2%	9.0	1%	12.3	1%	21.3	2%
National Highway System (NHS)	26.4	1%	55.4	2%	81.8	2%	31.8	1%	57.9	2%	89.7	3%
Rails	53.7	1%	98.0	3%	151.7	4%	61.2	2%	110.8	3%	172.0	5%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	162	6%	92	4%	254	10%	172	7%	98	4%	270	10%
Airport Property	47	0%	415	2%	462	2%	71	0%	489	2%	560	3%
Airport Runways	4	0%	33	2%	36	2%	5	0%	38	2%	42	2%
Total Land Area Affected	101,621	2%	168,194	4%	269,815	6%	115,394	2%	167,261	3%	282,655	6%

1. Sources: Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network (NHPN). Rails - Federal Railroad Administration. Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line. Airport Property and Runways - Tele Atlas.
2. The NHPN includes all Interstates and other Principal Arterials, all Rural Minor Arterials, and a small portion of the Urban Minor Arterials, as well as the NHS.
3. This study includes the Rural Minor Arterials but not the Urban Minor Arterials.
4. See section 3 of the "Study Goals and Methodologies" for an explanation of how these results were generated. The results should not be understood as defining specific changes in water levels at precise points in time.
5. The Total column for each scenario includes the sum of Regular Inundation and At-Risk. The At-Risk column does not include Regularly Inundated data.

State of New Jersey Statistics	31 cm						48.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	12.6	2%	11.0	2%	23.6	3%	14.0	2%	10.9	2%	24.9	4%
Non-Interstate Principal Arterials	35.0	1%	89.0	2%	124.0	3%	49.2	1%	92.2	3%	141.4	4%
Minor Arterials	9.8	1%	13.5	1%	23.3	2%	13.0	1%	14.8	1%	27.8	3%
National Highway System (NHS)	35.7	1%	60.1	2%	95.8	3%	46.4	1%	63.4	2%	109.8	3%
Rails	67.7	2%	116.8	3%	184.5	5%	94.2	3%	120.5	3%	214.7	6%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	179	7%	107	4%	286	11%	194	7%	127	5%	321	12%
Airport Property	89	0%	529	3%	617	3%	135	1%	600	3%	734	4%
Airport Runways	5	0%	40	2%	45	2%	8	0%	50	3%	58	3%
Total Land Area Affected	128,172	3%	163,659	3%	291,831	6%	177,646	4%	134,862	3%	312,508	7%

State of New Jersey Statistics	59 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	14.8	2%	11.5	2%	26.3	4%
Non-Interstate Principal Arterials	67.6	2%	87.2	2%	154.8	4%
Minor Arterials	14.2	1%	16.1	2%	30.3	3%
National Highway System (NHS)	58.1	2%	62.4	2%	120.5	4%
Rails	109.8	3%	123.6	3%	233.4	6%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	203	8%	141	5%	344	13%
Airport Property	228	1%	583	3%	811	4%
Airport Runways	18	1%	54	3%	72	4%
Total Land Area Affected	216,773	5%	108,630	2%	325,403	7%

State of Pennsylvania Statistics	6 cm						21 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	0.7	0%	2.0	0%	2.7	0%	0.9	0%	2.0	0%	2.9	0%
Non-Interstate Principal Arterials	0.1	0%	0.6	0%	0.7	0%	0.1	0%	0.6	0%	0.7	0%
Minor Arterials	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%
National Highway System (NHS)	1.4	0%	3.8	0%	5.2	0%	1.9	0%	3.7	0%	5.6	0%
Rails	3.4	0%	12.9	0%	16.3	0%	3.9	0%	13.8	0%	17.7	0%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	5	1%	18	5%	23	7%	7	2%	21	6%	28	8%
Airport Property	30	0%	330	1%	360	1%	58	0%	370	1%	428	1%
Airport Runways	0	0%	7	0%	7	0%	0	0%	15	1%	15	1%
Total Land Area Affected	1,395	0%	3,909	0%	5,304	0%	1,579	0%	4,192	0%	5,770	0%

1. Sources: Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network (NHPN). Rails - Federal Railroad Administration. Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line. Airport Property and Runways - Tele Atlas.
2. The NHPN includes all Interstates and other Principal Arterials, all Rural Minor Arterials, and a small portion of the Urban Minor Arterials, as well as the NHS.
3. This study includes the Rural Minor Arterials but not the Urban Minor Arterials.
4. See section 3 of the "Study Goals and Methodologies" for an explanation of how these results were generated. The results should not be understood as defining specific changes in water levels at precise points in time.
5. The Total column for each scenario includes the sum of Regular Inundation and At-Risk. The At-Risk column does not include Regularly Inundated data.

State of Pennsylvania Statistics	31 cm						48.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	1.1	0%	2.2	0%	3.3	0%	1.4	0%	2.6	0%	4.0	0%
Non-Interstate Principal Arterials	0.1	0%	0.7	0%	0.8	0%	0.2	0%	1.0	0%	1.2	0%
Minor Arterials	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%
National Highway System (NHS)	2.2	0%	3.9	0%	6.1	0%	2.8	0%	6.4	0%	9.2	0%
Rails	4.5	0%	14.8	0%	19.3	0%	6.1	0%	21.7	0%	27.8	0%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	8	2%	23	7%	31	9%	10	3%	58	17%	68	19%
Airport Property	78	0%	401	1%	479	2%	122	0%	619	2%	740	2%
Airport Runways	0	0%	18	1%	18	1%	0	0%	46	2%	46	2%
Total Land Area Affected	1,702	0%	4,401	0%	6,103	0%	1,999	0%	5,305	0%	7,303	0%

State of Pennsylvania Statistics	59 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	1.7	0%	2.5	0%	4.2	0%
Non-Interstate Principal Arterials	0.2	0%	1.5	0%	1.7	0%
Minor Arterials	0.0	0%	0.0	0%	0.0	0%
National Highway System (NHS)	3.3	0%	9.1	0%	12.4	0%
Rails	7.3	0%	32.4	0%	39.7	0%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	11	3%	78	22%	89	25%
Airport Property	150	0%	871	3%	1,021	3%
Airport Runways	0	0%	56	3%	56	3%
Total Land Area Affected	2,189	0%	6,083	0%	8,271	0%

State of Delaware Statistics	6 cm						21 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**
Interstates	0.2	0%	0.9	1%	1.1	2%	0.2	0%	1.0	2%	1.2	2%
Non-Interstate Principal Arterials	0.1	0%	5.7	1%	5.8	1%	0.2	0%	7.1	1%	7.3	1%
Minor Arterials	0.1	0%	18.3	8%	18.4	8%	0.3	0%	21.7	10%	22.0	10%
National Highway System (NHS)	0.3	0%	21.8	4%	22.1	4%	0.5	0%	25.3	5%	25.8	5%
Rails	0.8	0%	14.1	3%	14.9	3%	0.9	0%	16.0	3%	16.9	3%
Area	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**
Ports	2	1%	47	14%	49	15%	3	1%	70	22%	73	22%
Airport Property	0	0%	126	2%	126	2%	0	0%	133	2%	133	2%
Airport Runways	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total Land Area Affected	37,074	3%	87,369	7%	124,443	10%	42,140	3%	87,111	7%	129,251	10%

1. Sources: Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network (NHPN). Rails - Federal Railroad Administration. Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line. Airport Property and Runways - Tele Atlas.
2. The NHPN includes all Interstates and other Principal Arterials, all Rural Minor Arterials, and a small portion of the Urban Minor Arterials, as well as the NHS.
3. This study includes the Rural Minor Arterials but not the Urban Minor Arterials.
4. See section 3 of the "Study Goals and Methodologies" for an explanation of how these results were generated. The results should not be understood as defining specific changes in water levels at precise points in time.
5. The Total column for each scenario includes the sum of Regular Inundation and At-Risk. The At-Risk column does not include Regularly Inundated data.

State of Delaware Statistics	31 cm						48.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**
Interstates	0.2	0%	1.1	2%	1.3	2%	0.5	1%	1.2	2%	1.7	3%
Non-Interstate Principal Arterials	0.2	0%	7.9	1%	8.1	1%	0.9	0%	8.8	1%	9.7	2%
Minor Arterials	0.5	0%	22.7	10%	23.2	11%	1.4	1%	23.7	11%	25.1	12%
National Highway System (NHS)	0.7	0%	26.8	5%	27.5	5%	2.4	0%	28.3	5%	30.7	6%
Rails	1.2	0%	17.7	3%	18.9	3%	4.2	1%	17.8	3%	22.0	4%
Area	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**
Ports	4	1%	85	26%	89	27%	10	3%	102	32%	113	35%
Airport Property	0	0%	138	2%	138	2%	0	0%	148	3%	148	3%
Airport Runways	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total Land Area Affected	45,720	4%	86,970	7%	132,690	11%	58,786	5%	79,004	6%	137,790	11%

State of Delaware Statistics	59 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	0.6	1%	1.4	2%	2.0	3%
Non-Interstate Principal Arterials	1.2	0%	9.6	2%	10.8	2%
Minor Arterials	3.8	2%	22.7	10%	26.5	12%
National Highway System (NHS)	5.2	1%	27.5	5%	32.7	6%
Rails	6.4	1%	17.8	3%	24.2	4%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	17	5%	109	34%	126	39%
Airport Property	26	0%	128	2%	154	3%
Airport Runways	0	0%	0	0%	0	0%
Total Land Area Affected	69,845	6%	70,892	6%	140,737	11%

State of Maryland Statistics	6 cm						6.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**
Interstates	0.0	0%	1.5	0%	2	0%	0.0	0%	1.5	0%	2	0%
Non-Interstate Principal Arterials	2.5	0%	9.4	0%	12	0%	2.5	0%	9.4	0%	12	0%
Minor Arterials	0.7	0%	19.6	1%	20	1%	0.7	0%	20.2	1%	21	1%
National Highway System (NHS)	1.9	0%	8.3	0%	10	0%	2.0	0%	8.4	0%	10	0%
Rails	2.1	0%	12.9	0%	15	1%	2.2	0%	13.2	0%	15	1%
Area	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**
Ports	157	17%	104	11%	261	28%	158	17%	104	11%	262	28%
Airport Property	12	0%	71	1%	82	1%	12	0%	71	1%	83	1%
Airport Runways	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total Land Area Affected	107,605	2%	168,203	3%	275,808	4%	108,691	2%	168,513	3%	277,203	4%

1. Sources: Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network (NHPN). Rails - Federal Railroad Administration. Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line. Airport Property and Runways - Tele Atlas.
2. The NHPN includes all Interstates and other Principal Arterials, all Rural Minor Arterials, and a small portion of the Urban Minor Arterials, as well as the NHS.
3. This study includes the Rural Minor Arterials but not the Urban Minor Arterials.
4. See section 3 of the "Study Goals and Methodologies" for an explanation of how these results were generated. The results should not be understood as defining specific changes in water levels at precise points in time.
5. The Total column for each scenario includes the sum of Regular Inundation and At-Risk. The At-Risk column does not include Regularly Inundated data.

State of Maryland Statistics	13 cm						17.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**
Interstates	0.0	0%	1.6	0%	2	0%	0.0	0%	1.7	0%	2	0%
Non-Interstate Principal Arterials	2.7	0%	9.8	0%	13	0%	2.9	0%	9.9	0%	13	0%
Minor Arterials	0.9	0%	23.4	2%	24	2%	1.5	0%	25.1	2%	27	2%
National Highway System (NHS)	2.1	0%	8.8	0%	11	0%	2.2	0%	9.0	0%	11	0%
Rails	2.6	0%	13.7	1%	16	1%	3.0	0%	15.3	1%	18	1%
Area	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**
Ports	161	17%	105	11%	266	28%	163	17%	105	11%	268	29%
Airport Property	15	0%	73	1%	87	1%	17	0%	74	1%	91	1%
Airport Runways	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total Land Area Affected	124,235	2%	181,364	3%	305,599	5%	135,046	2%	202,579	3%	337,625	5%

State of Maryland Statistics	21 cm						31 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**
Interstates	0.0	0%	1.8	0%	2	0%	0.1	0%	1.9	0%	2	0%
Non-Interstate Principal Arterials	3.1	0%	10.1	0%	13	0%	3.5	0%	11.0	0%	14	1%
Minor Arterials	1.9	0%	25.9	2%	28	2%	3.4	0%	28.8	2%	32	2%
National Highway System (NHS)	2.3	0%	9.2	0%	12	0%	2.6	0%	10.1	0%	13	1%
Rails	3.2	0%	18.5	1%	22	1%	3.6	0%	20.4	1%	24	1%
Area	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**
Ports	165	18%	105	11%	271	29%	170	18%	107	11%	277	30%
Airport Property	19	0%	75	1%	94	1%	26	0%	76	1%	102	1%
Airport Runways	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Total Land Area Affected	142,388	2%	209,087	3%	351,475	6%	159,439	3%	211,745	3%	371,184	6%

State of Maryland Statistics	30 cm						48.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**
Interstates	0.1	0%	1.9	0%	2	0%	0.1	0%	2.1	0%	2	0%
Non-Interstate Principal Arterials	3.4	0%	10.9	0%	14	1%	6.0	0%	10.8	0%	17	1%
Minor Arterials	3.3	0%	28.7	2%	32	2%	5.7	0%	36.6	2%	42	3%
National Highway System (NHS)	2.6	0%	10.0	0%	13	1%	4.9	0%	9.9	0%	15	1%
Rails	3.5	0%	20.3	1%	24	1%	4.8	0%	30.2	1%	35	1%
Area	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**
Ports	170	18%	107	11%	276	29%	180	19%	110	12%	290	31%
Airport Property	25	0%	75	1%	101	1%	44	0%	84	1%	128	1%
Airport Runways	0	0%	1	0%	1	0%	0	0%	2	0%	2	0%
Total Land Area Affected	157,697	3%	211,930	3%	369,627	6%	203,766	3%	212,767	3%	416,533	7%

State of Maryland Statistics	59 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	0.1	0%	2.3	0%	2	0%
Non-Interstate Principal Arterials	6.5	0%	14.4	1%	21	1%
Minor Arterials	8.5	1%	57.3	4%	66	4%
National Highway System (NHS)	5.3	0%	13.4	1%	19	1%
Rails	5.5	0%	38.2	1%	44	2%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	186	20%	111	12%	298	32%
Airport Property	65	1%	81	1%	147	1%
Airport Runways	0	0%	2	0%	3	0%
Total Land Area Affected	236,581	4%	237,971	4%	474,552	8%

Washington DC Statistics	6 cm						6.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**
Interstates	0.0	0%	0.5	2%	0.5	2%	0.0	0%	0.5	2%	0.5	2%
Non-Interstate Principal Arterials	0.0	0%	5.1	3%	5.1	3%	0.0	0%	5.1	3%	5.2	3%
Minor Arterials	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%
National Highway System (NHS)	0.0	0%	4.4	3%	4.4	3%	0.0	0%	4.4	3%	4.4	3%
Rails	0.0	0%	1.9	2%	1.9	3%	0.0	0%	1.9	2%	2.0	3%
Area	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**
Ports	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Airport Property	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Airport Runways	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total Land Area Affected	12	0%	1,721	4%	1,733	4%	12	0%	1,731	4%	1,743	4%

1. Sources: Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network (NHPN). Rails - Federal Railroad Administration.
   Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line. Airport Property and Runways - Tele Atlas.
2. The NHPN includes all Interstates and other Principal Arterials, all Rural Minor Arterials, and a small portion of the Urban Minor Arterials, as well as the NHS.
3. This study includes the Rural Minor Arterials but not the Urban Minor Arterials. (There are no Rural Minor Arterials in DC.)
4. See section 3 of the "Study Goals and Methodologies" for an explanation of how these results were generated.
   The results should not be understood as defining specific changes in water levels at precise points in time.
5. The Total column for each scenario includes the sum of Regular Inundation and At-Risk. The At-Risk column does not include Regularly Inundated data.

Washington DC Statistics	13 cm						17.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	0.0	0%	0.5	2%	0.5	2%	0.0	0%	0.5	2%	0.5	2%
Non-Interstate Principal Arterials	0.0	0%	5.4	3%	5.5	3%	0.0	0%	5.6	3%	5.6	3%
Minor Arterials	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%
National Highway System (NHS)	0.0	0%	4.7	4%	4.7	4%	0.0	0%	4.9	4%	4.9	4%
Rails	0.0	0%	2.3	3%	2.3	3%	0.1	0%	2.4	3%	2.4	3%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Airport Property	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Airport Runways	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total Land Area Affected	14	0%	1,841	5%	1,855	5%	16	0%	1,912	5%	1,928	5%

Washington DC Statistics	30 cm						48.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	0.0	0%	0.7	3%	0.7	3%	0.0	0%	1.0	4%	1.0	4%
Non-Interstate Principal Arterials	0.0	0%	6.3	4%	6.3	4%	0.1	0%	7.1	4%	7.2	4%
Minor Arterials	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%
National Highway System (NHS)	0.0	0%	5.6	4%	5.6	4%	0.0	0%	6.5	5%	6.5	5%
Rails	0.1	0%	2.7	4%	2.8	4%	0.1	0%	3.4	4%	3.4	4%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Airport Property	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Airport Runways	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total Land Area Affected	20	0%	2,071	5%	2,092	5%	28	0%	2,257	6%	2,285	6%

Washington DC Statistics	59 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	0.0	0%	1.2	5%	1.2	5%
Non-Interstate Principal Arterials	0.1	0%	7.7	4%	7.8	4%
Minor Arterials	0.0	0%	0.0	0%	0.0	0%
National Highway System (NHS)	0.0	0%	7.1	5%	7.1	5%
Rails	0.1	0%	3.7	5%	3.8	5%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	0	0%	0	0%	0	0%
Airport Property	0	0%	0	0%	0	0%
Airport Runways	0	0%	0	0%	0	0%
Total Land Area Affected	33	0%	2,359	6%	2,392	6%

State of Virginia Statistics	6 cm						6.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	2.6	0%	14.0	1%	17	1%	2.6	0%	14.0	1%	17	1%
Non-Interstate Principal Arterials	2.8	0%	42.9	1%	46	1%	2.9	0%	43.1	1%	46	1%
Minor Arterials	0.7	0%	6.5	0%	7	0%	0.7	0%	6.5	0%	7	0%
National Highway System (NHS)	4.3	0%	52.6	1%	57	1%	4.4	0%	52.8	1%	57	1%
Rails	6.6	0%	51.1	1%	58	1%	6.6	0%	51.3	1%	58	1%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	85	6%	294	22%	379	28%	85	6%	295	22%	380	28%
Airport Property	59	0%	1,119	3%	1,178	3%	60	0%	1,122	3%	1,182	3%
Airport Runways	3	0%	120	4%	123	4%	3	0%	120	4%	123	4%
Total Land Area Affected	66,000	0%	239,201	1%	305,202	1%	66,619	0%	239,487	1%	306,106	1%

1. Sources: Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network (NHPN). Rails - Federal Railroad Administration. Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line. Airport Property and Runways - Tele Atlas.
2. The NHPN includes all Interstates and other Principal Arterials, all Rural Minor Arterials, and a small portion of the Urban Minor Arterials, as well as the NHS.
3. This study includes the Rural Minor Arterials but not the Urban Minor Arterials.
4. See section 3 of the "Study Goals and Methodologies" for an explanation of how these results were generated. The results should not be understood as defining specific changes in water levels at precise points in time.
5. The Total column for each scenario includes the sum of Regular Inundation and At-Risk. The At-Risk column does not include Regularly Inundated data.

State of Virginia Statistics	13 cm						17.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	2.7	0%	15.1	1%	18	1%	2.8	0%	15.5	1%	18	1%
Non-Interstate Principal Arterials	3.2	0%	48.5	1%	52	1%	3.4	0%	50.1	1%	53	1%
Minor Arterials	0.9	0%	6.9	0%	8	0%	0.9	0%	7.2	0%	8	0%
National Highway System (NHS)	4.8	0%	57.2	1%	62	1%	5.0	0%	58.9	1%	64	1%
Rails	7.1	0%	54.8	1%	62	1%	7.3	0%	56.2	1%	64	1%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	90	7%	301	22%	391	29%	94	7%	305	22%	399	29%
Airport Property	68	0%	1,165	3%	1,233	3%	73	0%	1,203	3%	1,277	4%
Airport Runways	3	0%	123	4%	127	4%	4	0%	126	4%	129	4%
Total Land Area Affected	72,771	0%	247,848	1%	320,619	1%	77,971	0%	251,908	1%	329,879	1%

State of Virginia Statistics	21 cm						31 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**
Interstates	2.9	0%	15.9	1%	19	1%	3.6	0%	16.8	1%	20	1%
Non-Interstate Principal Arterials	3.5	0%	51.2	1%	55	1%	8.5	0%	51.4	1%	60	1%
Minor Arterials	1.0	0%	7.5	0%	8	0%	1.2	0%	8.1	0%	9	0%
National Highway System (NHS)	5.3	0%	60.2	1%	65	1%	10.7	0%	60.0	1%	71	1%
Rails	7.6	0%	57.5	1%	65	1%	9.0	0%	61.7	1%	71	1%
Area	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**
Ports	97	7%	308	23%	405	30%	116	8%	308	23%	423	31%
Airport Property	78	0%	1,230	3%	1,308	4%	91	0%	1,321	4%	1,411	4%
Airport Runways	4	0%	129	4%	133	4%	5	0%	139	4%	144	5%
Total Land Area Affected	82,623	0%	253,990	1%	336,613	1%	102,043	0%	267,783	1%	369,826	1%

State of Virginia Statistics	30 cm						48.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	3.5	0%	16.7	1%	20	1%	6.6	0%	16.0	1%	23	1%
Non-Interstate Principal Arterials	8.4	0%	51.0	1%	59	1%	11.2	0%	57.4	1%	69	1%
Minor Arterials	1.1	0%	8.1	0%	9	0%	1.7	0%	8.9	0%	11	0%
National Highway System (NHS)	10.5	0%	59.6	1%	70	1%	19.7	0%	60.4	1%	80	1%
Rails	8.9	0%	61.1	1%	70	1%	16.9	0%	62.0	1%	79	1%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	114	8%	307	22%	421	31%	138	10%	316	23%	454	33%
Airport Property	89	0%	1,310	4%	1,399	4%	599	2%	916	3%	1,515	4%
Airport Runways	5	0%	138	4%	143	5%	65	2%	89	3%	154	5%
Total Land Area Affected	100,000	0%	265,469	1%	365,469	1%	147,537	1%	302,181	1%	449,718	2%

State of Virginia Statistics	59 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	7.8	0%	16.8	1%	25	1%
Non-Interstate Principal Arterials	12.5	0%	62.7	1%	75	2%
Minor Arterials	2.1	0%	9.2	0%	11	0%
National Highway System (NHS)	22.3	0%	64.3	1%	87	2%
Rails	19.7	0%	64.0	1%	84	1%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	149	11%	326	24%	475	35%
Airport Property	684	2%	902	3%	1,587	4%
Airport Runways	73	2%	92	3%	165	5%
Total Land Area Affected	169,594	1%	298,988	1%	468,582	2%

State of North Carolina Statistics	6 cm						6.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**
Interstates	0.1	0%	0.6	0%	1	0%	0.1	0%	0.6	0%	1	0%
Non-Interstate Principal Arterials	13.9	0%	83.0	1%	97	1%	14.3	0%	82.9	1%	97	1%
Minor Arterials	11.9	0%	161.5	3%	173	4%	12.5	0%	161.4	3%	174	4%
National Highway System (NHS)	27.9	0%	213.5	3%	241	3%	28.5	0%	213.6	3%	242	3%
Rails	8.5	0%	60.2	1%	69	1%	8.6	0%	60.4	1%	69	1%
Area	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**
Ports	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Airport Property	94	0%	358	1%	452	1%	94	0%	360	1%	455	1%
Airport Runways	0	0%	18	1%	18	1%	0	0%	19	1%	19	1%
Total Land Area Affected	524,321	2%	1,043,975	3%	1,568,297	5%	530,986	2%	1,039,655	3%	1,570,641	5%

1. Sources: Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network (NHPN). Rails - Federal Railroad Administration. Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line. Airport Property and Runways - Tele Atlas.
2. The NHPN includes all Interstates and other Principal Arterials, all Rural Minor Arterials, and a small portion of the Urban Minor Arterials, as well as the NHS.
3. This study includes the Rural Minor Arterials but not the Urban Minor Arterials.
4. See section 3 of the "Study Goals and Methodologies" for an explanation of how these results were generated. The results should not be understood as defining specific changes in water levels at precise points in time.
5. The Total column for each scenario includes the sum of Regular Inundation and At-Risk. The At-Risk column does not include Regularly Inundated data.

State of North Carolina Statistics	13 cm						17.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**
Interstates	0.1	0%	0.6	0%	1	0%	0.1	0%	0.6	0%	1	0%
Non-Interstate Principal Arterials	19.8	0%	82.1	1%	102	2%	24.8	0%	80.7	1%	106	2%
Minor Arterials	20.8	0%	157.0	3%	178	4%	27.9	1%	152.5	3%	180	4%
National Highway System (NHS)	38.2	1%	212.5	3%	251	4%	46.8	1%	210.2	3%	257	4%
Rails	10.2	0%	65.1	1%	75	1%	11.3	0%	66.8	1%	78	1%
Area	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**
Ports	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Airport Property	106	0%	392	1%	497	1%	114	0%	418	1%	532	1%
Airport Runways	0	0%	22	1%	22	1%	0	0%	25	1%	25	1%
Total Land Area Affected	618,577	2%	983,717	3%	1,602,294	5%	678,938	2%	945,874	3%	1,624,812	5%

State of North Carolina Statistics	21 cm						31 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**
Interstates	0.1	0%	0.6	0%	1	0%	0.2	0%	0.5	0%	1	0%
Non-Interstate Principal Arterials	28.0	0%	80.1	1%	108	2%	38.5	1%	75.8	1%	114	2%
Minor Arterials	34.5	1%	147.9	3%	182	4%	56.7	1%	131.7	3%	188	4%
National Highway System (NHS)	53.7	1%	208.3	3%	262	4%	76.7	1%	198.0	3%	275	4%
Rails	12.1	0%	68.2	1%	80	1%	17.4	0%	69.2	1%	87	1%
Area	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**	**Acres**	**% Affected**
Ports	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Airport Property	122	0%	439	1%	561	2%	151	0%	508	1%	658	2%
Airport Runways	0	0%	27	1%	27	1%	0	0%	33	1%	33	1%
Total Land Area Affected	730,233	2%	914,004	3%	1,644,237	5%	869,277	3%	826,503	3%	1,695,781	5%

State of North Carolina Statistics	30 cm						48.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	0.2	0%	0.5	0%	1	0%	0.2	0%	0.6	0%	1	0%
Non-Interstate Principal Arterials	37.5	1%	76.1	1%	114	2%	51.6	1%	73.1	1%	125	2%
Minor Arterials	54.7	1%	133.1	3%	188	4%	80.2	2%	120.9	2%	201	4%
National Highway System (NHS)	74.3	1%	199.1	3%	273	4%	113.4	2%	181.3	3%	295	4%
Rails	17.0	0%	68.9	1%	86	1%	24.2	0%	72.9	1%	97	1%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Airport Property	147	0%	500	1%	647	2%	219	1%	690	2%	908	2%
Airport Runways	0	0%	32	1%	32	1%	1	0%	52	2%	53	2%
Total Land Area Affected	857,746	3%	833,030	3%	1,690,776	5%	1,047,536	3%	736,193	2%	1,783,730	6%

State of North Carolina Statistics	59 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	0.3	0%	0.5	0%	1	0%
Non-Interstate Principal Arterials	59.5	1%	70.7	1%	130	2%
Minor Arterials	93.7	2%	115.3	2%	209	4%
National Highway System (NHS)	134.7	2%	170.7	2%	305	4%
Rails	28.9	0%	76.6	1%	105	1%
Area	Acres	% Affected	Acres	% Affected	Acres	% Affected
Ports	54	12%	163	35%	217	47%
Airport Property	257	1%	816	2%	1,073	3%
Airport Runways	2	0%	65	2%	67	2%
Total Land Area Affected	1,144,709	4%	691,357	2%	1,836,066	6%

State of South Carolina Statistics	6 cm						21 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	12.7	1%	4.4	0%	17.1	1%	13.6	1%	4.2	0%	17.8	1%
Non-Interstate Principal Arterials	17.4	0%	26.2	1%	43.6	1%	25.4	1%	22.2	1%	47.6	1%
Minor Arterials	5.9	0%	17.5	0%	23.4	0%	12.6	0%	13.8	0%	26.4	0%
National Highway System (NHS)	28.6	1%	28.1	1%	56.7	1%	36.2	1%	25.1	1%	61.3	1%
Rails	13.3	0%	25.2	0%	38.5	1%	16.7	0%	27.9	0%	44.6	1%
Area	Acres	Affected	Acres	Affected	Acres	Affected	Acres	Affected	Acres	Affected	Acres	Affected
Ports	81	10%	138	17%	220	27%	123	15%	117	14%	240	30%
Airport Property	144	1%	31	0%	176	1%	150	1%	44	0%	195	1%
Airport Runways	10	1%	2	0%	12	1%	11	1%	2	0%	13	1%
Total Land Area Affected	241,776	1%	245,457	1%	487,233	2%	307,226	2%	217,331	1%	524,557	3%

1. Sources: Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network (NHPN). Rails - Federal Railroad Administration.

Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line. Airport Property and Runways - Tele Atlas.

2. The NHPN includes all Interstates and other Principal Arterials, all Rural Minor Arterials, and a small portion of the Urban Minor Arterials, as well as the NHS.

3. This study includes the Rural Minor Arterials but not the Urban Minor Arterials.

4. See section 3 of the "Study Goals and Methodologies" for an explanation of how these results were generated.
The results should not be understood as defining specific changes in water levels at precise points in time.

5. The Total column for each scenario includes the sum of Regular Inundation and At-Risk. The At-Risk column does not include Regularly Inundated data.

State of South Carolina Statistics	31 cm						48.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	14.2	1%	4.3	0%	18.5	1%	15.1	1%	4.8	0%	19.9	1%
Non-Interstate Principal Arterials	28.1	1%	23.8	1%	51.9	1%	36.5	1%	24.7	1%	61.2	2%
Minor Arterials	14.8	0%	15.6	0%	30.4	1%	20.1	0%	14.3	0%	34.4	1%
National Highway System (NHS)	39.0	1%	26.9	1%	65.9	2%	48.2	1%	27.8	1%	76.0	2%
Rails	18.6	0%	30.4	1%	49.0	1%	27.2	0%	34.7	1%	61.9	1%
Area	Acres	Affected	Acres	Affected	Acres	Affected	Acres	Affected	Acres	Affected	Acres	Affected
Ports	131	16%	124	15%	255	32%	144	18%	152	19%	296	37%
Airport Property	156	1%	52	0%	208	1%	170	1%	68	0%	238	1%
Airport Runways	11	1%	3	0%	14	1%	12	1%	4	0%	17	1%
Total Land Area Affected	354,271	2%	200,140	1%	554,411	3%	422,745	2%	196,526	1%	619,272	3%

State of South Carolina Statistics	59 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	15.8	1%	4.6	0%	20.4	1%
Non-Interstate Principal Arterials	39.2	1%	24.9	1%	64.1	2%
Minor Arterials	22.0	0%	14.7	0%	36.7	1%
National Highway System (NHS)	51.2	1%	28.4	1%	79.6	2%
Rails	30.2	0%	39.7	1%	69.9	1%
Area	Acres	Affected	Acres	Affected	Acres	Affected
Ports	153	19%	154	19%	307	38%
Airport Property	182	1%	74	0%	257	1%
Airport Runways	13	1%	5	0%	18	1%
Total Land Area Affected	466,292	2%	173,357	1%	639,648	3%

State of Georgia Statistics	6 cm						21 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	4.0	0%	8.2	0%	12.2	1%	5.7	0%	8.3	0%	14.0	1%
Non-Interstate Principal Arterials	12.9	0%	32.1	0%	45.0	1%	21.4	0%	28.3	0%	49.7	1%
Minor Arterials	5.2	0%	11.2	0%	16.4	0%	6.3	0%	12.0	0%	18.3	0%
National Highway System (NHS)	17.8	0%	25.7	0%	43.5	1%	25.9	0%	22.5	0%	48.4	1%
Rails	5.9	0%	37.3	0%	43.2	0%	18.9	0%	34.2	0%	53.1	1%
Area	Acres	Affected	Acres	Affected	Acres	Affected	Acres	Affected	Acres	Affected	Acres	Affected
Ports	63	3%	357	20%	420	23%	98	5%	430	24%	527	29%
Airport Property	15	0%	18	0%	32	0%	20	0%	15	0%	35	0%
Airport Runways	4	0%	5	0%	9	0%	6	0%	4	0%	10	0%
Total Land Area Affected	297,240	1%	205,775	1%	503,015	1%	366,797	1%	164,747	0%	531,544	1%

1. Sources: Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network (NHPN). Rails - Federal Railroad Administration.

Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line. Airport Property and Runways - Tele Atlas.

2. The NHPN includes all Interstates and other Principal Arterials, all Rural Minor Arterials, and a small portion of the Urban Minor Arterials, as well as the NHS.

3. This study includes the Rural Minor Arterials but not the Urban Minor Arterials.

4. See section 3 of the "Study Goals and Methodologies" for an explanation of how these results were generated. The results should not be understood as defining specific changes in water levels at precise points in time.

5. The Total column for each scenario includes the sum of Regular Inundation and At-Risk. The At-Risk column does not include Regularly Inundated data.

State of Georgia Statistics	31 cm						48.5 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	8.6	0%	5.9	0%	14.5	1%	10.1	1%	5.7	0%	15.8	1%
Non-Interstate Principal Arterials	25.2	0%	27.4	0%	52.6	1%	35.6	0%	22.5	0%	58.1	1%
Minor Arterials	9.9	0%	9.8	0%	19.7	0%	12.6	0%	9.9	0%	22.5	0%
National Highway System (NHS)	30.4	0%	20.5	0%	50.9	1%	35.6	0%	20.4	0%	56.0	1%
Rails	24.1	0%	32.7	0%	56.8	1%	35.0	0%	29.9	0%	64.9	1%
Area	Acres	Affected	Acres	Affected	Acres	Affected	Acres	Affected	Acres	Affected	Acres	Affected
Ports	122	7%	449	25%	570	32%	241	13%	388	22%	630	35%
Airport Property	22	0%	15	0%	37	0%	27	0%	15	0%	42	0%
Airport Runways	6	0%	4	0%	10	0%	7	0%	4	0%	12	0%
Total Land Area Affected	452,130	1%	90,129	0%	542,260	1%	475,415	1%	84,127	0%	559,541	1%

State of Georgia Statistics	59 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	11.0	1%	5.5	0%	16.5	1%
Non-Interstate Principal Arterials	38.4	0%	23.4	0%	61.8	1%
Minor Arterials	14.3	0%	11.0	0%	25.3	0%
National Highway System (NHS)	37.9	1%	21.1	0%	59.0	1%
Rails	38.3	0%	31.1	0%	69.4	1%
Area	Acres	Affected	Acres	Affected	Acres	Affected
Ports	301	17%	364	20%	665	37%
Airport Property	29	0%	17	0%	46	0%
Airport Runways	8	0%	5	0%	12	0%
Total Land Area Affected	486,071	1%	83,328	0%	569,399	2%

Atlantic Coast of Florida Statistics	6 cm						21 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total		Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	2.4	0%	3.0	0%	5.4	0%	2.6	0%	6.9	1%	9.5	1%
Non-Interstate Principal Arterials	19.9	0%	81.0	2%	100.9	2%	40.8	1%	105.3	2%	146.1	3%
Minor Arterials	6.7	0%	45.0	3%	51.7	4%	20.2	1%	41.8	3%	62.0	5%
National Highway System (NHS)	14.3	0%	38.5	1%	52.8	2%	28.8	1%	44.2	1%	73.0	2%
Rails	9.2	0%	41.9	1%	51.1	2%	18.7	1%	48.6	1%	67.3	2%
Area	Acres	Affected	Acres	Affected	Acres	Affected	Acres	Affected	Acres	Affected	Acres	Affected
Ports	632	15%	715	17%	1,347	32%	897	22%	594	14%	1,492	36%
Airport Property	682	1%	1,509	2%	2,191	3%	1,215	2%	1,826	3%	3,041	5%
Airport Runways	13	0%	168	3%	181	3%	44	1%	249	4%	293	5%
Total Land Area Affected	698,085	5%	639,550	5%	1,337,635	10%	989,494	7%	470,609	3%	1,460,102	11%

1. Sources: Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network (NHPN). Rails - Federal Railroad Administration.

Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line. Airport Property and Runways - Tele Atlas.

2. The NHPN includes all Interstates and other Principal Arterials, all Rural Minor Arterials, and a small portion of the Urban Minor Arterials, as well as the NHS.

3. This study includes the Rural Minor Arterials but not the Urban Minor Arterials.

4. See section 3 of the "Study Goals and Methodologies" for an explanation of how these results were generated. The results should not be understood as defining specific changes in water levels at precise points in time.

5. The Total column for each scenario includes the sum of Regular Inundation and At-Risk. The At-Risk column does not include Regularly Inundated data.

6. The numbers presented here represent area and infrastructure affected in all of the counties in Florida that border the Atlantic Ocean.

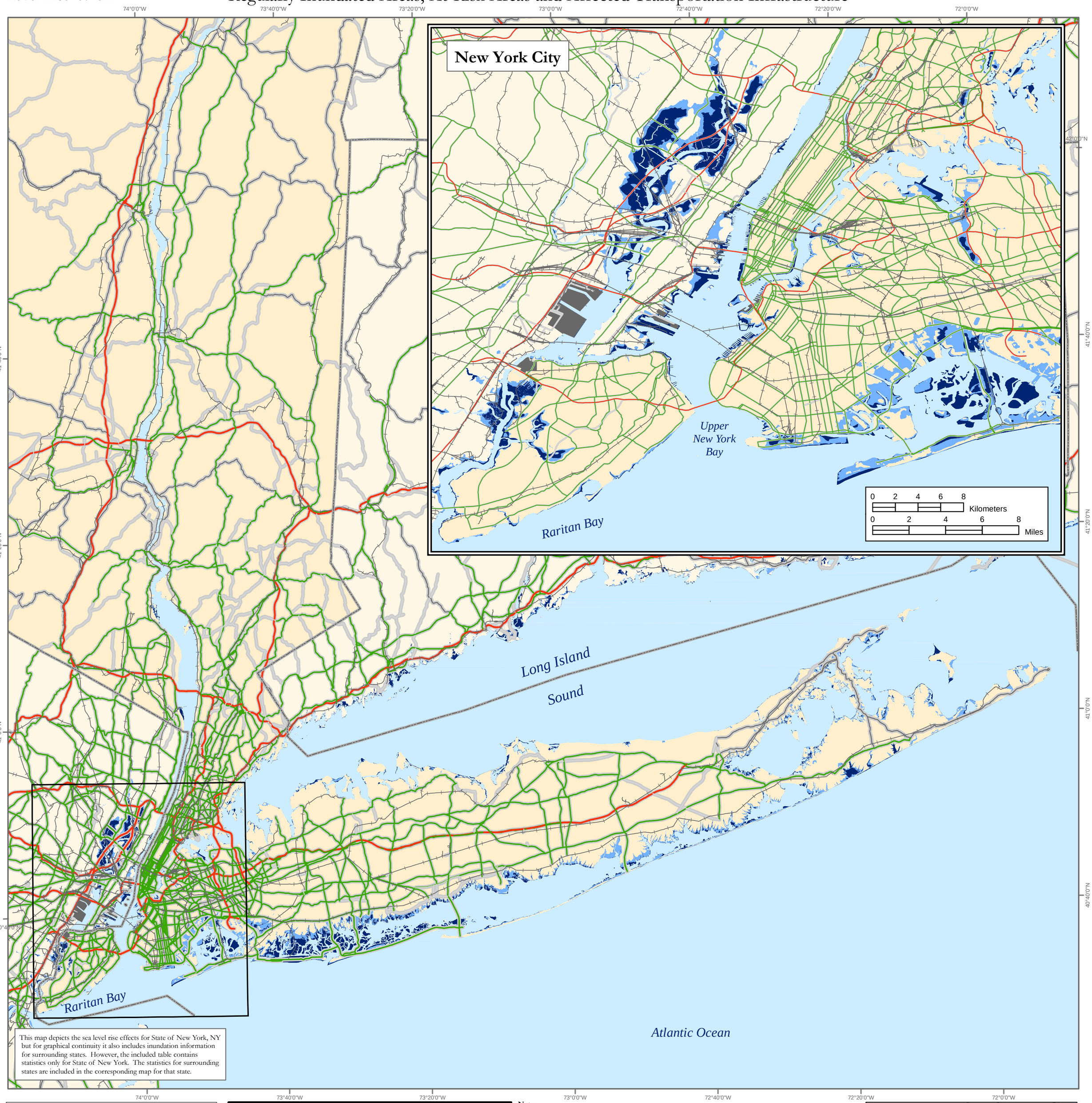
Atlantic Coast of Florida Statistics	31 cm						48.5 cm					
Increase in Eustatic SLR	**Regular Inundation**		**At-Risk**		**Total**		**Regular Inundation**		**At-Risk**		**Total**	
Length	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**	**Km**	**% Affected**
Interstates	3.7	0%	9.1	1%	12.8	1%	4.4	0%	34.0	3%	38.4	4%
Non-Interstate Principal Arterials	58.5	1%	121.7	2%	180.2	3%	82.9	2%	219.8	4%	302.7	6%
Minor Arterials	25.6	2%	45.2	3%	70.8	5%	39.4	3%	44.0	3%	83.4	6%
National Highway System (NHS)	41.6	1%	47.3	2%	88.9	3%	54.9	2%	104.6	3%	159.5	5%
Rails	22.7	1%	58.6	2%	81.3	2%	31.2	1%	103.9	3%	135.1	4%
Area	**Acres**	**Affected**	**Acres**	**Affected**	**Acres**	**Affected**	**Acres**	**Affected**	**Acres**	**Affected**	**Acres**	**Affected**
Ports	1,072	26%	512	12%	1,583	38%	1,250	30%	676	16%	1,926	46%
Airport Property	1,729	3%	1,972	3%	3,701	6%	2,617	4%	1,974	3%	4,591	7%
Airport Runways	135	2%	244	4%	379	7%	258	5%	167	3%	425	8%
Total Land Area Affected	1,097,768	8%	451,145	3%	1,548,913	11%	1,250,250	9%	554,066	4%	1,804,316	13%

Atlantic Coast of Florida Statistics	59 cm					
Increase in Eustatic SLR	Regular Inundation		At-Risk		Total	
Length	Km	% Affected	Km	% Affected	Km	% Affected
Interstates	6.5	1%	35.2	3%	41.7	4%
Non-Interstate Principal Arterials	103.5	2%	309.3	6%	412.8	8%
Minor Arterials	46.8	3%	48.1	4%	94.9	7%
National Highway System (NHS)	70.9	2%	128.1	4%	199.0	6%
Rails	40.8	1%	135.6	4%	176.4	5%
Area	Acres	Affected	Acres	Affected	Acres	Affected
Ports	1,344	32%	693	17%	2,036	49%
Airport Property	2,828	4%	2,534	4%	5,361	8%
Airport Runways	280	5%	200	4%	480	9%
Total Land Area Affected	1,342,836	10%	617,180	5%	1,960,016	15%

Eustatic Sea
Level Rise: 59 cm

State of New York

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts the sea level rise effects for State of New York, NY but for graphical continuity it also includes inundation information for surrounding states. However, the included table contains statistics only for State of New York. The statistics for surrounding states are included in the corresponding map for that state.

- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	2.9	12.0
Non-Interstate Principal Arterials	49.2	110.0
Minor Arterials	1.8	19.5
National Highway System Features	44.7	101.9
Other Transportation Types (km)		
Railroads	53.1	72.6
Potentially Impacted Land Area (acres)		
Total Impacted Area	69,031	62,289
Airport Property Area	445	3,202
Airport Runway Area	76	462
Ports Property Area	72	38

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

***Eustatic** sea level rise refers to the change in sea level created by any volumetric increase in the oceans worldwide, primarily due to thermal expansion and ice melt.

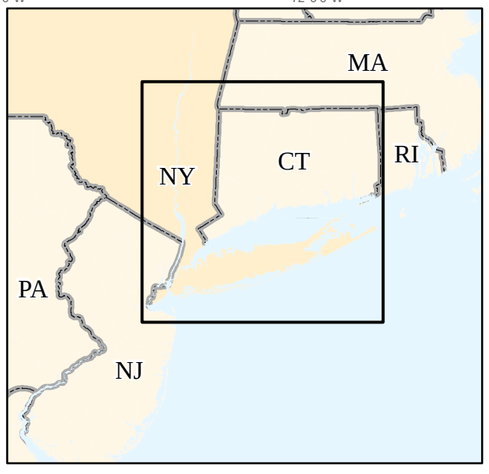
Sources:
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:530,000

0 5 10 15 20 25 30 Kilometers

0 5 10 15 20 25 30 Miles

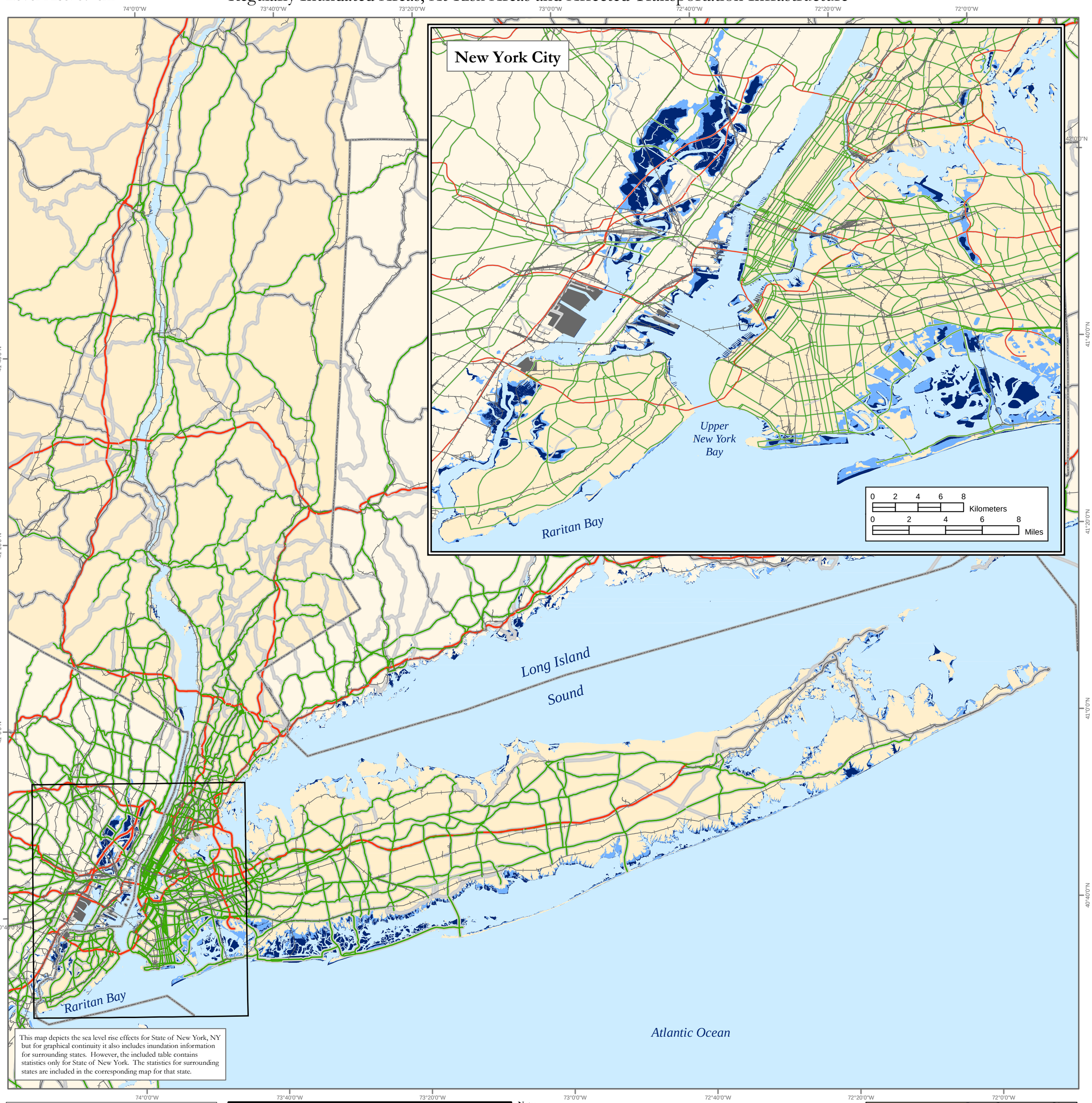


ICF20080606CJH999 - 59 cm

Eustatic Sea
Level Rise: 59 cm

State of New York

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts the sea level rise effects for State of New York, NY but for graphical continuity it also includes inundation information for surrounding states. However, the included table contains statistics only for State of New York. The statistics for surrounding states are included in the corresponding map for that state.

- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	2.9	12.0
Non-Interstate Principal Arterials	49.2	110.0
Minor Arterials	1.8	19.5
National Highway System Features	44.7	101.9
Other Transportation Types (km)		
Railroads	53.1	72.6
Potentially Impacted Land Area (acres)		
Total Impacted Area	69,031	62,289
Airport Property Area	445	3,202
Airport Runway Area	76	462
Ports Property Area	72	38

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

***Eustatic** sea level rise refers to the change in sea level created by any volumetric increase in the oceans worldwide, primarily due to thermal expansion and ice melt.

