Airport master plan update: Manchester- Boston regional airport, Manchester, New Hampshire

URS; Jacobs Consultancy; McFarland Johnson; The Smart Associates, Environmental Consultants, Inc.

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</tr>
<tr>
<td>TOFA</td>
<td>Taxiway Object Free Area</td>
</tr>
<tr>
<td>TSA</td>
<td>Transportation Security Administration</td>
</tr>
<tr>
<td>TSAR</td>
<td>Transportation Security Administration Regulations</td>
</tr>
<tr>
<td>TSO</td>
<td>Transportation Security Officer</td>
</tr>
<tr>
<td>T/W</td>
<td>Taxiway</td>
</tr>
<tr>
<td>USDOT</td>
<td>U.S. Department of Transportation</td>
</tr>
<tr>
<td>USFWS</td>
<td>U.S. Fish and Wildlife Service</td>
</tr>
<tr>
<td>USPS</td>
<td>U.S. Postal Service</td>
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<tr>
<td>V</td>
<td>VFR</td>
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<td>VLAN</td>
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<tr>
<td>VMC</td>
<td>Visual Meteorological Conditions</td>
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<tr>
<td>VoIP</td>
<td>Voice over IP</td>
</tr>
<tr>
<td>VOR</td>
<td>VHF Omnidirectional Range</td>
</tr>
<tr>
<td>VORTAC</td>
<td>Very High Frequency Omnidirectional Radio Range</td>
</tr>
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<td>W</td>
<td>WAAS</td>
</tr>
<tr>
<td>WBI</td>
<td>Whole Body Imagers</td>
</tr>
<tr>
<td>U</td>
<td>UDLD</td>
</tr>
<tr>
<td>UPS</td>
<td>United Parcel Service</td>
</tr>
<tr>
<td>US</td>
<td>United States</td>
</tr>
<tr>
<td>USACE</td>
<td>U.S. Army Corps of Engineers</td>
</tr>
<tr>
<td>USDHS</td>
<td>U.S. Department of Homeland Security</td>
</tr>
</tbody>
</table>
The following contains a list of Study Advisory Committee (SAC) members involved in the Manchester-Boston Regional Airport Master Plan Update.

<table>
<thead>
<tr>
<th>Organization</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Authority</td>
<td>Gary O'Neil</td>
</tr>
<tr>
<td>Airport Administration</td>
<td>Mark Brewer</td>
</tr>
<tr>
<td>FAA Planning</td>
<td>Lisa Lesperance</td>
</tr>
<tr>
<td>FAA Engineering</td>
<td>Cliff Vacirca</td>
</tr>
<tr>
<td>FAA ATCT</td>
<td>Bob Locke and Dan Obert</td>
</tr>
<tr>
<td>NHDOT Aeronautics</td>
<td>Jack Ferns</td>
</tr>
<tr>
<td>NHDOT</td>
<td>Chris Clement</td>
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<td>NHDES</td>
<td>Harry Stewart</td>
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<tr>
<td>Greater Manchester Chamber of Commerce</td>
<td>Michael Skelton</td>
</tr>
<tr>
<td>Southern New Hampshire Planning Commission</td>
<td>David Preece and Tim White</td>
</tr>
<tr>
<td>Passenger Airlines</td>
<td>Steve Sisneros and Tom Labrie</td>
</tr>
<tr>
<td>Cargo Airlines</td>
<td>Maria Hannemann</td>
</tr>
<tr>
<td>General Aviation</td>
<td>Steve Young</td>
</tr>
<tr>
<td>FBO</td>
<td>Jim Thomforde</td>
</tr>
<tr>
<td>City of Manchester Planning Department</td>
<td>Leon LaFreniere</td>
</tr>
<tr>
<td>Town of Londonderry Planning &amp; Economic Development</td>
<td>Andre Garron</td>
</tr>
<tr>
<td>Manchester Citizen</td>
<td>Bradford E. Cook</td>
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<tr>
<td>Londonderry Citizen</td>
<td>Earl Rosse</td>
</tr>
<tr>
<td>Bedford Citizen</td>
<td>Bill Dermody</td>
</tr>
<tr>
<td>Goffstown Citizen</td>
<td>Barbara Griffin and Mike Pelletier</td>
</tr>
<tr>
<td>Litchfield Citizen</td>
<td>George Lambert</td>
</tr>
<tr>
<td>Merrimack Citizen</td>
<td>--</td>
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<tr>
<td>Auburn Citizen</td>
<td>Paula Marzloff</td>
</tr>
<tr>
<td>TSA</td>
<td>Rob Krekorian</td>
</tr>
<tr>
<td>Manchester Conservation Commission</td>
<td>Jane Beaulieu</td>
</tr>
<tr>
<td>Londonderry Conservation Commission</td>
<td>Deb Lievens</td>
</tr>
</tbody>
</table>
June 10, 2010