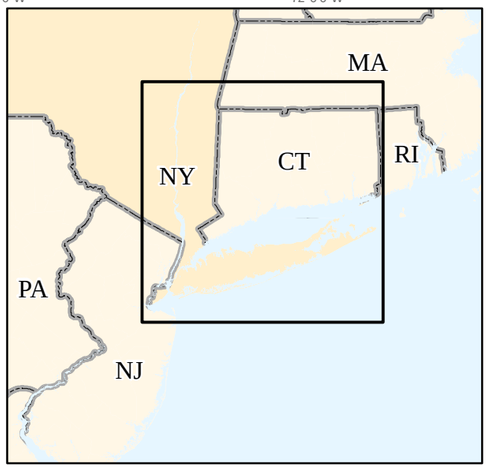
Sources:
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:530,000

0 5 10 15 20 25 30 Kilometers

0 5 10 15 20 25 30 Miles

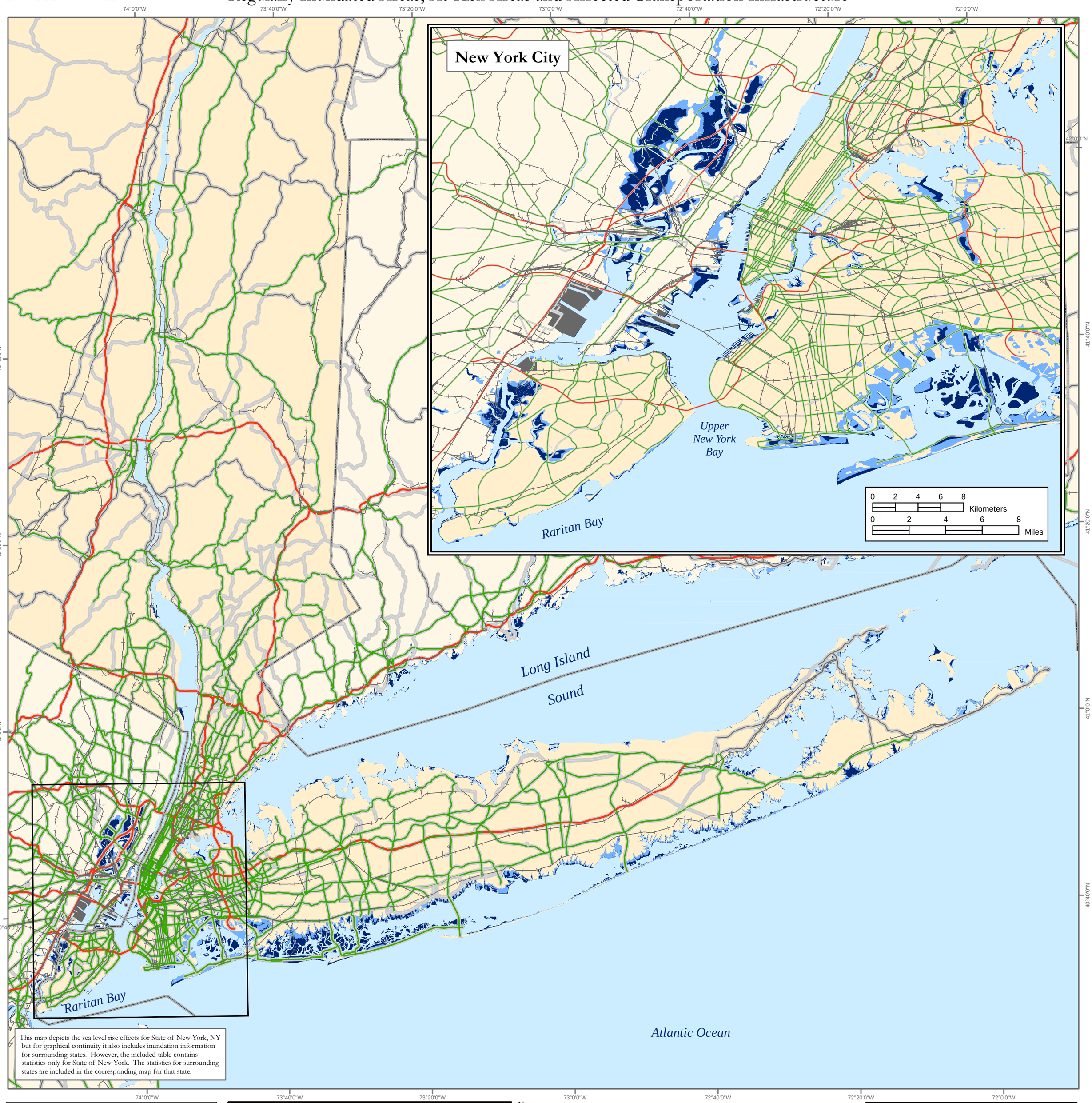


ICF20080606CJH999 - 59 cm

Eustatic Sea
Level Rise: 59 cm

State of New York

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts the sea level rise effects for State of New York, NY but for graphical continuity it also includes inundation information for surrounding states. However, the included table contains statistics only for State of New York. The statistics for surrounding states are included in the corresponding map for that state.

- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	2.9	12.0
Non-Interstate Principal Arterials	49.2	110.0
Minor Arterials	1.8	19.5
National Highway System Features	44.7	101.9
Other Transportation Types (km)		
Railroads	53.1	72.6
Potentially Impacted Land Area (acres)		
Total Impacted Area	69,031	62,289
Airport Property Area	445	3,202
Airport Runway Area	76	462
Ports Property Area	72	38

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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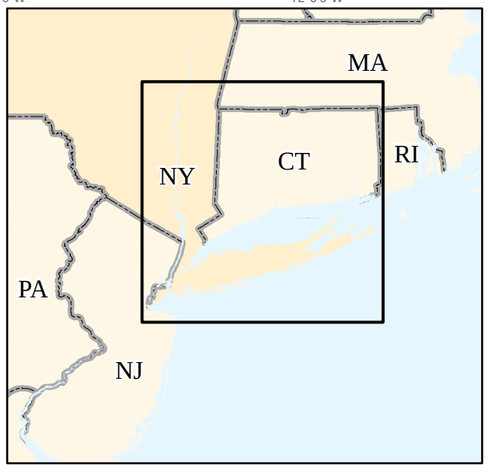
Sources:
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:530,000

0 5 10 15 20 25 30 Kilometers

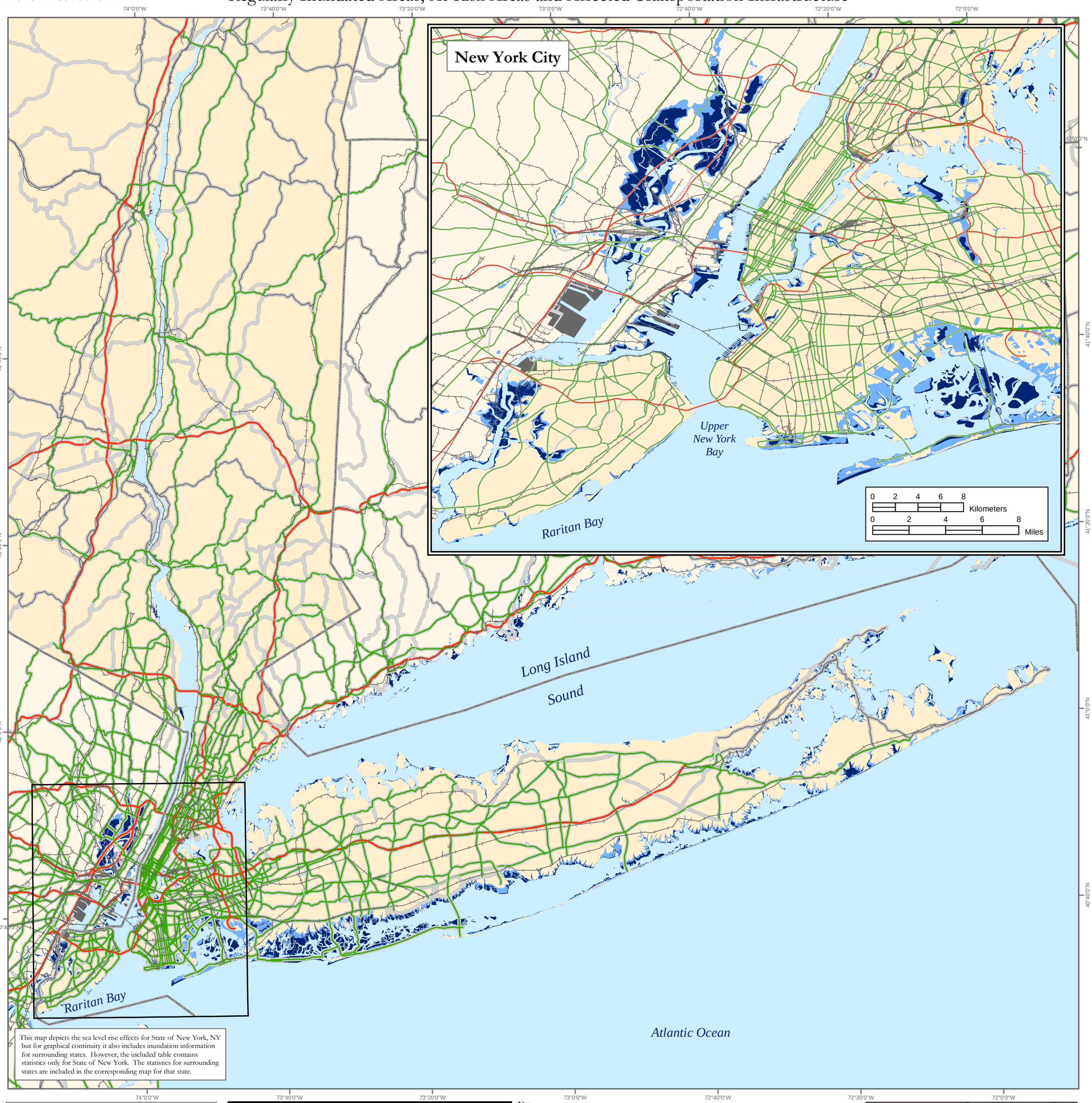
0 5 10 15 20 25 30 Miles



Eustatic Sea
Level Rise: 59 cm

State of New York

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts the sea level rise effects for State of New York, NY but for graphical continuity it also includes inundation information for surrounding states. However, the included table contains statistics only for State of New York. The statistics for surrounding states are included in the corresponding map for that state.

- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	2.9	12.0
Non-Interstate Principal Arterials	49.2	110.0
Minor Arterials	1.8	19.5
National Highway System Features	44.7	101.9
Other Transportation Types (km)		
Railroads	53.1	72.6
Potentially Impacted Land Area (acres)		
Total Impacted Area	69,031	62,289
Airport Property Area	445	3,202
Airport Runway Area	76	462
Ports Property Area	72	38

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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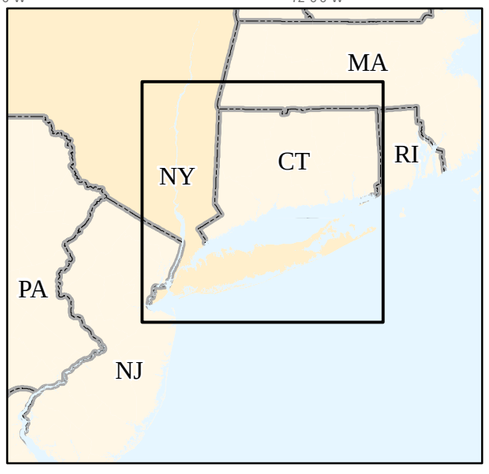
Sources:
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:530,000

0 5 10 15 20 25 30 Kilometers

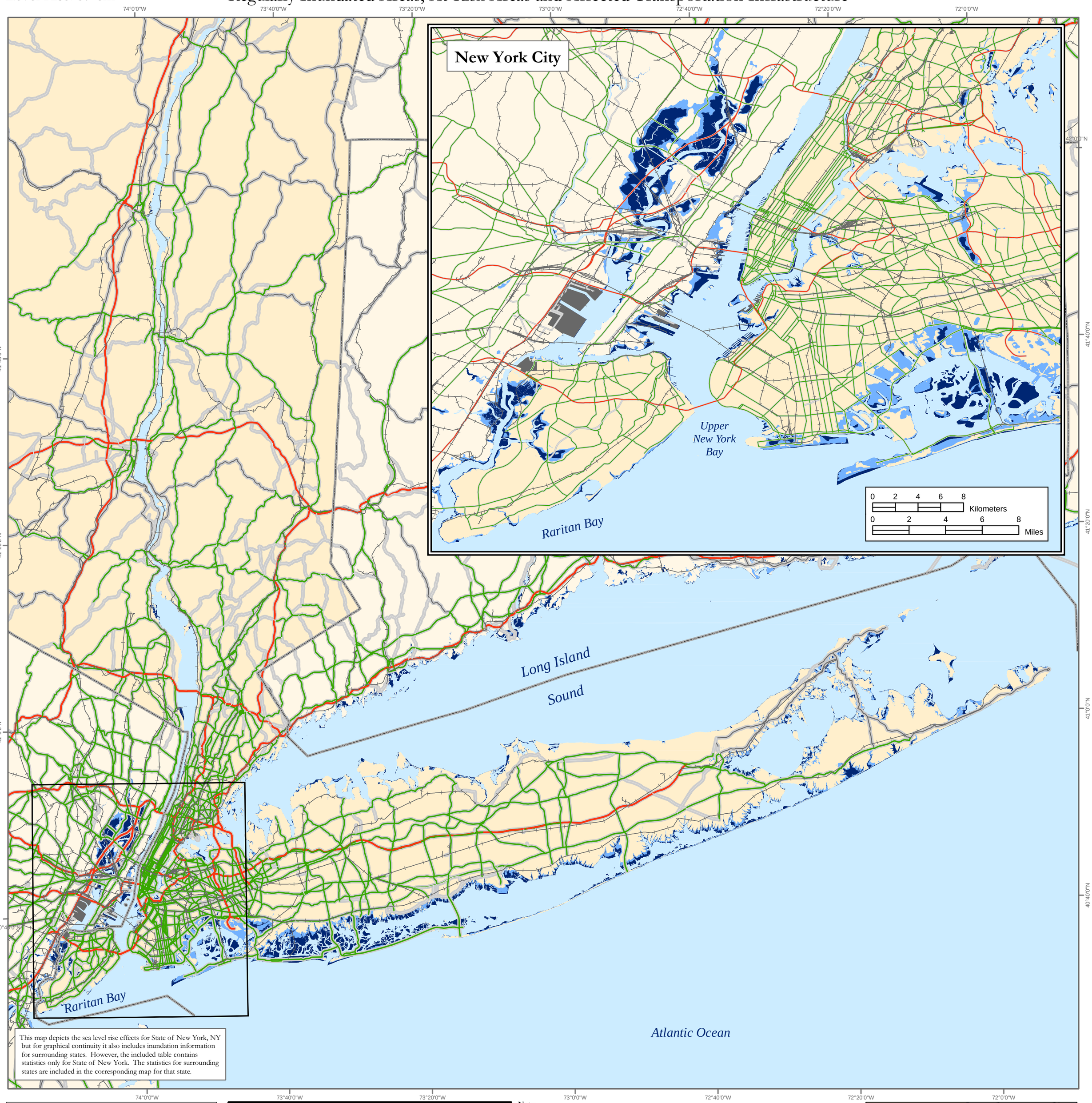
0 5 10 15 20 25 30 Miles



Eustatic Sea
Level Rise: 59 cm

State of New York

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts the sea level rise effects for State of New York, NY but for graphical continuity it also includes inundation information for surrounding states. However, the included table contains statistics only for State of New York. The statistics for surrounding states are included in the corresponding map for that state.

- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	2.9	12.0
Non-Interstate Principal Arterials	49.2	110.0
Minor Arterials	1.8	19.5
National Highway System Features	44.7	101.9
Other Transportation Types (km)		
Railroads	53.1	72.6
Potentially Impacted Land Area (acres)		
Total Impacted Area	69,031	62,289
Airport Property Area	445	3,202
Airport Runway Area	76	462
Ports Property Area	72	38

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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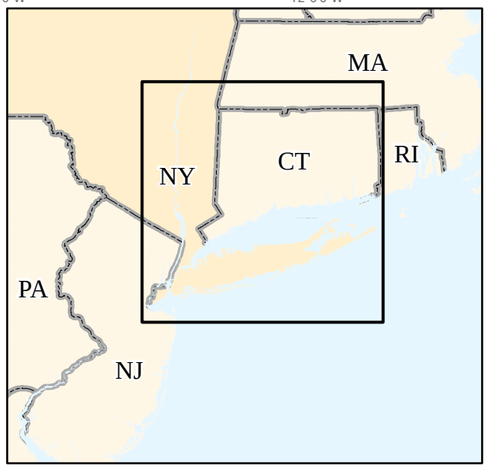
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:530,000

0 5 10 15 20 25 30 Kilometers

0 5 10 15 20 25 30 Miles

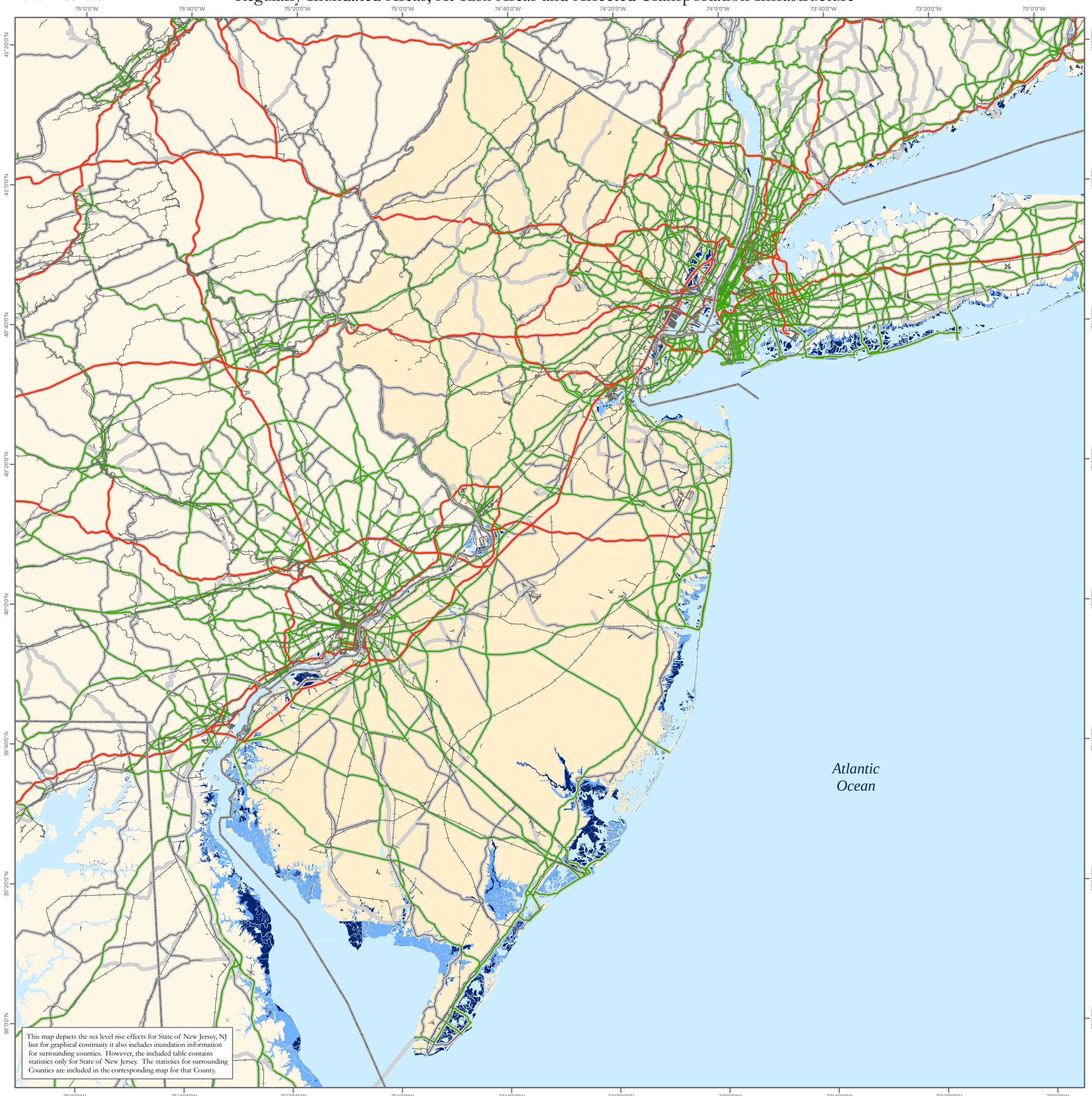


ICF20080606CJH999 - 59 cm

Eustatic Sea
Level Rise: 6 cm

State of New Jersey

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



Regularly Inundated Area
At-Risk Area
Airport Runway
Ports Property Area
Interstate Highway
Non-Interstate Principal Arterial
Minor Arterial
NHS (indicated by background)
Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	10.9	10.8
Non-Interstate Principal Arterials	22.7	80.4
Minor Arterials	7.9	11.6
National Highway System Features	26.4	55.4
Other Transportation Types (km)		
Railroads	53.7	98.0
Potentially Impacted Land Area (acres)		
Total Impacted Area	101,621	168,194
Airport Property Area	47	415
Airport Runway Area	4	33
Ports Property Area	162	92

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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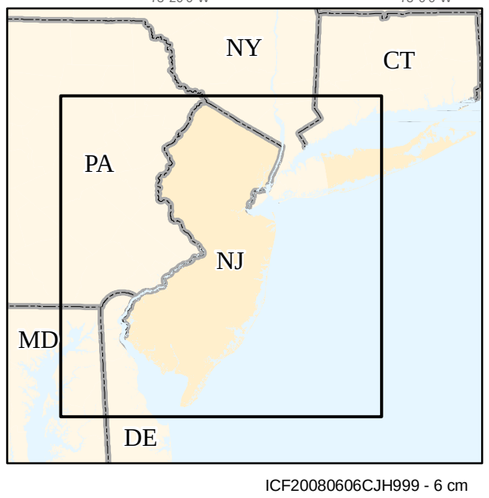
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:700,000

0 5 10 15 20 25 30 35 40 Kilometers

0 5 10 15 20 25 30 35 40 45 Miles

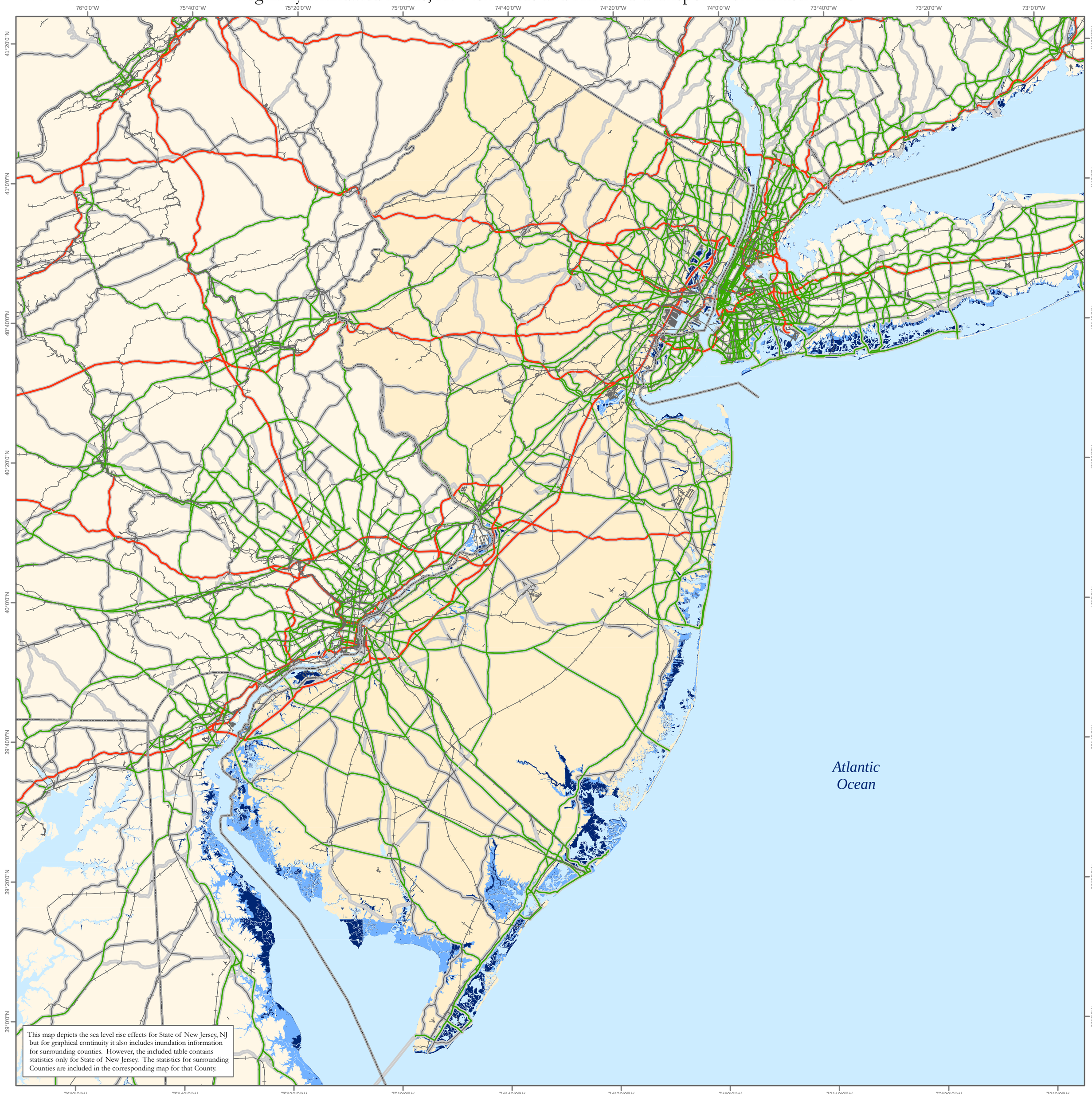


ICF20080606CJH999 - 6 cm

State of New Jersey

Eustatic Sea
Level Rise: 21 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts the sea level rise effects for State of New Jersey, NJ but for graphical continuity it also includes inundation information for surrounding counties. However, the included table contains statistics only for State of New Jersey. The statistics for surrounding Counties are included in the corresponding map for that County.

- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	12.0	11.0
Non-Interstate Principal Arterials	29.3	85.5
Minor Arterials	9.0	12.3
National Highway System Features	31.8	57.9
Other Transportation Types (km)		
Railroads	61.2	110.8
Potentially Impacted Land Area (acres)		
Total Impacted Area	115,394	167,261
Airport Property Area	71	489
Airport Runway Area	5	38
Ports Property Area	172	98

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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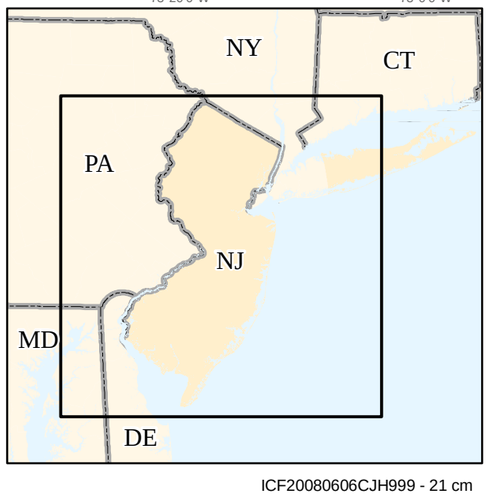
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:700,000

0 5 10 15 20 25 30 35 40 Kilometers

0 5 10 15 20 25 30 35 40 45 Miles

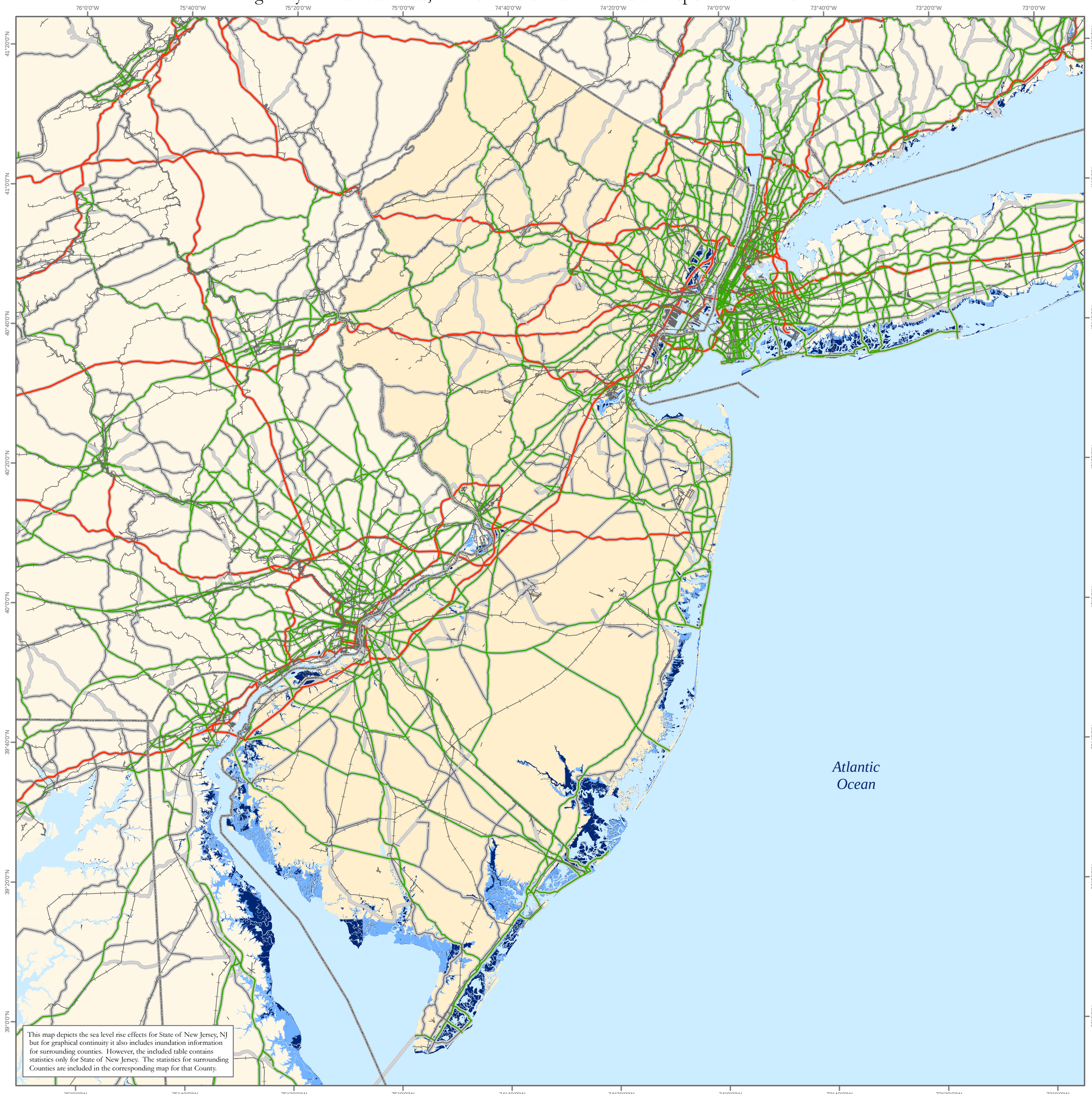


ICF20080606CJH999 - 21 cm

State of New Jersey

Eustatic Sea
Level Rise: 31 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts the sea level rise effects for State of New Jersey, NJ but for graphical continuity it also includes inundation information for surrounding counties. However, the included table contains statistics only for State of New Jersey. The statistics for surrounding Counties are included in the corresponding map for that County.

- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	12.6	11.0
Non-Interstate Principal Arterials	35.0	89.0
Minor Arterials	9.8	13.5
National Highway System Features	35.7	60.1
Other Transportation Types (km)		
Railroads	67.7	116.8
Potentially Impacted Land Area (acres)		
Total Impacted Area	128,172	163,659
Airport Property Area	89	529
Airport Runway Area	5	40
Ports Property Area	179	107

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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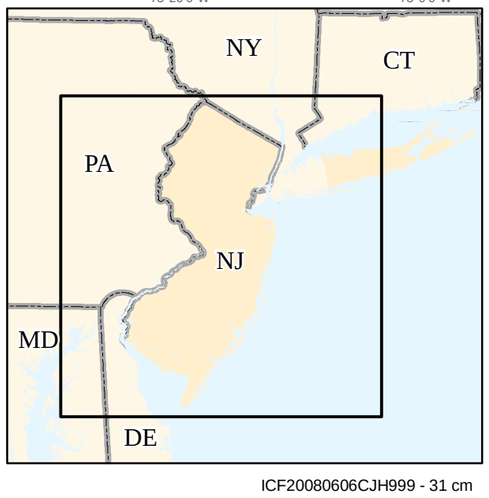
Sources:
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:700,000

0 5 10 15 20 25 30 35 40 Kilometers

0 5 10 15 20 25 30 35 40 45 Miles

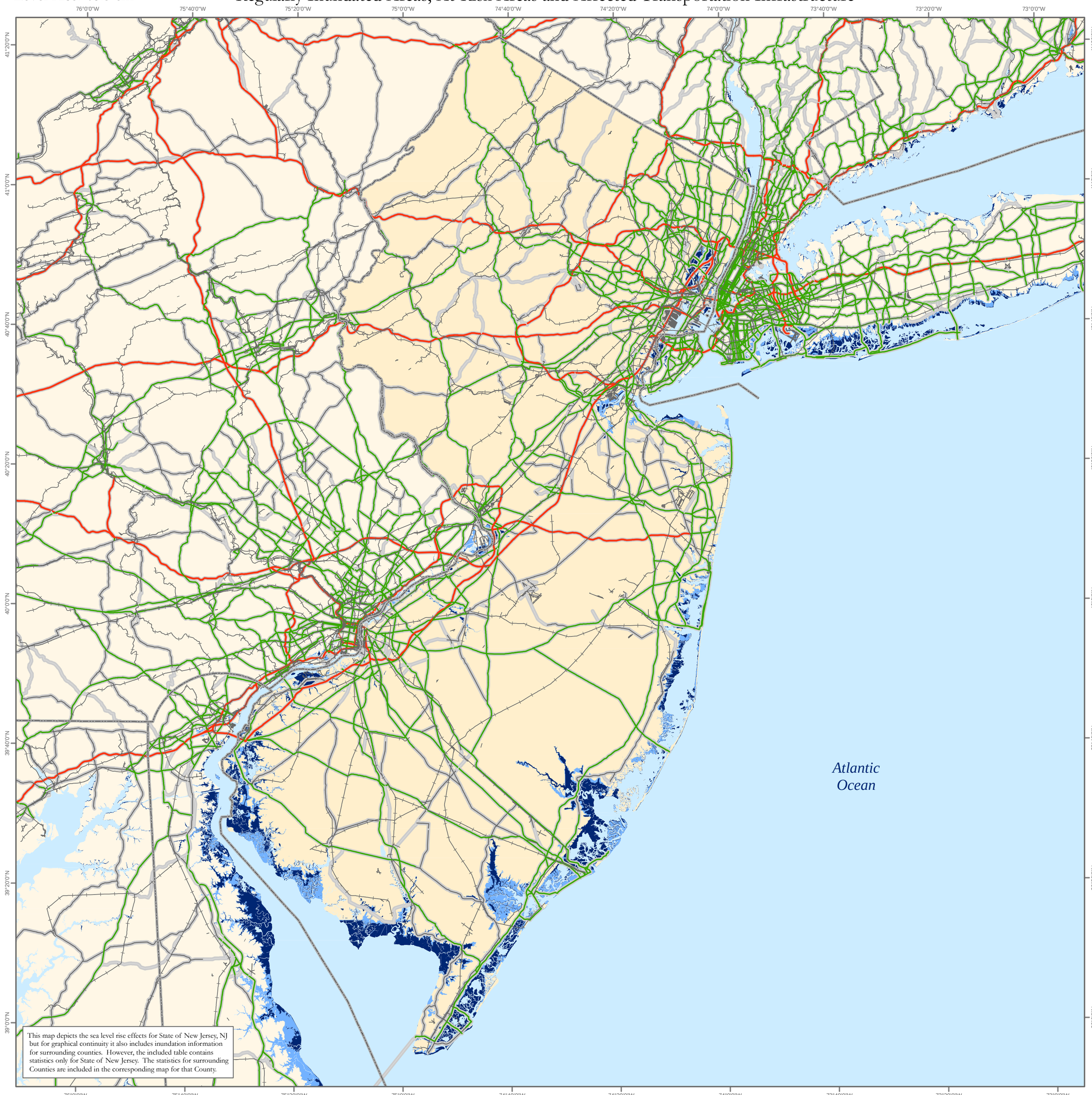


ICF20080606CJH999 - 31 cm

Eustatic Sea
Level Rise: 48.5 cm

State of New Jersey

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts the sea level rise effects for State of New Jersey, NJ but for graphical continuity it also includes inundation information for surrounding counties. However, the included table contains statistics only for State of New Jersey. The statistics for surrounding Counties are included in the corresponding map for that County.

- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	14.0	10.9
Non-Interstate Principal Arterials	49.2	92.2
Minor Arterials	13.0	14.8
National Highway System Features	46.4	63.4
Other Transportation Types (km)		
Railroads	94.2	120.5
Potentially Impacted Land Area (acres)		
Total Impacted Area	177,646	134,862
Airport Property Area	135	600
Airport Runway Area	8	50
Ports Property Area	194	127

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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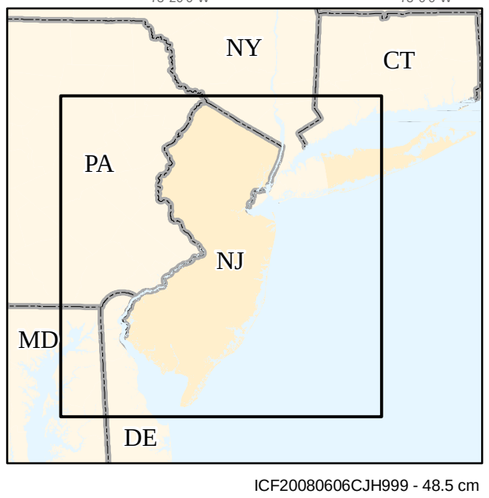
Sources:
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:700,000

0 5 10 15 20 25 30 35 40 Kilometers

0 5 10 15 20 25 30 35 40 45 Miles

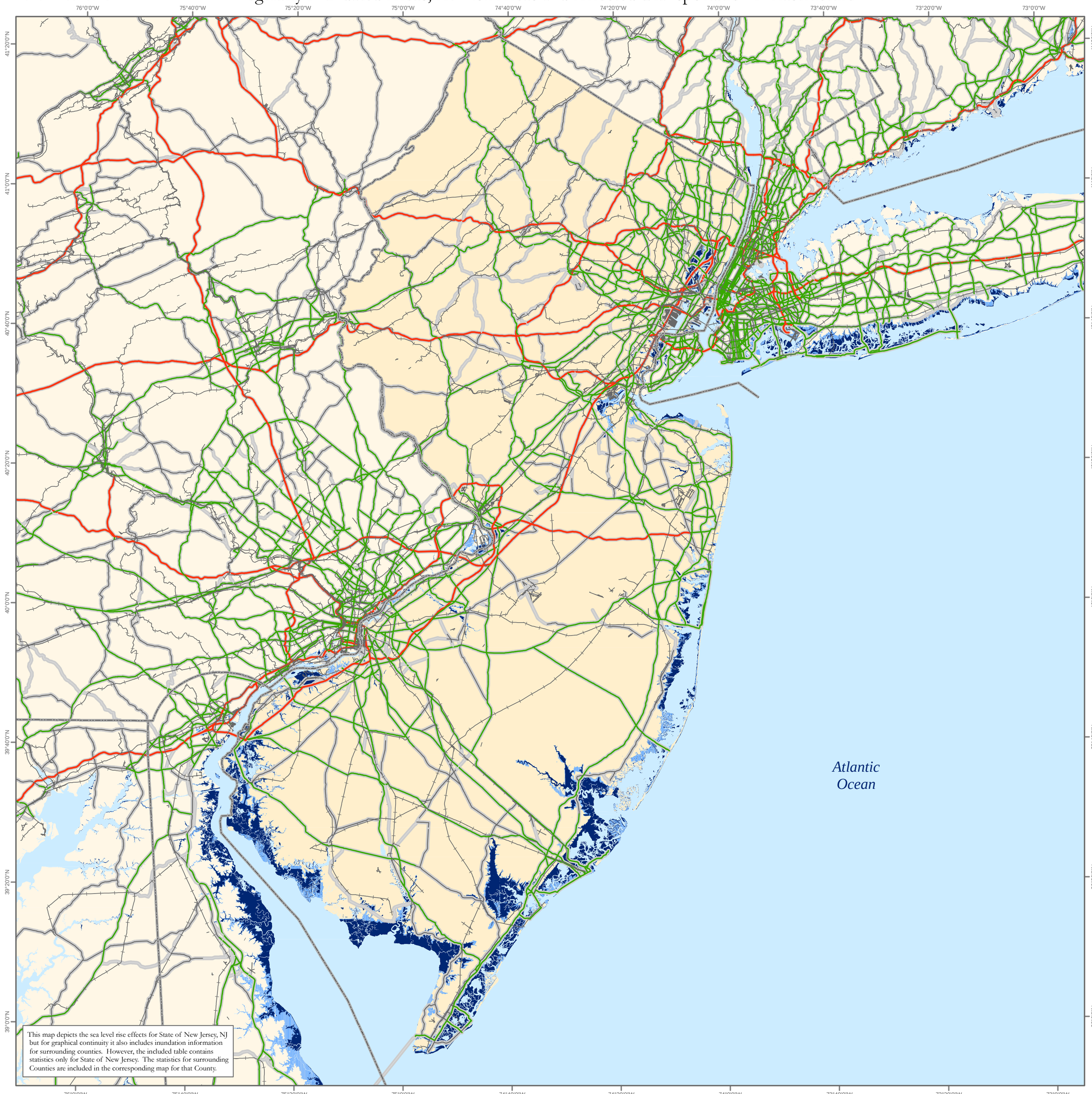


ICF20080606CJH999 - 48.5 cm

Eustatic Sea
Level Rise: 59 cm

State of New Jersey

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	14.8	11.5
Non-Interstate Principal Arterials	67.6	87.2
Minor Arterials	14.2	16.1
National Highway System Features	58.1	62.4
Other Transportation Types (km)		
Railroads	109.8	123.6
Potentially Impacted Land Area (acres)		
Total Impacted Area	216,773	108,630
Airport Property Area	228	583
Airport Runway Area	18	54
Ports Property Area	203	141

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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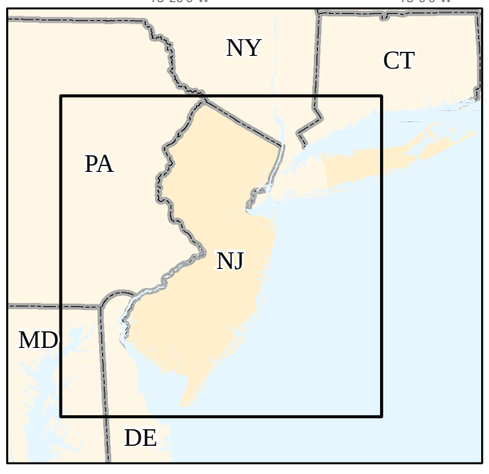
Sources:
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:700,000

0 5 10 15 20 25 30 35 40 Kilometers

0 5 10 15 20 25 30 35 40 45 Miles

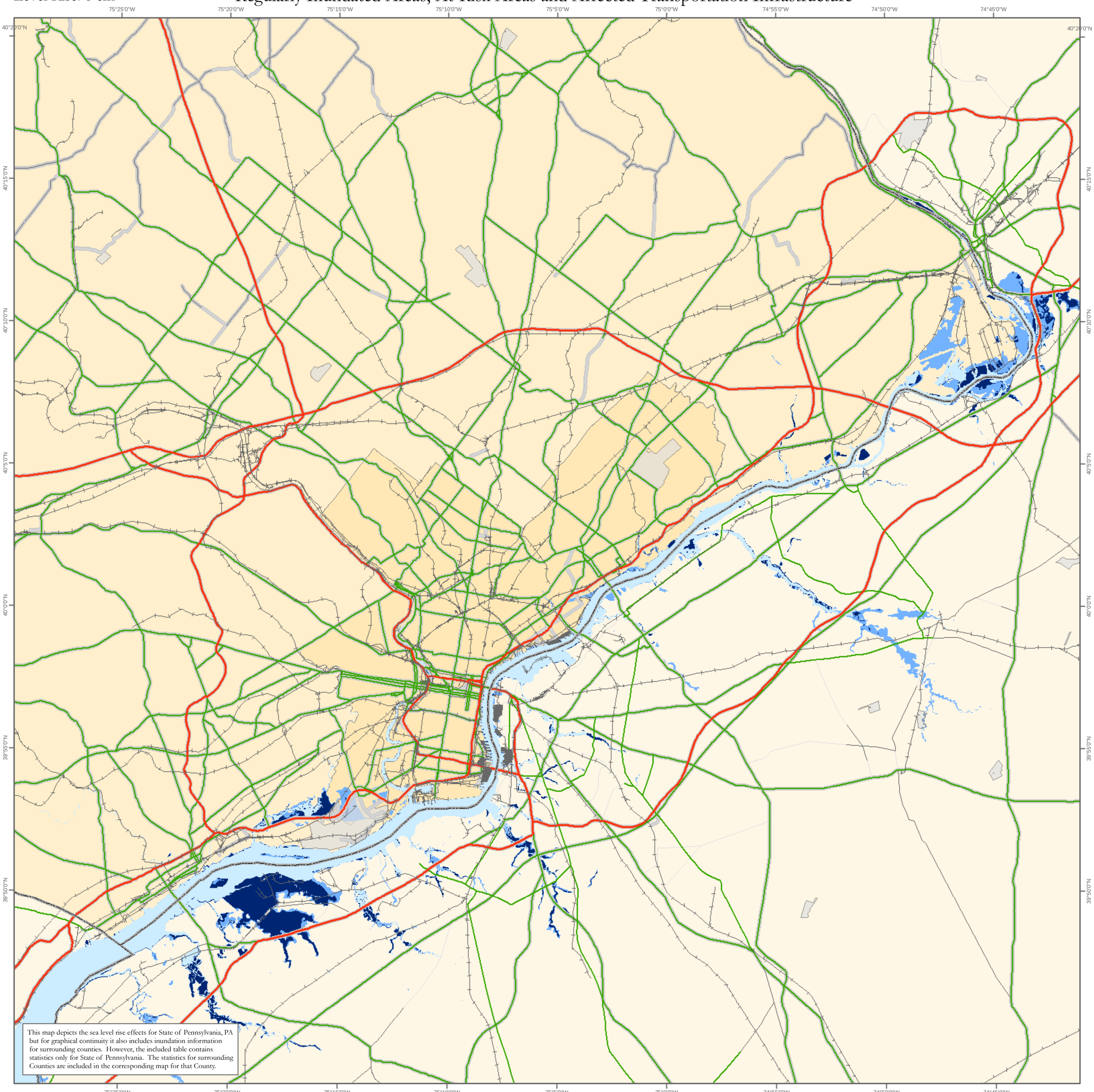


ICF20080606CJH999 - 59 cm

Eustatic Sea
Level Rise: 6 cm

State of Pennsylvania

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.7	2.0
Non-Interstate Principal Arterials	0.1	0.6
Minor Arterials	0.0	0.0
National Highway System Features	1.4	3.8
Other Transportation Types (km)		
Railroads	3.4	12.9
Potentially Impacted Land Area (acres)		
Total Impacted Area	1,395	3,909
Airport Property Area	30	330
Airport Runway Area	0	7
Ports Property Area	5	18

Notes:
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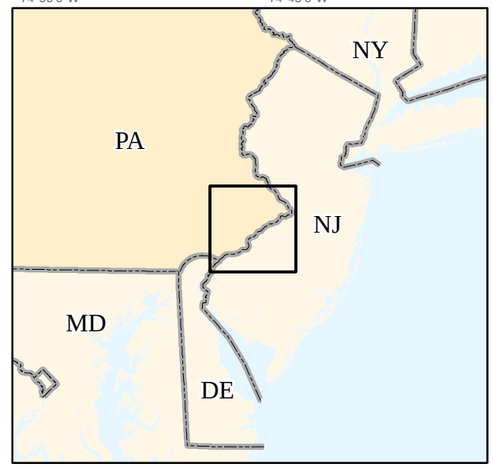
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:170,000

0 2 4 6 8 10 12 Kilometers

0 2 4 6 8 10 12 Miles

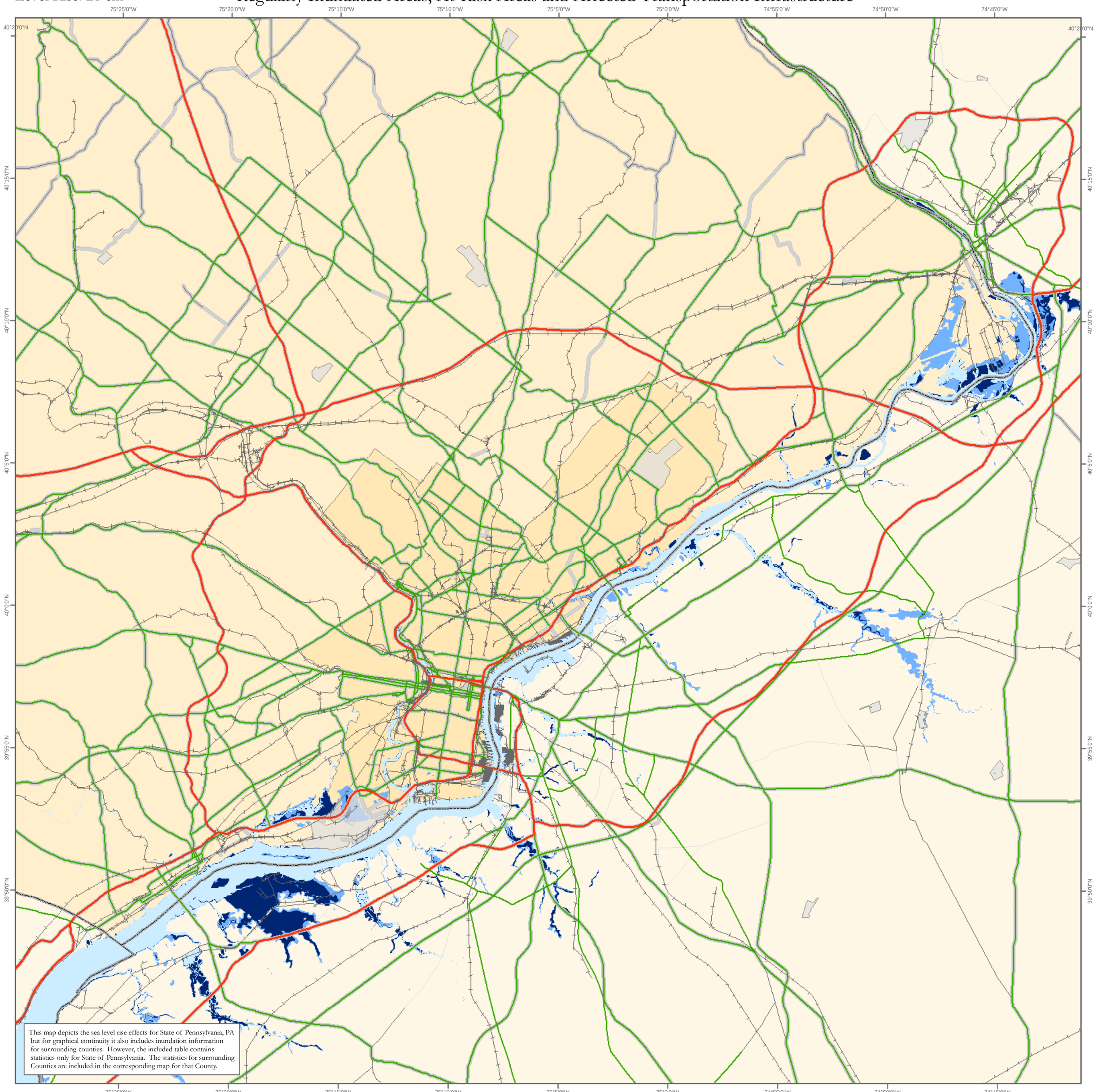


ICF20080606CJH999 - 6 cm

Eustatic Sea
Level Rise: 21 cm

State of Pennsylvania

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.9	2.0
Non-Interstate Principal Arterials	0.1	0.6
Minor Arterials	0.0	0.0
National Highway System Features	1.9	3.7
Other Transportation Types (km)		
Railroads	3.9	13.8
Potentially Impacted Land Area (acres)		
Total Impacted Area	1,579	4,192
Airport Property Area	58	370
Airport Runway Area	0	15
Ports Property Area	7	21

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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1:170,000

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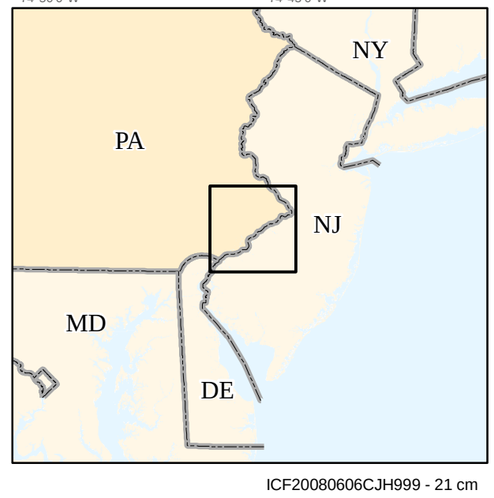
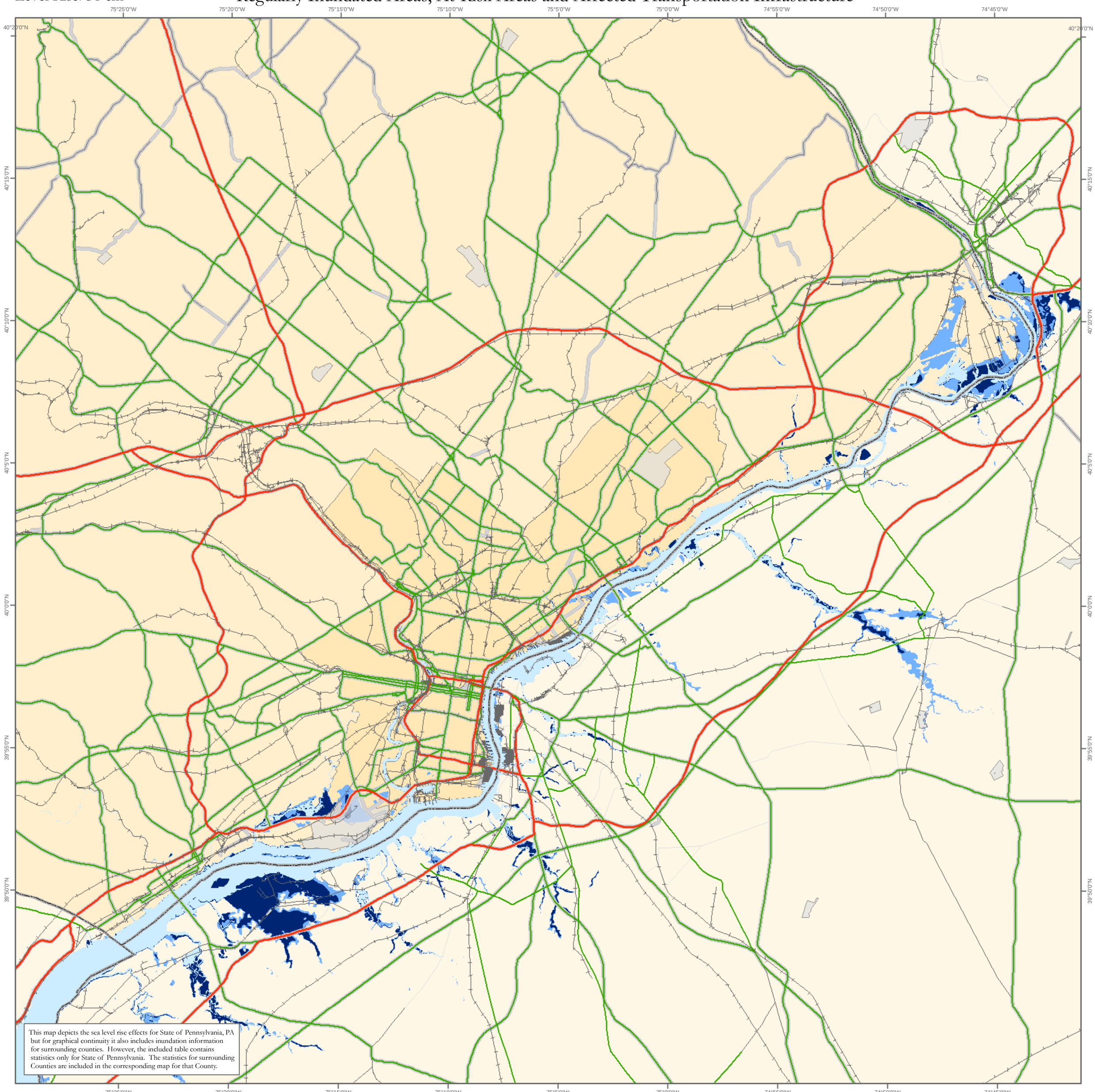


ICF20080606CJH999 - 21 cm

Eustatic Sea
Level Rise: 31 cm

State of Pennsylvania

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	1.1	2.2
Non-Interstate Principal Arterials	0.1	0.7
Minor Arterials	0.0	0.0
National Highway System Features	2.2	3.9
Other Transportation Types (km)		
Railroads	4.5	14.8
Potentially Impacted Land Area (acres)		
Total Impacted Area	1,702	4,401
Airport Property Area	78	401
Airport Runway Area	0	18
Ports Property Area	8	23

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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1:170,000

0 2 4 6 8 10 12 Kilometers

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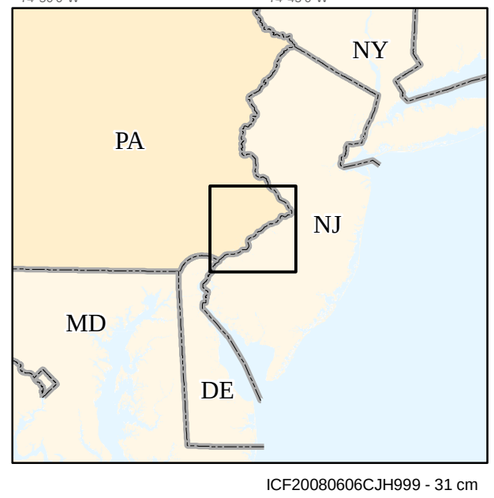
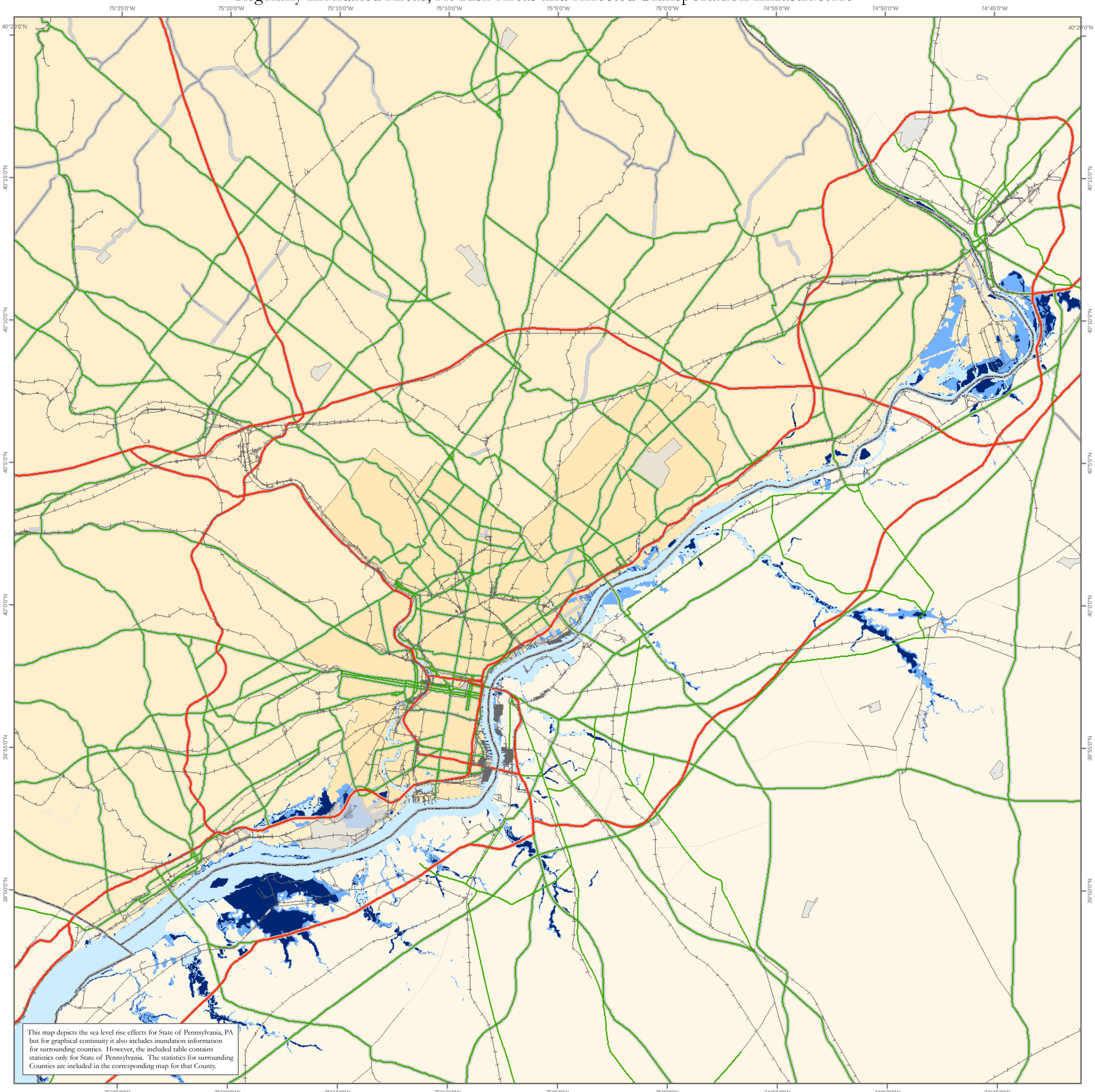


ICF20080606CJH999 - 31 cm

Eustatic Sea
Level Rise: 48.5 cm

State of Pennsylvania

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	1.4	2.6
Non-Interstate Principal Arterials	0.2	1.0
Minor Arterials	0.0	0.0
National Highway System Features	2.8	6.4
Other Transportation Types (km)		
Railroads	6.1	21.7
Potentially Impacted Land Area (acres)		
Total Impacted Area	1,999	5,305
Airport Property Area	122	619
Airport Runway Area	0	46
Ports Property Area	10	58

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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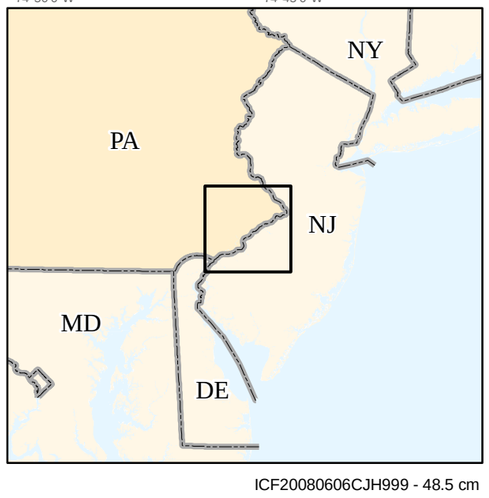
1:170,000

0 2 4 6 8 10 12 Kilometers

0 2 4 6 8 10 12 Miles

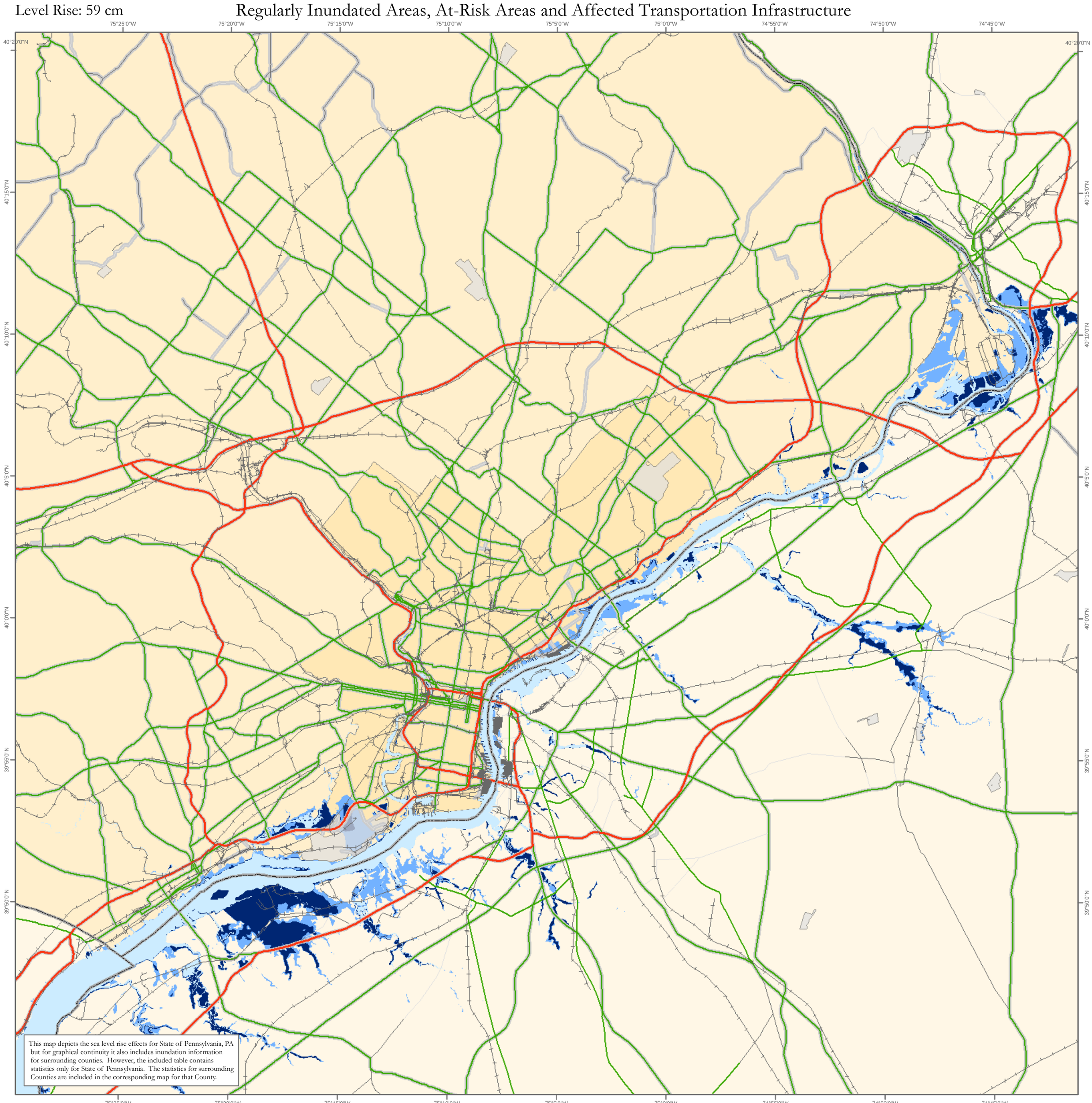


ICF20080606CJH999 - 48.5 cm

Eustatic Sea
Level Rise: 59 cm

State of Pennsylvania

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	1.7	2.5
Non-Interstate Principal Arterials	0.2	1.5
Minor Arterials	0.0	0.0
National Highway System Features	3.3	9.1
Other Transportation Types (km)		
Railroads	7.3	32.4
Potentially Impacted Land Area (acres)		
Total Impacted Area	2,189	6,083
Airport Property Area	150	871
Airport Runway Area	0	56
Ports Property Area	11	78

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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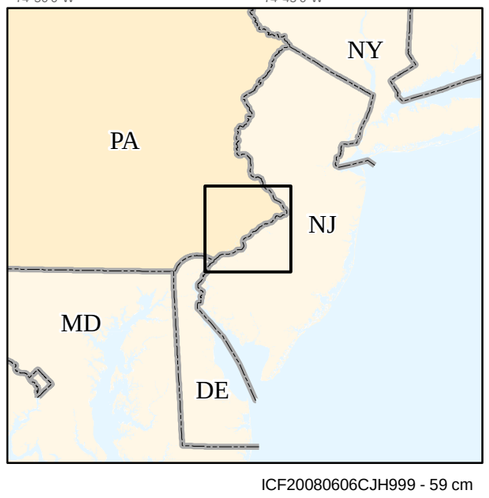
1:170,000

0 2 4 6 8 10 12 Kilometers

0 2 4 6 8 10 12 Miles

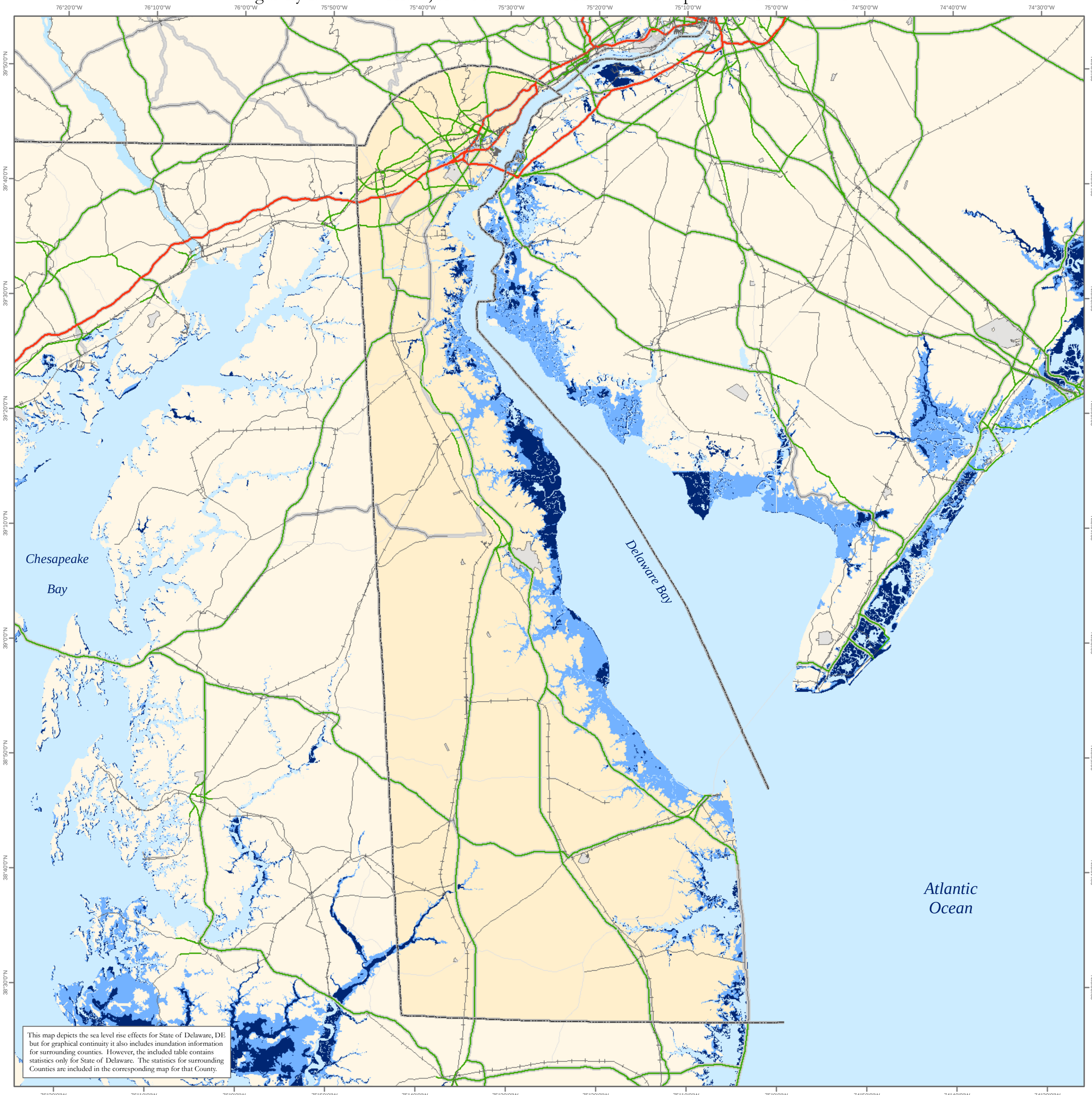


ICF20080606CJH999 - 59 cm

State of Delaware

Eustatic Sea
Level Rise: 6 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.2	0.9
Non-Interstate Principal Arterials	0.1	5.7
Minor Arterials	0.1	18.3
National Highway System Features	0.3	21.8
Other Transportation Types (km)		
Railroads	0.8	14.1
Potentially Impacted Land Area (acres)		
Total Impacted Area	37,074	87,369
Airport Property Area	0	126
Airport Runway Area	0	0
Ports Property Area	2	47

Notes:
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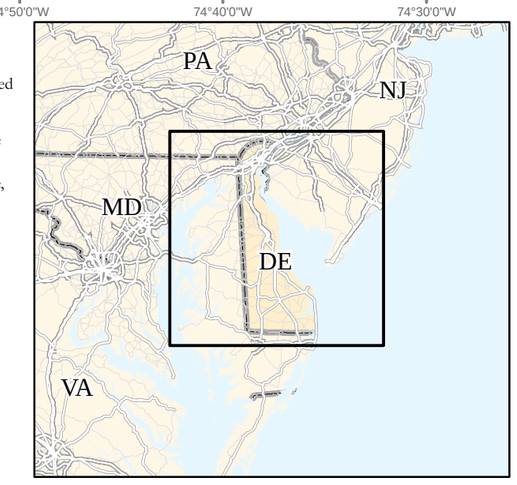
1:430,000

0 5 10 15 20 25 30 Kilometers

0 5 10 15 20 25 30 Miles

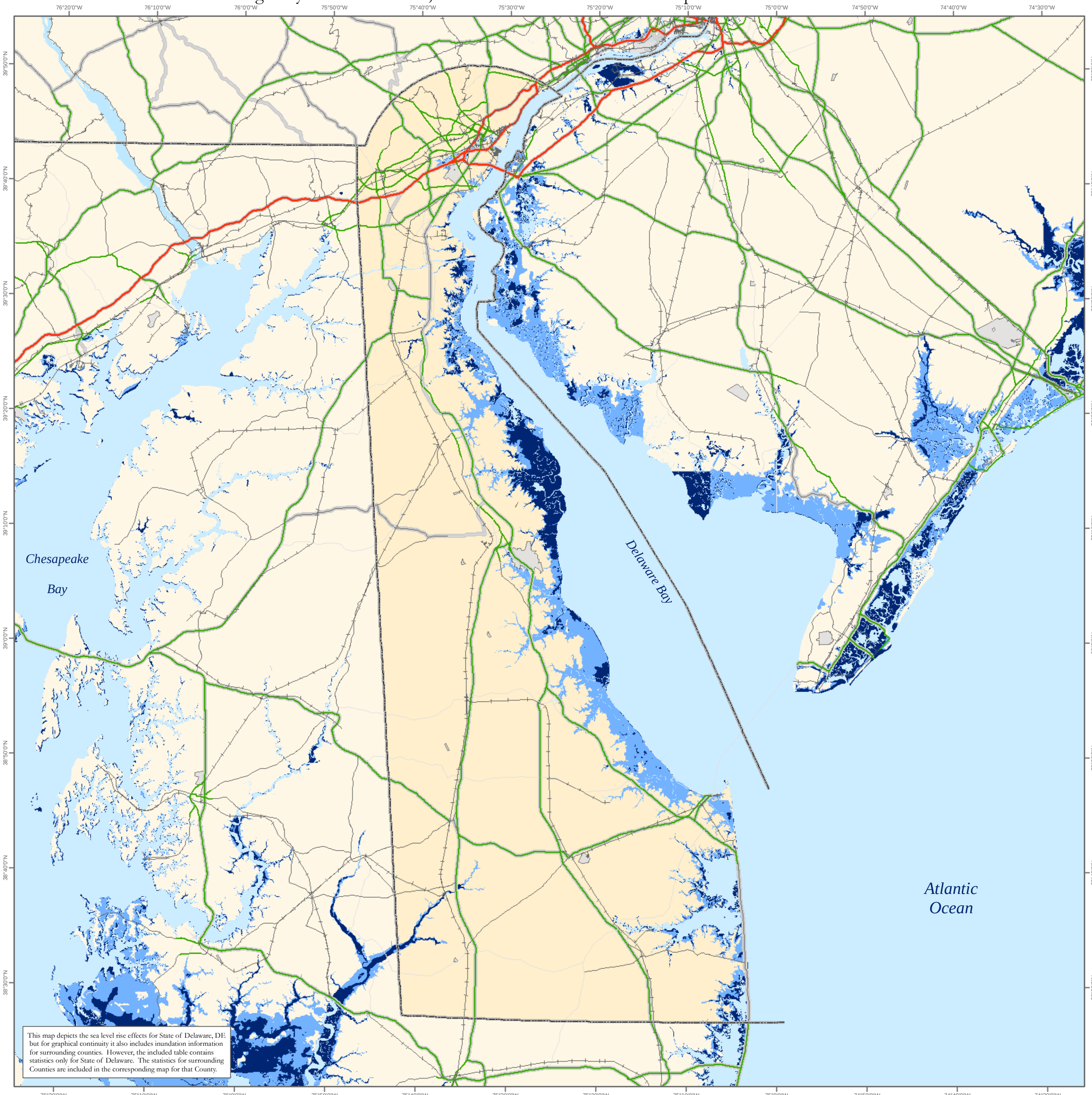


ICF20080606CJH999 - 6 cm

State of Delaware

Eustatic Sea
Level Rise: 21 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.2	1.0
Non-Interstate Principal Arterials	0.2	7.1
Minor Arterials	0.3	21.7
National Highway System Features	0.5	25.3
Other Transportation Types (km)		
Railroads	0.9	16.0
Potentially Impacted Land Area (acres)		
Total Impacted Area	42,140	87,111
Airport Property Area	0	133
Airport Runway Area	0	0
Ports Property Area	3	70

Notes:
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1:430,000

0 5 10 15 20 25 30 Kilometers

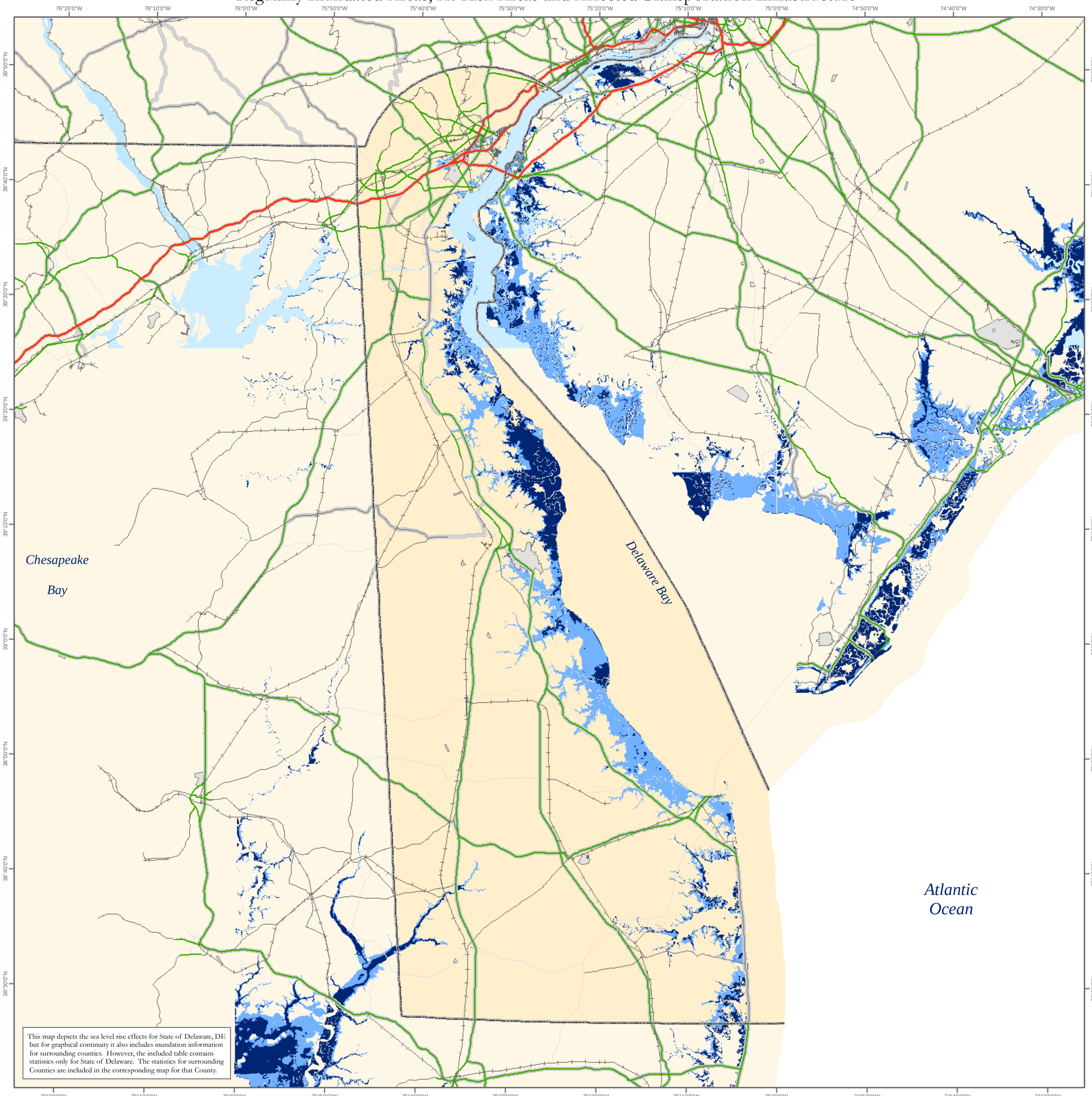
0 5 10 15 20 25 30 Miles

ICF20080606CJH999 - 21 cm

State of Delaware

Eustatic Sea
Level Rise: 31 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts the sea level rise effects for State of Delaware, DE but for graphical continuity it also includes inundation information for surrounding counties. However, the included table contains statistics only for State of Delaware. The statistics for surrounding Counties are included in the corresponding map for that County.

- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.2	1.1
Non-Interstate Principal Arterials	0.2	7.9
Minor Arterials	0.5	22.7
National Highway System Features	0.7	26.8
Other Transportation Types (km)		
Railroads	1.2	17.7
Potentially Impacted Land Area (acres)		
Total Impacted Area	45,720	86,970
Airport Property Area	0	138
Airport Runway Area	0	0
Ports Property Area	4	85

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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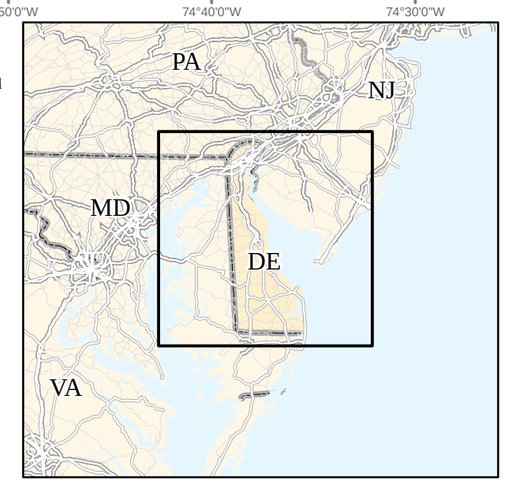
1:430,000

0 5 10 15 20 25 30 Kilometers

0 5 10 15 20 25 30 Miles

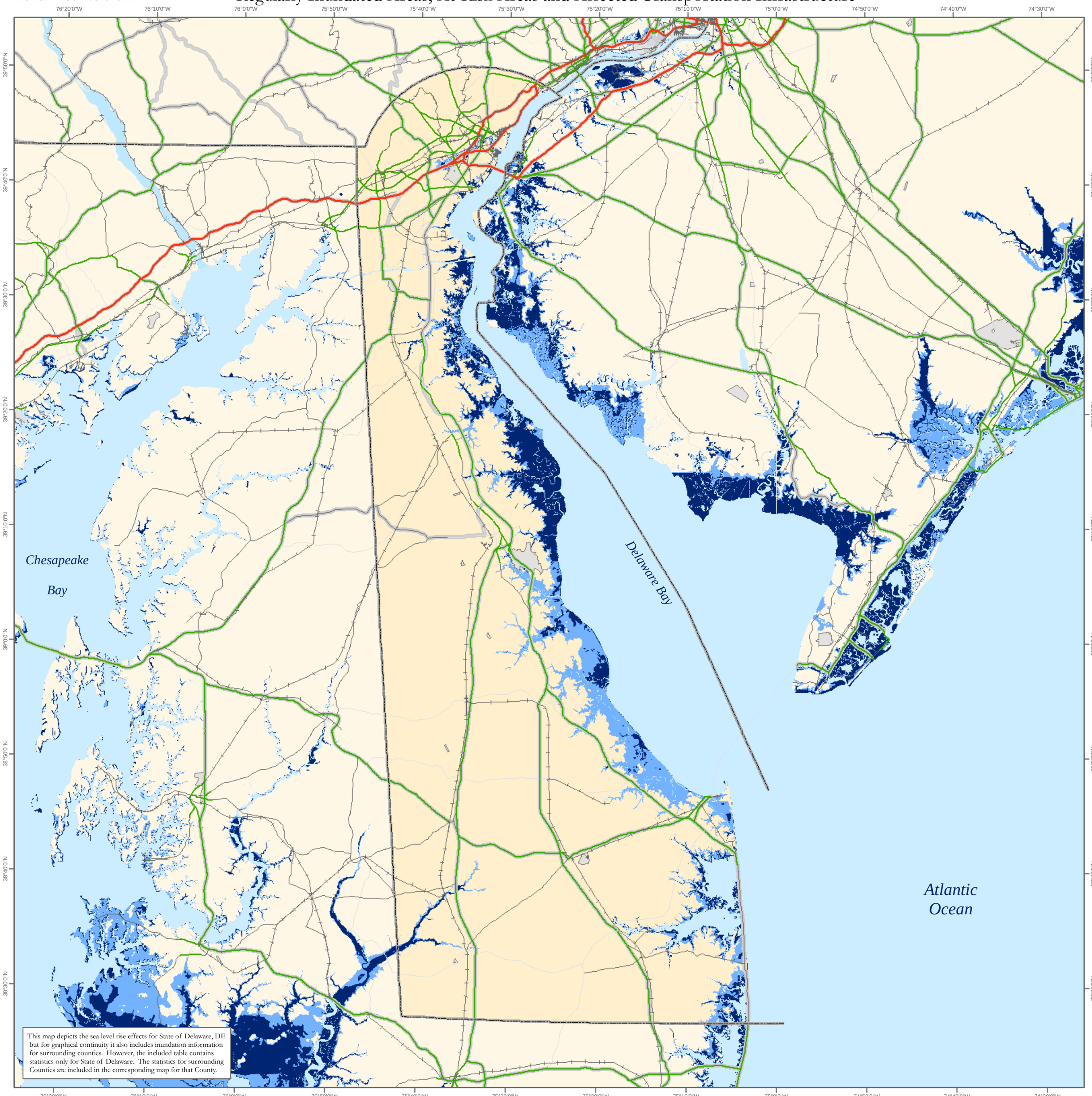


ICF20080606CJH999 - 31 cm

State of Delaware

Eustatic Sea
Level Rise: 48.5 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.5	1.2
Non-Interstate Principal Arterials	0.9	8.8
Minor Arterials	1.4	23.7
National Highway System Features	2.4	28.3
Other Transportation Types (km)		
Railroads	4.2	17.8
Potentially Impacted Land Area (acres)		
Total Impacted Area	58,786	79,004
Airport Property Area	0	148
Airport Runway Area	0	0
Ports Property Area	10	102

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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1:430,000

0 5 10 15 20 25 30 Kilometers

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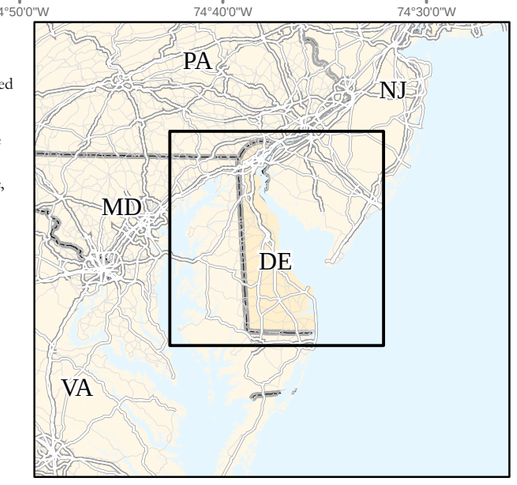
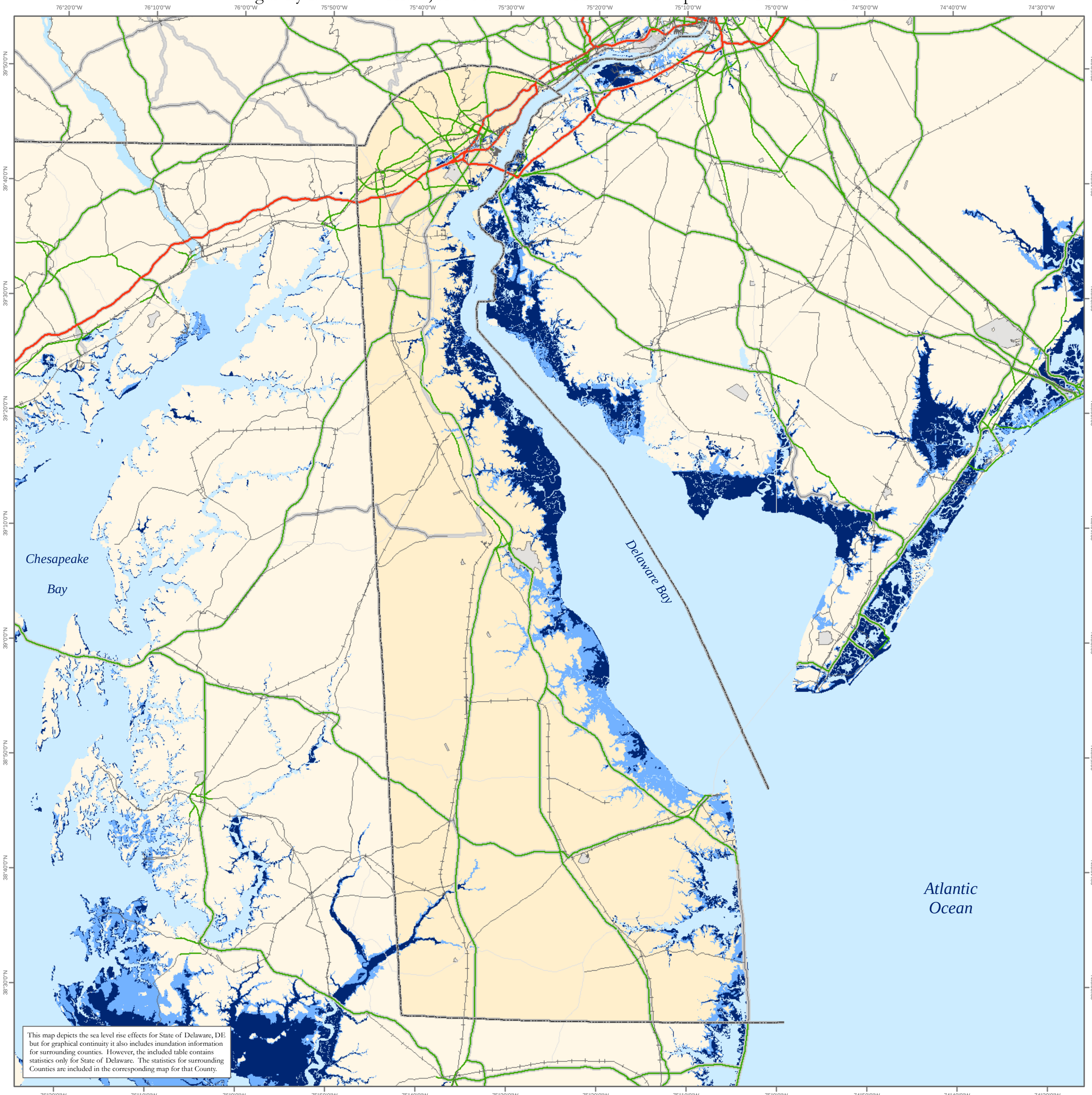


ICF20080606CJH999 - 48.5 cm

State of Delaware

Eustatic Sea
Level Rise: 59 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.6	1.4
Non-Interstate Principal Arterials	1.2	9.6
Minor Arterials	3.8	22.7
National Highway System Features	5.2	27.5
Other Transportation Types (km)		
Railroads	6.4	17.8
Potentially Impacted Land Area (acres)		
Total Impacted Area	69,845	70,892
Airport Property Area	26	128
Airport Runway Area	0	0
Ports Property Area	17	109

Notes:
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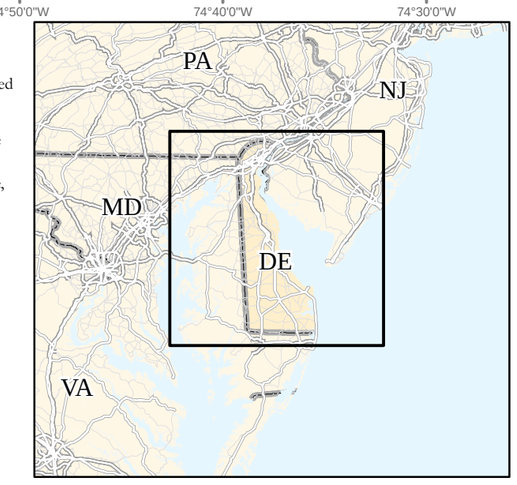
1:430,000

0 5 10 15 20 25 30 Kilometers

0 5 10 15 20 25 30 Miles

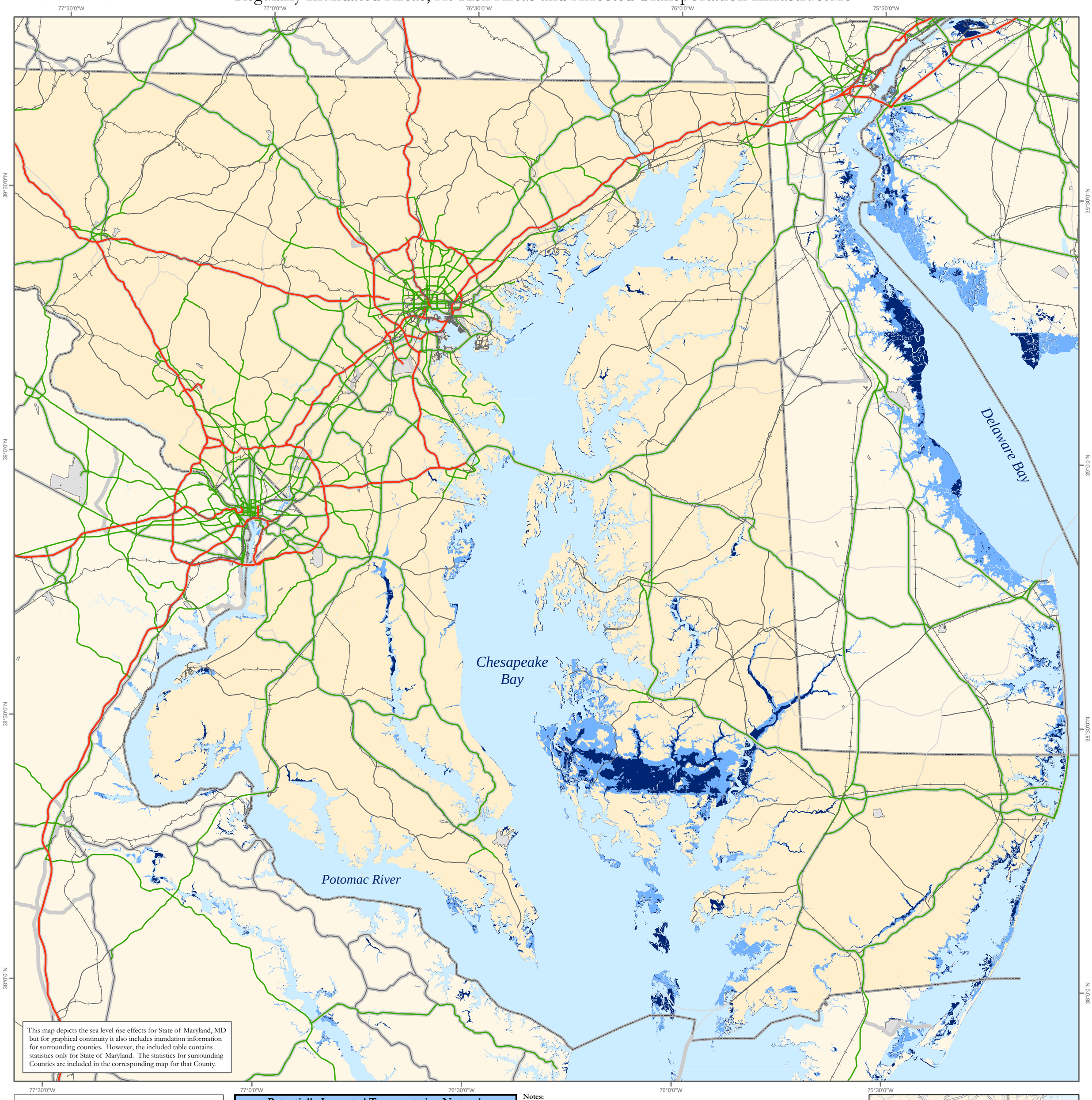


ICF20080606CJH999 - 59 cm

Eustatic Sea
Level Rise: 6 cm

State of Maryland

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



Regularly Inundated Area
At-Risk Area
Airport Property
Ports Property Area
Interstate Highway
Non-Interstate Principal Arterial
Minor Arterial
NHS (indicated by background)
Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.0	1.5
Non-Interstate Principal Arterials	2.5	9.4
Minor Arterials	0.7	19.6
National Highway System Features	1.9	8.3
Other Transportation Types (km)		
Railroads	2.1	12.9
Potentially Impacted Land Area (acres)		
Total Impacted Area	107,605	168,203
Airport Property Area	12	71
Airport Runway Area	0	0
Ports Property Area	157	104

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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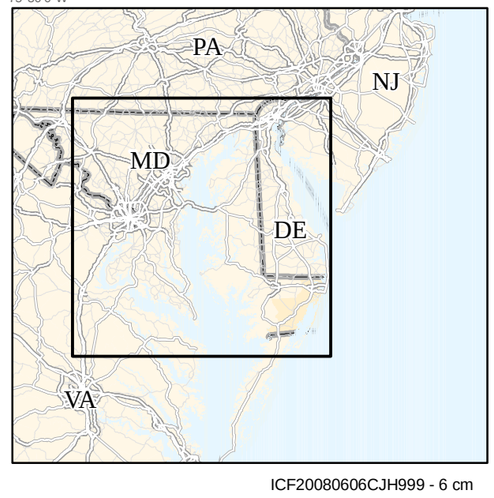
Sources:
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:550,000

0 5 10 15 20 25 30 35 Kilometers

0 5 10 15 20 25 30 35 Miles

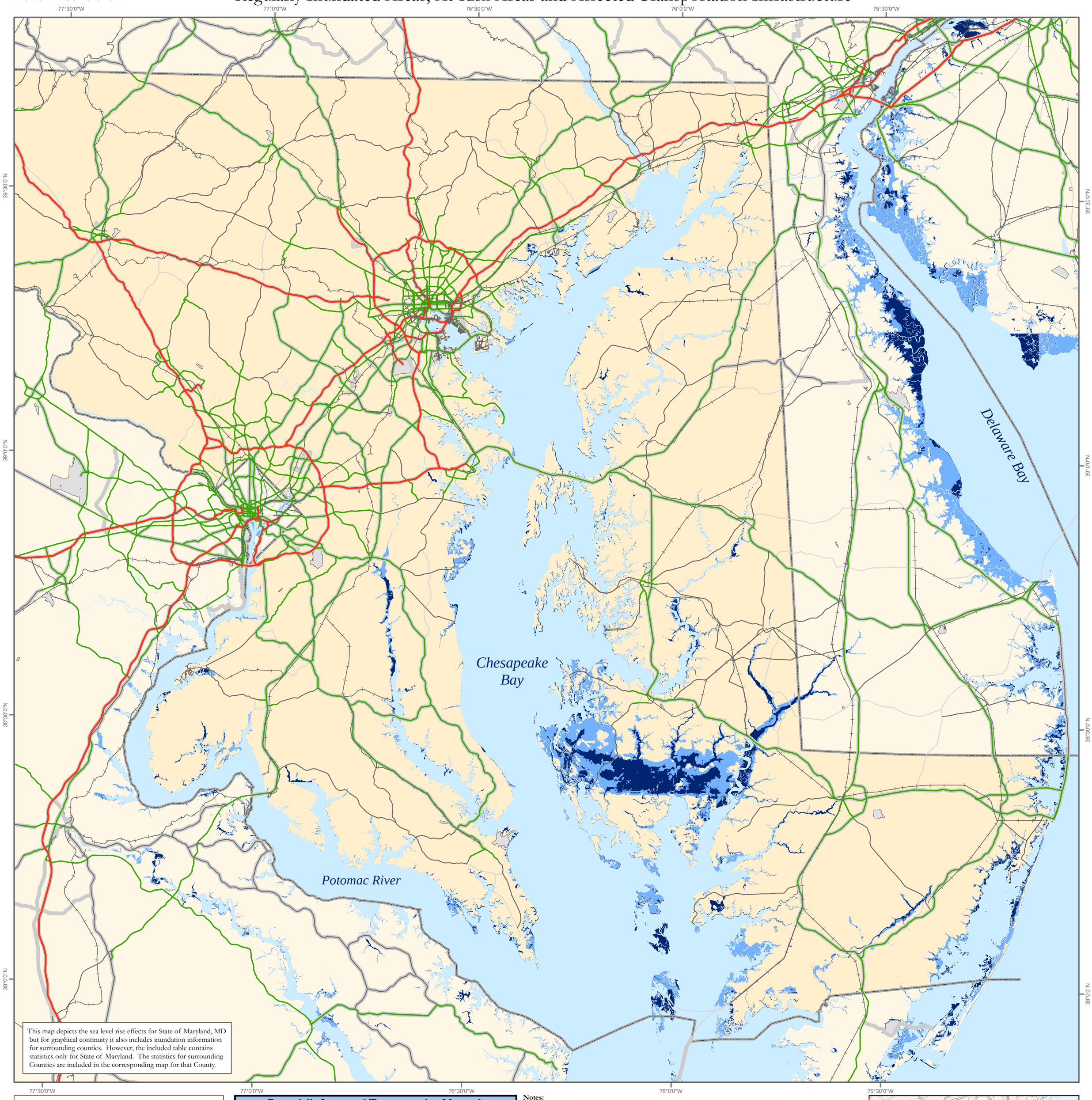


ICF20080606CJH999 - 6 cm

Eustatic Sea
Level Rise: 6.5 cm

State of Maryland

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



Regularly Inundated Area
At-Risk Area
Airport Property
Ports Property Area
Interstate Highway
Non-Interstate Principal Arterial
Minor Arterial
NHS (indicated by background)
Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.0	1.5
Non-Interstate Principal Arterials	2.5	9.4
Minor Arterials	0.7	20.2
National Highway System Features	2.0	8.4
Other Transportation Types (km)		
Railroads	2.2	13.2
Potentially Impacted Land Area (acres)		
Total Impacted Area	108,691	168,513
Airport Property Area	12	71
Airport Runway Area	0	0
Ports Property Area	158	104