Mr. Mark P. Brewer
Airport Director
Manchester-Boston Regional Airport
One Airport Road, Suite 300
Manchester, NH 03103

Dear Mr. Brewer:

The Federal Aviation Administration (FAA) has reviewed the forecast for Manchester-Boston Regional Airport, Manchester, NH, as depicted in "Final Technical Report-Aviation Activity Forecasts" dated May 2010, prepared by Jacobs Consultancy. This forecast development is associated with the Airport Master Plan project under Airport Improvement Program (AIP) number 3-33-0011-76-2009.

The methodologies used to develop base and high scenario forecasts reasonably represents anticipated growth at the airport.

FAA accepts these forecasts.

Sincerely,

ORIGINAL SIGNED BY:

Lisa J. Lesperance
Airport Planner

Cc: Rich Fixler, MHT
APPENDIX D

Exhibit "A" Property Map

MANCHESTER-BOSTON REGIONAL AIRPORT

Airport Master Plan Update
APPENDIX E1

INVENTORY/EXISTING CONDITIONS

1.0  AIRFIELD PAVEMENT CONDITION INDEX SCORES

The airport conducts annual pavement inspections for the purpose of determining the Pavement Condition Index for the areas which are included in the study. PCI scores are based on a visual review of the pavement, where the scores start at 100 (no distresses) and are reduced according to the length, width, area and severity of distresses. The inspection process usually starts by breaking down the major runway, taxiway or apron pavement areas into similar construction, condition and history sub-units or Sections, which are further broken down into samples. A number of samples within each Section are then randomly chosen for inspection purposes, and the average PCI of the sampled units is presented as the branch PCI. As of October 2009, the majority of the latest PCI inspections were conducted during May and June 2009, with three of the inspections dating to March and April 2008.

The Manchester Terminal Apron ASR Investigation study provided a system for associating PCI scores with a subjective pavement rating on page 6 of the report, where:

- 86-100 is considered Good
- 71-85 is considered Satisfactory
- 56-70 is considered Fair
- 41-55 is considered Poor
- 26-40 is considered Very Poor
- 11-25 is considered Serious
- 0-10 is considered Failed

The following Figure E1-1 defines the individual runway and taxiway branches which were used during the PCI inspection and scoring process, which include Sections that have similar construction and history. Aprons are not included in the PCI analysis.

The major runway and taxiway pavement branch/Section PCI are presented in Table E1-1, where the taxiway areas include the three partial parallel taxiways ("A", "H" and "J") and the associated stub taxiways, and Taxiway "M" which provides access to the Runway06 threshold from the terminal and air cargo areas. It should be noted that several of the stub taxiways are included in the rating Section for the partial parallel taxiway they connect to, and some of the taxiway connectors are included with other connecting taxiways.
FIGURE E1-1
PAVEMENT PCI SECTIONS
### TABLE E1-1
RUNWAY AND PARTIAL PARALLEL TAXIWAY PCI SCORES