Notes:
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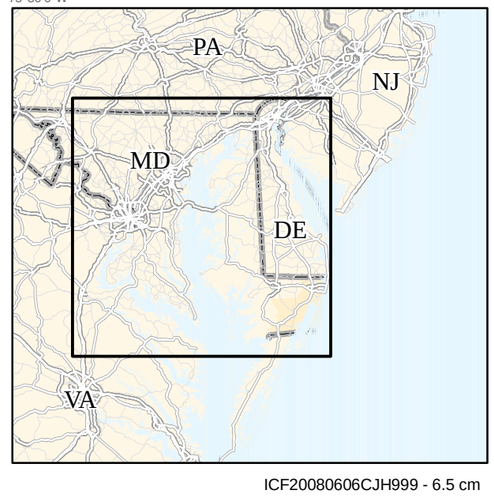
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:550,000

0 5 10 15 20 25 30 35 Kilometers

0 5 10 15 20 25 30 35 Miles

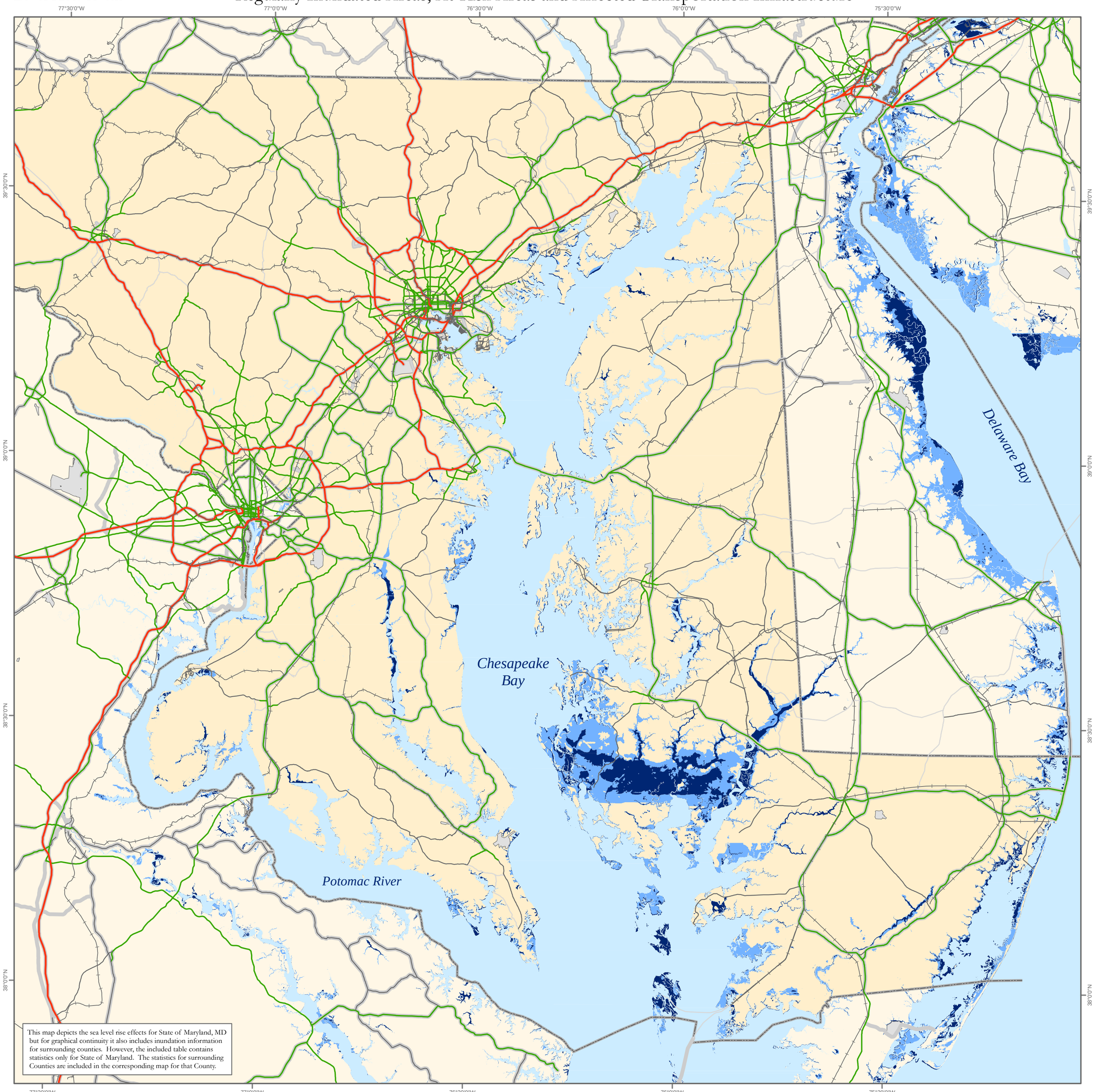


ICF20080606CJH999 - 6.5 cm

Eustatic Sea
Level Rise: 13 cm

State of Maryland

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.0	1.7
Non-Interstate Principal Arterials	2.7	9.8
Minor Arterials	0.9	23.4
National Highway System Features	2.1	8.8
Other Transportation Types (km)		
Railroads	2.6	13.7
Potentially Impacted Land Area (acres)		
Total Impacted Area	124,235	181,364
Airport Property Area	15	73
Airport Runway Area	0	0
Ports Property Area	161	105

Notes:
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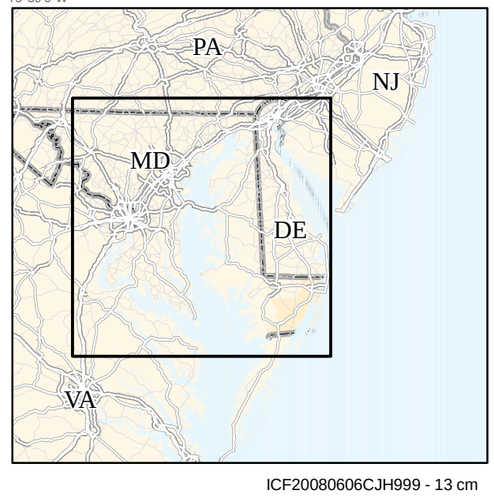
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:550,000

0 5 10 15 20 25 30 35 Kilometers

0 5 10 15 20 25 30 35 Miles

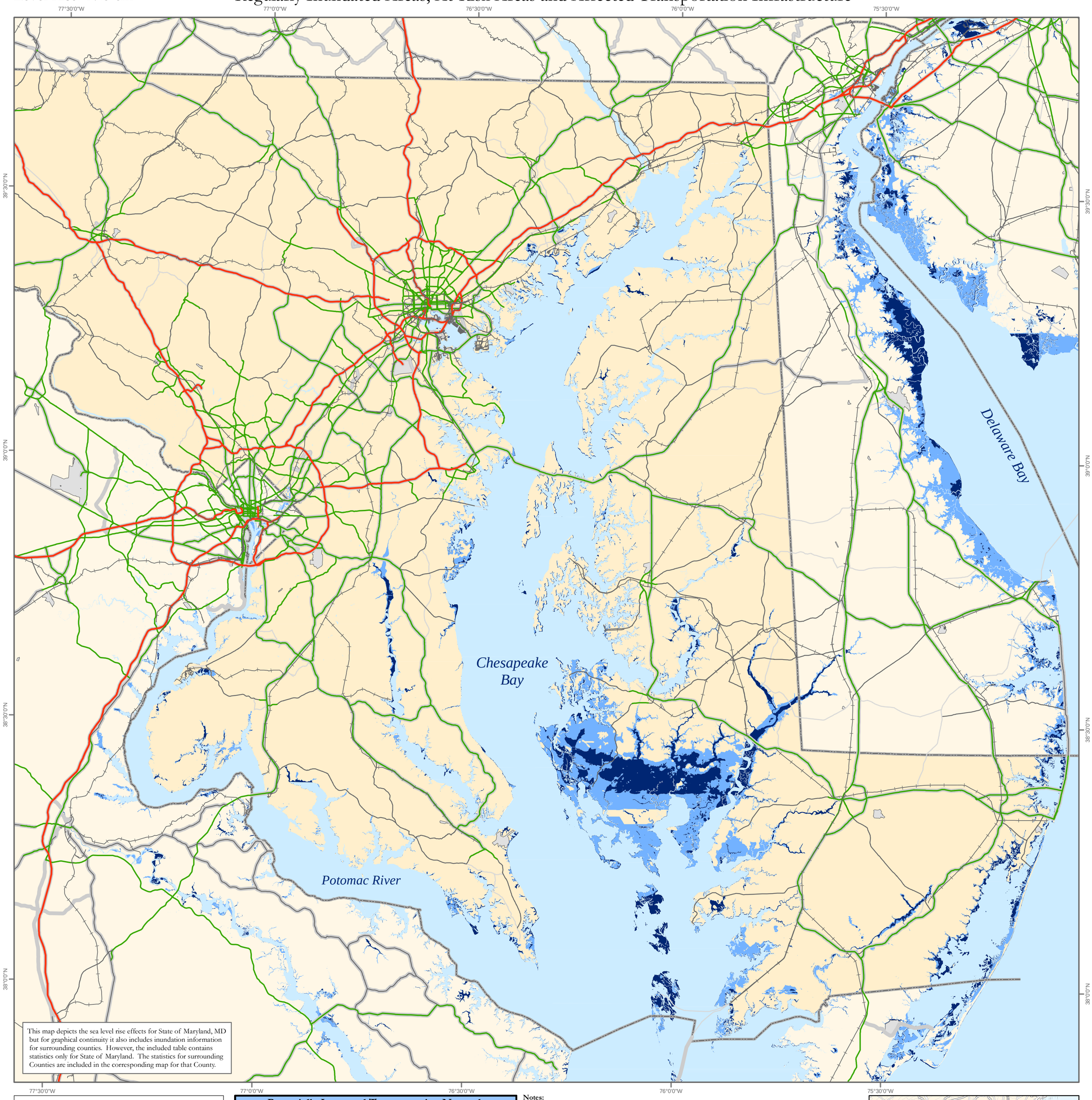


ICF20080606CJH999 - 13 cm

Eustatic Sea
Level Rise: 17.5 cm

State of Maryland

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.0	1.7
Non-Interstate Principal Arterials	2.9	9.9
Minor Arterials	1.5	25.1
National Highway System Features	2.2	9.0
Other Transportation Types (km)		
Railroads	3.0	15.3
Potentially Impacted Land Area (acres)		
Total Impacted Area	135,046	202,579
Airport Property Area	17	74
Airport Runway Area	0	0
Ports Property Area	163	105

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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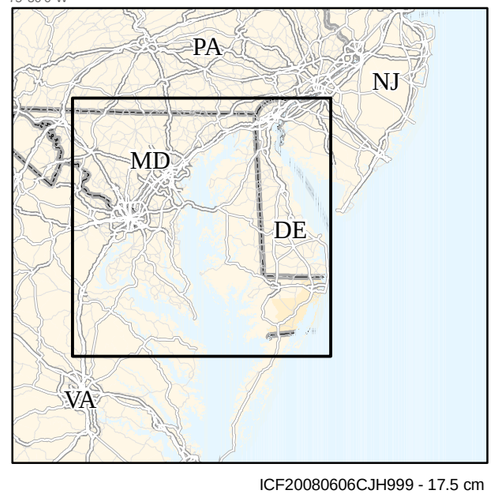
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:550,000

0 5 10 15 20 25 30 35 Kilometers

0 5 10 15 20 25 30 35 Miles

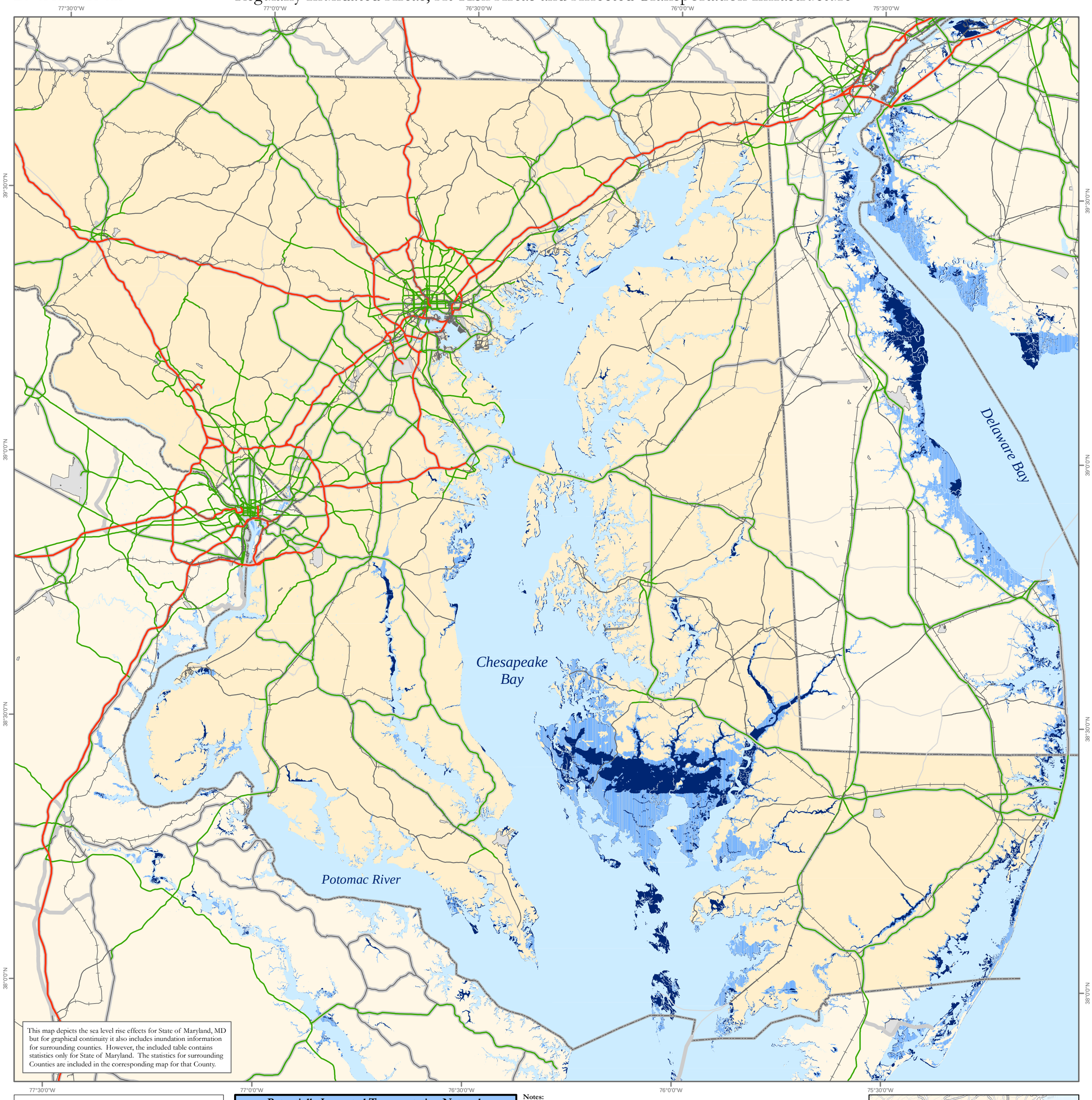


ICF20080606CJH999 - 17.5 cm

Eustatic Sea
Level Rise: 21 cm

State of Maryland

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



Regularly Inundated Area
At-Risk Area
Airport Property
Ports Property Area
Interstate Highway
Non-Interstate Principal Arterial
Minor Arterial
NHS (indicated by background)
Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.0	1.8
Non-Interstate Principal Arterials	3.1	10.1
Minor Arterials	1.9	25.9
National Highway System Features	2.3	9.2
Other Transportation Types (km)		
Railroads	3.2	18.5
Potentially Impacted Land Area (acres)		
Total Impacted Area	142,388	209,087
Airport Property Area	19	75
Airport Runway Area	0	0
Ports Property Area	165	105

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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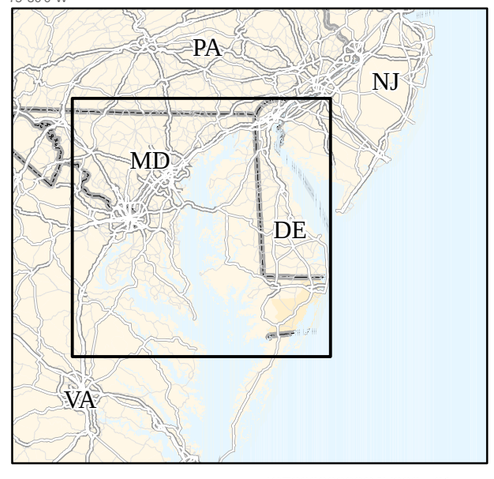
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:550,000

0 5 10 15 20 25 30 35 Kilometers

0 5 10 15 20 25 30 35 Miles

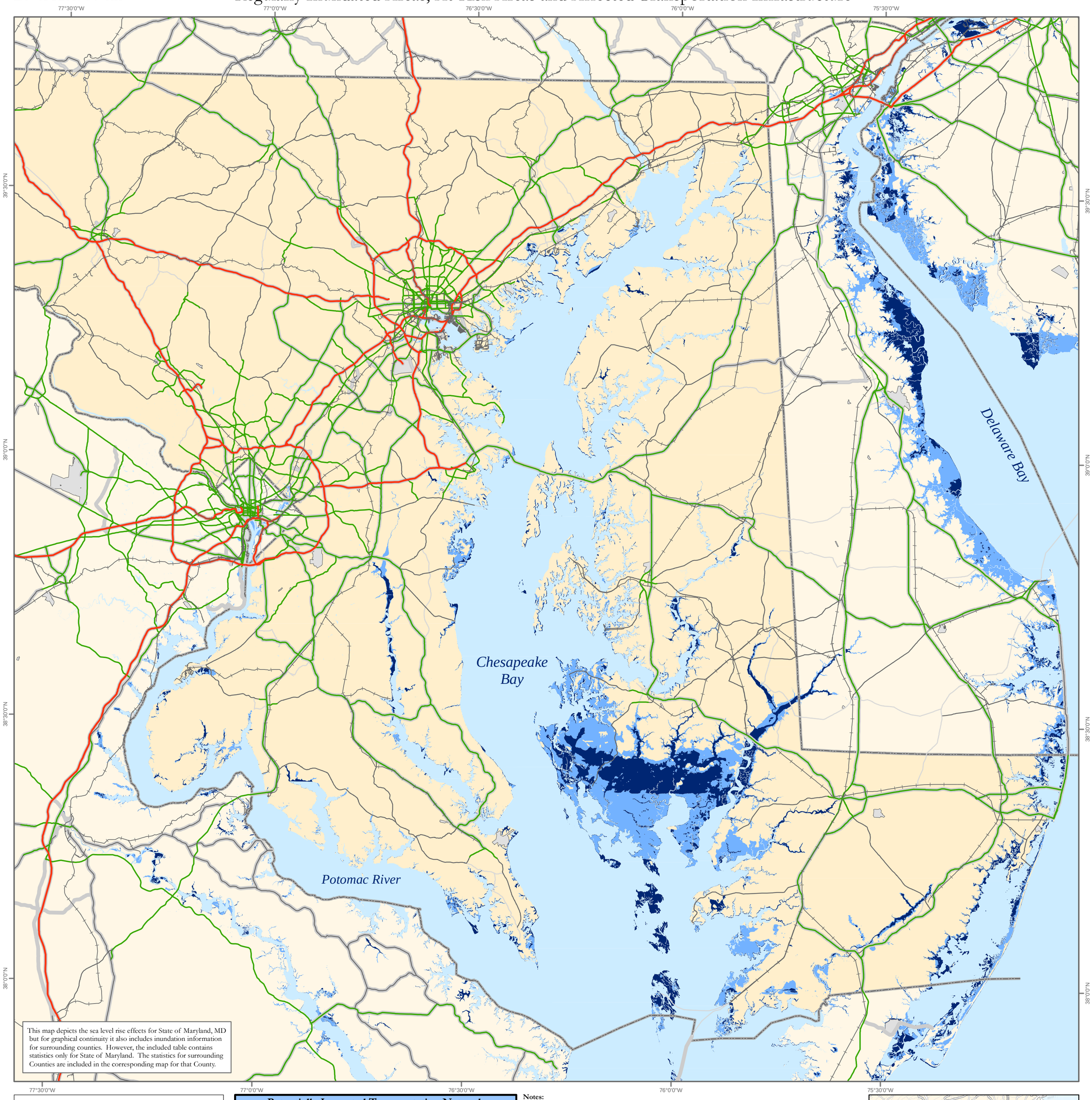


ICF20080606CJH999 - 21 cm

Eustatic Sea
Level Rise: 30 cm

State of Maryland

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.1	1.9
Non-Interstate Principal Arterials	3.4	10.9
Minor Arterials	3.3	28.7
National Highway System Features	2.6	10.0
Other Transportation Types (km)		
Railroads	3.5	20.3
Potentially Impacted Land Area (acres)		
Total Impacted Area	157,697	211,930
Airport Property Area	25	75
Airport Runway Area	0	1
Ports Property Area	170	107

Notes:
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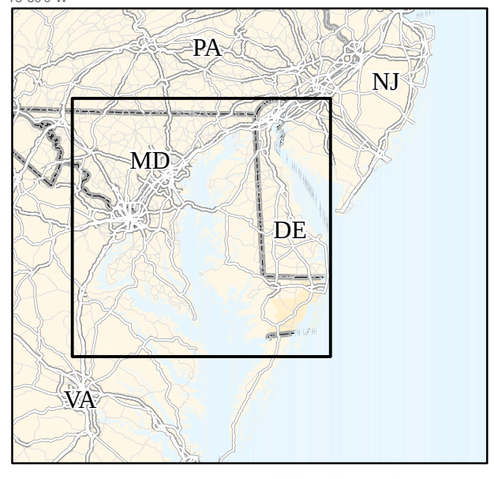
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:550,000

0 5 10 15 20 25 30 35 Kilometers

0 5 10 15 20 25 30 35 Miles

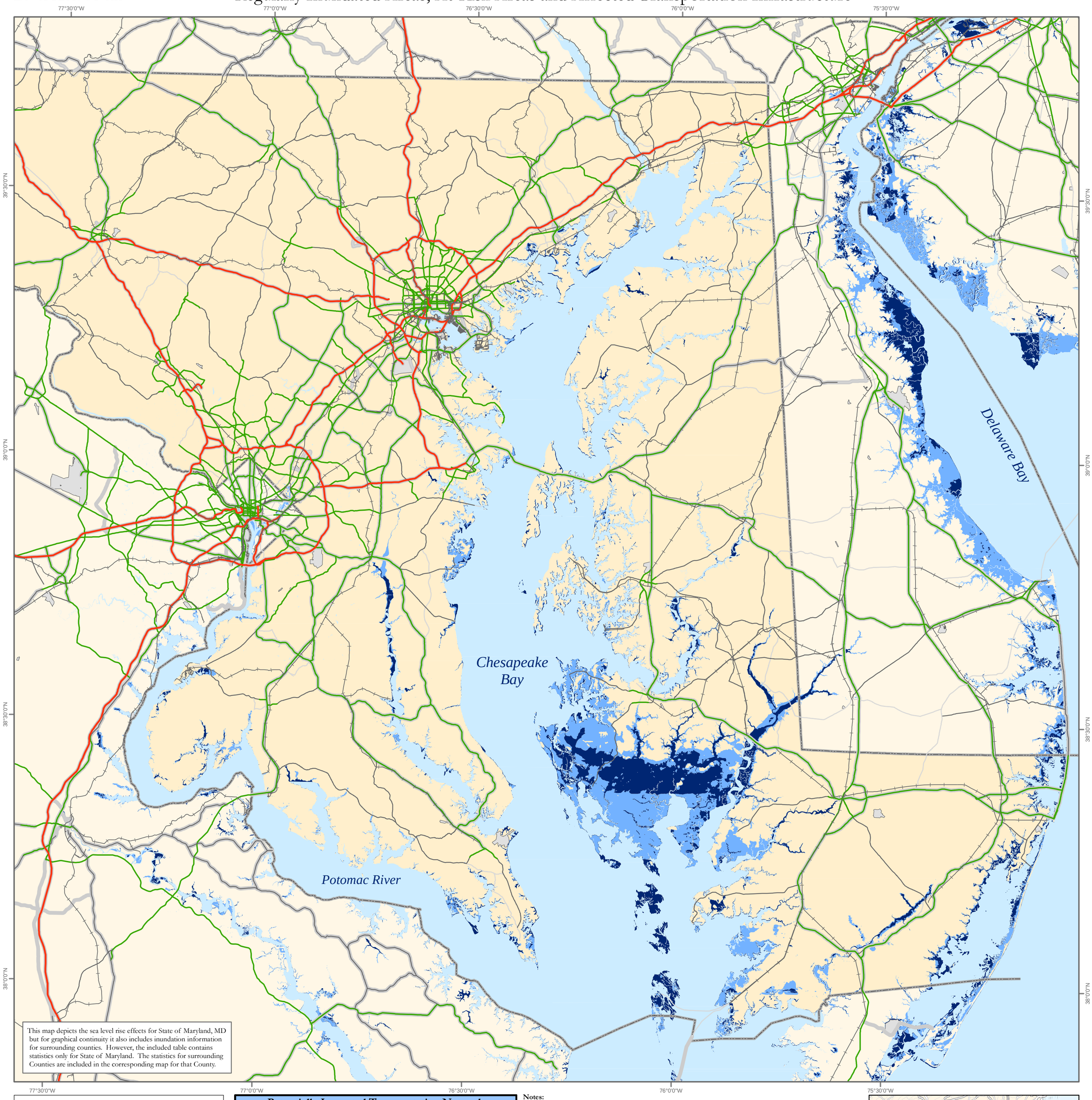


ICF20080606CJH999 - 30 cm

Eustatic Sea
Level Rise: 31 cm

State of Maryland

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts the sea level rise effects for State of Maryland, MD but for graphical continuity it also includes inundation information for surrounding counties. However, the included table contains statistics only for State of Maryland. The statistics for surrounding Counties are included in the corresponding map for that County.

- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.1	1.9
Non-Interstate Principal Arterials	3.5	11.0
Minor Arterials	3.4	28.8
National Highway System Features	2.6	10.1
Other Transportation Types (km)		
Railroads	3.6	20.4
Potentially Impacted Land Area (acres)		
Total Impacted Area	159,439	211,745
Airport Property Area	26	76
Airport Runway Area	0	1
Ports Property Area	170	107

Notes:
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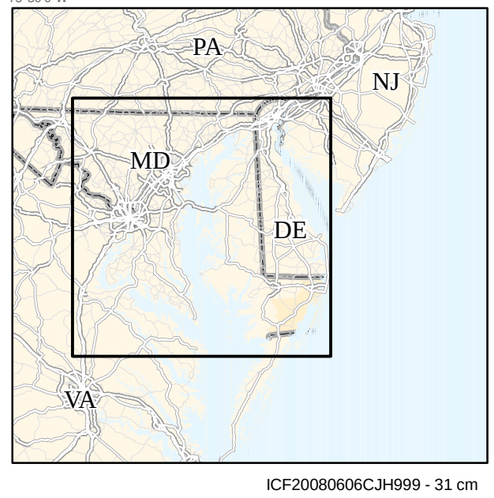
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:550,000

0 5 10 15 20 25 30 35 Kilometers

0 5 10 15 20 25 30 35 Miles

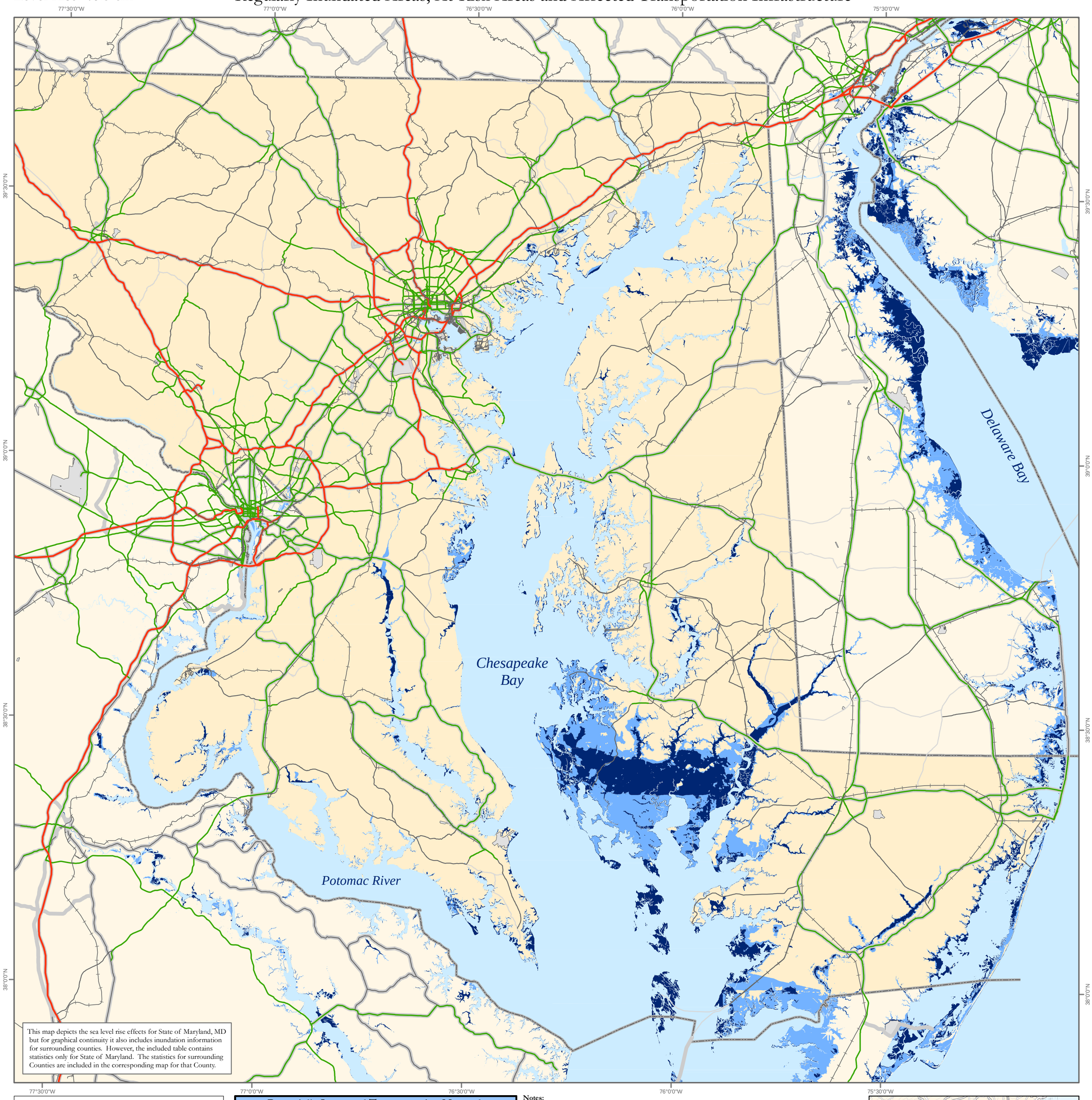


ICF20080606CJH999 - 31 cm

Eustatic Sea
Level Rise: 48.5 cm

State of Maryland

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.1	2.1
Non-Interstate Principal Arterials	6.0	10.8
Minor Arterials	5.7	36.6
National Highway System Features	4.9	9.9
Other Transportation Types (km)		
Railroads	4.8	30.2
Potentially Impacted Land Area (acres)		
Total Impacted Area	203,766	212,767
Airport Property Area	44	84
Airport Runway Area	0	2
Ports Property Area	180	110

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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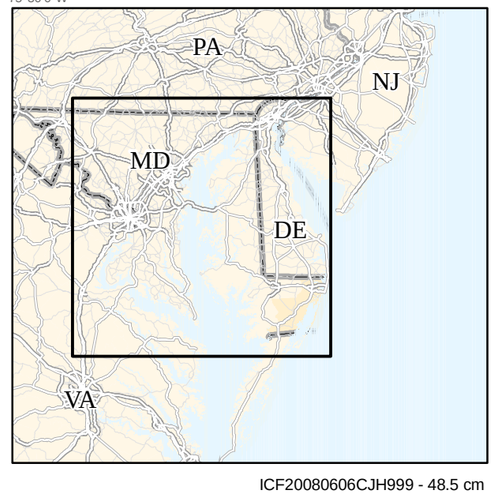
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:550,000

0 5 10 15 20 25 30 35 Kilometers

0 5 10 15 20 25 30 35 Miles

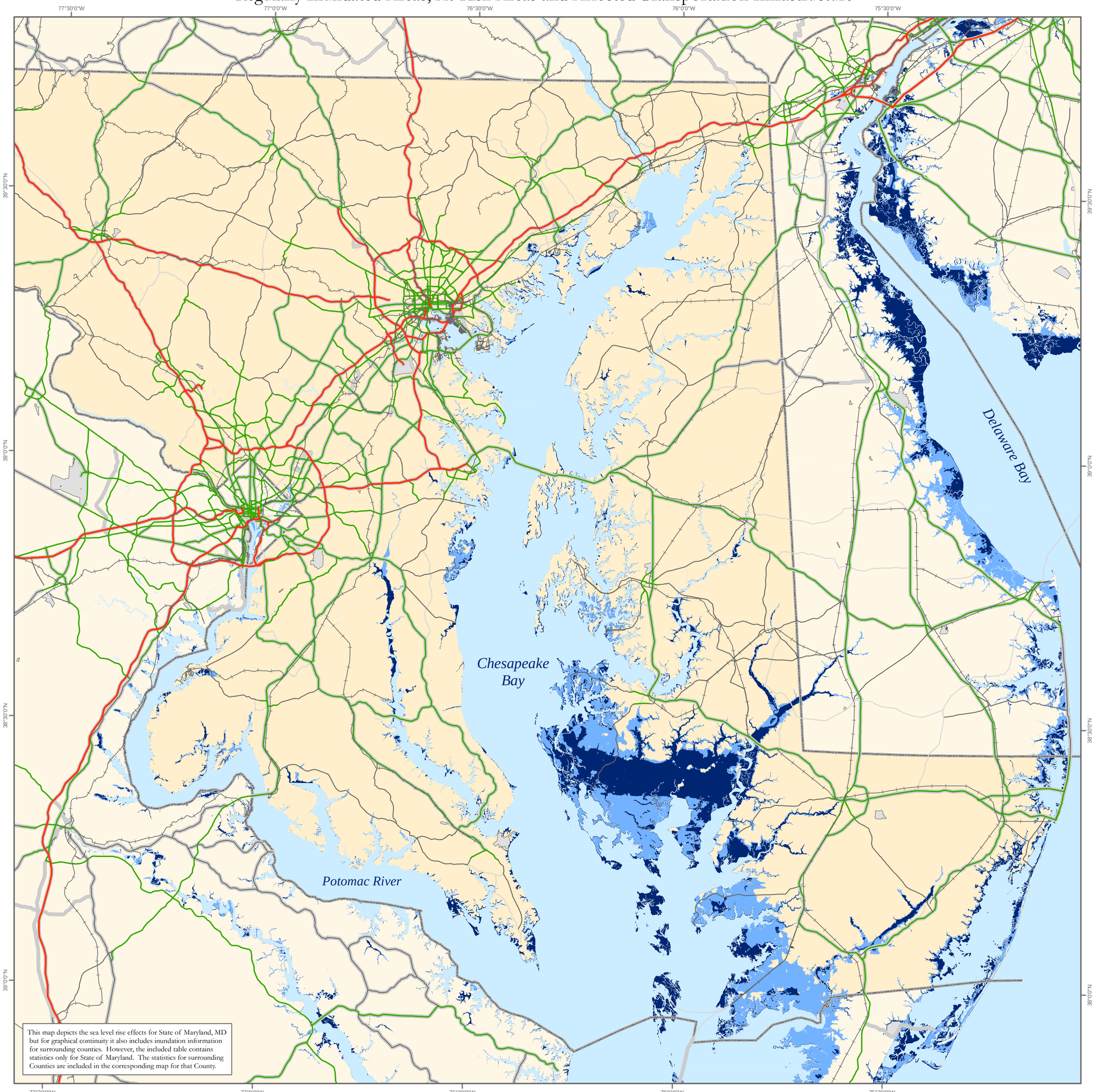


ICF20080606CJH999 - 48.5 cm

Eustatic Sea
Level Rise: 59 cm

State of Maryland

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.1	2.3
Non-Interstate Principal Arterials	6.5	14.4
Minor Arterials	8.5	57.3
National Highway System Features	5.3	13.4
Other Transportation Types (km)		
Railroads	5.5	38.2
Potentially Impacted Land Area (acres)		
Total Impacted Area	236,581	237,971
Airport Property Area	65	81
Airport Runway Area	0	2
Ports Property Area	186	111

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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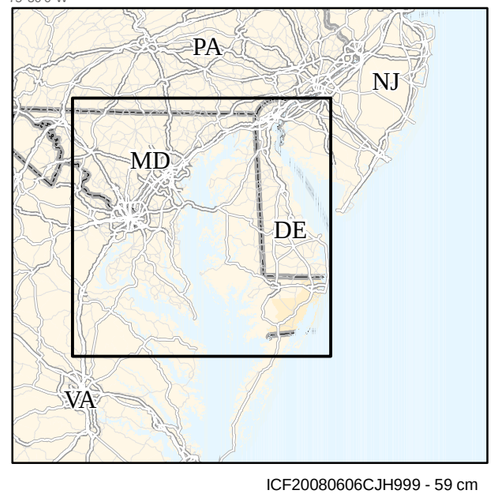
Sources:
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:550,000

0 5 10 15 20 25 30 35 Kilometers

0 5 10 15 20 25 30 35 Miles

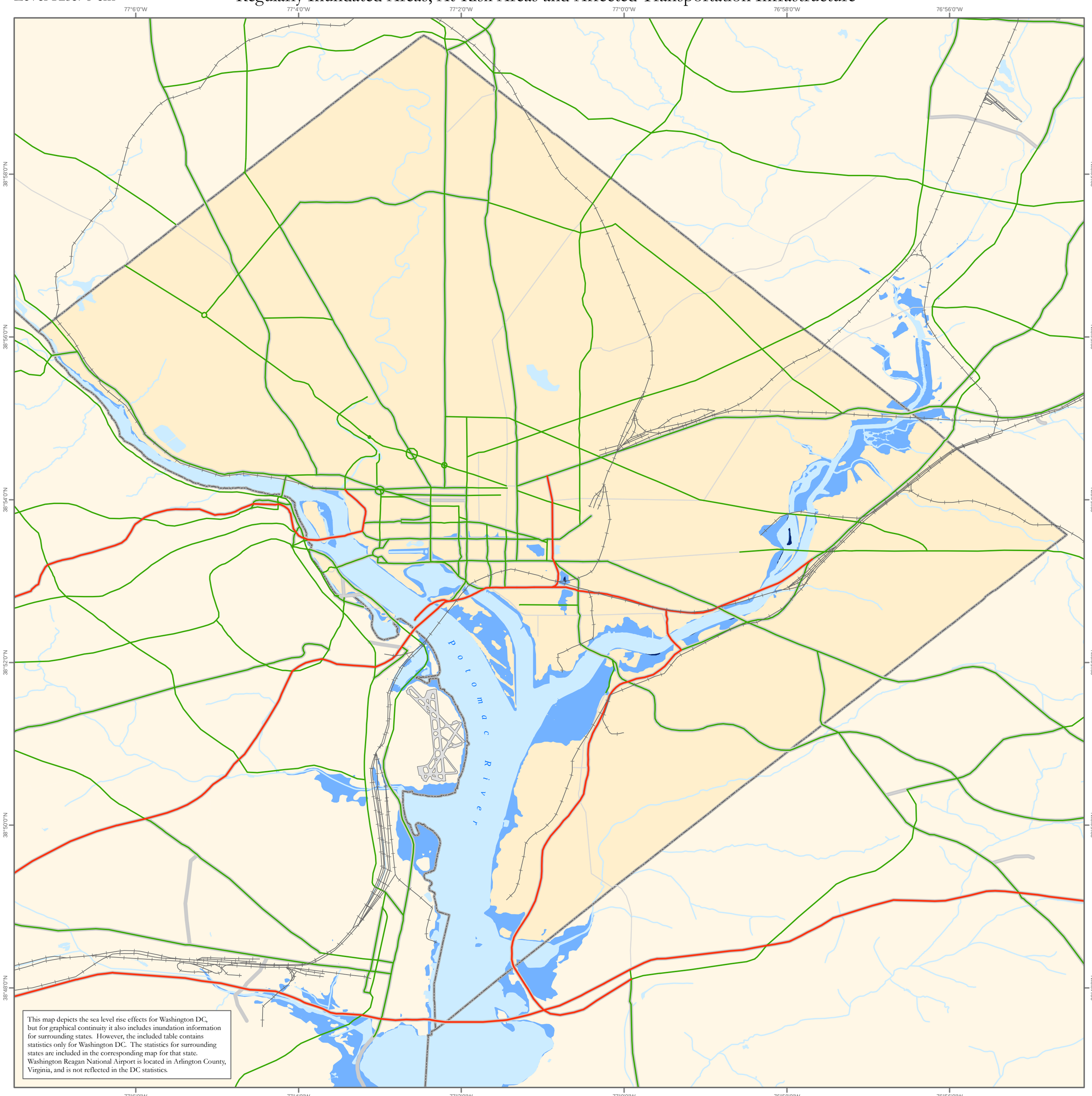


ICF20080606CJH999 - 59 cm

Eustatic Sea
Level Rise: 6 cm

Washington D.C.

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.0	0.5
Non-Interstate Principal Arterials	0.0	5.1
Minor Arterials	0.0	0.0
National Highway System Features	0.0	4.4
Other Transportation Types (km)		
Railroads	0.0	1.9
Potentially Impacted Land Area (acres)		
Total Impacted Area	12	1,721
Airport Property Area	0	0
Airport Runway Area	0	0
Ports Property Area	0	0

Notes:
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Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

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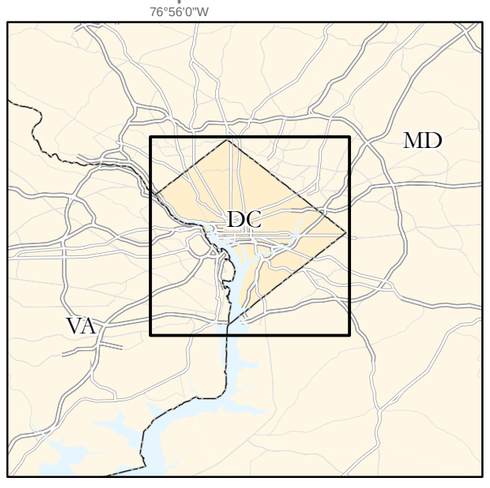
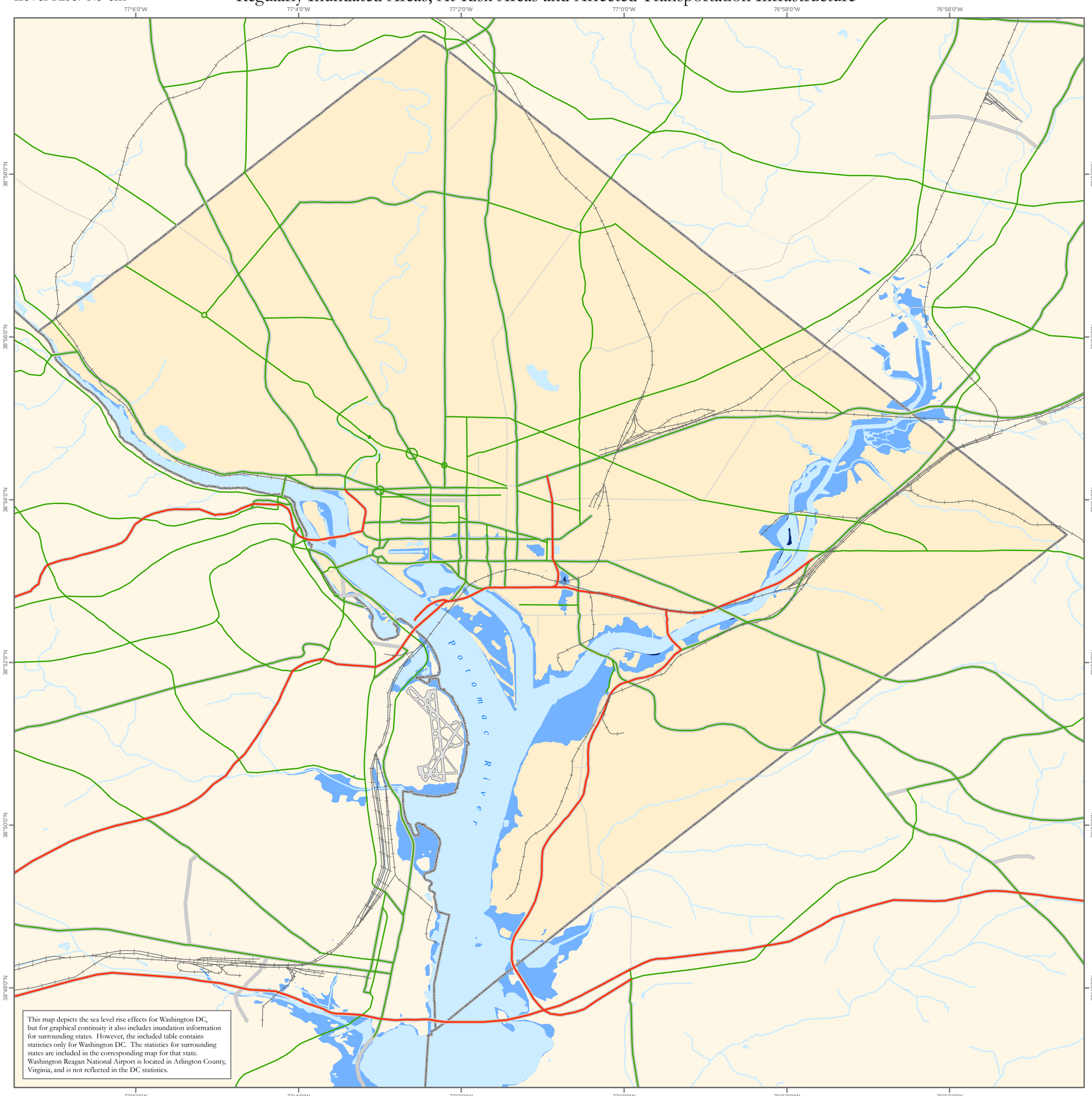


ICF20080618CJH001 - 6 cm

Washington D.C.

Eustatic Sea
Level Rise: 6.5 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.0	0.5
Non-Interstate Principal Arterials	0.0	5.1
Minor Arterials	0.0	0.0
National Highway System Features	0.0	4.4
Other Transportation Types (km)		
Railroads	0.0	1.9
Potentially Impacted Land Area (acres)		
Total Impacted Area	12	1,731
Airport Property Area	0	0
Airport Runway Area	0	0
Ports Property Area	0	0

Notes:
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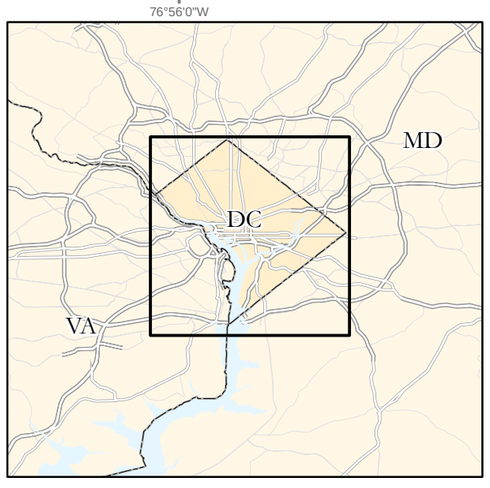
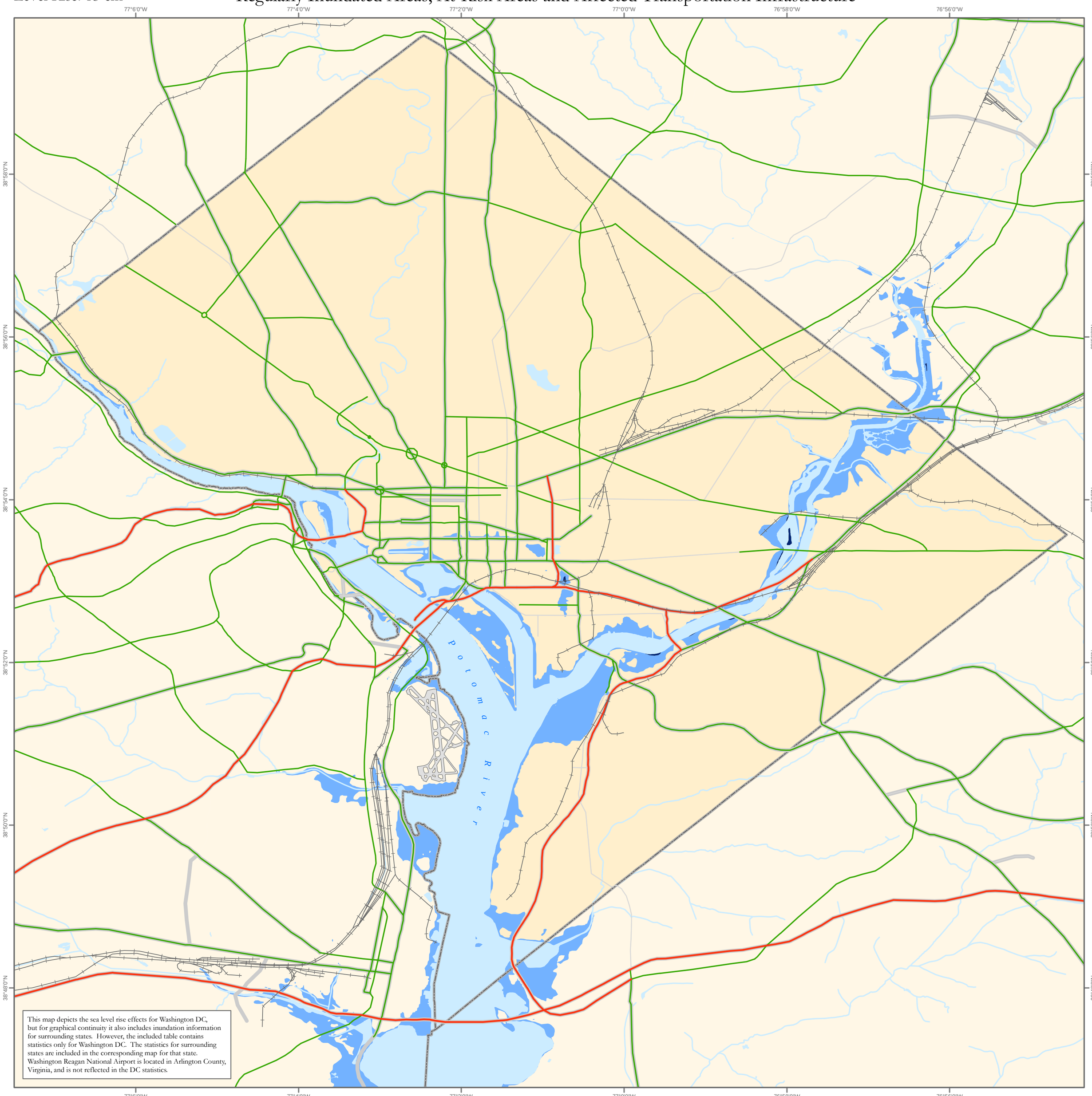


ICF20080618CJH001 - 6.5 cm

Eustatic Sea
Level Rise: 13 cm

Washington D.C.