<table>
<thead>
<tr>
<th>Branch ID</th>
<th>Section ID</th>
<th>True Area (sf)</th>
<th>Last Inspection</th>
<th>Age at Inspection</th>
<th>PCI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Runway 17/35</td>
<td>AREA 1 03'</td>
<td>311,100</td>
<td>05/20/2009</td>
<td>6</td>
<td>88</td>
</tr>
<tr>
<td>Runway 17/35</td>
<td>AREA 2 02'</td>
<td>1,136,250</td>
<td>05/20/2009</td>
<td>7</td>
<td>83</td>
</tr>
<tr>
<td>Runway 06/24</td>
<td>6/24 Intersection</td>
<td>338,213</td>
<td>05/26/2009</td>
<td>6</td>
<td>86</td>
</tr>
<tr>
<td>Runway 06/24</td>
<td>RWY 24</td>
<td>323,391</td>
<td>06/04/2009</td>
<td>10</td>
<td>63</td>
</tr>
<tr>
<td>Runway 06/24</td>
<td>RWY 06</td>
<td>600,239</td>
<td>06/04/2009</td>
<td>3</td>
<td>85</td>
</tr>
<tr>
<td>Partial Par. Taxiway &quot;H&quot;</td>
<td>BLUE 4</td>
<td>226,039</td>
<td>03/24/2008</td>
<td>13</td>
<td>78</td>
</tr>
<tr>
<td>Partial Par. Taxiway &quot;H&quot;</td>
<td>GREEN 1</td>
<td>269,066</td>
<td>05/21/2009</td>
<td>16</td>
<td>81</td>
</tr>
<tr>
<td>Partial Par. Taxiway &quot;H&quot;</td>
<td>RED 3</td>
<td>79,711</td>
<td>05/20/2009</td>
<td>6</td>
<td>75</td>
</tr>
<tr>
<td>Partial Par. Taxiway &quot;H&quot;</td>
<td>RED 4</td>
<td>395,852</td>
<td>05/21/2009</td>
<td>6</td>
<td>74</td>
</tr>
<tr>
<td>Partial Par. Taxiway &quot;H&quot;</td>
<td>YELLOW 2</td>
<td>175,066</td>
<td>05/24/2009</td>
<td>16</td>
<td>57</td>
</tr>
<tr>
<td>Partial Par. Taxiway &quot;A&quot;</td>
<td>DARK BLUE 4b</td>
<td>970,173</td>
<td>05/21/2009</td>
<td>6</td>
<td>78</td>
</tr>
<tr>
<td>Partial Par. Taxiway &quot;A&quot;</td>
<td>GREEN 4a</td>
<td>492,007</td>
<td>05/24/2009</td>
<td>6</td>
<td>62</td>
</tr>
<tr>
<td>Partial Par. Taxiway &quot;A&quot;</td>
<td>RED 5</td>
<td>59,338</td>
<td>05/26/2009</td>
<td>6</td>
<td>89</td>
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<tr>
<td>Partial Par. Taxiway &quot;A&quot;</td>
<td>YELLOW 2</td>
<td>333,282</td>
<td>05/24/2009</td>
<td>6</td>
<td>83</td>
</tr>
<tr>
<td>Partial Par. Taxiway &quot;J&quot;/&quot;J1&quot;</td>
<td>RED 5</td>
<td>526,978</td>
<td>05/24/2009</td>
<td>10</td>
<td>75</td>
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<tr>
<td>Taxiway &quot;M&quot;/&quot;M1&quot;</td>
<td>BLUE 6</td>
<td>309,922</td>
<td>06/03/2009</td>
<td>6</td>
<td>78</td>
</tr>
<tr>
<td>Taxiway &quot;M&quot;/&quot;M1&quot;</td>
<td>GREEN 5</td>
<td>77,356</td>
<td>05/24/2009</td>
<td>3</td>
<td>95</td>
</tr>
<tr>
<td>Taxiway &quot;M&quot;</td>
<td>RED 1</td>
<td>166,843</td>
<td>06/03/2009</td>
<td>8</td>
<td>56</td>
</tr>
</tbody>
</table>

Source: Airport PCI Scoring System, October 7, 2009.

The PCI scores for the remaining taxiway Sections which were scored by the airport are provided in the following Table E1-2.