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.0	0.5
Non-Interstate Principal Arterials	0.0	5.4
Minor Arterials	0.0	0.0
National Highway System Features	0.0	4.7
Other Transportation Types (km)		
Railroads	0.0	2.3
Potentially Impacted Land Area (acres)		
Total Impacted Area	14	1,841
Airport Property Area	0	0
Airport Runway Area	0	0
Ports Property Area	0	0

Notes:
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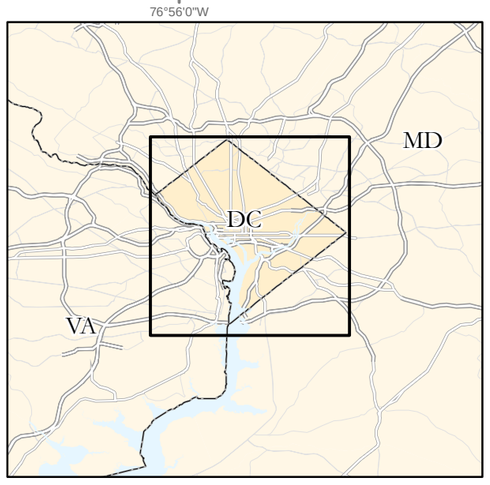
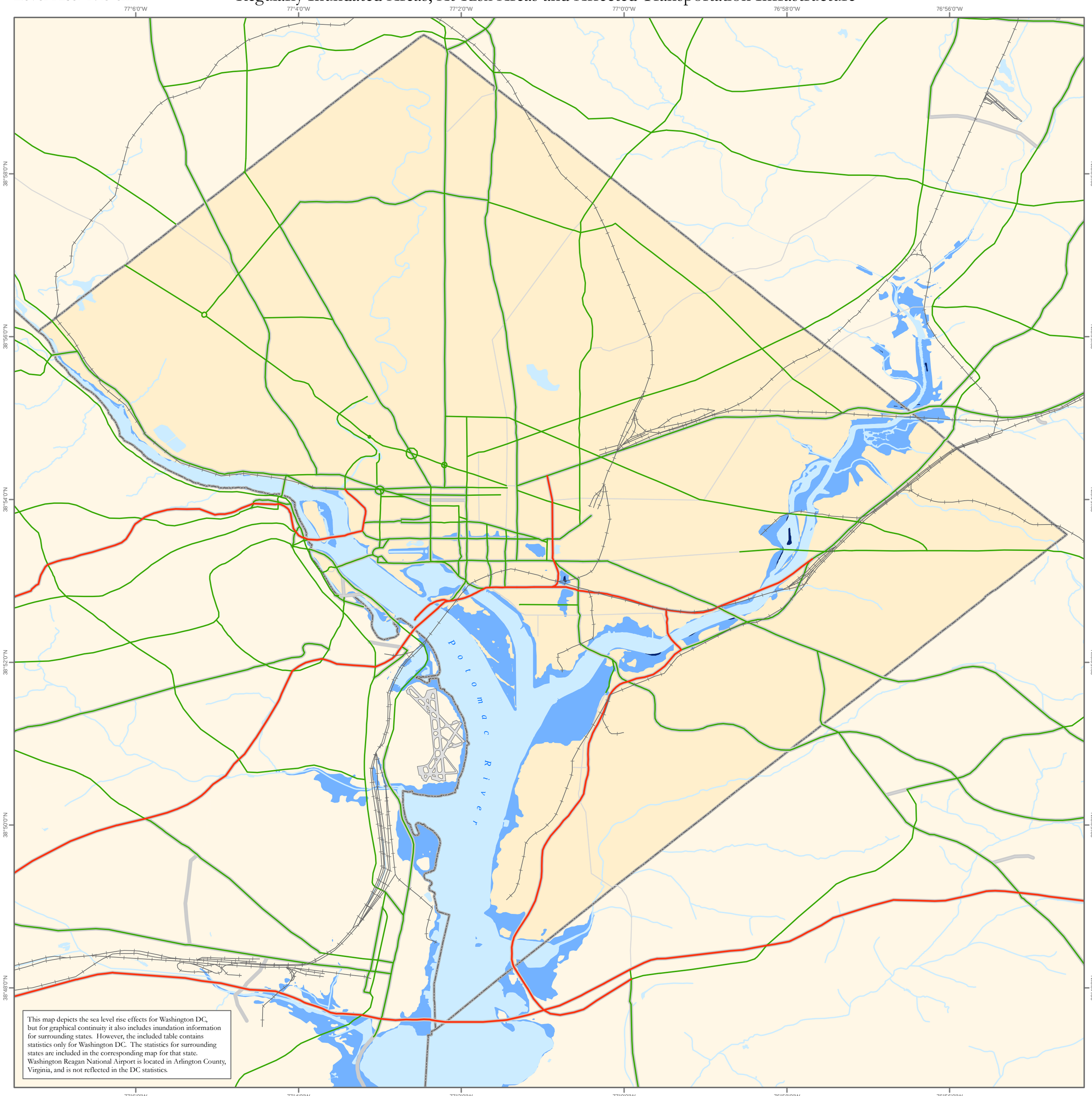


ICF20080618CJH001 - 13 cm

Eustatic Sea
Level Rise: 17.5 cm

Washington D.C.

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.0	0.5
Non-Interstate Principal Arterials	0.0	5.6
Minor Arterials	0.0	0.0
National Highway System Features	0.0	4.9
Other Transportation Types (km)		
Railroads	0.1	2.4
Potentially Impacted Land Area (acres)		
Total Impacted Area	16	1,912
Airport Property Area	0	0
Airport Runway Area	0	0
Ports Property Area	0	0

Notes:
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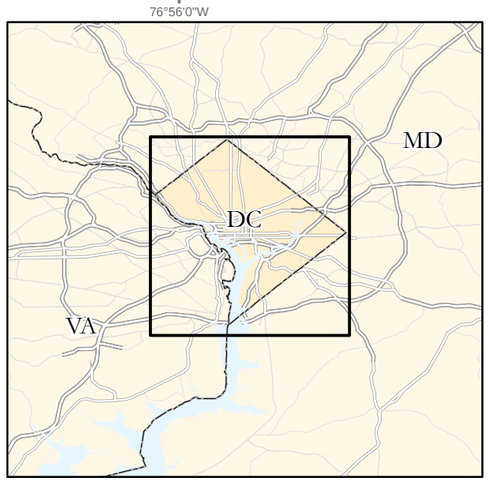
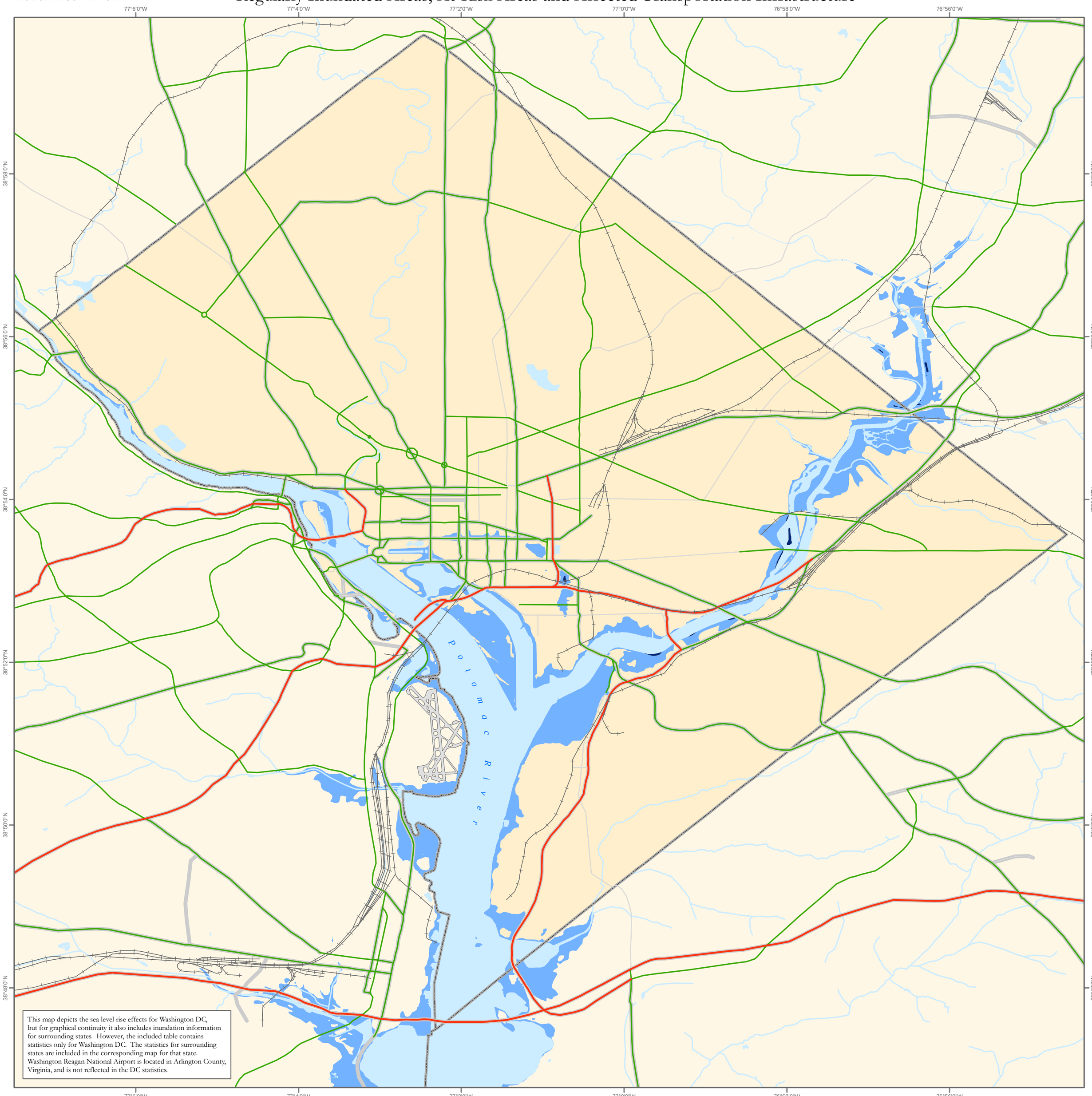


ICF20080618CJH001 - 17.5 cm

Eustatic Sea
Level Rise: 21 cm

Washington D.C.

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.0	0.6
Non-Interstate Principal Arterials	0.0	5.8
Minor Arterials	0.0	0.0
National Highway System Features	0.0	5.1
Other Transportation Types (km)		
Railroads	0.1	2.5
Potentially Impacted Land Area (acres)		
Total Impacted Area	17	1,962
Airport Property Area	0	0
Airport Runway Area	0	0
Ports Property Area	0	0

Notes:
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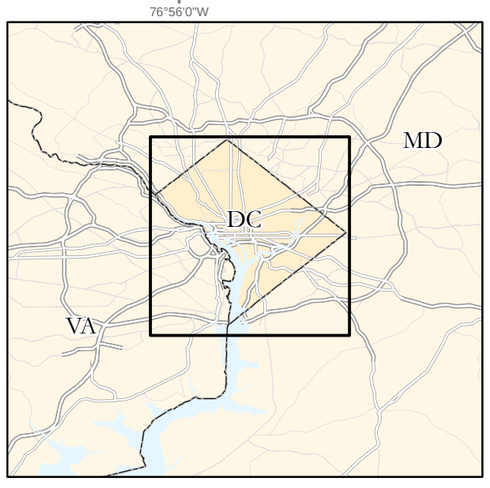
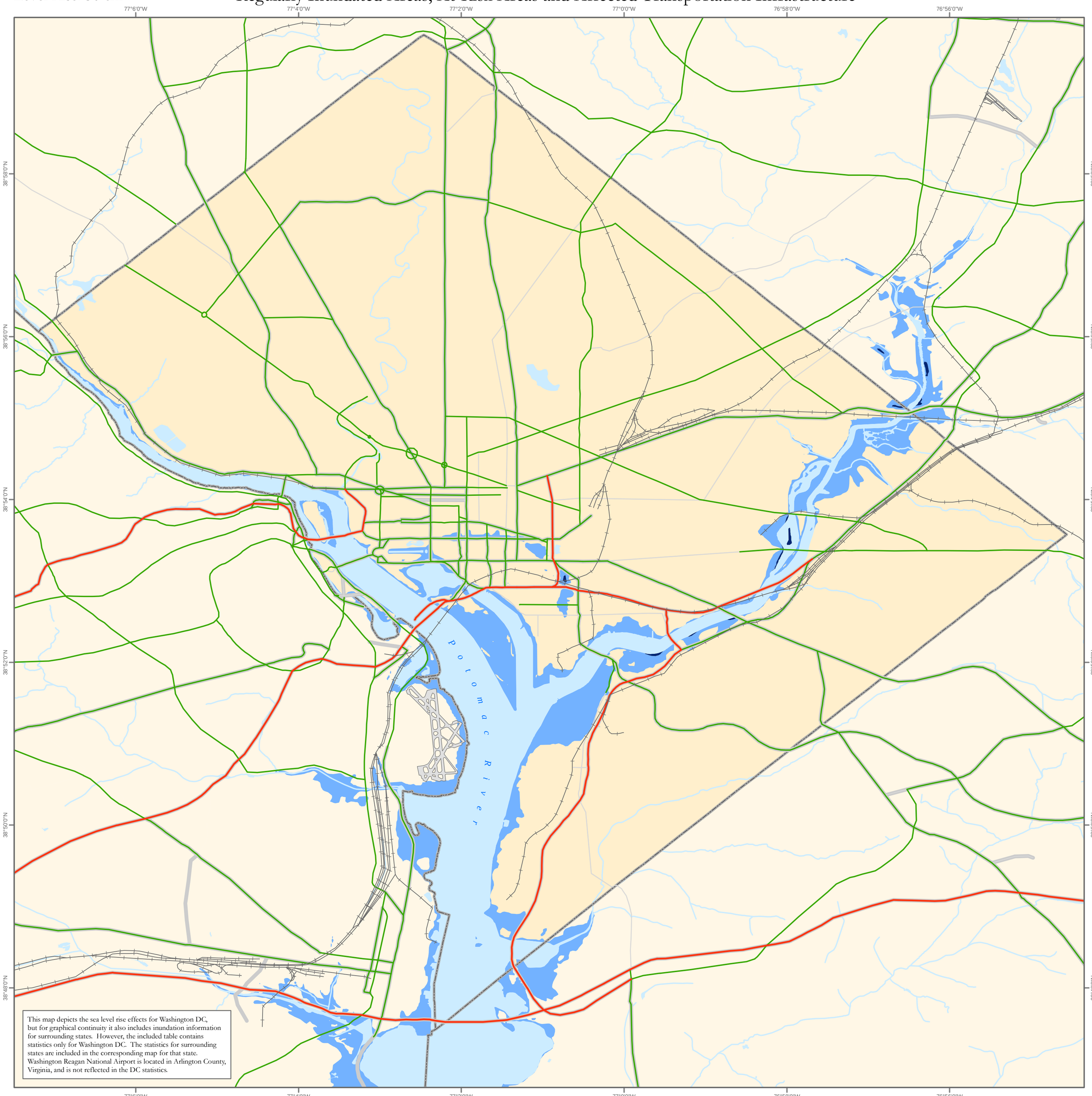


ICF20080618CJH001 - 21 cm

Eustatic Sea
Level Rise: 30 cm

Washington D.C.

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.0	0.7
Non-Interstate Principal Arterials	0.0	6.3
Minor Arterials	0.0	0.0
National Highway System Features	0.0	5.6
Other Transportation Types (km)		
Railroads	0.1	2.7
Potentially Impacted Land Area (acres)		
Total Impacted Area	20	2,071
Airport Property Area	0	0
Airport Runway Area	0	0
Ports Property Area	0	0

Notes:
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0 1 2 3 4 Kilometers

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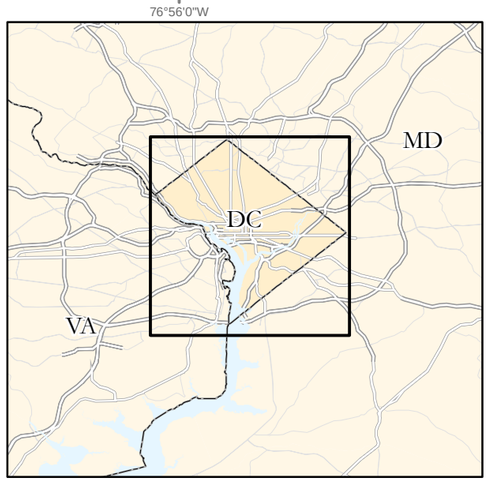
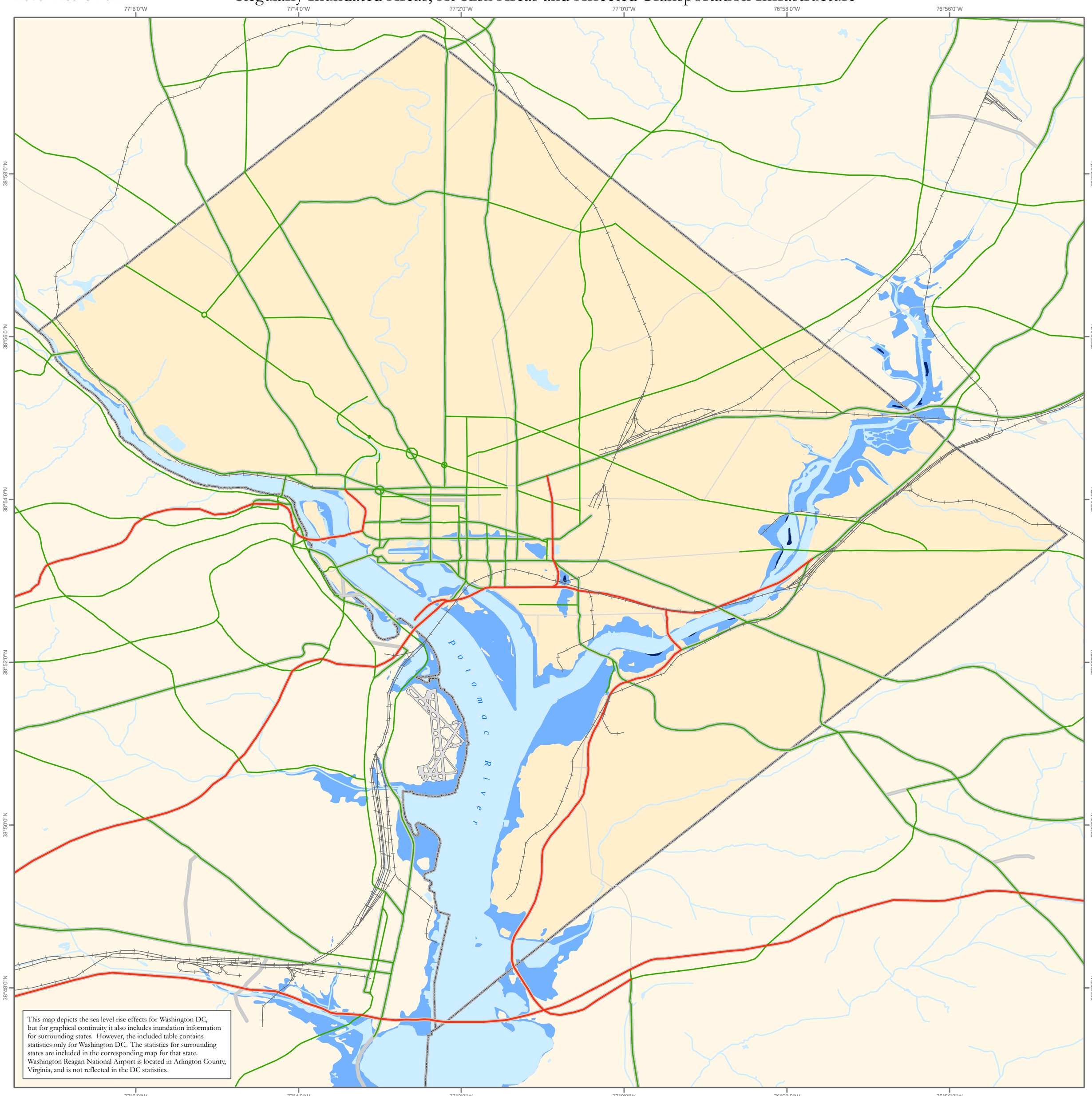


ICF20080618CJH001 - 30 cm

Eustatic Sea
Level Rise: 31 cm

Washington D.C.

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.0	0.7
Non-Interstate Principal Arterials	0.0	6.3
Minor Arterials	0.0	0.0
National Highway System Features	0.0	5.6
Other Transportation Types (km)		
Railroads	0.1	2.8
Potentially Impacted Land Area (acres)		
Total Impacted Area	21	2,082
Airport Property Area	0	0
Airport Runway Area	0	0
Ports Property Area	0	0

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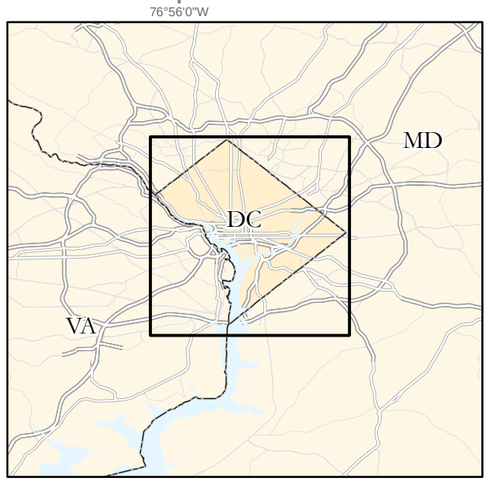
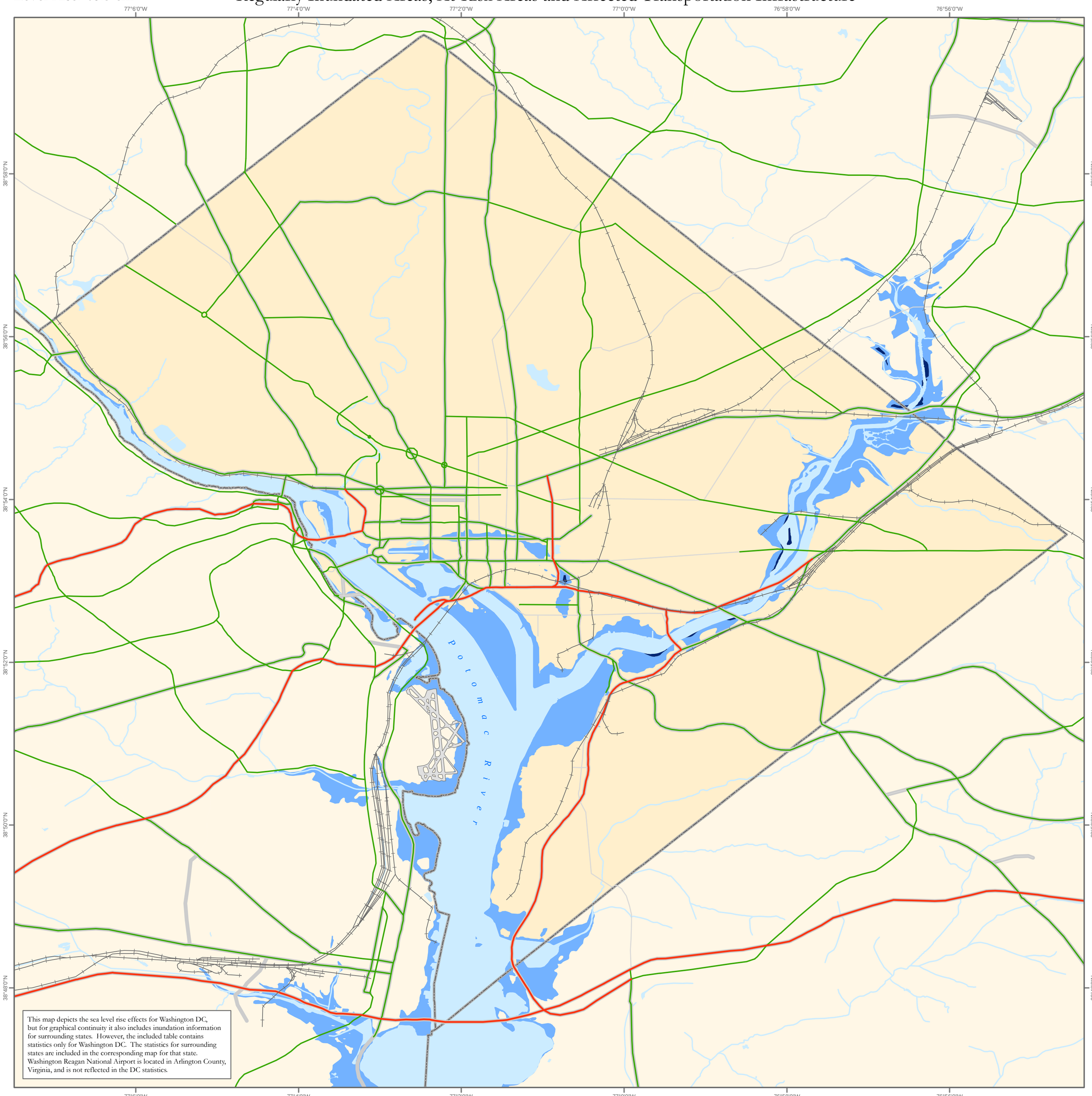


ICF20080618CJH001 - 31 cm

Eustatic Sea
Level Rise: 48.5 cm

Washington D.C.

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.0	1.0
Non-Interstate Principal Arterials	0.1	7.1
Minor Arterials	0.0	0.0
National Highway System Features	0.0	6.5
Other Transportation Types (km)		
Railroads	0.1	3.4
Potentially Impacted Land Area (acres)		
Total Impacted Area	28	2,257
Airport Property Area	0	0
Airport Runway Area	0	0
Ports Property Area	0	0

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1:60,000

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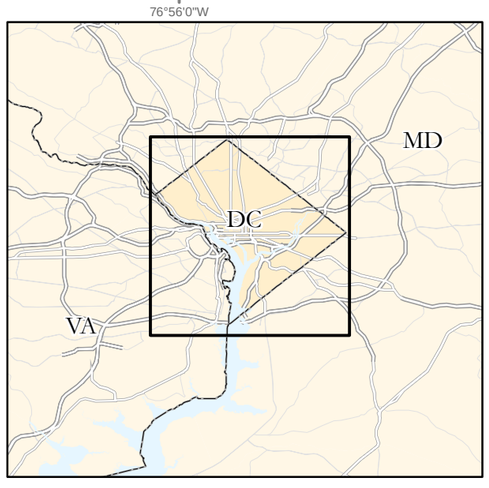
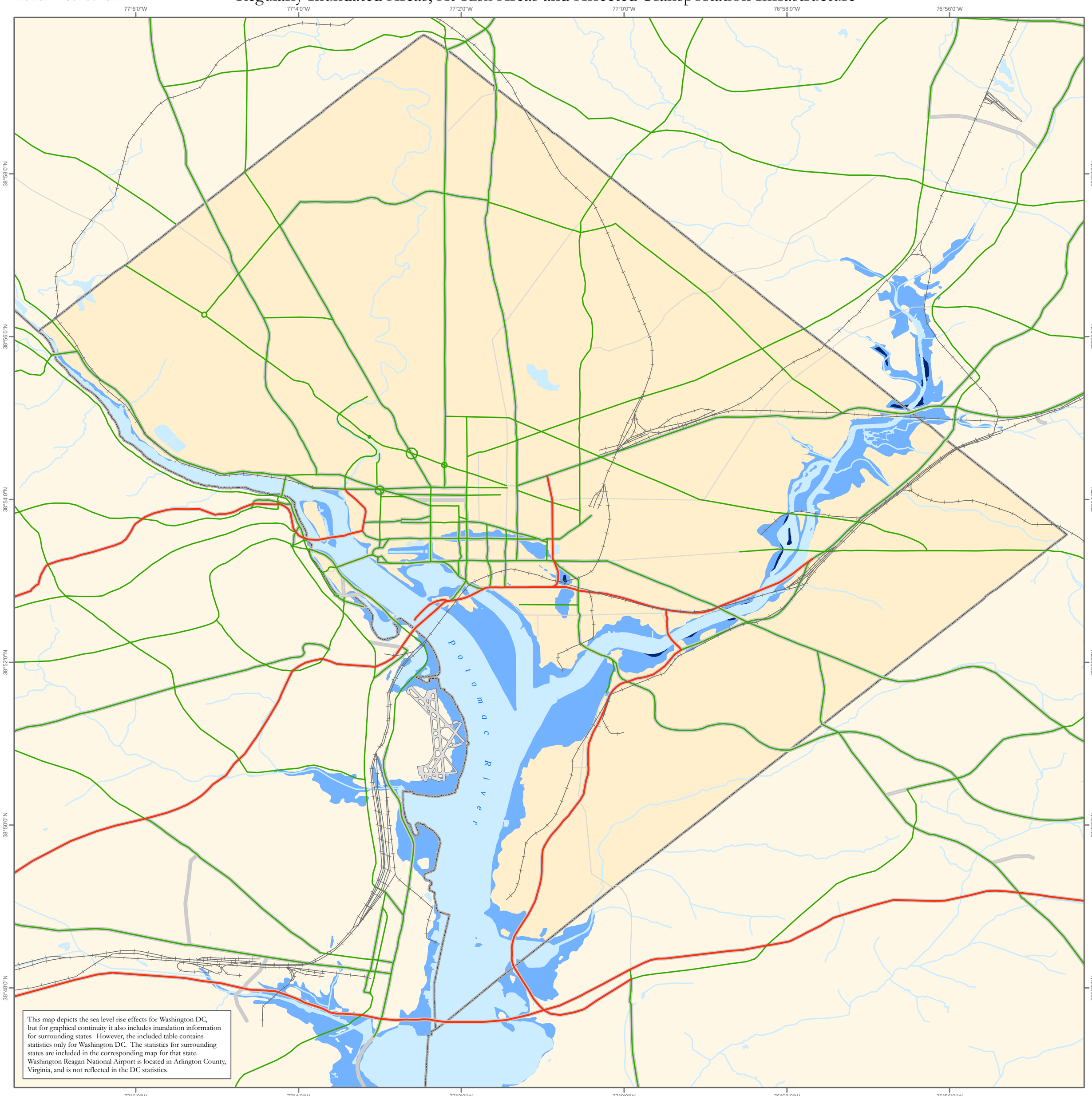


ICF20080618CJH001 - 48.5 cm

Eustatic Sea
Level Rise: 59 cm

Washington D.C.

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Runway
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.0	1.2
Non-Interstate Principal Arterials	0.1	7.7
Minor Arterials	0.0	0.0
National Highway System Features	0.0	7.1
Other Transportation Types (km)		
Railroads	0.1	3.7
Potentially Impacted Land Area (acres)		
Total Impacted Area	33	2,359
Airport Property Area	0	0
Airport Runway Area	0	0
Ports Property Area	0	0

Notes:
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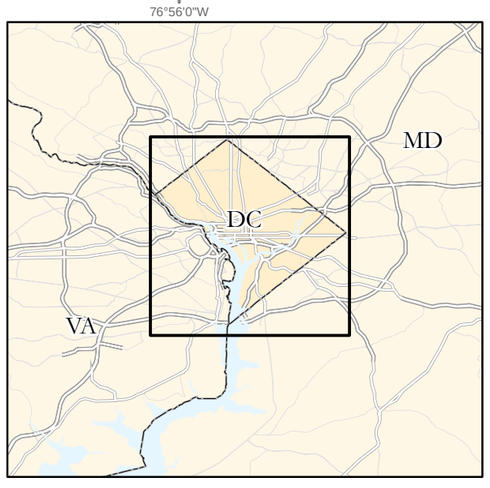
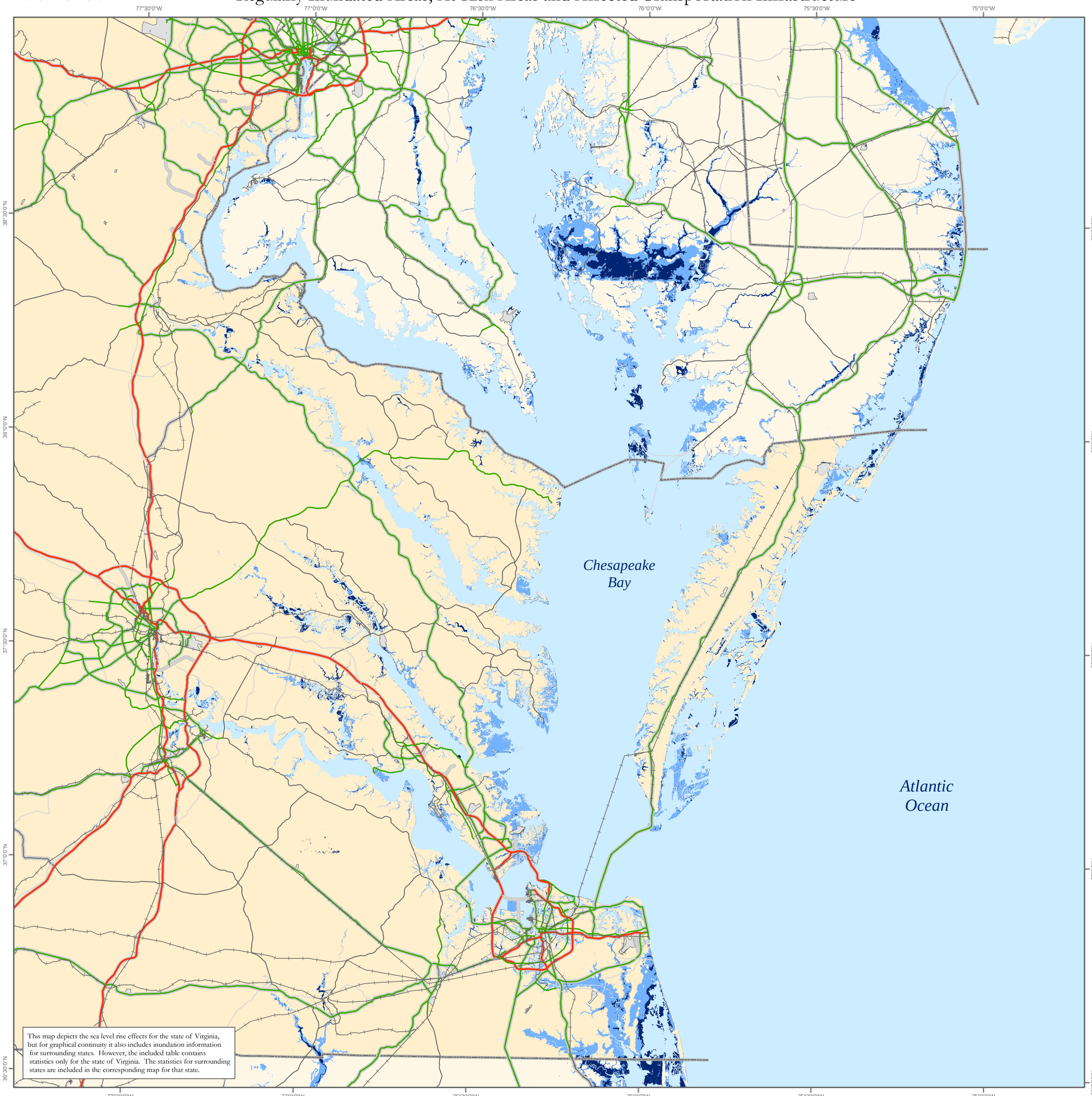


ICF20080618CJH001 - 59 cm

Eustatic Sea
Level Rise: 6 cm

State of Virginia

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	2.6	14.0
Non-Interstate Principal Arterials	2.8	42.9
Minor Arterials	0.7	6.5
National Highway System Features	4.3	52.6
Other Transportation Types (km)		
Railroads	6.6	51.1
Potentially Impacted Land Area (acres)		
Total Impacted Area	66,000	239,201
Airport Property Area	59	1,119
Airport Runway Area	3	120
Ports Property Area	85	294

Notes:
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1:690,000

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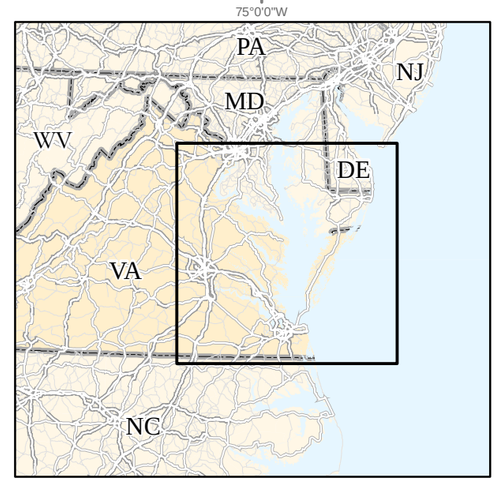
0 10 20 30 40 50 Miles

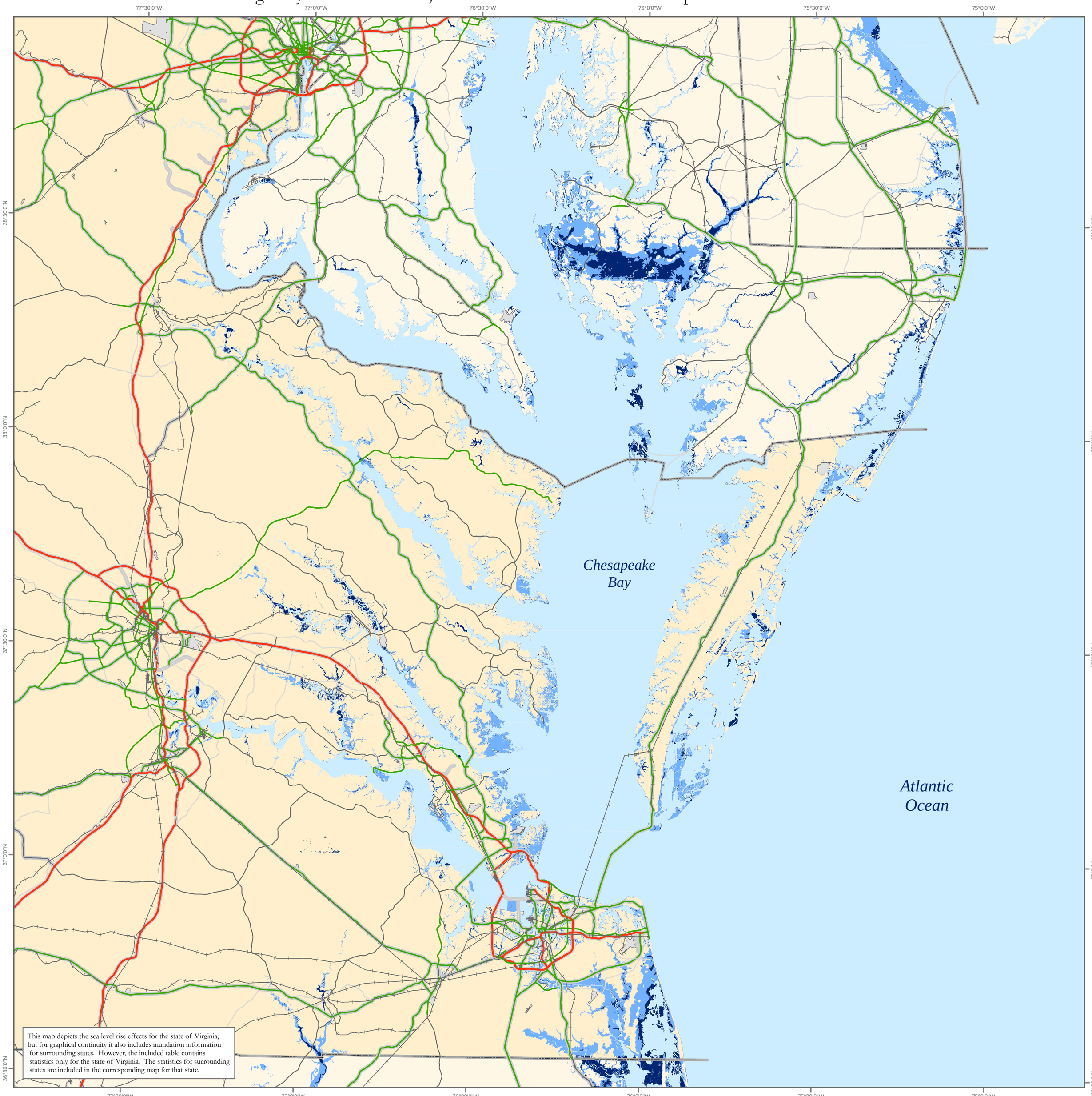


ICF20080520CJH999 - 6 cm

Eustatic Sea
Level Rise: 6.5 cm

State of Virginia

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	2.6	14.0
Non-Interstate Principal Arterials	2.9	43.1
Minor Arterials	0.7	6.5
National Highway System Features	4.4	52.8
Other Transportation Types (km)		
Railroads	6.6	51.3
Potentially Impacted Land Area (acres)		
Total Impacted Area	66,619	239,487
Airport Property Area	60	1,122
Airport Runway Area	3	120
Ports Property Area	85	295

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

***Eustatic** sea level rise refers to the change in sea level created by any volumetric increase in the oceans worldwide, primarily due to thermal expansion and ice melt.

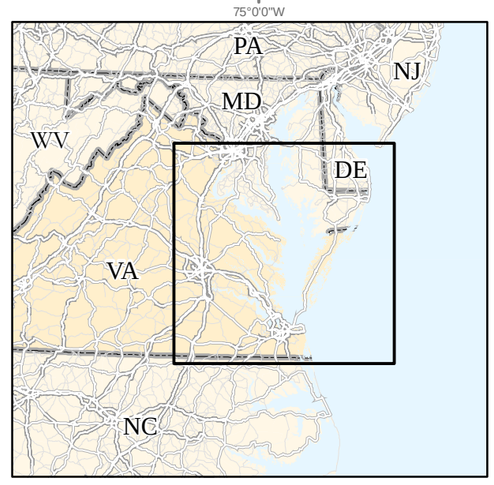
Sources:
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:690,000

0 10 20 30 40 50 Kilometers

0 10 20 30 40 50 Miles

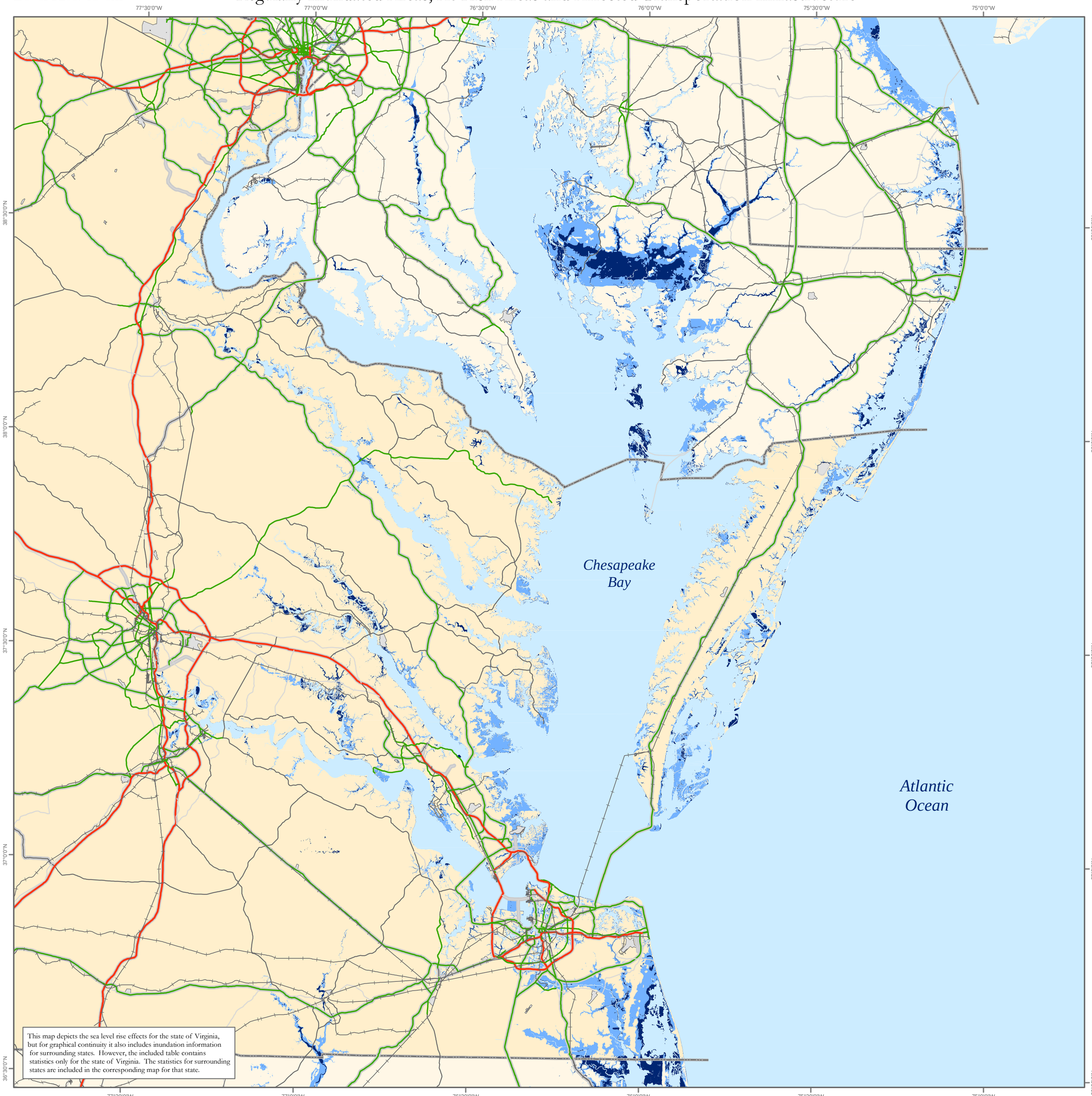


ICF20080520CJH999 - 6.5 cm

State of Virginia

Eustatic Sea
Level Rise: 13 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	2.7	15.1
Non-Interstate Principal Arterials	3.2	48.5
Minor Arterials	0.9	6.9
National Highway System Features	4.8	57.2
Other Transportation Types (km)		
Railroads	7.1	54.8
Potentially Impacted Land Area (acres)		
Total Impacted Area	72,771	247,848
Airport Property Area	68	1,165
Airport Runway Area	3	123
Ports Property Area	90	301

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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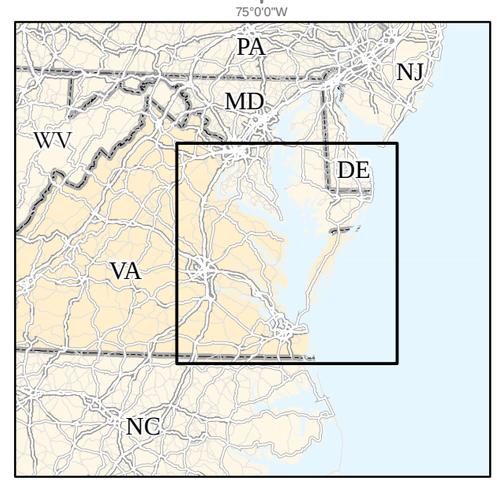
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:690,000

0 10 20 30 40 50 Kilometers

0 10 20 30 40 50 Miles

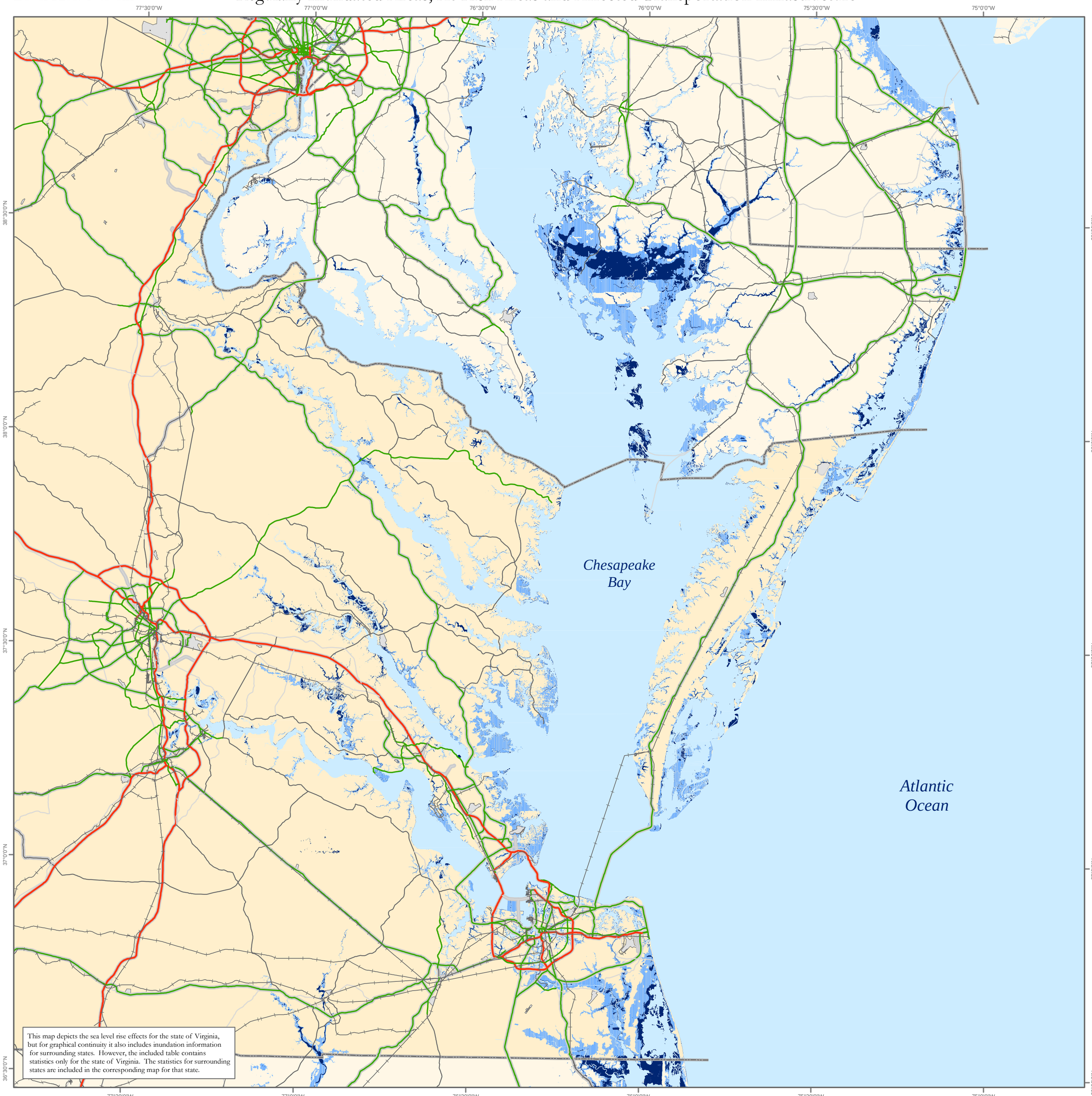


ICF20080520CJH999 - 13 cm

Eustatic Sea
Level Rise: 17.5 cm

State of Virginia

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



Regularly Inundated Area
At-Risk Area
Airport Property
Ports Property Area
Interstate Highway
Non-Interstate Principal Arterial
Minor Arterial
NHS (indicated by background)
Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	2.8	15.5
Non-Interstate Principal Arterials	3.4	50.1
Minor Arterials	0.9	7.2
National Highway System Features	5.0	58.9
Other Transportation Types (km)		
Railroads	7.3	56.2
Potentially Impacted Land Area (acres)		
Total Impacted Area	77,971	251,908
Airport Property Area	73	1,204
Airport Runway Area	4	126
Ports Property Area	94	305

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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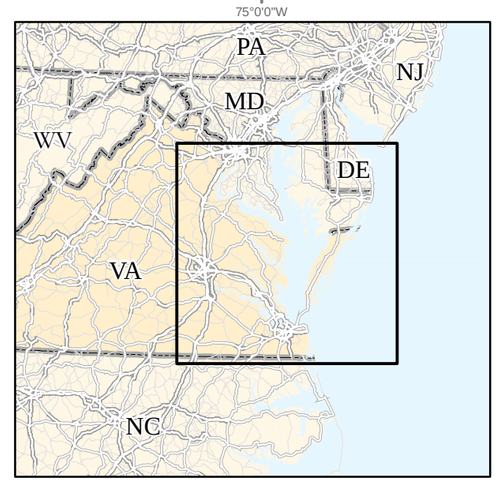
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:690,000

0 10 20 30 40 50 Kilometers

0 10 20 30 40 50 Miles

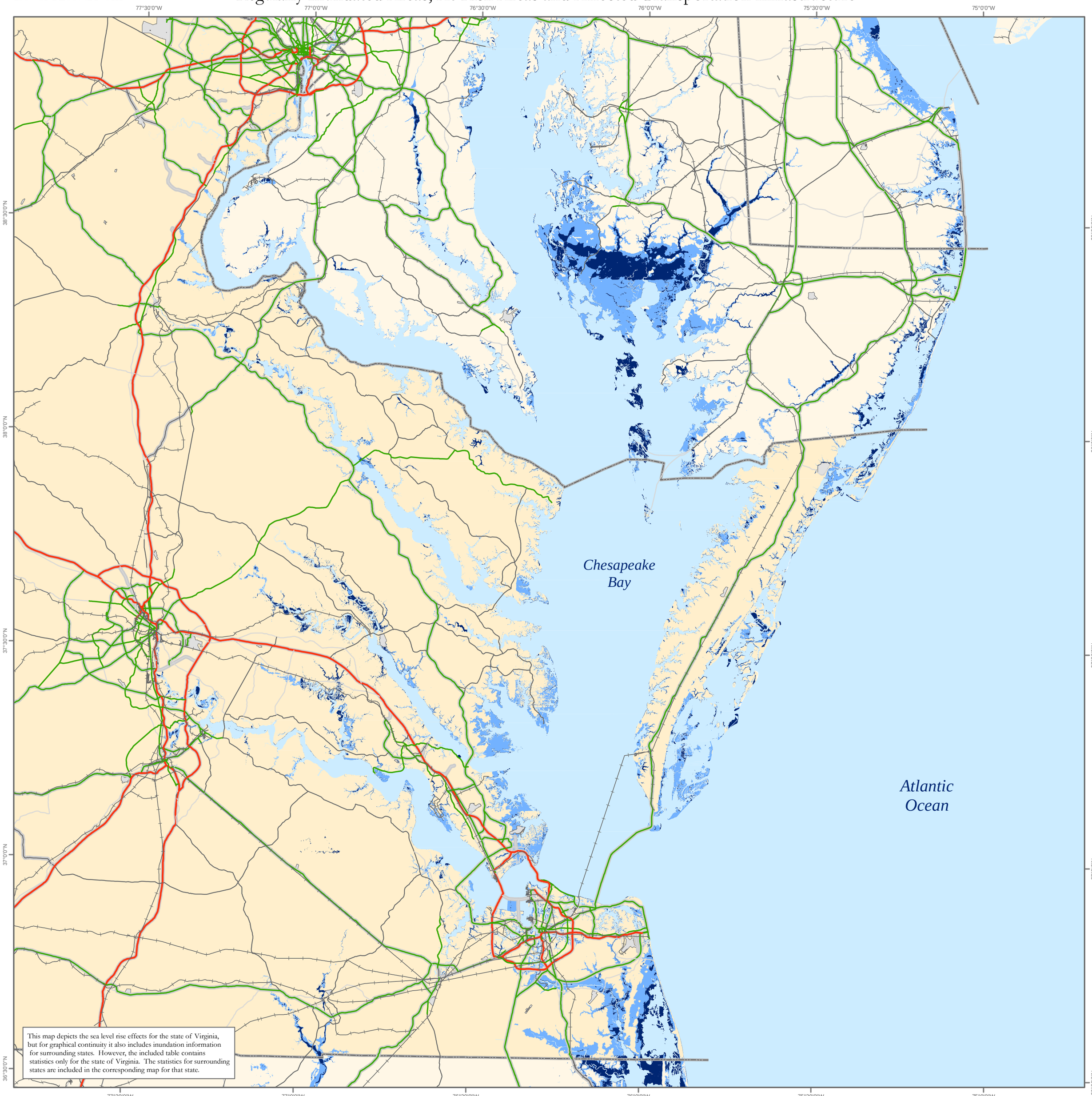


ICF20080520CJH999 - 17.5 cm

Eustatic Sea
Level Rise: 21 cm

State of Virginia

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



Regularly Inundated Area
At-Risk Area
Airport Property
Ports Property Area
Interstate Highway
Non-Interstate Principal Arterial
Minor Arterial
NHS (indicated by background)
Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	2.9	15.9
Non-Interstate Principal Arterials	3.5	51.2
Minor Arterials	1.0	7.5
National Highway System Features	5.3	60.2
Other Transportation Types (km)		
Railroads	7.6	57.5
Potentially Impacted Land Area (acres)		
Total Impacted Area	82,623	253,990
Airport Property Area	78	1,230
Airport Runway Area	4	129
Ports Property Area	97	308

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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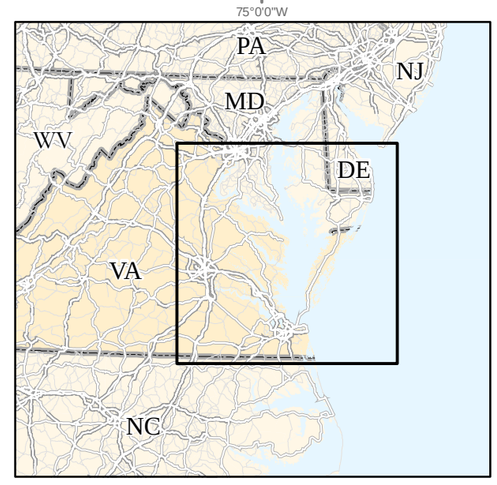
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:690,000

0 10 20 30 40 50 Kilometers

0 10 20 30 40 50 Miles

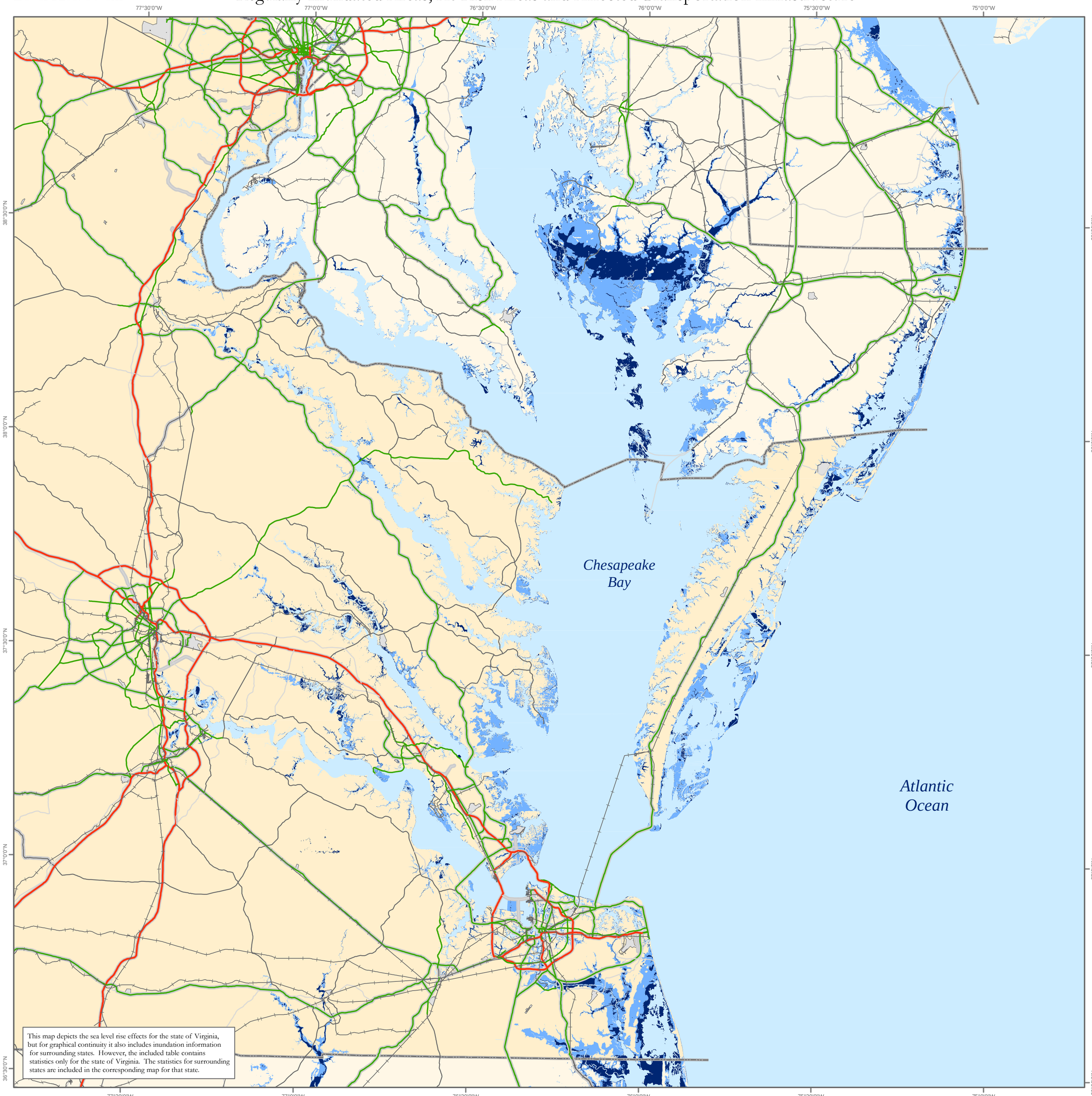


ICF20080520CJH999 - 21 cm

Eustatic Sea
Level Rise: 30 cm

State of Virginia

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	3.5	16.7
Non-Interstate Principal Arterials	8.4	51.0
Minor Arterials	1.1	8.1
National Highway System Features	10.5	59.6
Other Transportation Types (km)		
Railroads	9.0	61.1
Potentially Impacted Land Area (acres)		
Total Impacted Area	100,000	265,469
Airport Property Area	89	1,310
Airport Runway Area	5	138
Ports Property Area	114	307

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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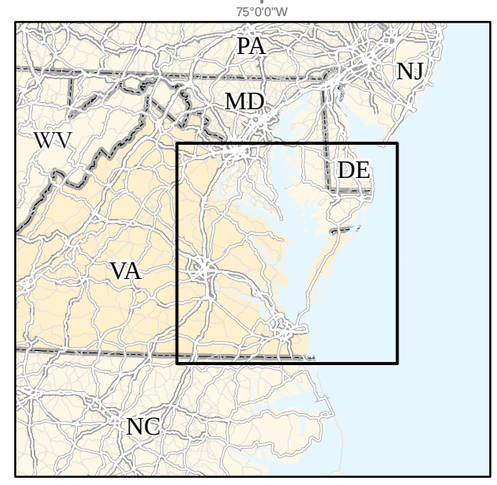
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:690,000

0 10 20 30 40 50 Kilometers

0 10 20 30 40 50 Miles

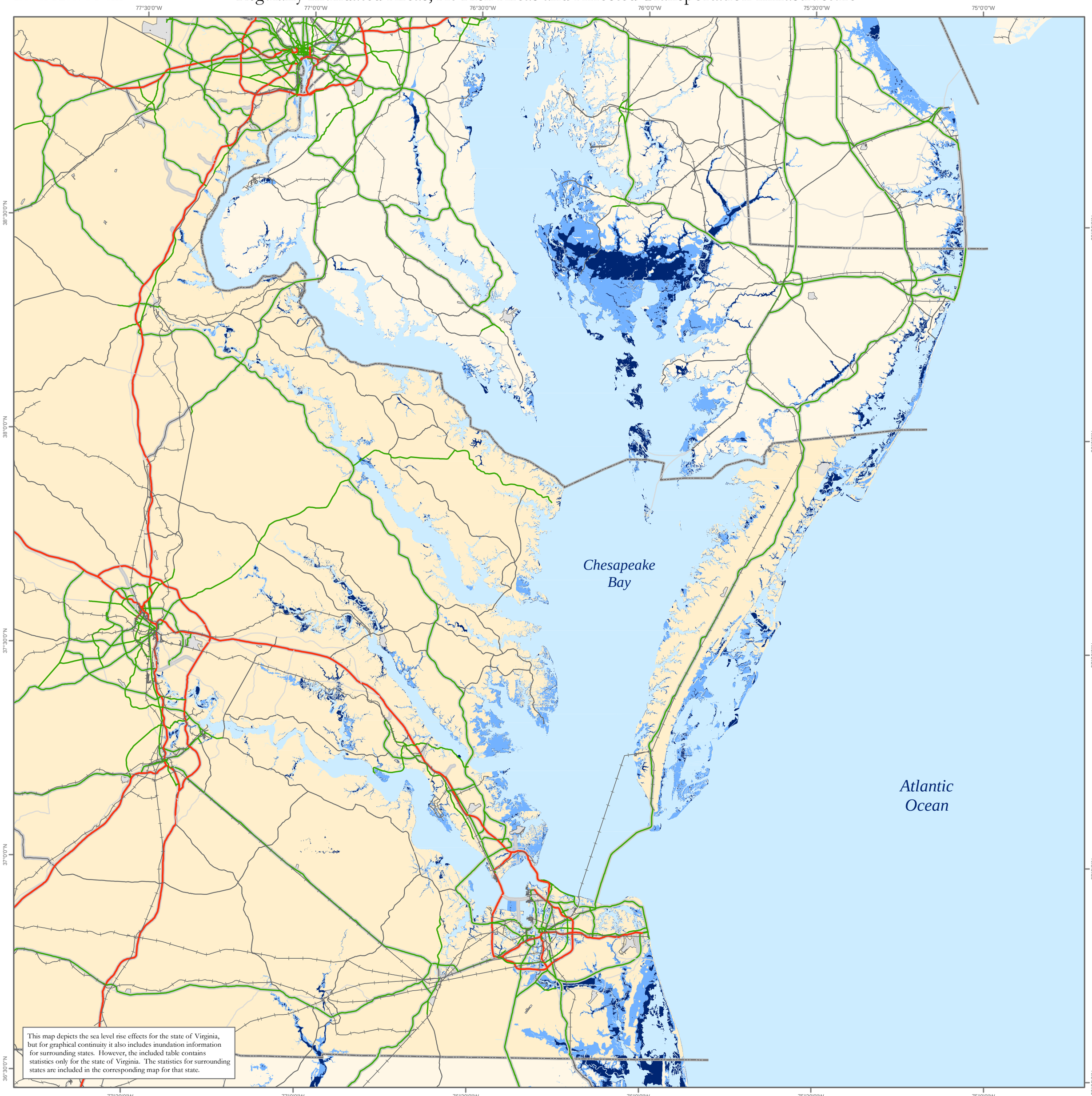


ICF20080520CJH999 - 30 cm

Eustatic Sea
Level Rise: 31 cm

State of Virginia

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	3.6	16.8
Non-Interstate Principal Arterials	8.5	51.4
Minor Arterials	1.2	8.1
National Highway System Features	10.7	60.0
Other Transportation Types (km)		
Railroads	9.0	61.7
Potentially Impacted Land Area (acres)		
Total Impacted Area	102,043	267,783
Airport Property Area	91	1,321
Airport Runway Area	5	139
Ports Property Area	116	308

Notes:
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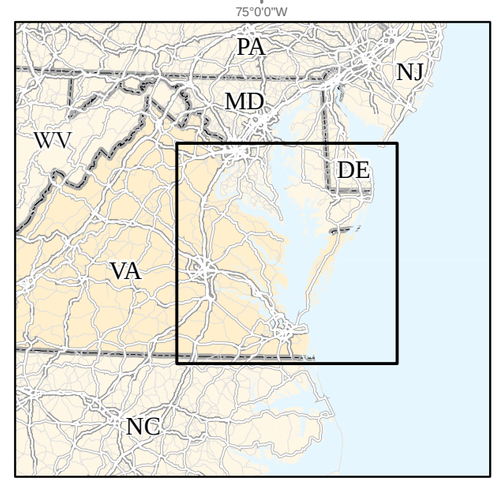
Coordinate System: UTM 18 N - North American Datum 1983

1:690,000

0 10 20 30 40 50 Kilometers

0 10 20 30 40 50 Miles

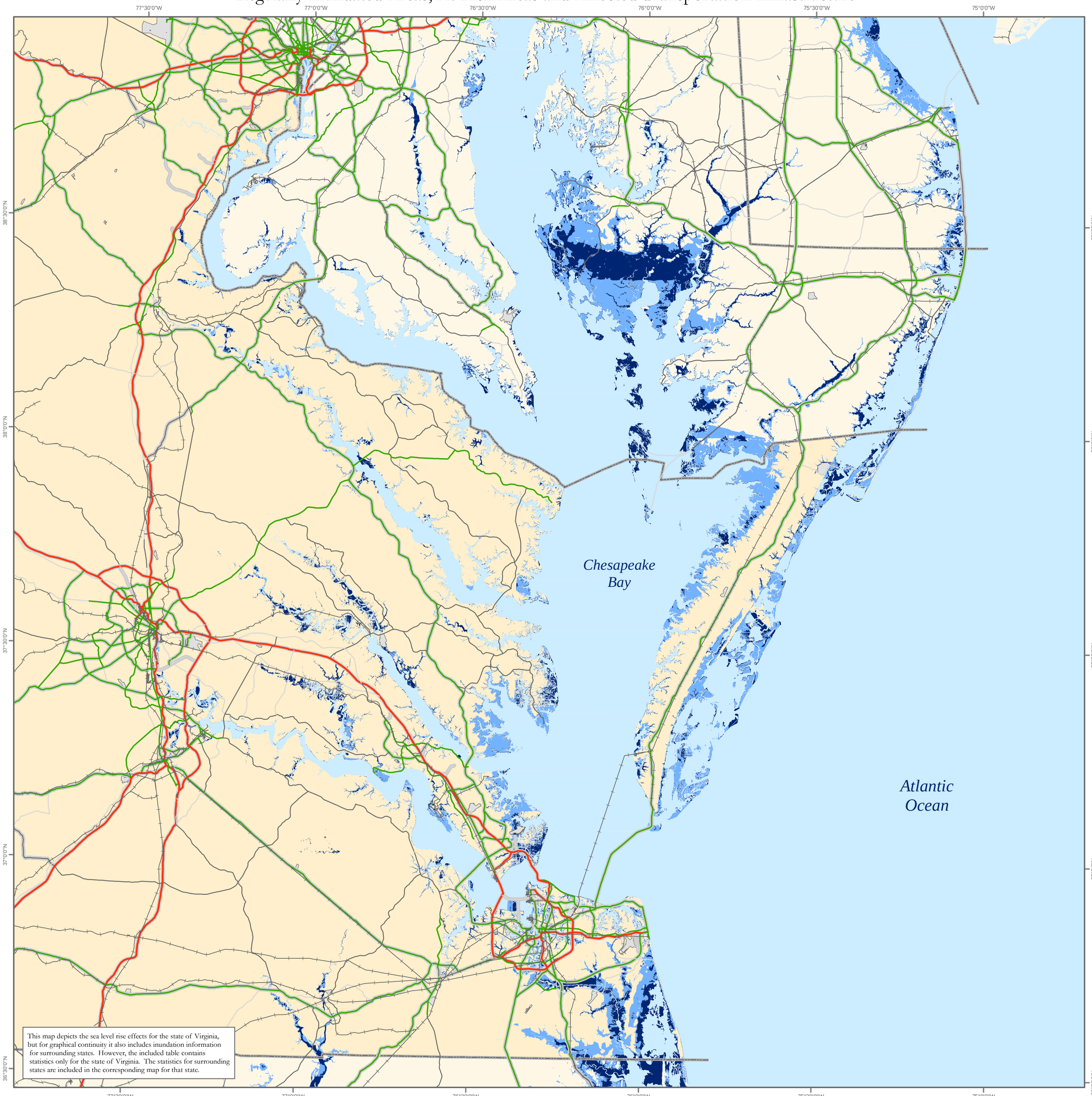


ICF20080520CJH999 - 31 cm

Eustatic Sea
Level Rise: 48.5 cm

State of Virginia

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



Regularly Inundated Area
At-Risk Area
Airport Property
Ports Property Area
Interstate Highway
Non-Interstate Principal Arterial
Minor Arterial
NHS (indicated by background)
Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	6.6	16.0
Non-Interstate Principal Arterials	11.2	57.4
Minor Arterials	1.7	8.9
National Highway System Features	19.7	60.4
Other Transportation Types (km)		
Railroads	16.9	62.0
Potentially Impacted Land Area (acres)		
Total Impacted Area	147,537	302,181
Airport Property Area	599	916
Airport Runway Area	65	89
Ports Property Area	138	316

Notes:
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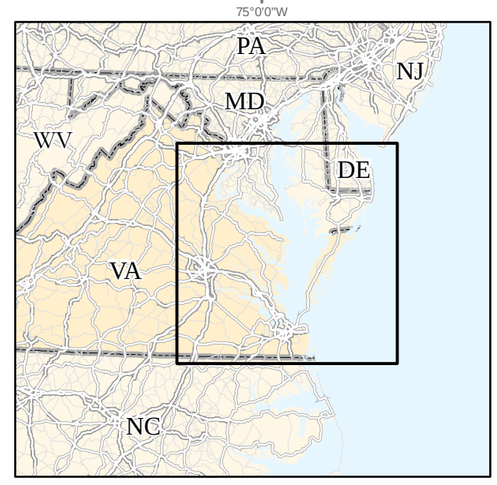
1:690,000

0 10 20 30 40 50 Kilometers

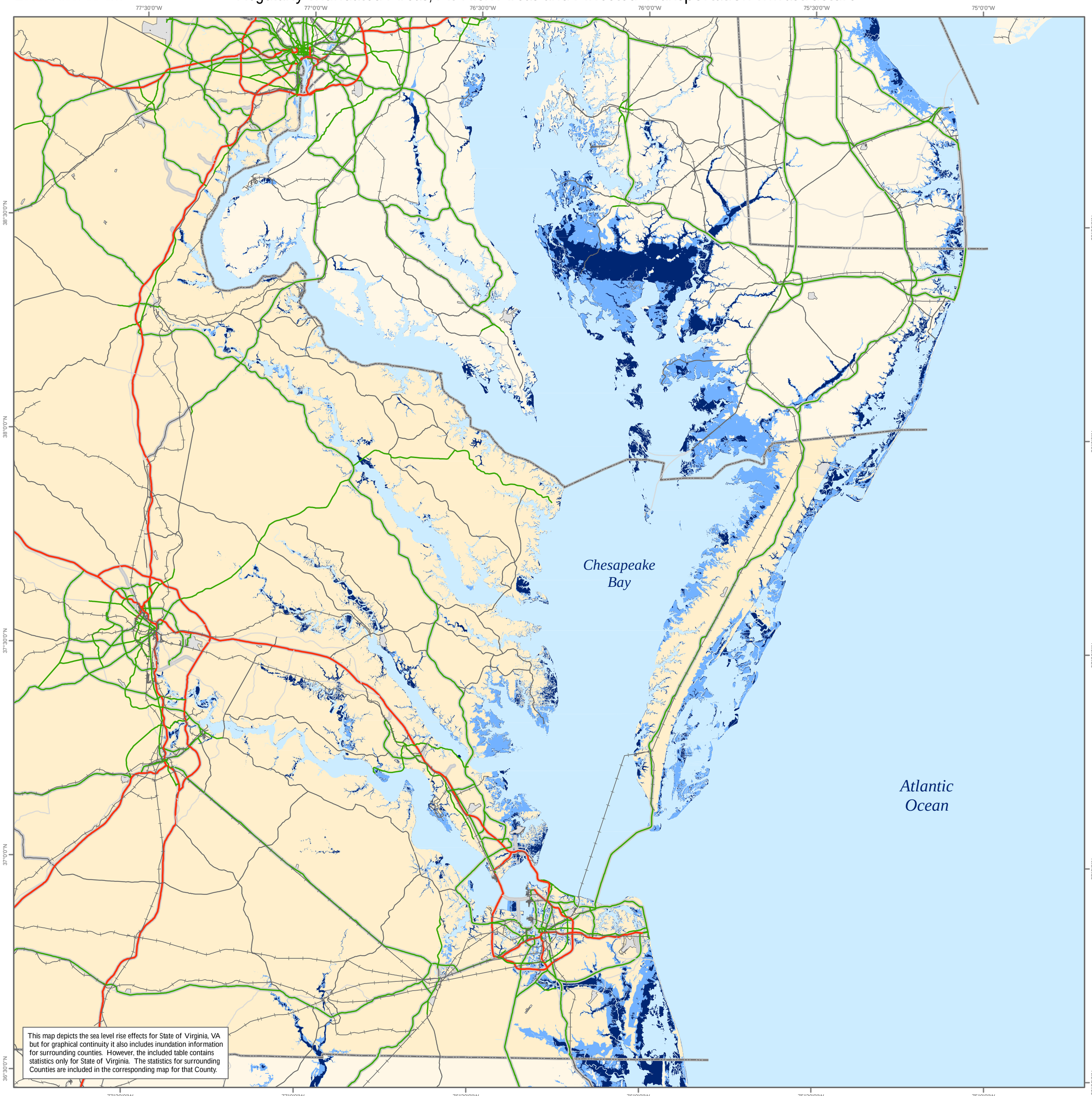
0 10 20 30 40 50 Miles



ICF20080520CJH999 - 48.5 cm

Eustatic Sea
Level Rise: 59 cm

State of Virginia
Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	7.8	16.8
Non-Interstate Principal Arterials	12.5	62.7
Minor Arterials	2.1	9.2
National Highway System Features	22.3	64.3
Other Transportation Types (km)		
Railroads	19.7	64.0
Potentially Impacted Land Area (acres)		
Total Impacted Area	169,594	298,988
Airport Property Area	684	902
Airport Runway Area	73	92
Ports Property Area	149	326

Notes:
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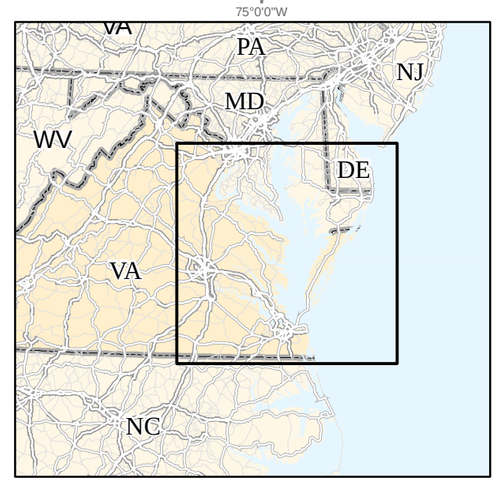
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:690,000

0 10 20 30 40 50 Kilometers

0 10 20 30 40 50 Miles

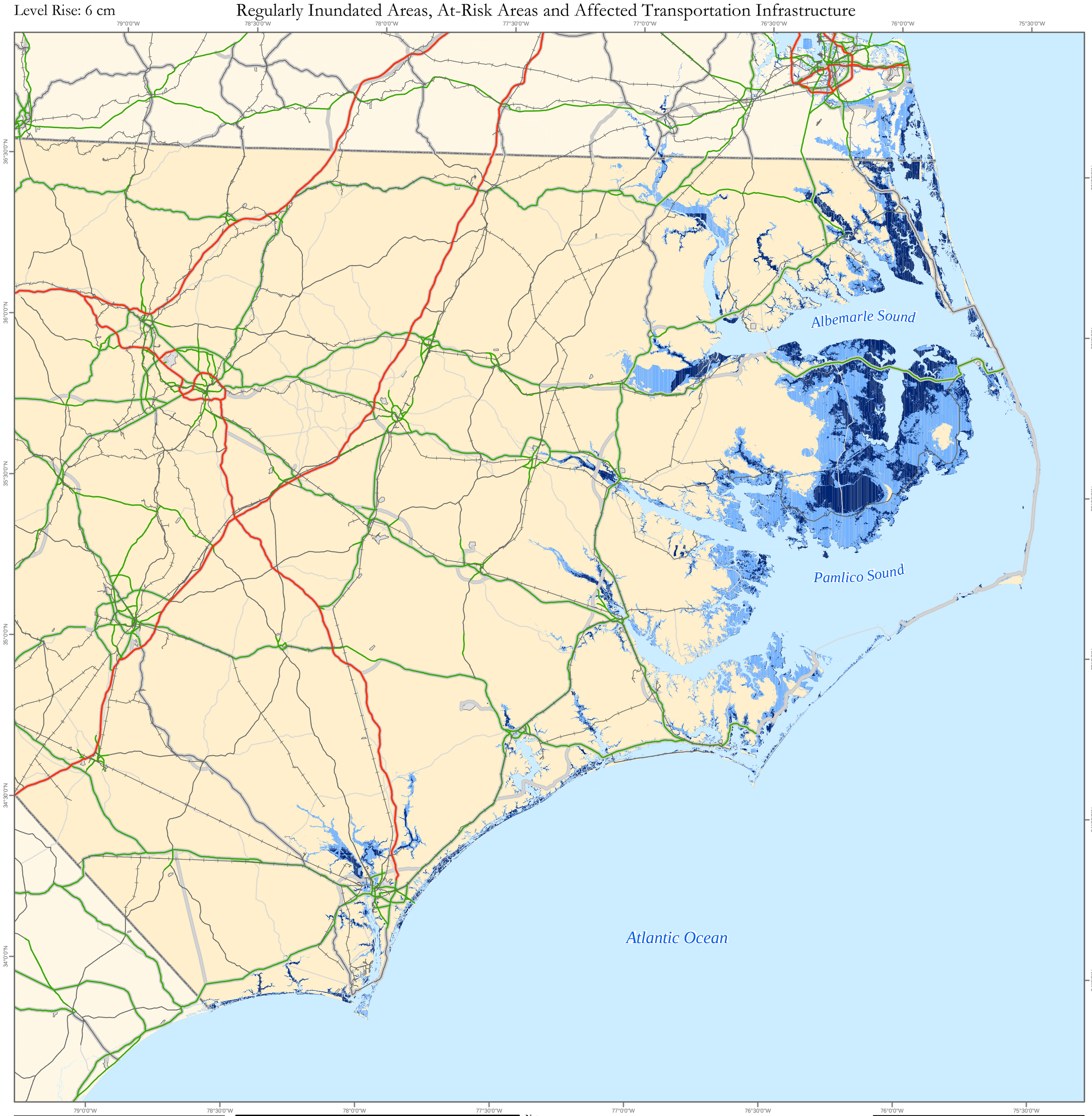


ICF20080606CJH999 - 59 cm

Eustatic Sea
Level Rise: 6 cm

State of North Carolina

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



Regularly Inundated Area
At-Risk Area
Airport Property
Ports Property Area
Interstate Highway
Non-Interstate Principal Arterial
Minor Arterial
NHS (indicated by background)
Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.1	0.6
Non-Interstate Principal Arterials	13.9	83.0
Minor Arterials	11.9	161.5
National Highway System Features	27.9	213.5
Other Transportation Types (km)		
Railroads	8.5	60.2
Potentially Impacted Land Area (acres)		
Total Impacted Area	524,321	1,043,975
Airport Property Area	94	358
Airport Runway Area	0	18
Ports Property Area	0	0

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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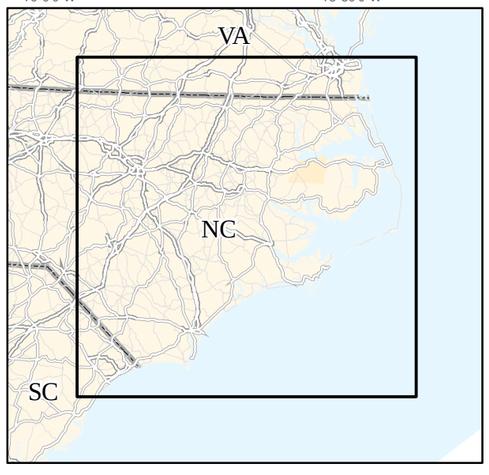
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:910,000

0 10 20 30 40 50 60 Kilometers

0 10 20 30 40 50 60 Miles

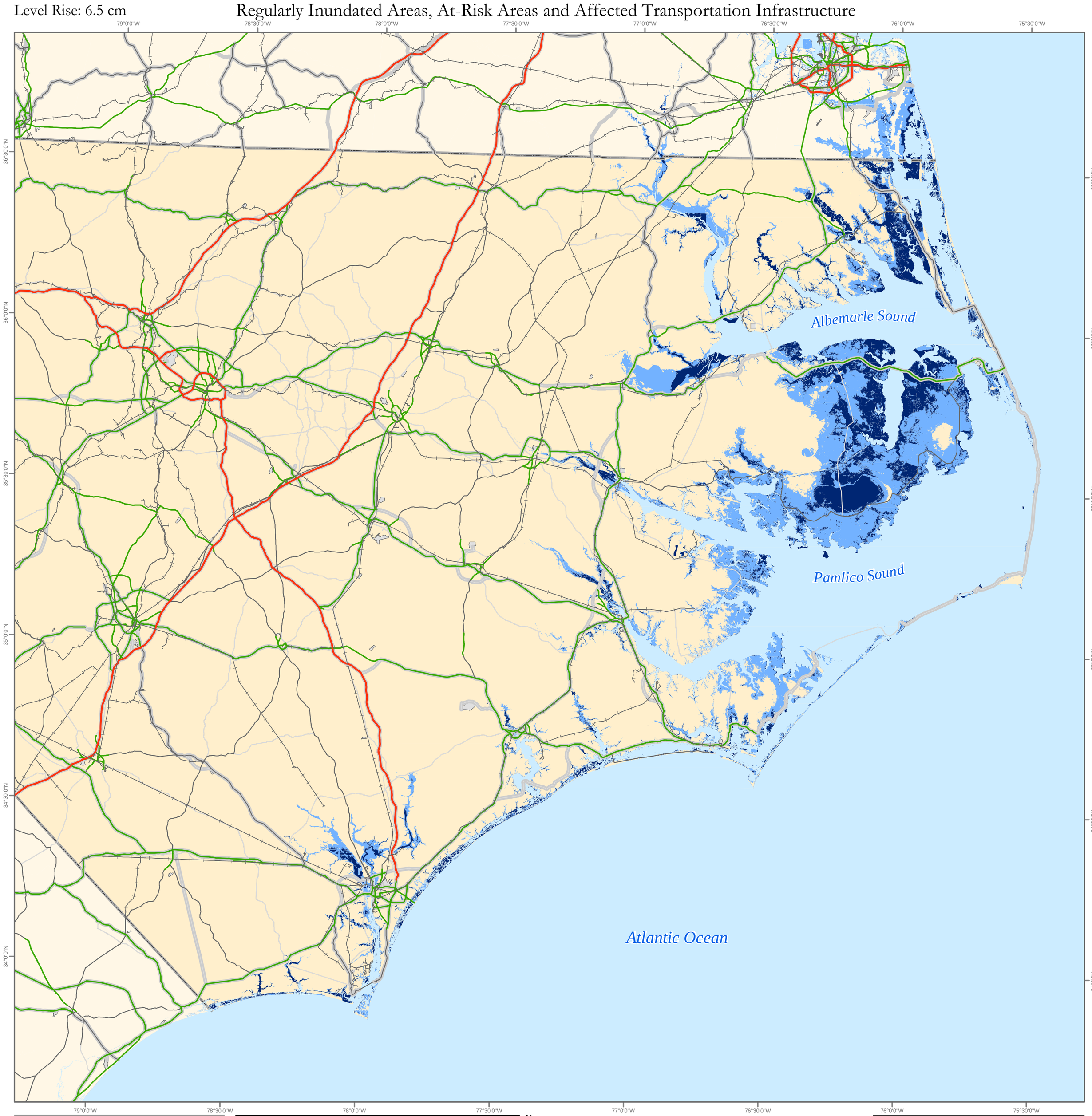


ICF20080606CJH999 - 6 cm

State of North Carolina

Eustatic Sea
Level Rise: 6.5 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.1	0.6
Non-Interstate Principal Arterials	14.3	82.9
Minor Arterials	12.5	161.4
National Highway System Features	28.5	213.6
Other Transportation Types (km)		
Railroads	8.6	60.4
Potentially Impacted Land Area (acres)		
Total Impacted Area	530,986	1,039,655
Airport Property Area	94	360
Airport Runway Area	0	19
Ports Property Area	0	0

Notes:
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Sources:
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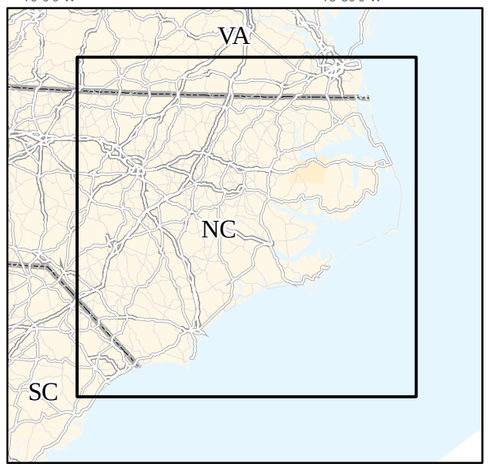
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:910,000

0 10 20 30 40 50 60 Kilometers

0 10 20 30 40 50 60 Miles

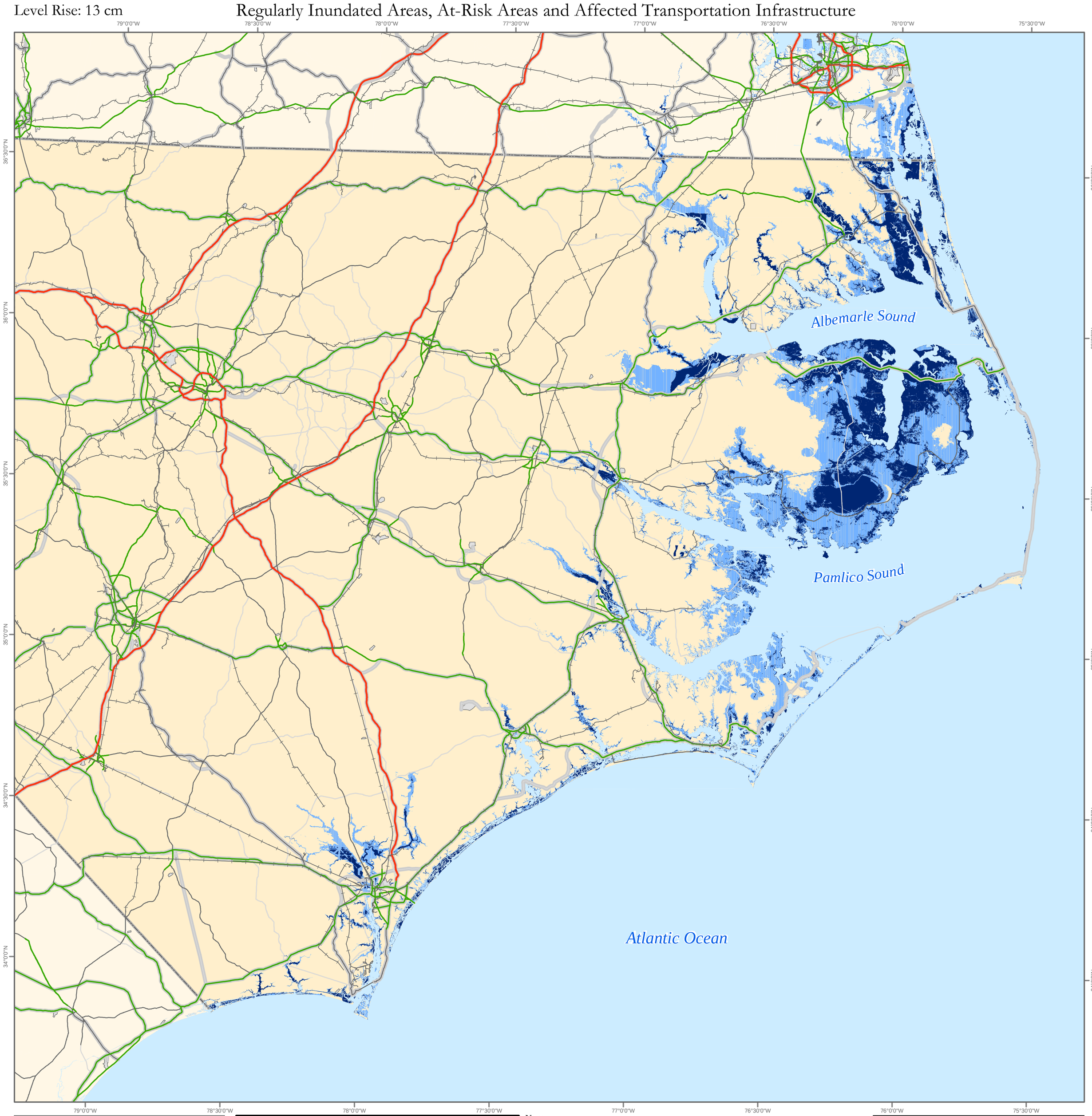


ICF20080606CJH999 - 6.5 cm

Eustatic Sea
Level Rise: 13 cm

State of North Carolina

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.1	0.6
Non-Interstate Principal Arterials	19.8	82.1
Minor Arterials	20.8	157.0
National Highway System Features	38.2	212.5
Other Transportation Types (km)		
Railroads	10.2	65.1
Potentially Impacted Land Area (acres)		
Total Impacted Area	618,577	983,717
Airport Property Area	106	392
Airport Runway Area	0	22
Ports Property Area	0	0

Notes:
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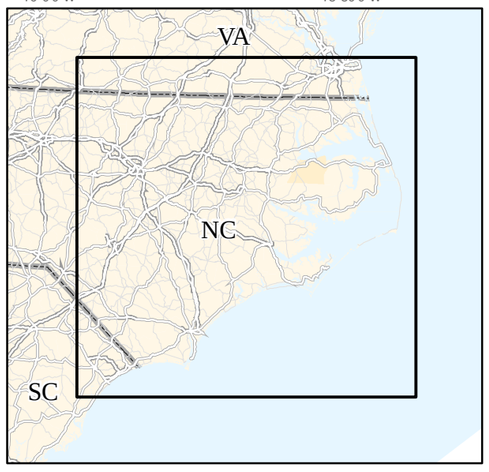
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:910,000

0 10 20 30 40 50 60 Kilometers

0 10 20 30 40 50 60 Miles

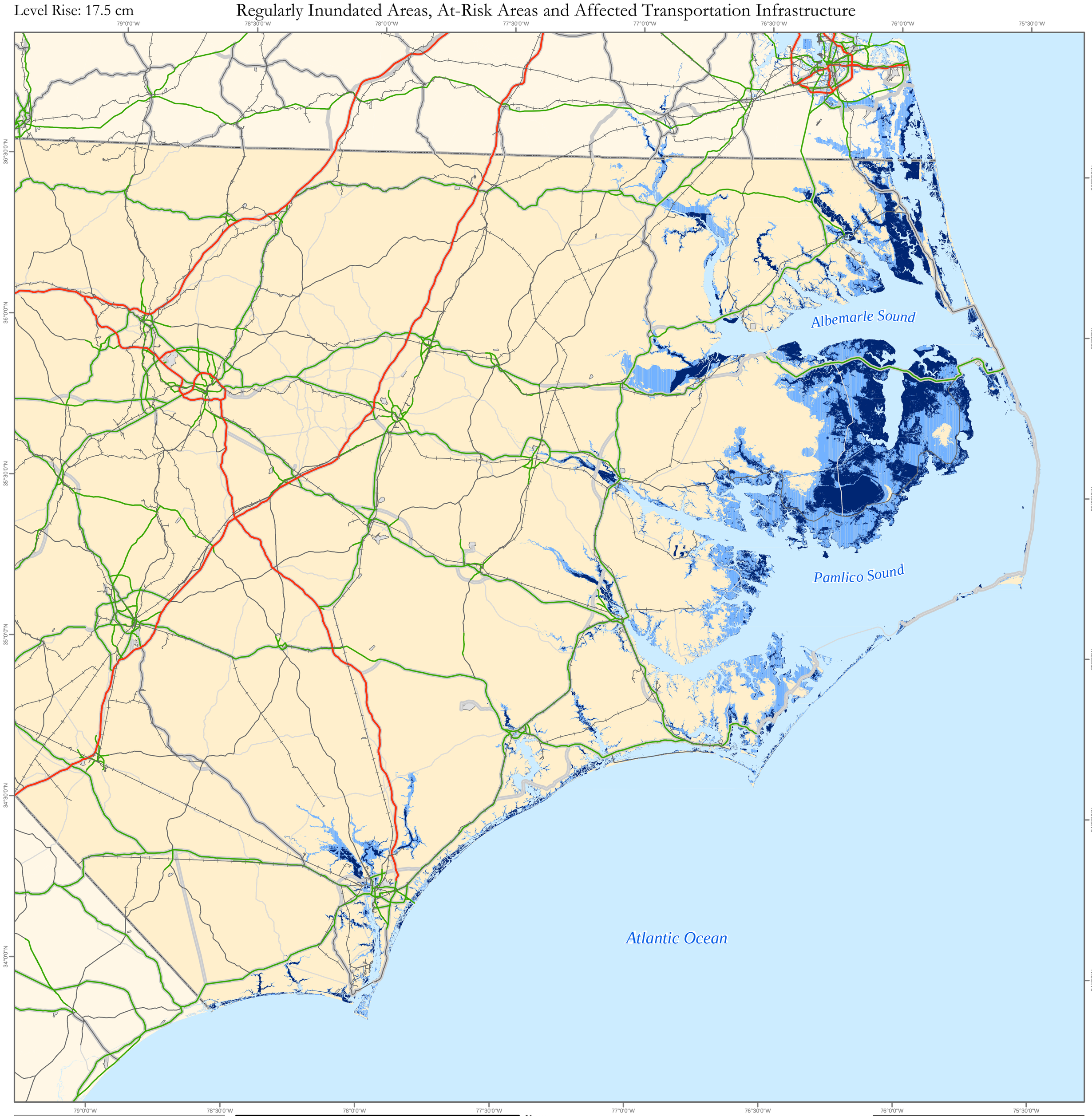


ICF20080606CJH999 - 13 cm

Eustatic Sea
Level Rise: 17.5 cm

State of North Carolina

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.1	0.6
Non-Interstate Principal Arterials	24.8	80.7
Minor Arterials	27.9	152.5
National Highway System Features	46.8	210.2
Other Transportation Types (km)		
Railroads	11.3	66.8
Potentially Impacted Land Area (acres)		
Total Impacted Area	678,938	945,874
Airport Property Area	114	418
Airport Runway Area	0	25
Ports Property Area	0	0

Notes:
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Airport Property and Runways - Tele Atlas.