### TABLE E1-2
CONNECTOR, STUB AND OTHER TAXIWAY PCI SCORES

<table>
<thead>
<tr>
<th>Branch ID</th>
<th>Section ID</th>
<th>True Area (sf)</th>
<th>Last Inspection</th>
<th>Age at Inspection</th>
<th>PCI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Five Taxiway &quot;H&quot; Stubs 1</td>
<td>BLACK 7</td>
<td>156,333</td>
<td>05/24/2009</td>
<td>6</td>
<td>83</td>
</tr>
<tr>
<td>Taxiway &quot;G&quot; and &quot;N&quot;</td>
<td>BLACK 8</td>
<td>469,802</td>
<td>06/03/2009</td>
<td>1</td>
<td>97</td>
</tr>
<tr>
<td>Taxiway &quot;N&quot;</td>
<td>GREEN 6</td>
<td>126,700</td>
<td>06/03/2009</td>
<td>11</td>
<td>73</td>
</tr>
<tr>
<td>Taxiway &quot;N&quot;</td>
<td>ORANGE 3</td>
<td>142,613</td>
<td>06/03/2009</td>
<td>16</td>
<td>55</td>
</tr>
<tr>
<td>Taxiway &quot;B&quot;</td>
<td>RED 6</td>
<td>88,887</td>
<td>05/26/2009</td>
<td>10</td>
<td>62</td>
</tr>
<tr>
<td>Taxiway &quot;E&quot;</td>
<td>RED 7a</td>
<td>48,428</td>
<td>04/01/2009</td>
<td>15</td>
<td>57</td>
</tr>
<tr>
<td>Taxiway &quot;E&quot; (stub taxiway)</td>
<td>YELLOW 7</td>
<td>215,981</td>
<td>06/03/2009</td>
<td>16</td>
<td>80</td>
</tr>
<tr>
<td>Taxiway &quot;L&quot;</td>
<td>GRAY 1</td>
<td>60,813</td>
<td>04/01/2008</td>
<td>6</td>
<td>83</td>
</tr>
</tbody>
</table>

Source: Airport PCI Scoring System, October 7, 2009.

Notes: 1 Including Stub Taxiways "A1", "B", "C", "D" and "F" on east side of Taxiway "H".
Based on the subjective ratings for PCI scores, most of the major runway and partial parallel taxiway pavements at MHT are in Satisfactory to Good condition, with four Sections in Fair condition. The connector and stub taxiways at MHT are generally in Fair to Good condition.

All of the airport runway and taxiway Sections are constructed with an asphalt overlay on asphalt concrete, except for a small Section of Taxiway "L" near the northeast hangar area which is asphalt.

The airport PCI program does not routinely include apron areas, where the apron condition is visually inspected by airport personnel during snow removal operations. The concrete airline terminal apron was the subject of a PCI analysis during the 2007 study of the apron’s susceptibility to Alkali Silica Reaction (ASR) distresses and deterioration. The apron PCI scores varied from 79 to 95, and suggest that the apron surface is in satisfactory to good condition. The majority of the distresses impacting at least 1% of Section slabs were in the “no” to “low” intensity range, and the predominant distress is low intensity map cracking/scaling. Figure E1-2 depicts the terminal apron PCI sections. Table E1-3 describes the airline terminal apron PCI.