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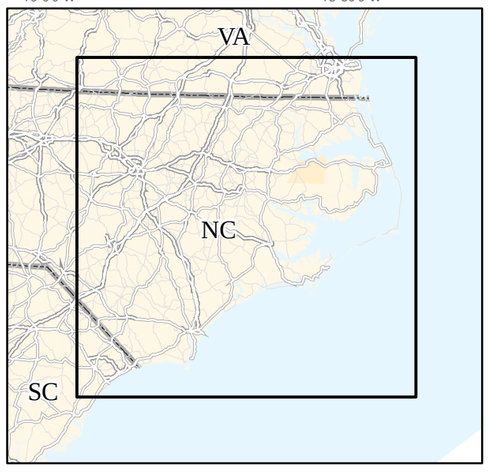
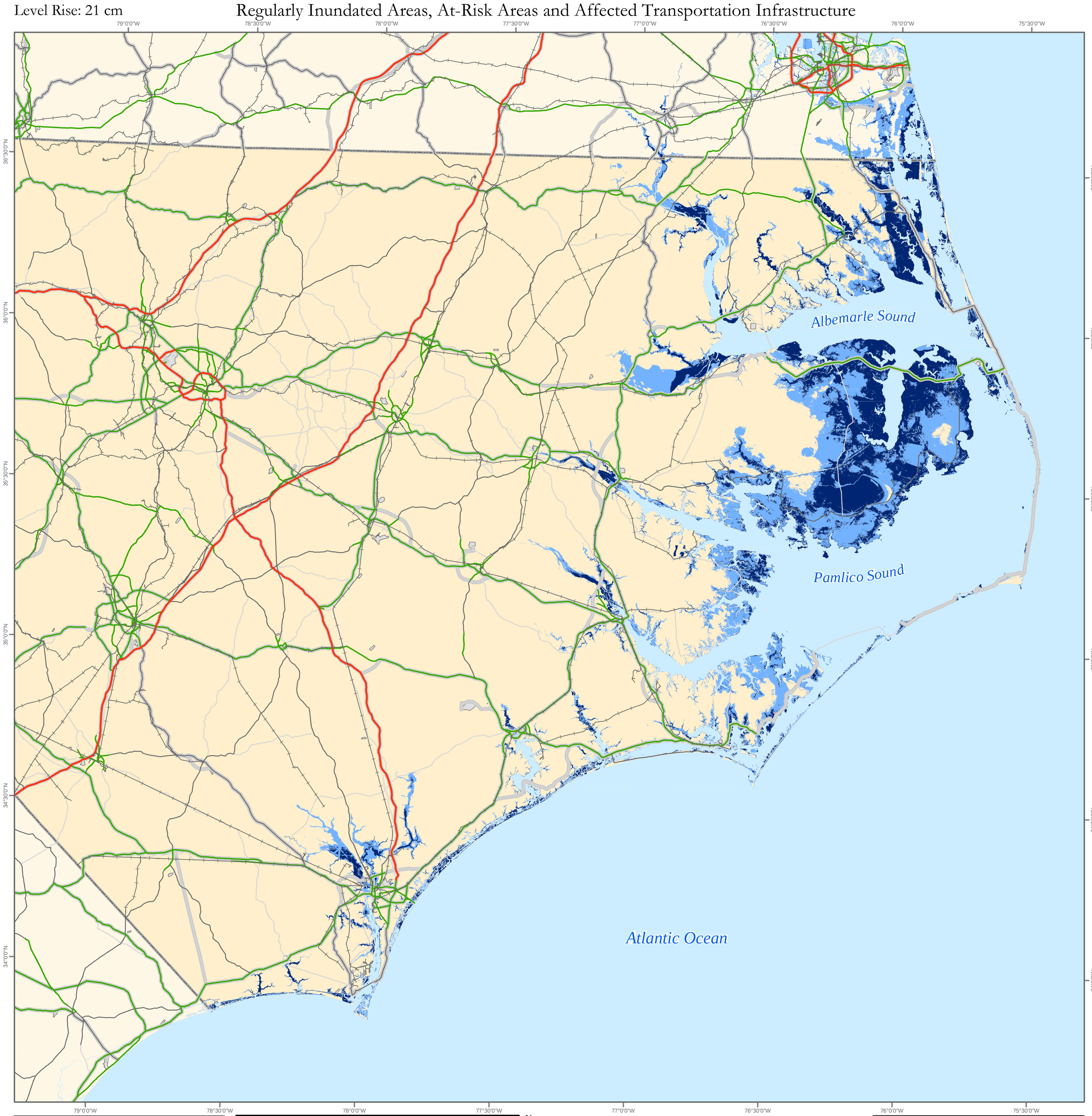


ICF20080606CJH999 - 17.5 cm

Eustatic Sea
Level Rise: 21 cm

State of North Carolina

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.1	0.6
Non-Interstate Principal Arterials	28.0	80.1
Minor Arterials	34.5	147.9
National Highway System Features	53.7	208.3
Other Transportation Types (km)		
Railroads	12.1	68.2
Potentially Impacted Land Area (acres)		
Total Impacted Area	730,233	914,004
Airport Property Area	122	439
Airport Runway Area	0	27
Ports Property Area	0	0

Notes:
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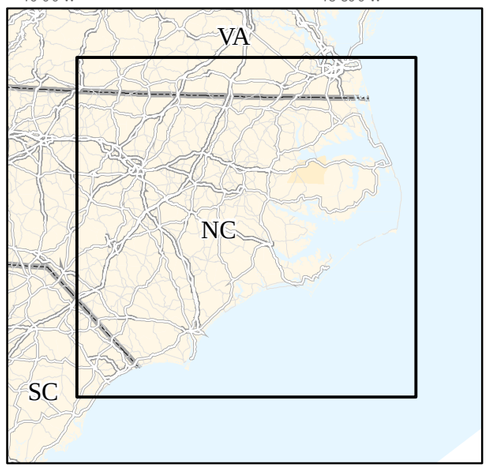
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:910,000

0 10 20 30 40 50 60 Kilometers

0 10 20 30 40 50 60 Miles

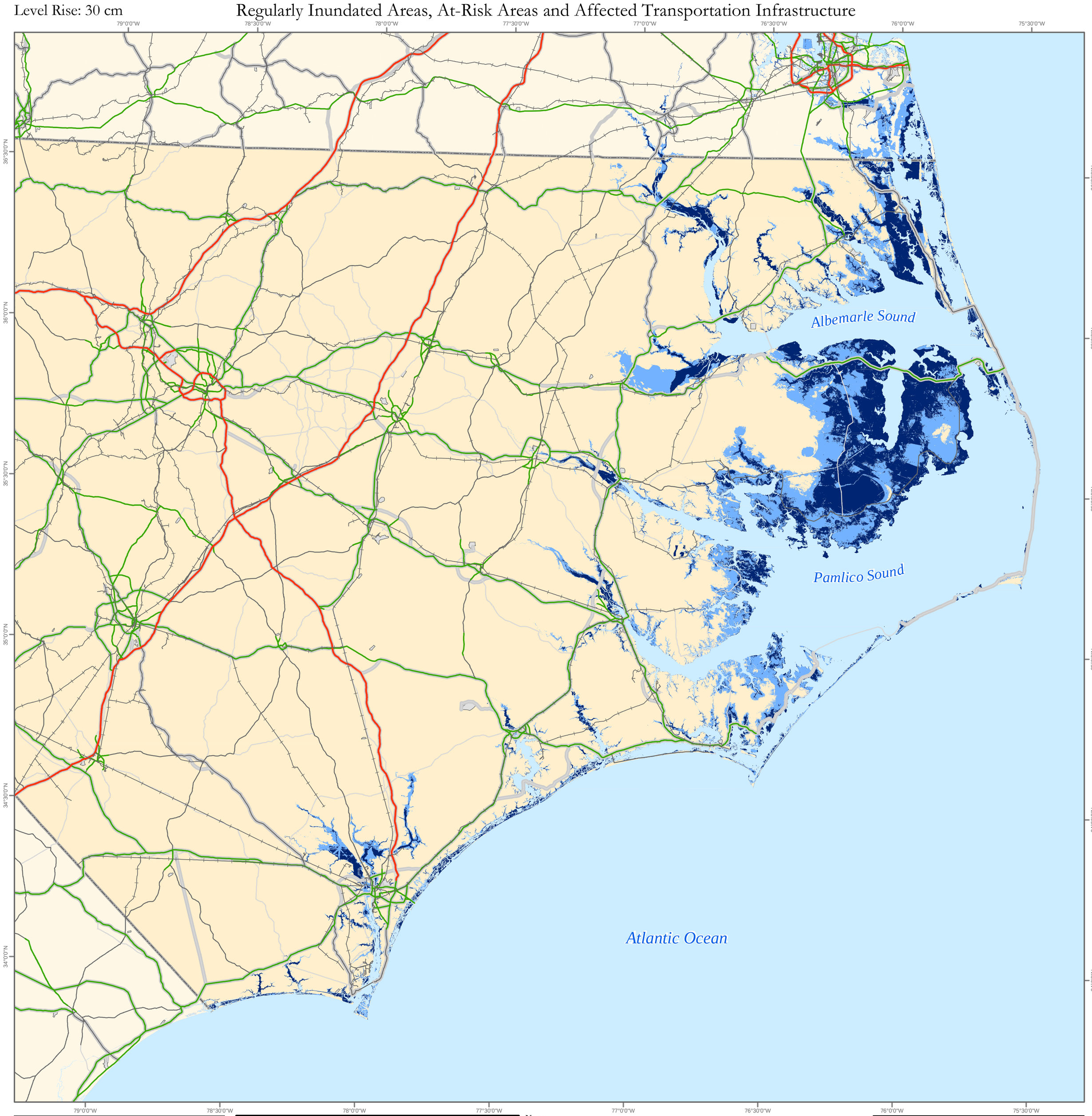


ICF20080606CJH999 - 21 cm

Eustatic Sea
Level Rise: 30 cm

State of North Carolina

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



Regularly Inundated Area
At-Risk Area
Airport Property
Ports Property Area
Interstate Highway
Non-Interstate Principal Arterial
Minor Arterial
NHS (indicated by background)
Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.2	0.5
Non-Interstate Principal Arterials	37.5	76.1
Minor Arterials	54.7	133.1
National Highway System Features	74.3	199.1
Other Transportation Types (km)		
Railroads	17.0	68.9
Potentially Impacted Land Area (acres)		
Total Impacted Area	857,746	833,030
Airport Property Area	147	500
Airport Runway Area	0	32
Ports Property Area	0	0

Notes:
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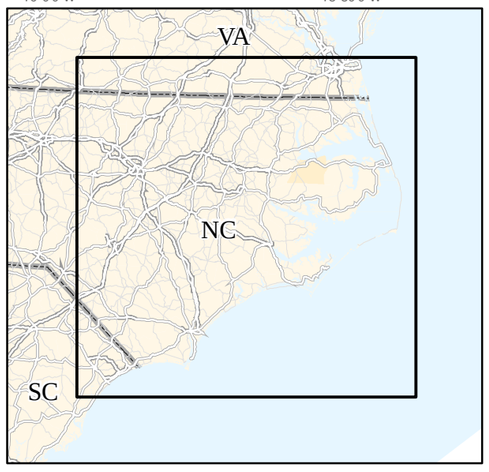
1:910,000

0 10 20 30 40 50 60 Kilometers

0 10 20 30 40 50 60 Miles

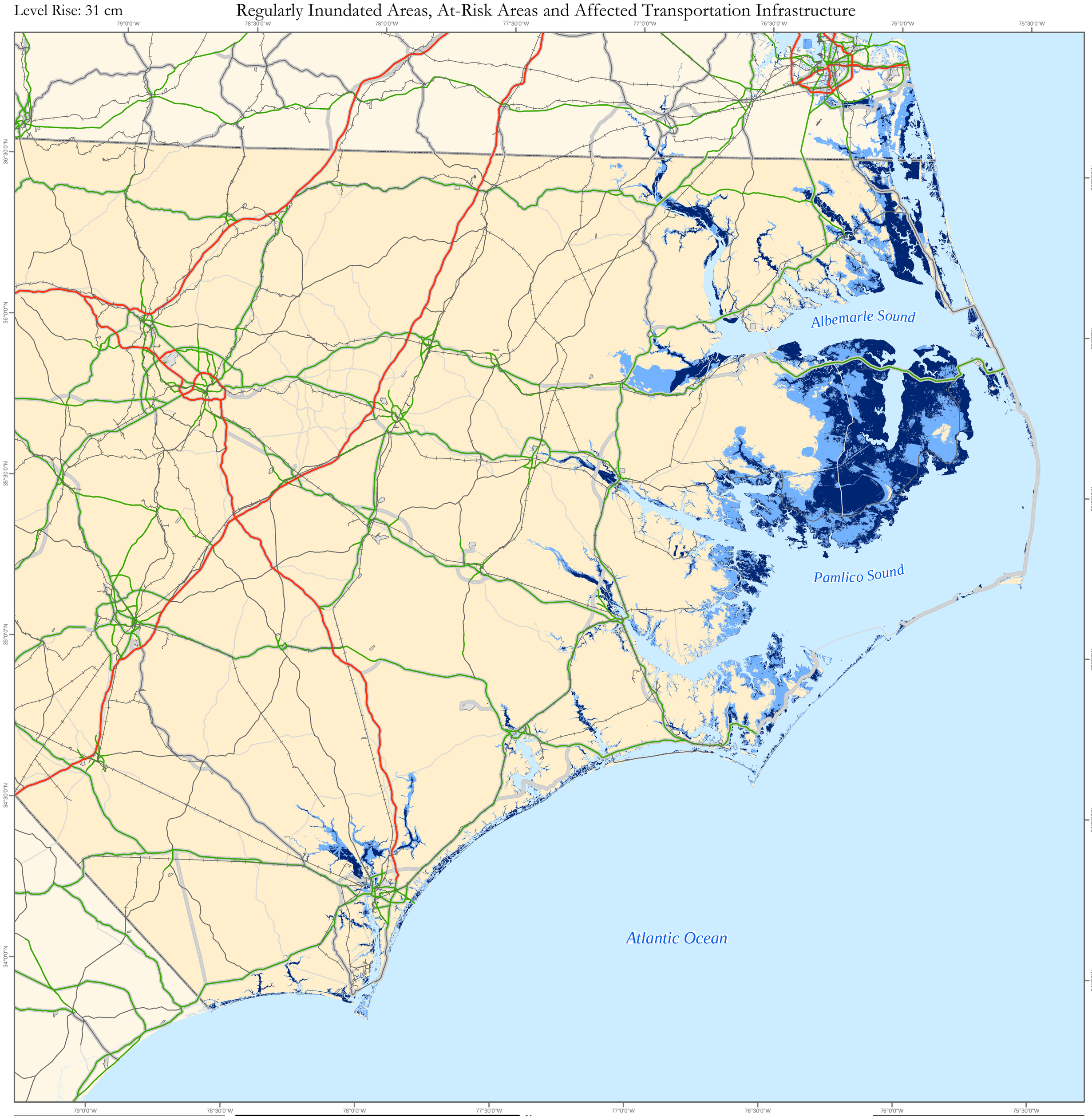


ICF20080606CJH999 - 30 cm

State of North Carolina

Eustatic Sea
Level Rise: 31 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.2	0.5
Non-Interstate Principal Arterials	38.5	75.8
Minor Arterials	56.7	131.7
National Highway System Features	76.7	198.0
Other Transportation Types (km)		
Railroads	17.4	69.2
Potentially Impacted Land Area (acres)		
Total Impacted Area	869,277	826,503
Airport Property Area	151	508
Airport Runway Area	0	33
Ports Property Area	0	0

Notes:
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1:910,000

0 10 20 30 40 50 60 Kilometers

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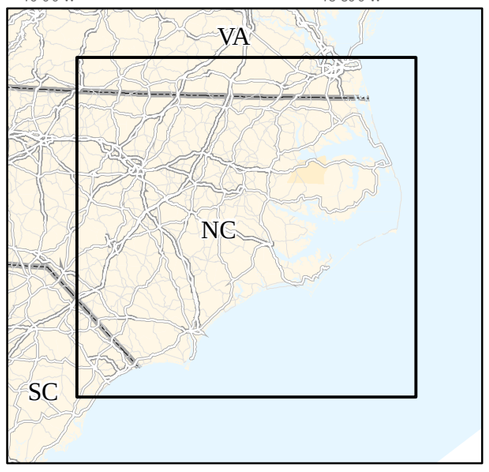
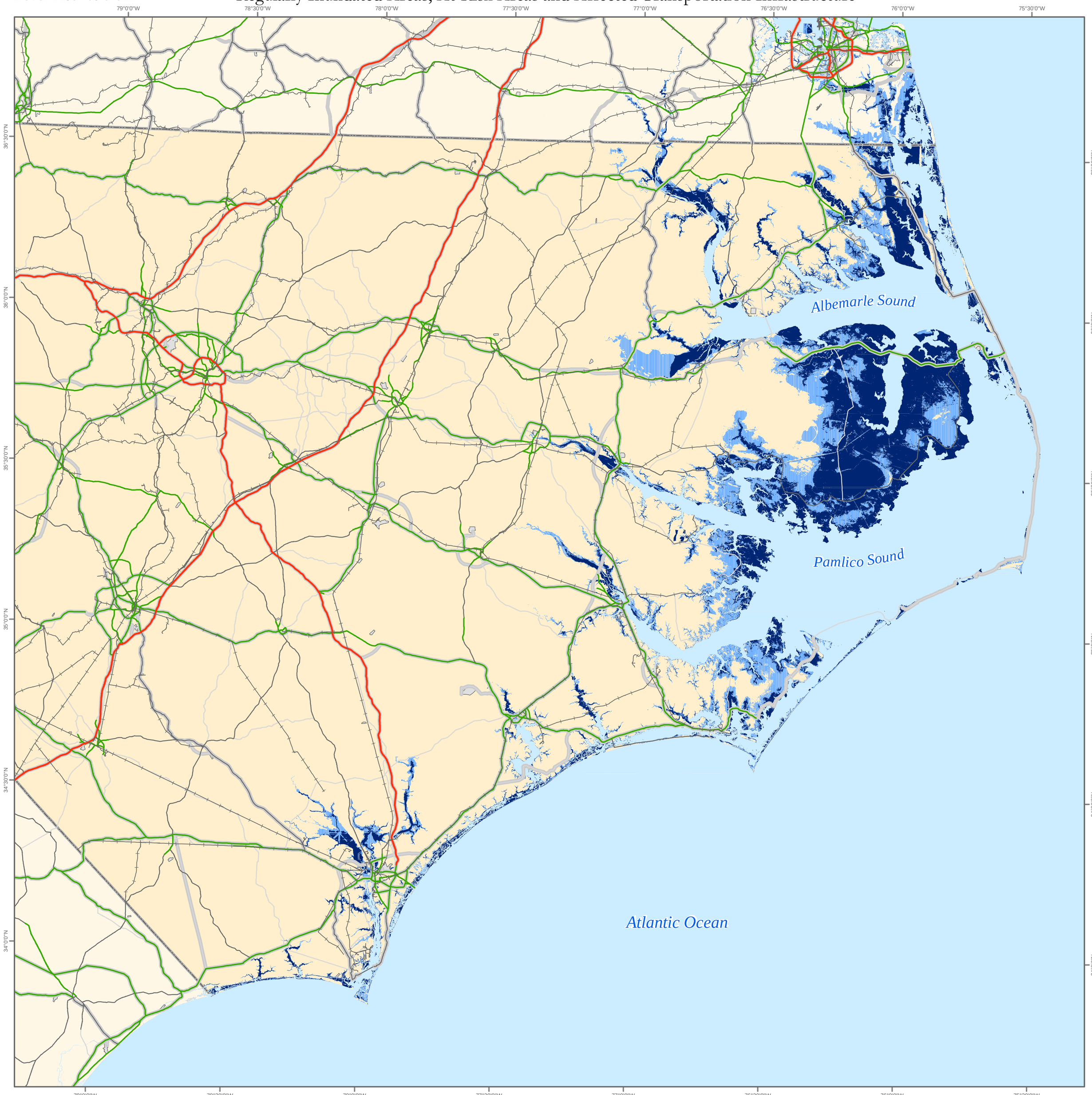


ICF20080606CJH999 - 31 cm

Eustatic Sea
Level Rise: 48.5 cm

State of North Carolina

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.2	0.6
Non-Interstate Principal Arterials	51.6	73.1
Minor Arterials	80.2	120.9
National Highway System Features	113.4	181.3
Other Transportation Types (km)		
Railroads	24.2	72.9
Potentially Impacted Land Area (acres)		
Total Impacted Area	1,047,536	736,193
Airport Property Area	219	690
Airport Runway Area	1	52
Ports Property Area	0	0

Notes:
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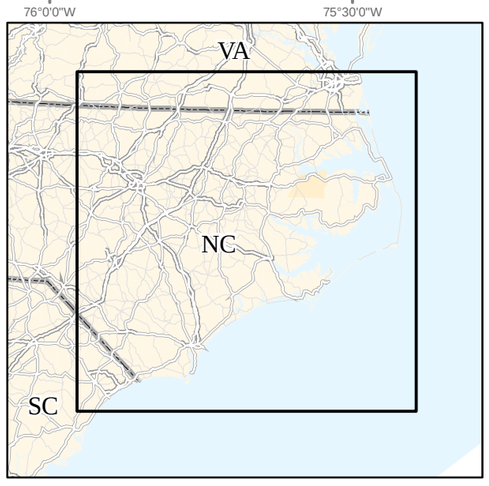
1:910,000

0 10 20 30 40 50 60 Kilometers

0 10 20 30 40 50 60 Miles

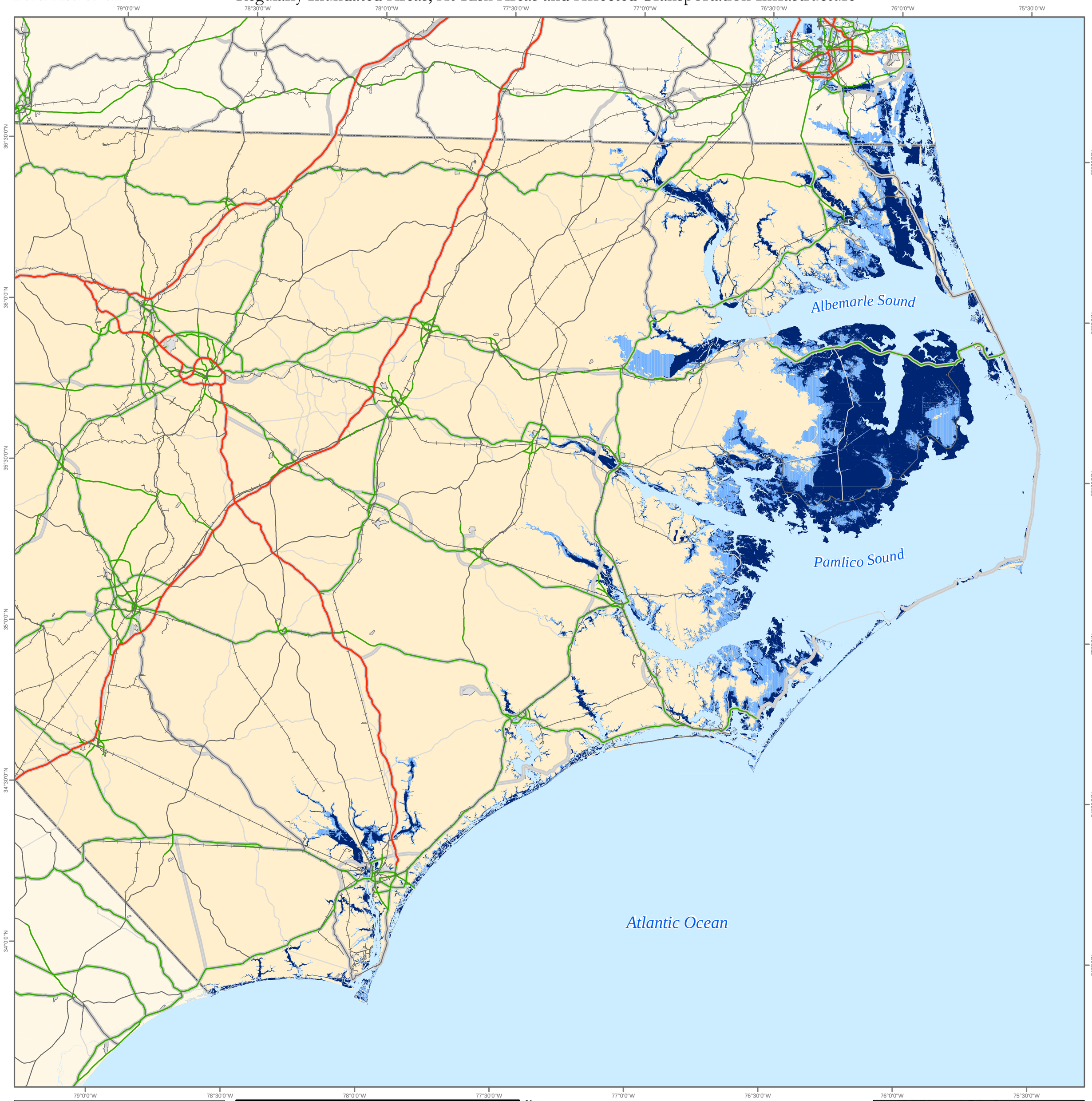


ICF20080606CJH999 - 48.5 cm

State of North Carolina

Eustatic Sea
Level Rise: 59 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	0.3	0.5
Non-Interstate Principal Arterials	59.5	70.7
Minor Arterials	93.7	115.3
National Highway System Features	134.7	170.7
Other Transportation Types (km)		
Railroads	28.9	76.6
Potentially Impacted Land Area (acres)		
Total Impacted Area	1,144,709	691,357
Airport Property Area	257	816
Airport Runway Area	2	65
Ports Property Area	54	163

Notes:
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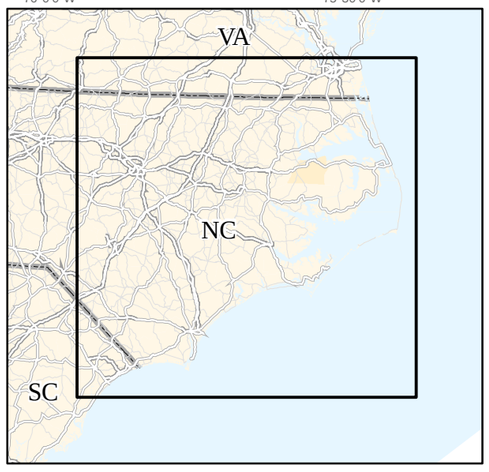
1:910,000

0 10 20 30 40 50 Kilometers

0 10 20 30 40 50 60 Miles

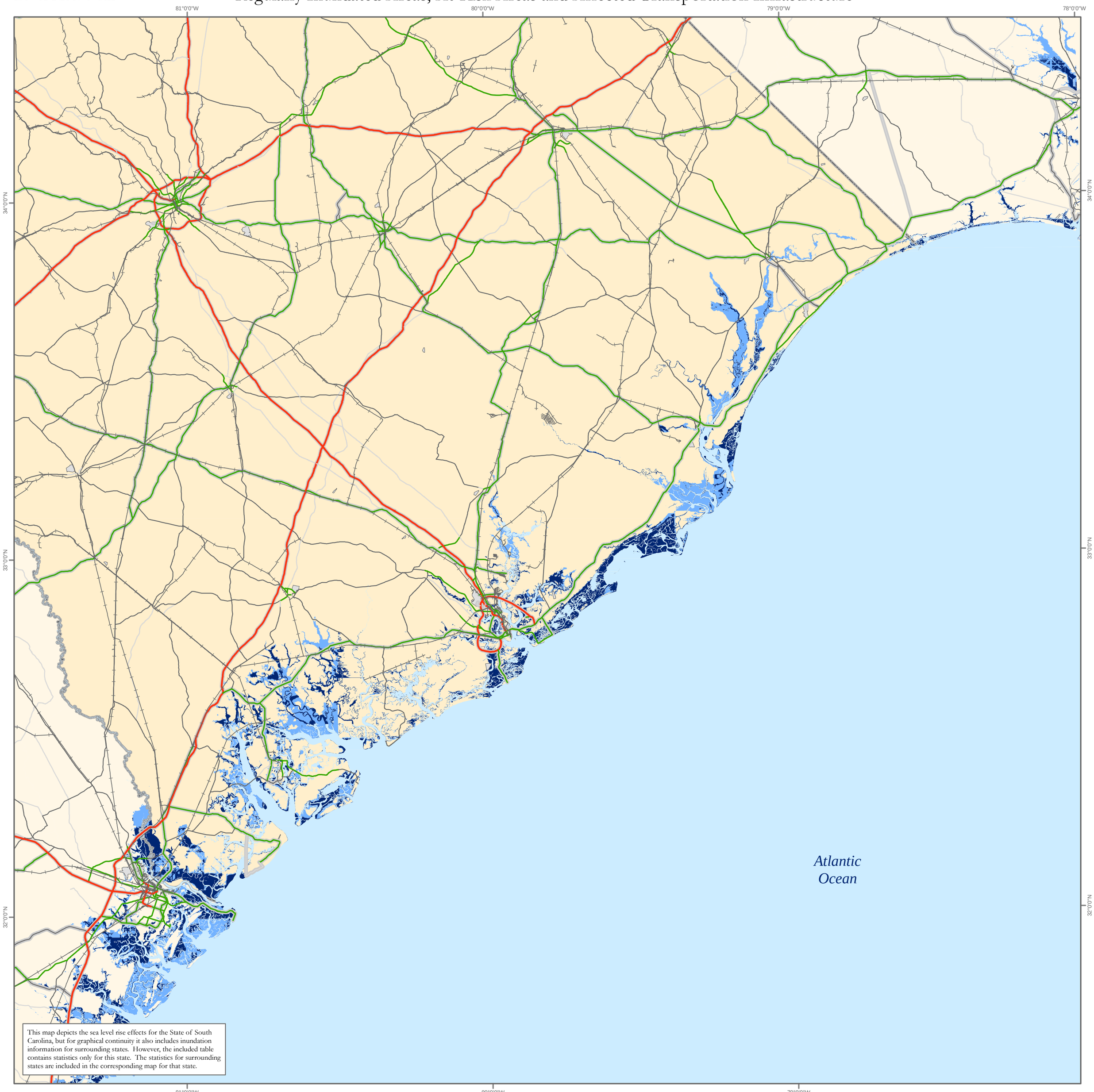


ICF20080606CJH999 - 59 cm

Eustatic Sea
Level Rise: 6 cm

State of South Carolina

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts the sea level rise effects for the State of South Carolina, but for graphical continuity it also includes inundation information for surrounding states. However, the included table contains statistics only for this state. The statistics for surrounding states are included in the corresponding map for that state.

- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	12.7	4.4
Non-Interstate Principal Arterials	17.4	26.2
Minor Arterials	5.9	17.5
National Highway System Features	28.6	28.1
Other Transportation Types (km)		
Railroads	13.3	25.2
Potentially Impacted Land Area (acres)		
Total Impacted Area	241,776	245,457
Airport Property Area	144	31
Airport Runway Area	10	2
Ports Property Area	81	138

Notes:
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Rails - Federal Railroad Administration.
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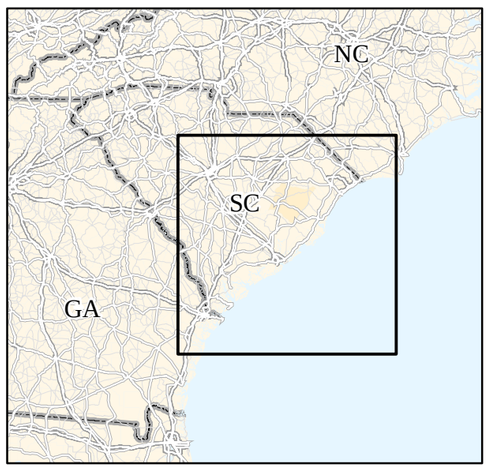
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:820,000

0 10 20 30 40 50 60 Kilometers

0 10 20 30 40 50 60 Miles

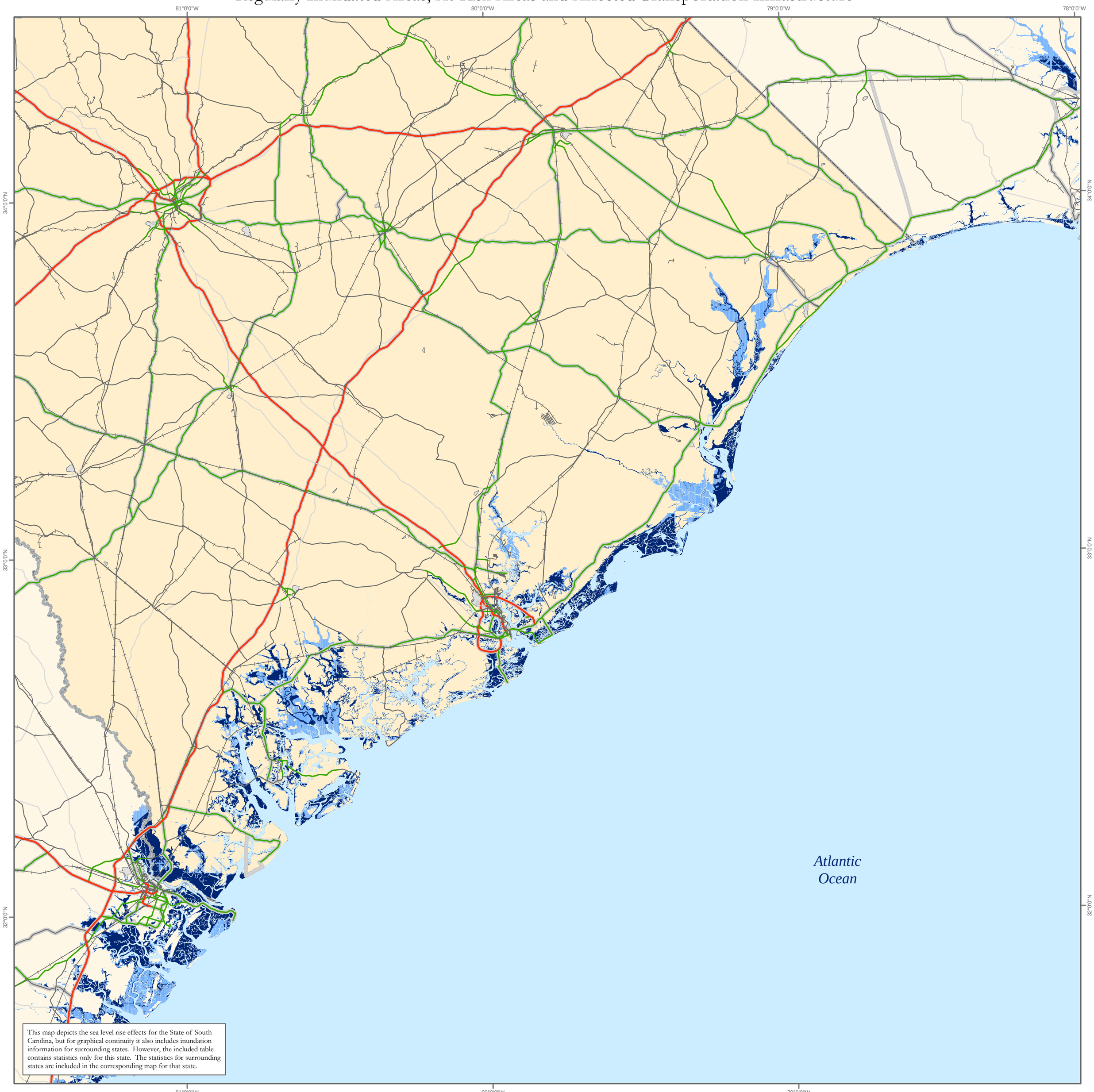


ICF20080617CJH999 - 6 cm

Eustatic Sea
Level Rise: 21 cm

State of South Carolina

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



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- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	13.6	4.2
Non-Interstate Principal Arterials	25.4	22.2
Minor Arterials	12.6	13.8
National Highway System Features	36.2	25.1
Other Transportation Types (km)		
Railroads	16.7	27.9
Potentially Impacted Land Area (acres)		
Total Impacted Area	307,226	217,331
Airport Property Area	150	44
Airport Runway Area	11	2
Ports Property Area	123	117

Notes:
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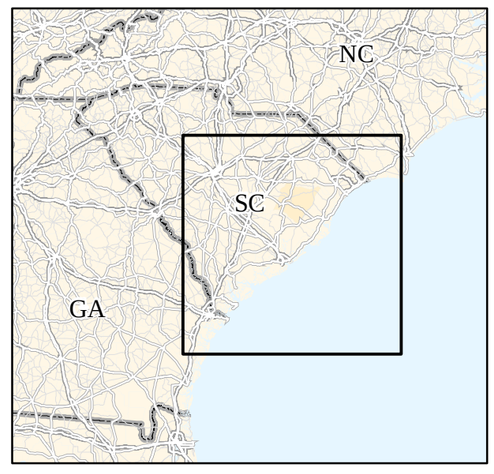
1:820,000

0 10 20 30 40 50 60 Kilometers

0 10 20 30 40 50 60 Miles

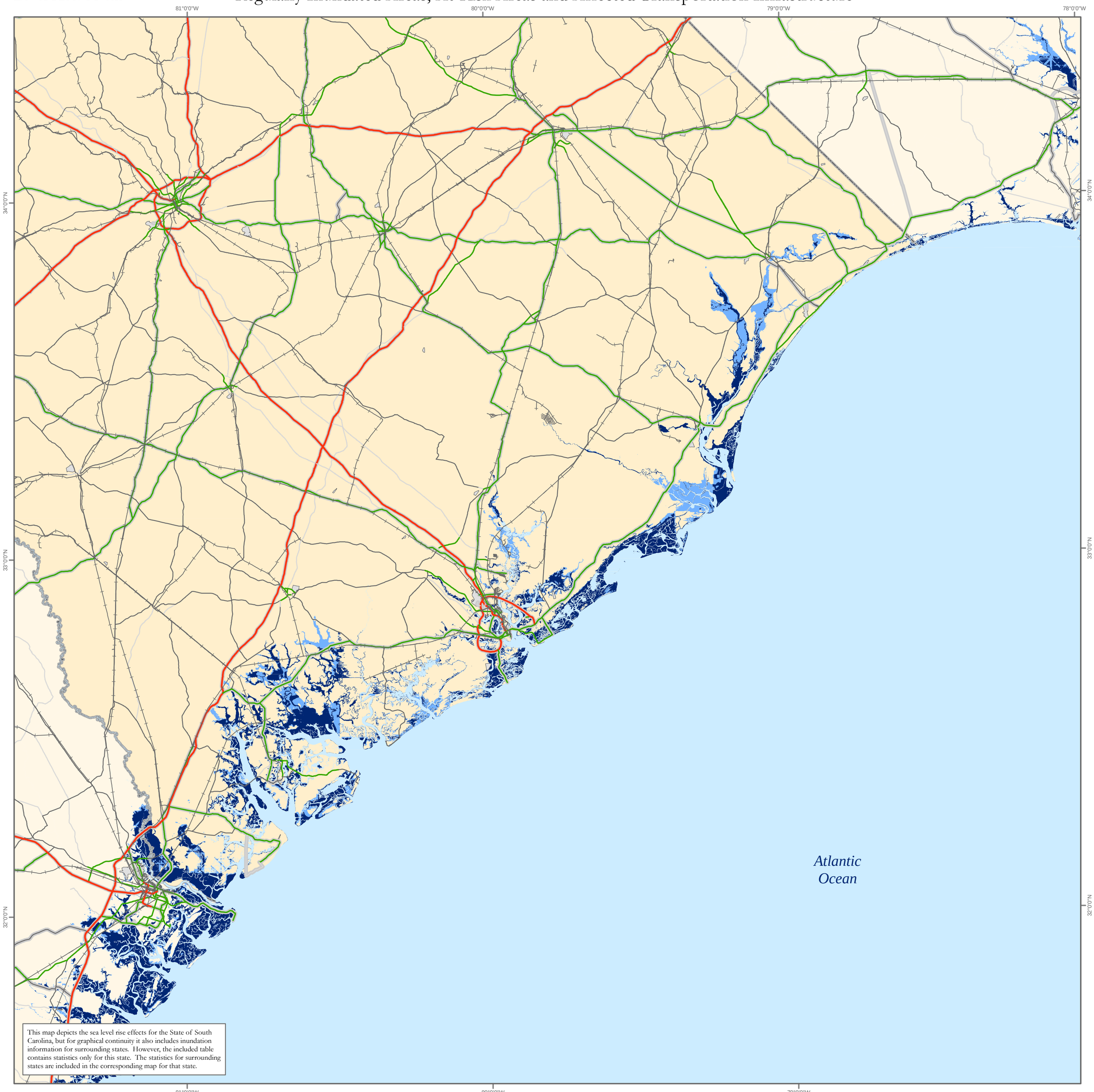


ICF20080617CJH999 - 21 cm

Eustatic Sea
Level Rise: 31 cm

State of South Carolina

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts the sea level rise effects for the State of South Carolina, but for graphical continuity it also includes inundation information for surrounding states. However, the included table contains statistics only for this state. The statistics for surrounding states are included in the corresponding map for that state.

- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	14.2	4.3
Non-Interstate Principal Arterials	28.1	23.8
Minor Arterials	14.8	15.6
National Highway System Features	39.0	26.9
Other Transportation Types (km)		
Railroads	18.6	30.4
Potentially Impacted Land Area (acres)		
Total Impacted Area	354,271	200,140
Airport Property Area	156	52
Airport Runway Area	11	3
Ports Property Area	131	124

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

***Eustatic** sea level rise refers to the change in sea level created by any volumetric increase in the oceans worldwide, primarily due to thermal expansion and ice melt.

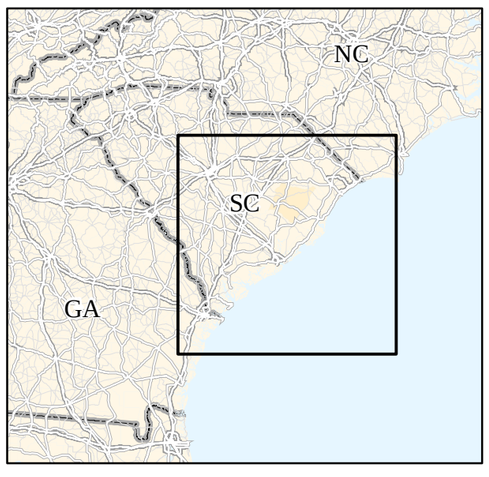
Sources:
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:820,000

0 10 20 30 40 50 60 Kilometers

0 10 20 30 40 50 60 Miles

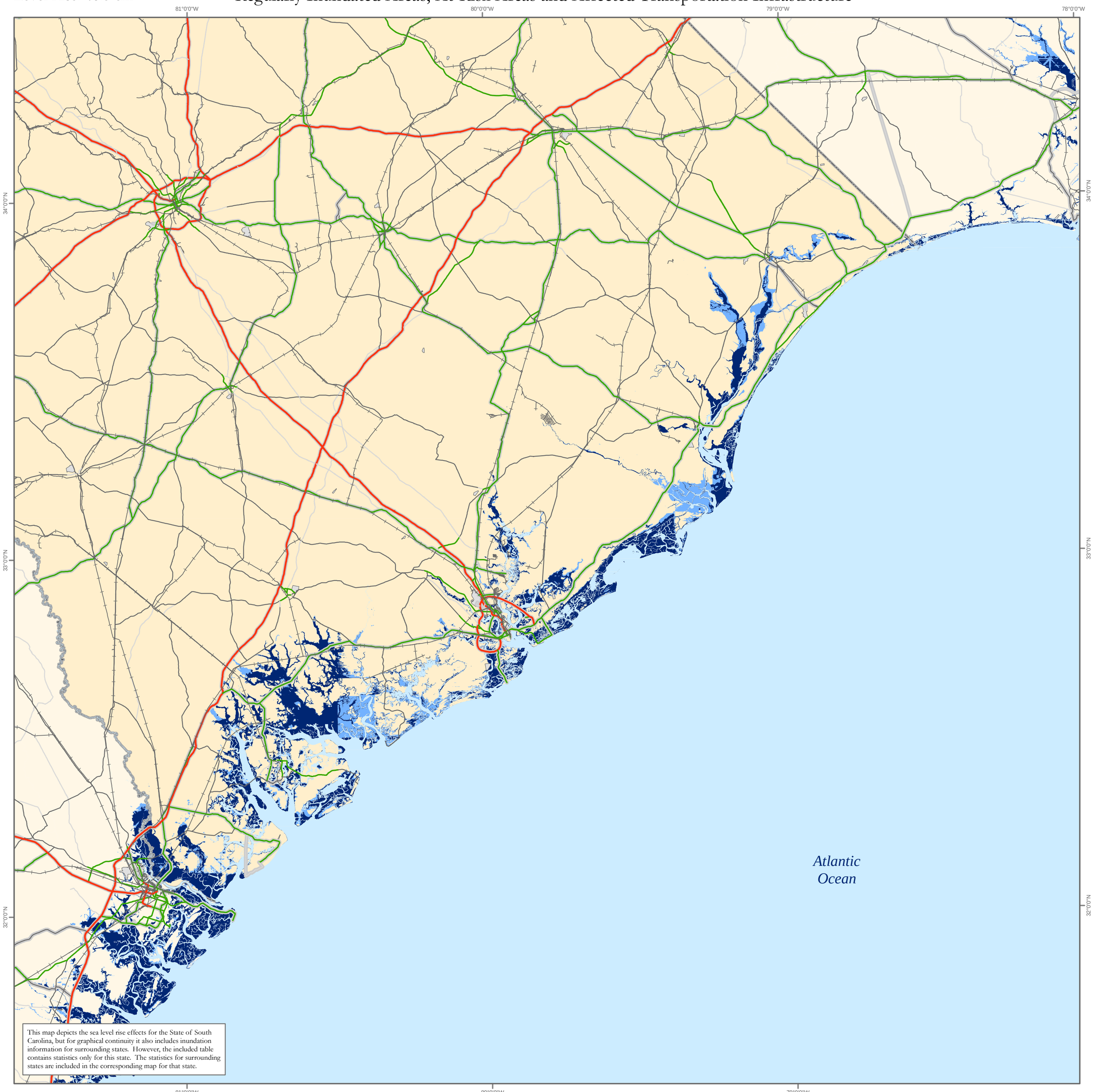


ICF20080617CJH999 - 31 cm

Eustatic Sea
Level Rise: 48.5 cm

State of South Carolina

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts the sea level rise effects for the State of South Carolina, but for graphical continuity it also includes inundation information for surrounding states. However, the included table contains statistics only for this state. The statistics for surrounding states are included in the corresponding map for that state.

- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	15.1	4.8
Non-Interstate Principal Arterials	36.5	24.7
Minor Arterials	20.1	14.3
National Highway System Features	48.2	27.8
Other Transportation Types (km)		
Railroads	27.2	34.7
Potentially Impacted Land Area (acres)		
Total Impacted Area	422,745	196,526
Airport Property Area	170	68
Airport Runway Area	12	4
Ports Property Area	144	152

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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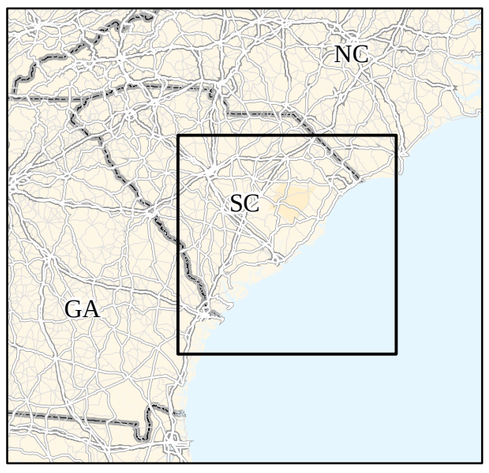
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:820,000

0 10 20 30 40 50 60 Kilometers

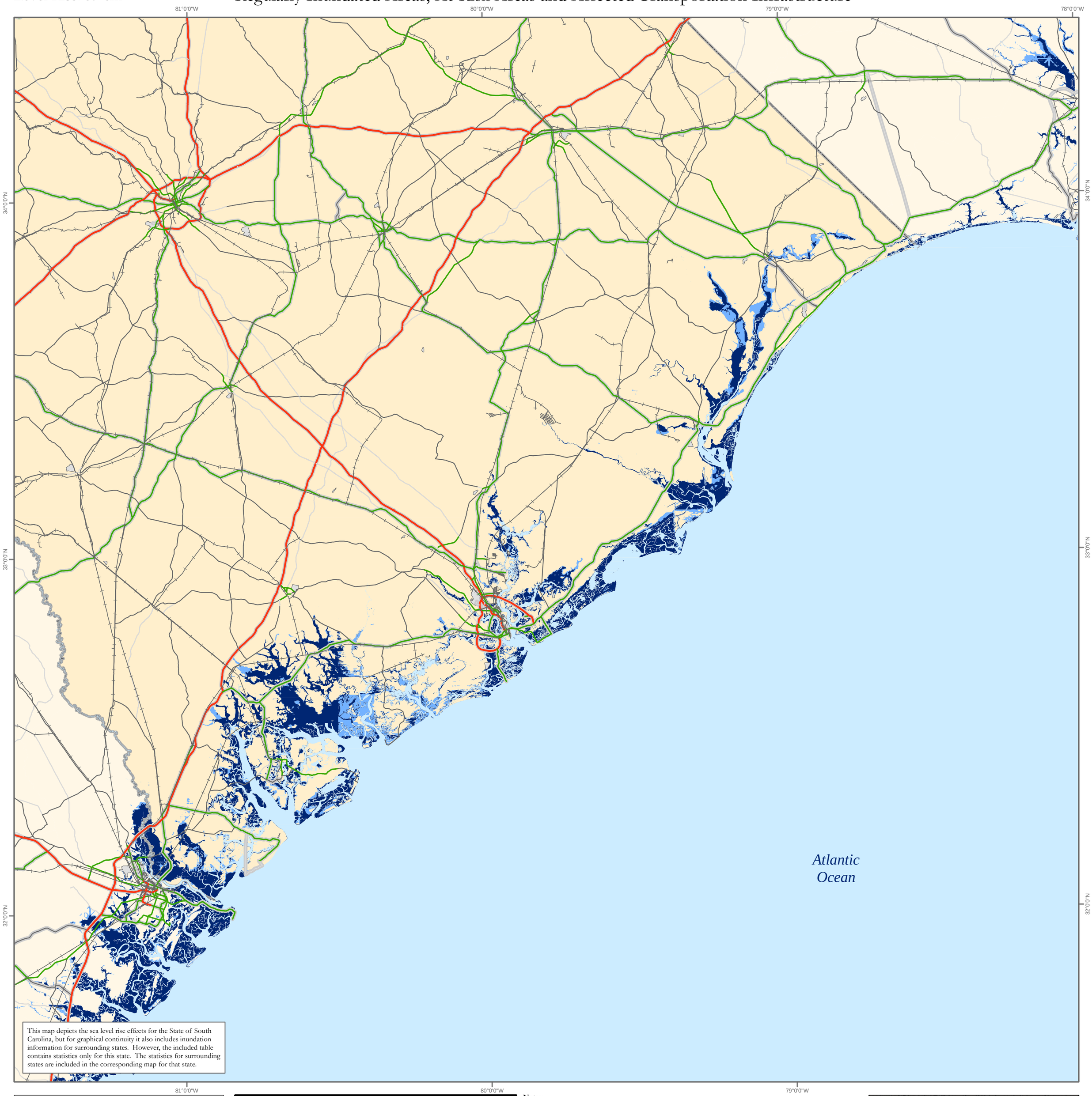
0 10 20 30 40 50 60 Miles



Eustatic Sea
Level Rise: 59 cm

State of South Carolina

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts the sea level rise effects for the State of South Carolina, but for graphical continuity it also includes inundation information for surrounding states. However, the included table contains statistics only for this state. The statistics for surrounding states are included in the corresponding map for that state.

- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	15.8	4.6
Non-Interstate Principal Arterials	39.2	24.9
Minor Arterials	22.0	14.7
National Highway System Features	51.2	28.4
Other Transportation Types (km)		
Railroads	30.2	39.7
Potentially Impacted Land Area (acres)		
Total Impacted Area	466,292	173,357
Airport Property Area	182	74
Airport Runway Area	13	5
Ports Property Area	153	154

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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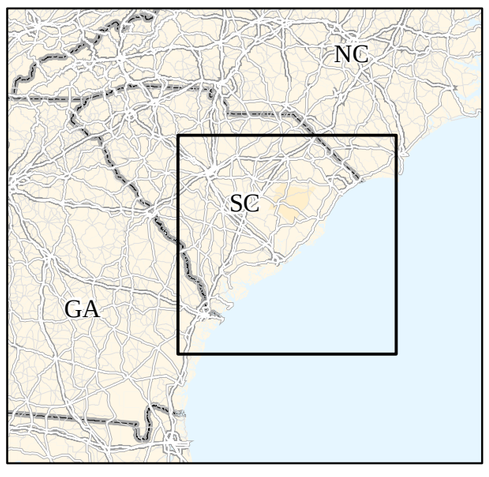
Sources:
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:820,000

0 10 20 30 40 50 60 Kilometers

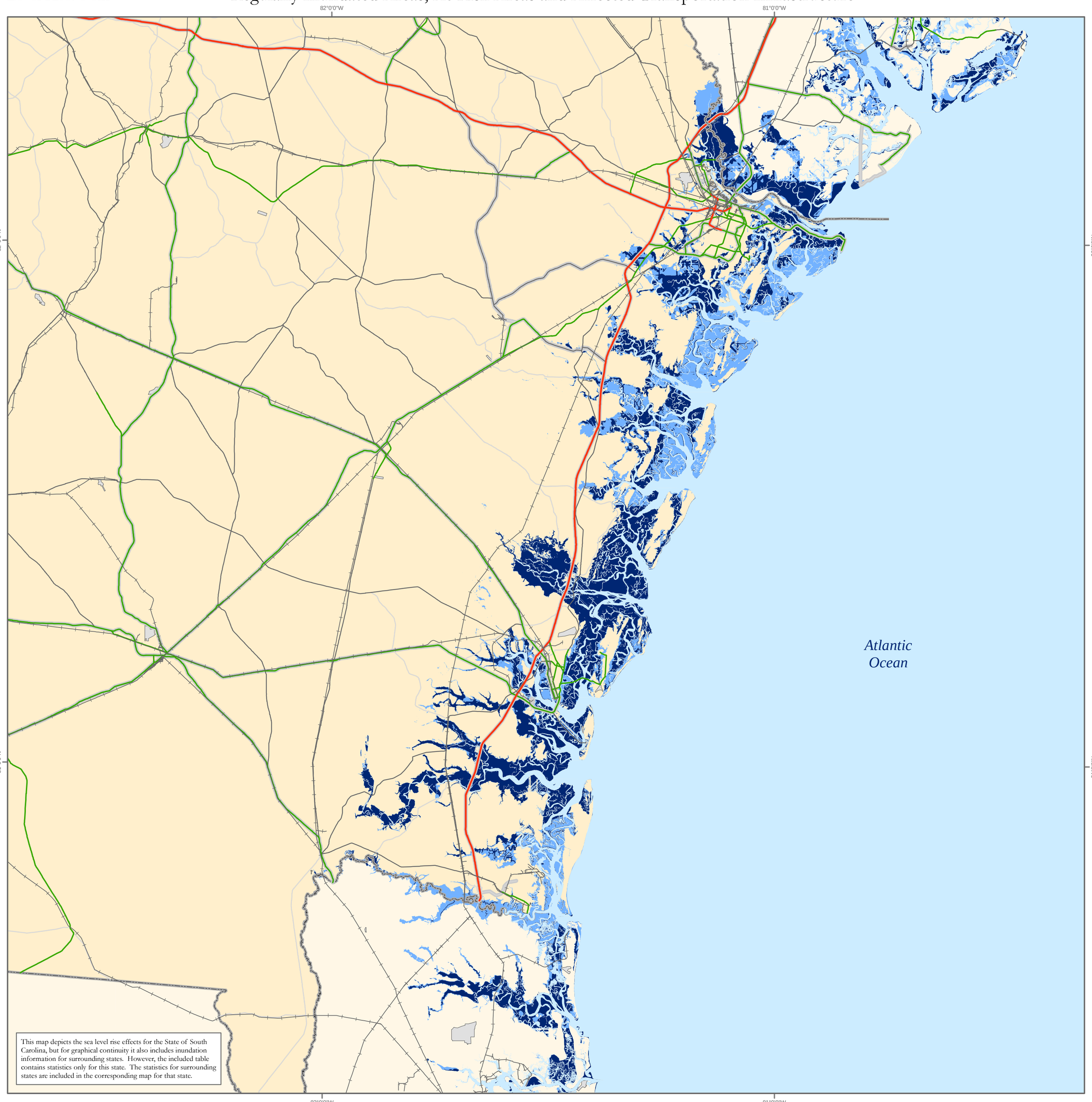
0 10 20 30 40 50 60 Miles



Eustatic Sea
Level Rise: 6 cm

State of Georgia

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	4.0	8.2
Non-Interstate Principal Arterials	12.9	32.1
Minor Arterials	5.2	11.2
National Highway System Features	17.8	25.7
Other Transportation Types (km)		
Railroads	5.9	37.3
Potentially Impacted Land Area (acres)		
Total Impacted Area	297,240	205,775
Airport Property Area	15	18
Airport Runway Area	4	5
Ports Property Area	63	357

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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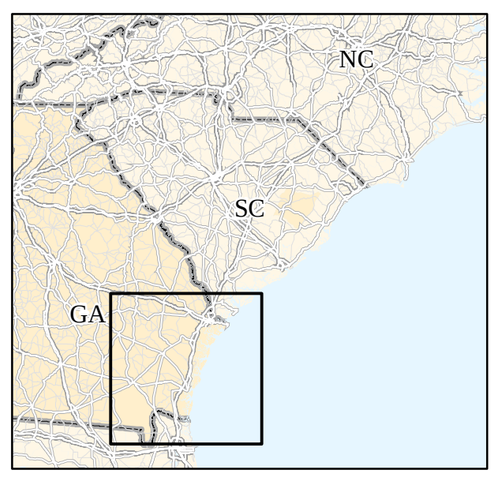
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:570,000

0 10 20 30 40 Kilometers

0 10 20 30 40 Miles

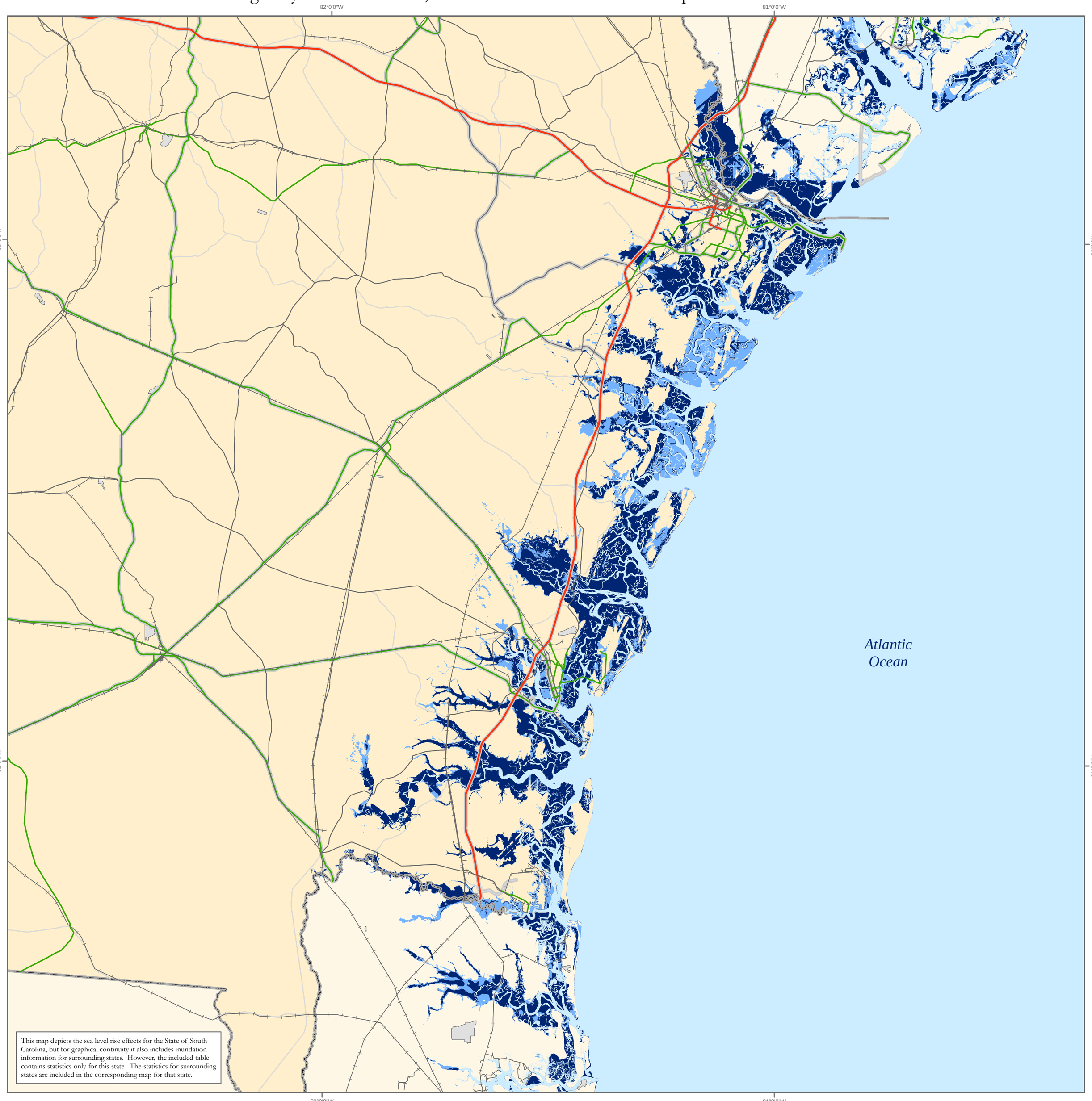


ICF20080617CJH999 - 6 cm

Eustatic Sea
Level Rise: 21 cm

State of Georgia

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	5.7	8.3
Non-Interstate Principal Arterials	21.4	28.3
Minor Arterials	6.3	12.0
National Highway System Features	25.9	22.5
Other Transportation Types (km)		
Railroads	18.9	34.2
Potentially Impacted Land Area (acres)		
Total Impacted Area	366,797	164,747
Airport Property Area	20	15
Airport Runway Area	6	4
Ports Property Area	98	430

Notes:
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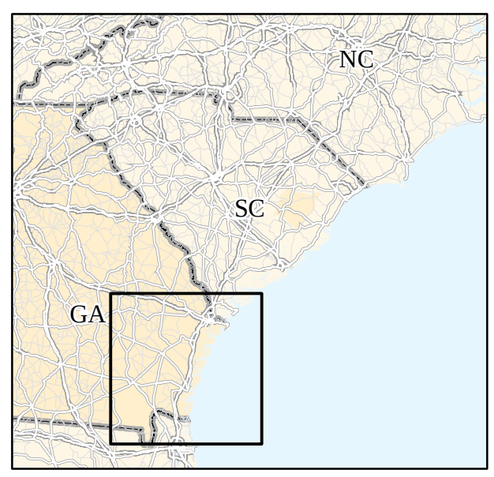
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:570,000

0 10 20 30 40 Kilometers

0 10 20 30 40 Miles



ICF20080617CJH999 - 21 cm

Eustatic Sea
Level Rise: 31 cm

State of Georgia

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure

82°0'0"W 81°0'0"W

32°0'0"N 31°0'0"N

Atlantic Ocean

This map depicts the sea level rise effects for the State of South Carolina, but for graphical continuity it also includes inundation information for surrounding states. However, the included table contains statistics only for this state. The statistics for surrounding states are included in the corresponding map for that state.

Regularly Inundated Area
At-Risk Area
Airport Property Area
Ports Property Area
Interstate Highway
Non-Interstate Principal Arterial
Minor Arterial
NHS (indicated by background)
Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	8.6	5.9
Non-Interstate Principal Arterials	25.2	27.4
Minor Arterials	9.9	9.8
National Highway System Features	30.4	20.5
Other Transportation Types (km)		
Railroads	24.1	32.7
Potentially Impacted Land Area (acres)		
Total Impacted Area	452,130	90,129
Airport Property Area	22	15
Airport Runway Area	6	4
Ports Property Area	122	449

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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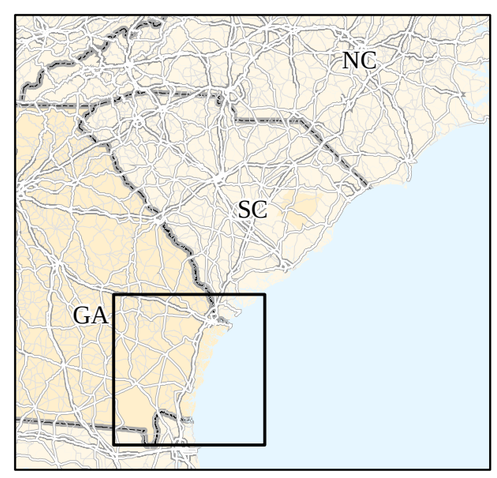
Sources:
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:570,000

0 10 20 30 40 Kilometers

0 10 20 30 40 Miles

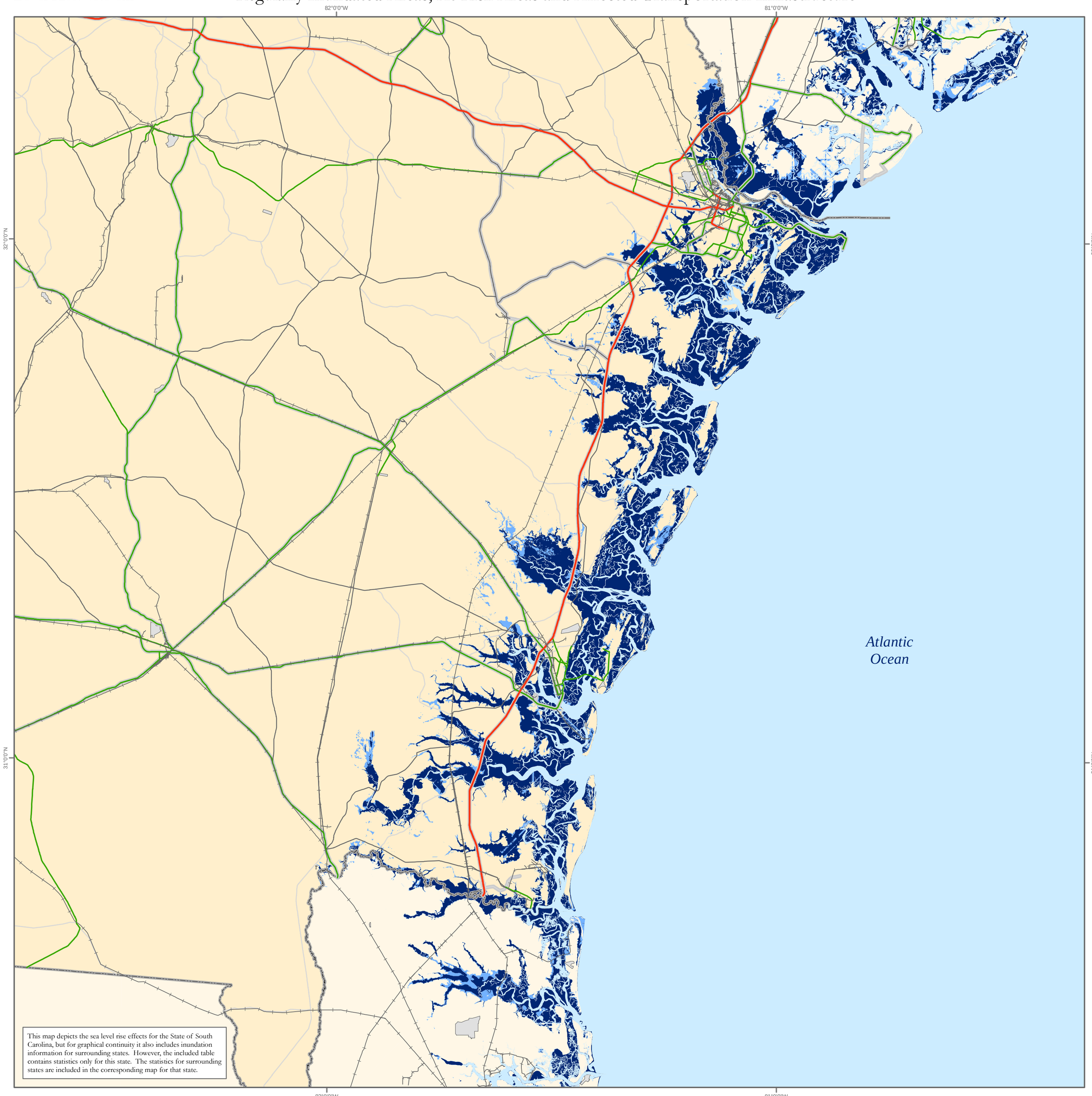


ICF20080617CJH999 - 31 cm

Eustatic Sea
Level Rise: 48.5 cm

State of Georgia

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	10.1	5.7
Non-Interstate Principal Arterials	35.6	22.5
Minor Arterials	12.6	9.9
National Highway System Features	35.6	20.4
Other Transportation Types (km)		
Railroads	35.0	29.9
Potentially Impacted Land Area (acres)		
Total Impacted Area	475,415	84,127
Airport Property Area	27	15
Airport Runway Area	7	4
Ports Property Area	241	388

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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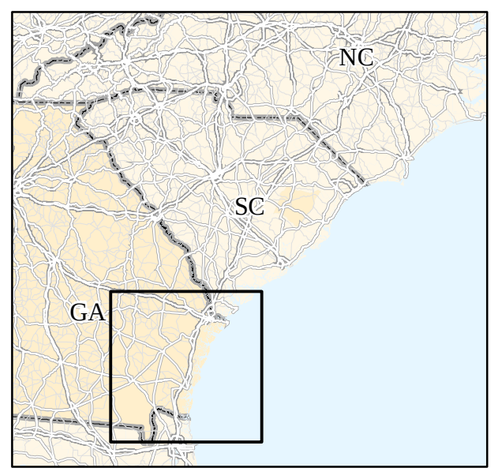
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:570,000

0 10 20 30 40 Kilometers

0 10 20 30 40 Miles

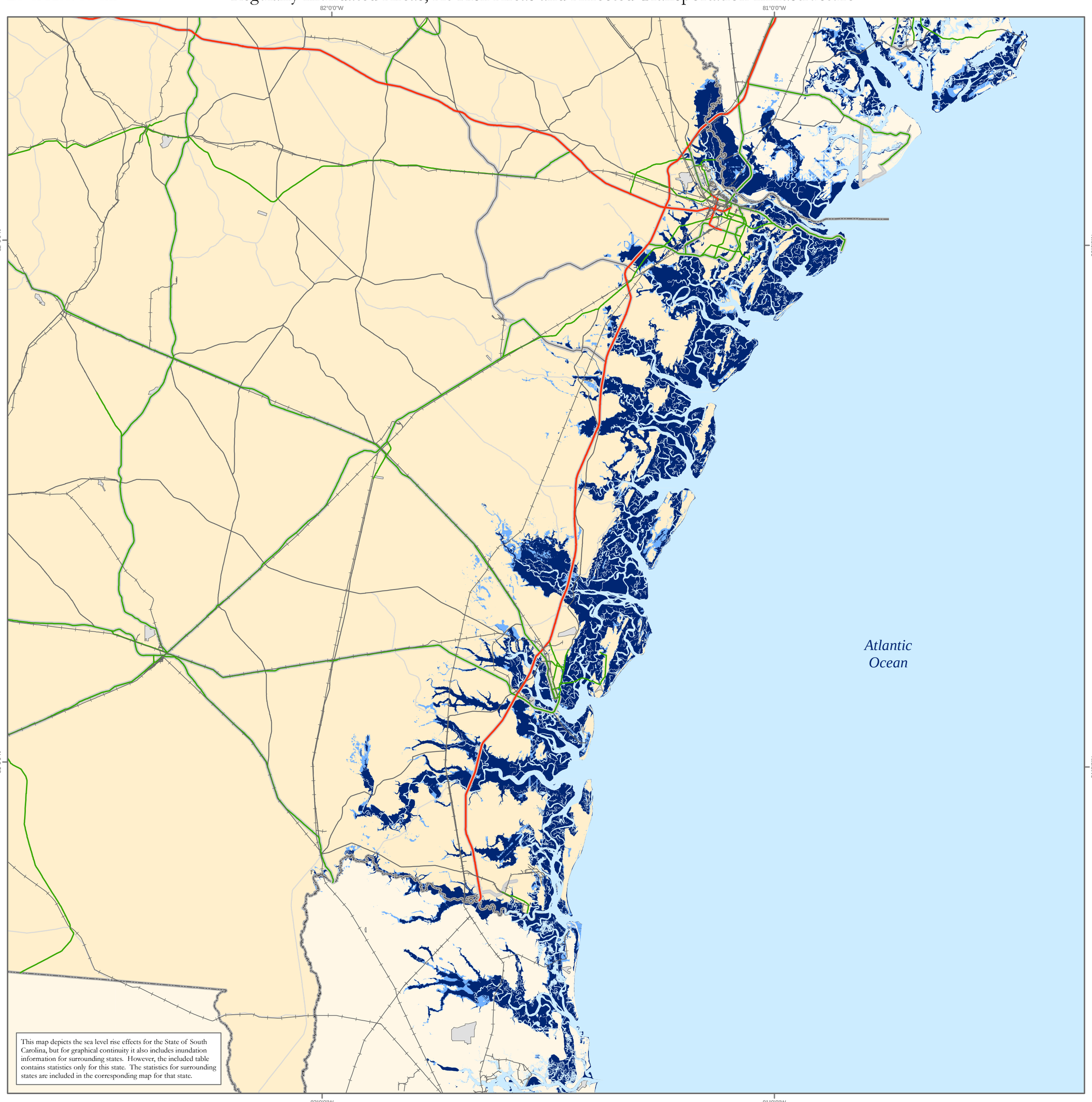


ICF20080617CJH999 - 48.5 cm

Eustatic Sea
Level Rise: 59 cm

State of Georgia

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



- Regularly Inundated Area
- At-Risk Area
- Airport Property Area
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	11.0	5.5
Non-Interstate Principal Arterials	38.4	23.4
Minor Arterials	14.3	11.0
National Highway System Features	37.9	21.1
Other Transportation Types (km)		
Railroads	38.3	31.1
Potentially Impacted Land Area (acres)		
Total Impacted Area	486,071	83,328
Airport Property Area	29	17
Airport Runway Area	8	5
Ports Property Area	301	364

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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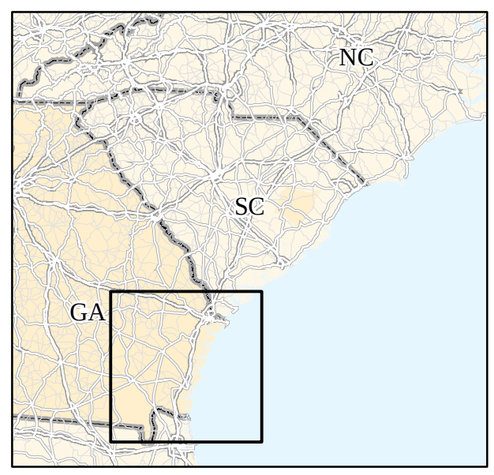
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:570,000

0 10 20 30 40 Kilometers

0 10 20 30 40 Miles

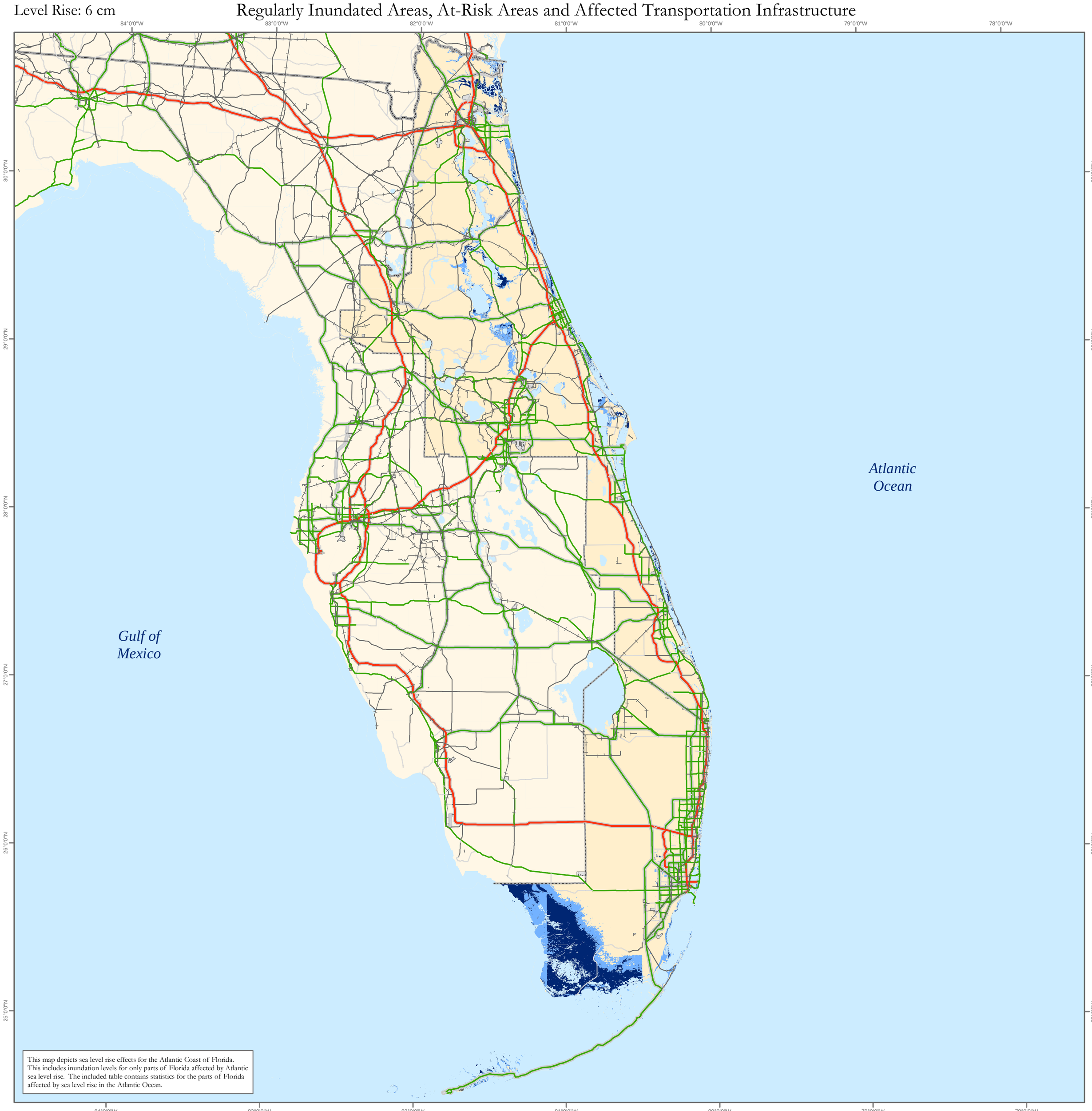


ICF20080617CJH999 - 59 cm

Eustatic Sea
Level Rise: 6 cm

State of Florida

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts sea level rise effects for the Atlantic Coast of Florida. This includes inundation levels for only parts of Florida affected by Atlantic sea level rise. The included table contains statistics for the parts of Florida affected by sea level rise in the Atlantic Ocean.

- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	2.4	3.0
Non-Interstate Principal Arterials	19.9	81.0
Minor Arterials	6.7	45.0
National Highway System Features	14.3	38.5
Other Transportation Types (km)		
Railroads	9.2	41.9
Potentially Impacted Land Area (acres)		
Total Impacted Area	698,085	639,550
Airport Property Area	682	1,509
Airport Runway Area	13	168
Ports Property Area	632	715

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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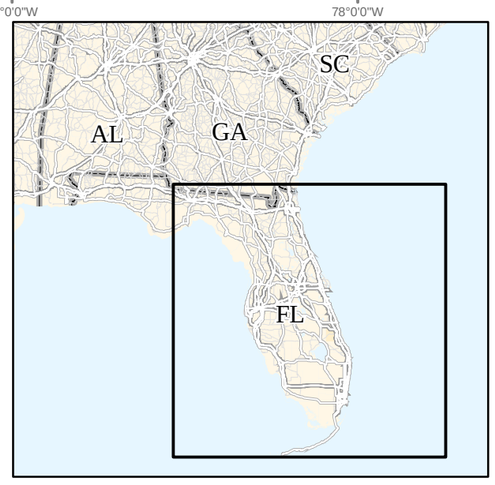
Sources:
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:1,800,000

0 20 40 60 80 100 120 Kilometers

0 20 40 60 80 100 120 Miles

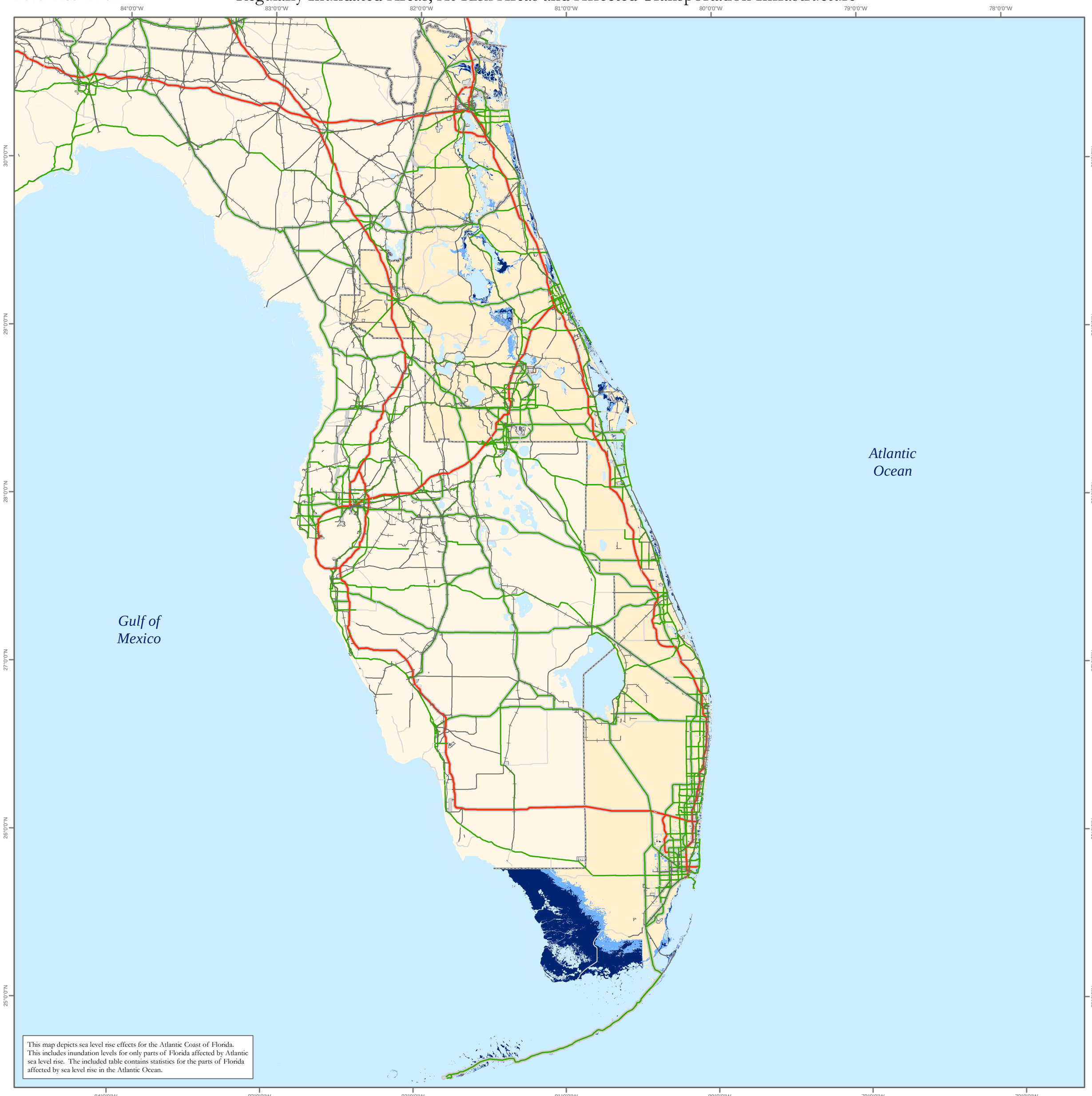


ICF20080716CJH999 - 6 cm

State of Florida

Eustatic Sea
Level Rise: 21 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts sea level rise effects for the Atlantic Coast of Florida. This includes inundation levels for only parts of Florida affected by Atlantic sea level rise. The included table contains statistics for the parts of Florida affected by sea level rise in the Atlantic Ocean.

- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	2.6	6.9
Non-Interstate Principal Arterials	40.8	105.3
Minor Arterials	20.2	41.8
National Highway System Features	28.8	44.2
Other Transportation Types (km)		
Railroads	18.7	48.6
Potentially Impacted Land Area (acres)		
Total Impacted Area	989,494	470,609
Airport Property Area	1,215	1,826
Airport Runway Area	44	249
Ports Property Area	897	594

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

***Eustatic** sea level rise refers to the change in sea level created by any volumetric increase in the oceans worldwide, primarily due to thermal expansion and ice melt.

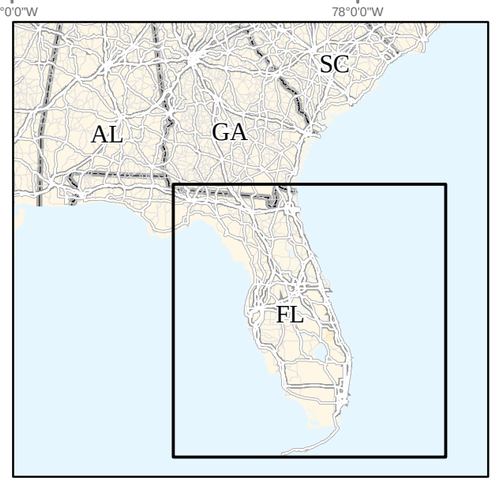
Sources:
Interstates, Non-Interstate Principal Arterials, Minor Arterials, and NHS - National Highway Planning Network.
Rails - Federal Railroad Administration.
Ports - Digitized from Digital Orthophoto Quadrangles clipped to the mean high water line.
Airport Property and Runways - Tele Atlas.

Coordinate System: UTM 18 N - North American Datum 1983

1:1,800,000

0 20 40 60 80 100 120 Kilometers

0 20 40 60 80 100 120 Miles

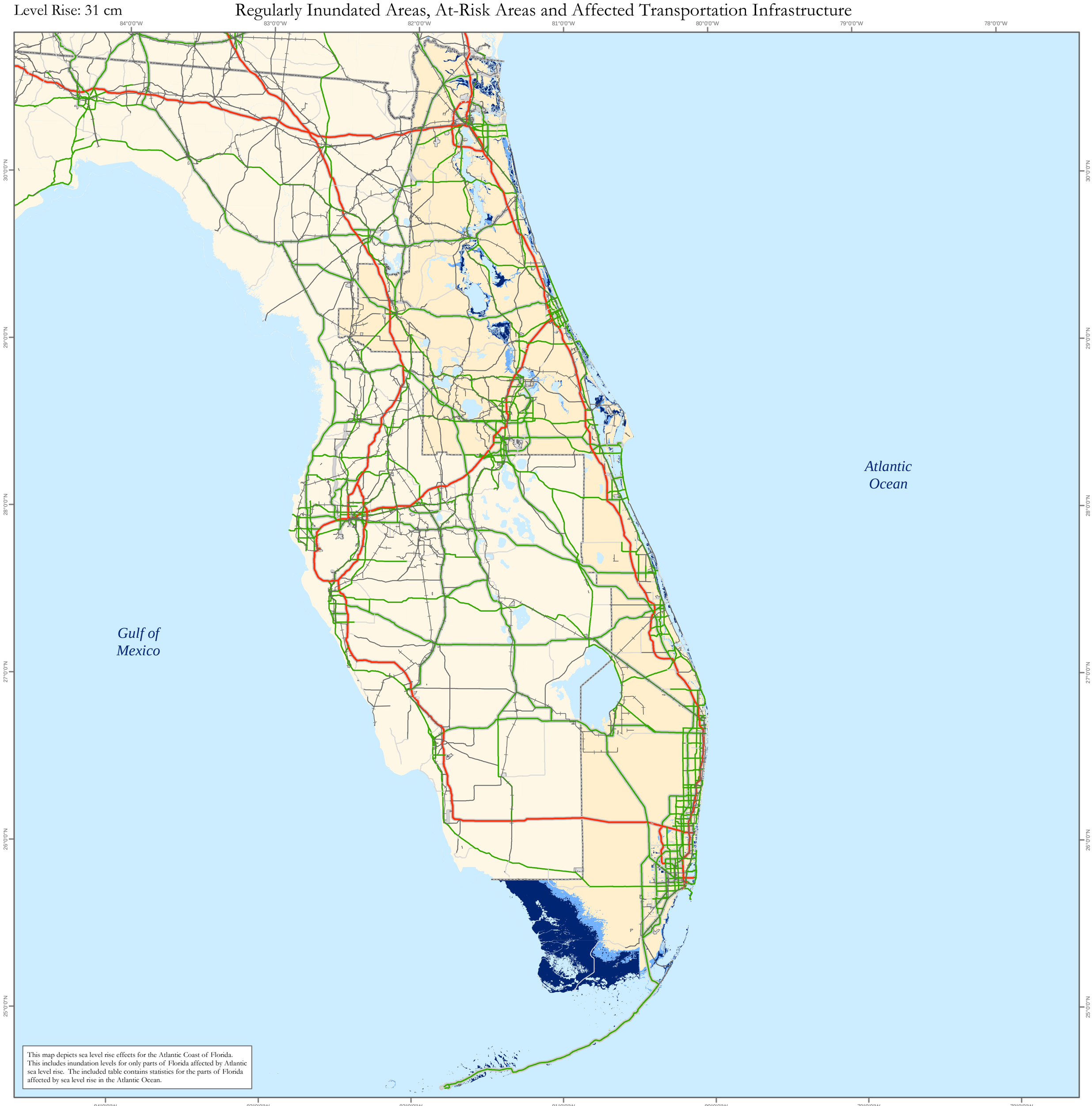


ICF20080716CJH999 - 21 cm

State of Florida

Eustatic Sea
Level Rise: 31 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts sea level rise effects for the Atlantic Coast of Florida. This includes inundation levels for only parts of Florida affected by Atlantic sea level rise. The included table contains statistics for the parts of Florida affected by sea level rise in the Atlantic Ocean.

- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	3.7	9.1
Non-Interstate Principal Arterials	58.5	121.7
Minor Arterials	25.6	45.2
National Highway System Features	41.6	47.3
Other Transportation Types (km)		
Railroads	22.7	58.6
Potentially Impacted Land Area (acres)		
Total Impacted Area	1,097,768	451,145
Airport Property Area	1,729	1,972
Airport Runway Area	135	244
Ports Property Area	1,072	512

Notes:
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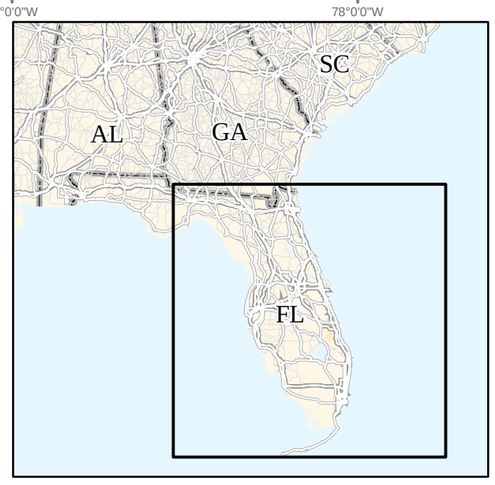
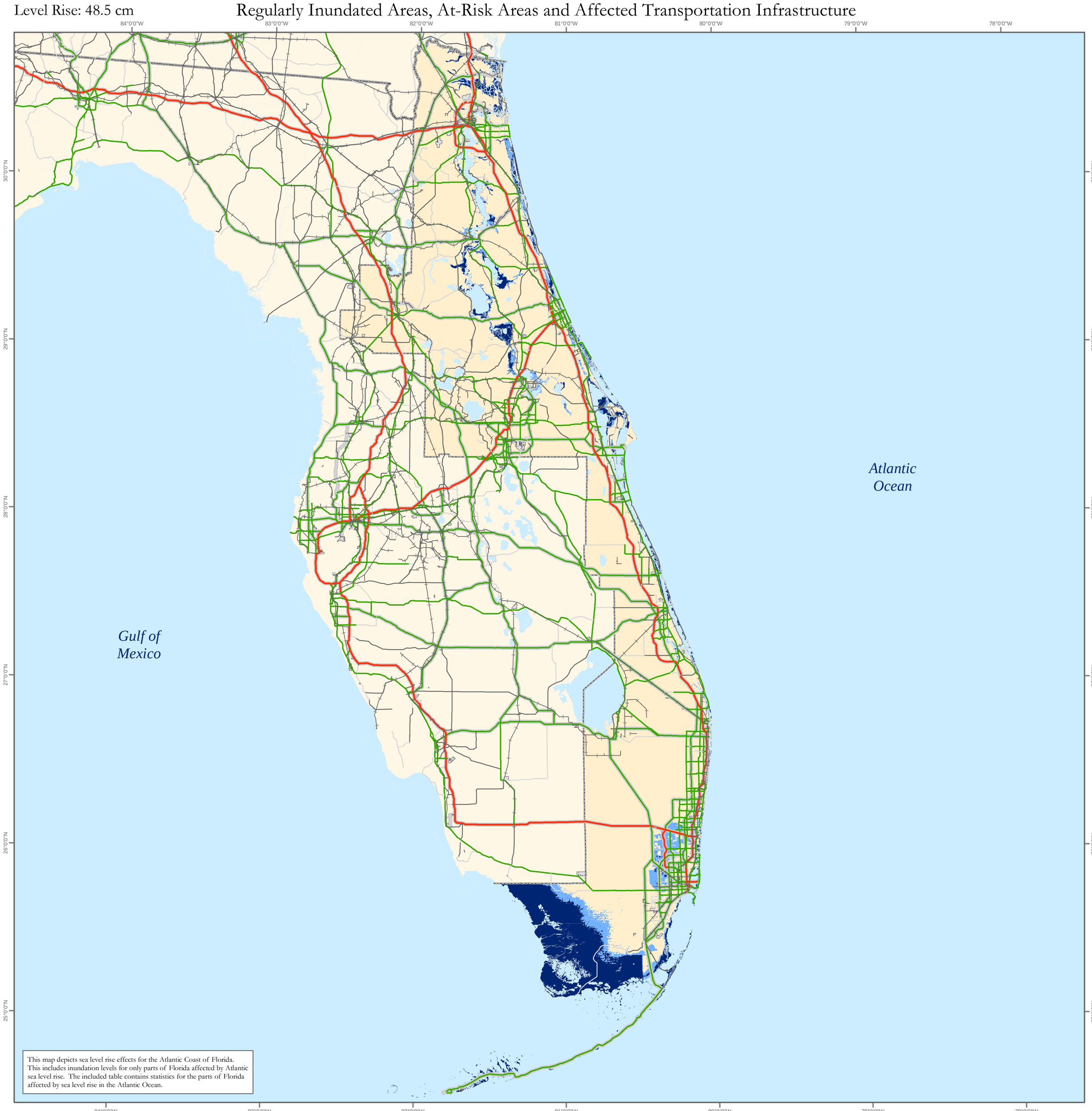


ICF20080716CJH999 - 31 cm

State of Florida

Eustatic Sea
Level Rise: 48.5 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts sea level rise effects for the Atlantic Coast of Florida. This includes inundation levels for only parts of Florida affected by Atlantic sea level rise. The included table contains statistics for the parts of Florida affected by sea level rise in the Atlantic Ocean.

- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	4.4	34.0
Non-Interstate Principal Arterials	82.9	219.8
Minor Arterials	39.4	44.0
National Highway System Features	54.9	104.6
Other Transportation Types (km)		
Railroads	31.2	103.9
Potentially Impacted Land Area (acres)		
Total Impacted Area	1,250,250	554,066
Airport Property Area	2,617	1,974
Airport Runway Area	258	167
Ports Property Area	1,250	676

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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1:1,800,000

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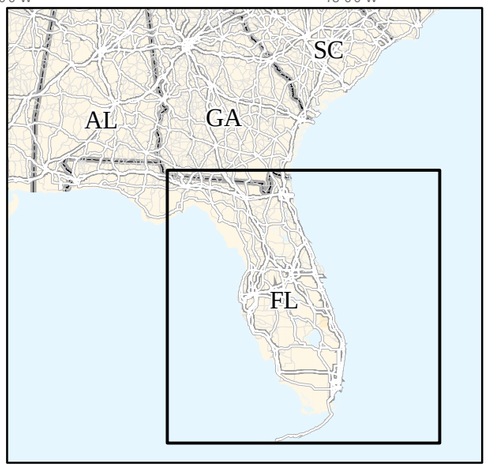
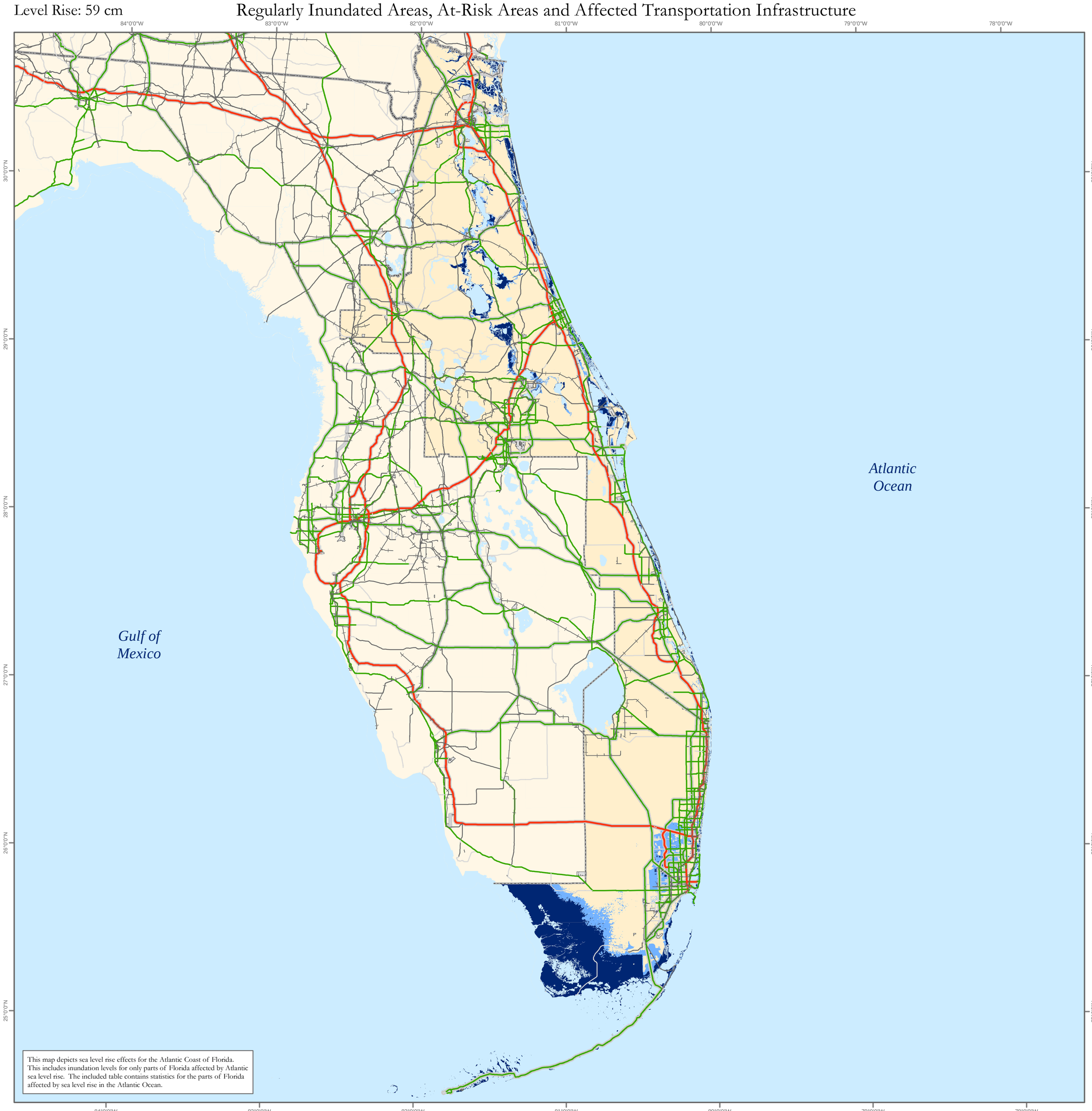


ICF20080716CJH999 - 48.5 cm

State of Florida

Eustatic Sea
Level Rise: 59 cm

Regularly Inundated Areas, At-Risk Areas and Affected Transportation Infrastructure



This map depicts sea level rise effects for the Atlantic Coast of Florida. This includes inundation levels for only parts of Florida affected by Atlantic sea level rise. The included table contains statistics for the parts of Florida affected by sea level rise in the Atlantic Ocean.

- Regularly Inundated Area
- At-Risk Area
- Airport Property
- Ports Property Area
- Interstate Highway
- Non-Interstate Principal Arterial
- Minor Arterial
- NHS (indicated by background)
- Railroad

N

Potentially Impacted Transportation Network

Type	Inundated	At-Risk
Roads (km)		
Interstate Highways	6.5	35.2
Non-Interstate Principal Arterials	103.5	309.3
Minor Arterials	46.8	48.1
National Highway System Features	70.9	128.1
Other Transportation Types (km)		
Railroads	40.8	135.6
Potentially Impacted Land Area (acres)		
Total Impacted Area	1,342,836	617,180
Airport Property Area	2,828	2,534
Airport Runway Area	280	200
Ports Property Area	1,344	693

Notes:
The methodologies and source data used to generate these maps are discussed in *The Potential Impacts of Global Sea Level Rise onTransportation Infrastructure: Study Goals, Methodologies, and Recommendations.* This report also lists summary statistics for the transportation infrastructure affected according to this analysis. These maps are presented as an *estimate* of areas that, without protection, may regularly be inundated or may be at-risk of periodic inundation due to storm surge, under the methodologies used in this study. These maps are not intended for navigational or engineering purposes, and are meant to provide a rough idea of the areas and transportation facilities that might be affected under the scenarios and methodologies used in this study.

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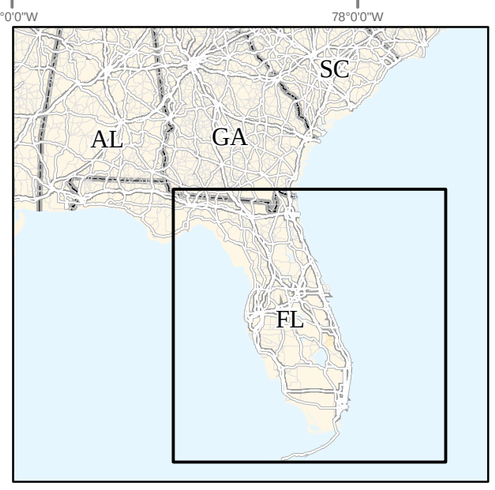

ICF20080716CJH999 - 59 cm