TABLE E1-3
AIRLINE TERMINAL APRON PCI

<table>
<thead>
<tr>
<th>Terminal Apron Section</th>
<th>Original Date</th>
<th>PCI</th>
<th>Major Distresses Affecting at Least 1% of Total Section Slabs</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATERM-01</td>
<td>1993</td>
<td>85</td>
<td>316 slabs (51.6% of total) with low intensity map cracking/scaling</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>18 slabs (2.9% of total) with low intensity linear cracking</td>
</tr>
<tr>
<td>ATERM-02</td>
<td>1993</td>
<td>79</td>
<td>1,287 slabs (93.8% of total) with low intensity map cracking/scaling</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>572 slabs (41.7% of total) with low intensity joint seal damage</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>416 slabs (30.3% of total) with medium intensity joint seal damage</td>
</tr>
<tr>
<td>ATERM-03</td>
<td>1998</td>
<td>95</td>
<td>65 slabs (15.4% of total) with low intensity joint seal damage</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>47 slabs (11.1% of total) with low intensity map cracking/scaling</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>8 slabs (1.9% of total) with no intensity shrinkage cracking</td>
</tr>
<tr>
<td>ATERM-04</td>
<td>2003</td>
<td>95</td>
<td>9 slabs (4.5% of total) with low intensity map cracking/scaling</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5 slabs (2.5% of total) with low intensity linear cracking</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2 slabs (1.0% of total) with medium intensity corner spalling</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2 slabs (1.0% of total) with no intensity shrinkage cracking</td>
</tr>
</tbody>
</table>


The study concluded that a significant portion of the concrete distresses and deterioration on the 1993 pavement areas (ATERM-01 and ATERM-02) were related to ASR conditions, and were expected to be a problem in the future. Sections ATERM-03 and ATERM-04 did not show signs of ASR, but the possibility existed in the presence of potassium acetate.
FIGURE E1-2
TERMINAL APRON PCI SECTIONS
The major study recommendations include, but are not limited to:

- **Short-Term repairs at 20 locations to eliminate Foreign Object Damage (FOD) potential and extend pavement life, concentrating on:**
  - Medium-severity blow-ups
  - Medium-severity corner spalls
  - Medium- and high-severity joint spalls
  - Medium-severity partial-depth patches
  - Application of lithium to retard ASR, if resources allow, with monitoring of treated and untreated areas to judge effectiveness

- **Long-Term recommendations:**
  - Patching and slab replacement every three years for medium- and high-severity distresses
  - New expansion joint along the trench drain, and monitor need for another trench drain

The study concluded that the ATERM-01 and ATERM-02 areas should continue to provide adequate service for another ten years after implementation of the study recommendations. Areas ATERM-03 and ATERM-04 should provide the full design life which they were designed for (assumed to be twenty years).

The airport assessment of other major apron area condition is:

- Wiggins Apron: Fair
- FedEx Apron: Fair
- Cargex Apron: Fair
- UPS Apron: Fair
APPENDIX E2

INVENTORY/EXISTING CONDITIONS

1.0 AIRSPACE AND AIR TRAFFIC CONTROL

1.1 AIRSPACE STRUCTURE

Airspace in the United States is classified as controlled, uncontrolled, or special use as described in Table E2-1. Controlled airspace describes airspace where air traffic control service is provided to IFR and VFR flights in accordance with the rules of each airspace classification. Controlled airspace includes Class A through Class E airspace, each of which has defined dimensions and altitudes within which air traffic control (ATC) service is provided to IFR flights, and may extend to VFR flights in accordance with the airspace classification. Uncontrolled airspace includes areas where ATC has neither authority nor responsibility to control aircraft, and is classified as Class G airspace. An additional type of airspace, is special use airspace. This classification consists of airspace where activities must be confined because of their nature, or where limitations are imposed upon aircraft operations that are not part of the confined activities. Special use or restricted airspace is clearly depicted on aeronautical charts.

TABLE E2-1
AIRSPACE CLASSIFICATIONS

<table>
<thead>
<tr>
<th>Controlled Airspace</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Class A:</strong> Generally consists of the airspace between 18,000 feet mean sea level (MSL) up to and including Flight Level 600 (60,000 feet MSL), including the airspace above the U.S. coastal waters and within 12 nautical miles of the coast for the 48 contiguous states and Alaska, and designated international airspace. Class A airspace contains all high altitude airways and jet routes, and unless otherwise authorized all operations must be conducted under instrument flight rules (IFR). IFR flights are provided sequencing and separation from other IFR flights.</td>
</tr>
<tr>
<td><strong>Class B:</strong> Generally consists of the airspace from the surface up to as high as 10,000 feet MSL, and is found above the nation’s busiest airports in terms of IFR operations or passenger enplanements. The configuration of each airport’s Class B airspace is individually tailored to contain all instrument procedures once an aircraft enters the airspace. The airspace consists of a surface area and two or more layers of increasing width at higher altitudes (may take on an upside-down wedding cake appearance). Air traffic control clearance is needed to enter or operate within the area and aircraft separation services are provided to all aircraft. Air Traffic Control provides sequencing and separation from other flights for IFR and VFR flights. Airports with Class B airspace also have a Mode C Veil, which extends from the surface to 10,000 feet MSL, covers the airspace within 30 nautical miles of the Class B airport, and generally requires aircraft to have automatic pressure altitude reporting equipment with Mode C capability.</td>
</tr>
<tr>
<td><strong>Class C:</strong> Terminal airspace from the surface to 4,000 feet above airport elevation, which surrounds airports with control towers, radar approach control service, and a specified level of IFR operations or passenger enplanements. The configuration and shape for each airport is individually tailored, and usually is based around a surface that starts at the surface area and extends upward and within a 5 nautical mile radius, with a higher altitude circular segment with a 10 nautical mile radius that extends from no lower than 1,200 feet to 4,000 feet above the airport elevation. Aircraft entering or operating within the area must establish two-way radio communications with air traffic control, and Air Traffic Control provides sequencing and separation from other flights for IFR and VFR flights.</td>
</tr>
<tr>
<td><strong>Class D:</strong> Terminal airspace that extends from the surface to 2,500 feet above the airport elevation and protects the airspace around airports that have an open and operational control tower. The configuration and shape is individually tailored for the airport, and the airspace is designed to contain instrument procedures. Aircraft establish two-way radio communications with the air traffic control tower prior to entering the airspace, and while operating within the airspace. Air Traffic Control separation services are provided for IFR flights, and...</td>
</tr>
</tbody>
</table>
Class E: If airspace is controlled and does not fall into one of the preceding categories it is Class E airspace. Class E airspace is made up of several sub-categories, and may extend from the surface or an indicated altitude to the next controlled airspace area (which includes the 18,000 feet MSL floor of Class A airspace). Class E areas that start at 700’ to 1,200’ AGL above the Class G airspace surrounding airports may serve as transitions to/from the terminal or en route environment. Class E airspace below 14,500 feet MSL is depicted on Sectional, Terminal and IFR Enroute Low Altitude charts. Air Traffic Control separation services are provided for IFR flights, and are not available for VFR flights.

Uncontrolled Airspace

Class G: Occupies all airspace which is not within Class A-E airspace, where Class G airspace is not controlled and generally includes all low level airspace from the surface to the bottom of Class E airspace. The range of Class G airspace extends from the surface to 700’ to 1200’ AGL, or to 14,500’ MSL in areas which are removed from airports. Air traffic control may provide basic information services to aircraft in radio contact.

Special Use

Area of special concern or restrictions due to unusual hazards (e.g., military activity, gunnery).

Source: McFarland Johnson.

Figure E2-1 addresses the shape of the airspace classifications which are discussed in Table E2-1 and provides a summary of the different airspace characteristics.

Manchester-Boston Regional Airport is within Class C airspace, where the airspace is depicted in Figure E2-2. The central Section extends outward 5 nautical miles from the center of Runway 17/35 in a circular shape, and rises from the airport surface elevation to 4,300 feet MSL (circular tube shape). The second Section extends from 5 to 10 nautical miles from the center of Runway 17/35, and includes elevations from 2,500 to 4,300 MSL. A third Section occurs within the second Section, is north-northwest of the airport, and includes elevations from 2,000 to 4,300 feet MSL. The fourth Section occurs within the second Section, is south-southeast of the Airport, and includes elevations from 1,500 to 4,300 feet MSL.
FIGURE E2-1: AIRSPACE CLASSIFICATION GRAPHIC AND OPERATIONAL SUMMARY

Source: http://www.faa.gov/library/manuals/aviation/instrument_flying_handbook/
FIGURE E2-2
MHT AIRSPACE STRUCTURE

Source: McFarland Johnson.
Manchester Class C airspace overlaps a small area of the Class E airspace associated with the instrument approaches for Concord Airport, located about 8.5 nautical miles north-northwest of Manchester-Boston Regional Airport. To the south, a small Section of the Manchester airspace, located about 8.5 nautical miles south-southwest of the Airport, is within the Mode C Veil for Boston Logan International Airport (BOS). The Mode C Veil boundary is located 30 nautical miles from BOS and extends from the surface to 10,000 feet MSL. Unless otherwise authorized, aircraft operating within the Mode C Veil must be equipped with an operating Mode C transponder having automatic pressure altitude reporting capability. The Mode C Transponder is used to identify aircraft and their flight information on a radar screen, where this information is provided to the air traffic controllers and displayed on the radar screens, and is essential to providing appropriate aircraft separation.

Essentially the entire New England region surrounding the Airport, from southeast Maine through Connecticut, which is not classified as Class B, C, or D airspace is classified as Class E airspace with a floor at 700’ above the surface and a top elevation at the base of the overlying Class A airspace. IFR aircraft within the Class E airspace are provided separation from other IFR aircraft and participating VFR aircraft by Air Traffic Control. Air traffic control typically provides alerts of non-participating aircraft to IFR aircraft.

1.2 AIR TRAFFIC CONTROL

The Manchester-Boston Regional Airport’s Air Traffic Control Tower (ATCT) is located in the Ammon Center, 1,600 feet south of the intersection of Runways 17/35 and 06/24. The ATCT operates twenty four hours per day, 365 days per year, and coordinates traffic located within the Airport Traffic Area, typically within five statute miles of the Airport, as well as for aircraft taxiing on the airport surface and aircraft requiring IFR clearances. Control of aircraft arrivals and departures prior to landing or immediately after takeoff are controlled by Boston Approach and Departure Control. Other than standard separation of participating aircraft, Boston Approach typically provides vectoring of IFR aircraft to final alignment with the runway prior to landing. Departure control will provide vectors for aircraft to an initial departure gate to join the en-route flight plan.

MHT operations are significantly influenced by its proximity to BOS. Air Carrier Flights through Manchester operate most often in three compass directions.

- West, (e.g. Chicago, Detroit, Cleveland, Minneapolis)
- Southwest (Las Vegas, Cincinnati, Memphis)
- South (e.g. New York Metro, Philadelphia, Charlotte, Orlando, Washington D.C., etc.)

Flights operating to the south are routed to avoid conflict with Boston airspace. As a result, air carrier turbojet flights to or from the south must initially fly to west or northeast fixes prior to joining southbound airways. Almost all arrivals enter the Manchester terminal area from the vicinity of the Keene VOR. Turbo prop operations are handled differently and are usually cleared on more direct routes, as they tend to fly at lower altitudes, thus avoiding the more congested jet routes.
1.3 PART 77 IMAGINARY SURFACES AND OBSTRUCTIONS

1.3.1 PART 77 SURFACES DEFINED

To protect the safety of aircraft operations, the FAA defines and regulates the airspace surrounding airports in Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace. Airspace is defined and delineated by a set of geometric surfaces referred to as “imaginary surfaces,” that extend outward and upward from airport runways. These imaginary surfaces identify the maximum acceptable height of objects beneath them. Figure E2-3 shows a diagram of the various surfaces included as Part 77 surfaces at MHT, as further described below.

FIGURE E2-3
PART 77 SURFACE DIAGRAM

Source: Federal Aviation Regulation Part 77.
Surface slopes are expressed in terms of “run over rise” where a 40:1 slope, for example, represents a surface which rises one foot in elevation for every forty feet of horizontal distance (40 foot run for every 1 foot rise).

**Primary Surface** – The Primary Surface for all runways is 1000’ wide with the edge parallel to runway centerline. The primary surface extends 200 feet beyond the runway end and is at the same elevation as the adjacent runway.

**Approach Surfaces** – The Precision Approach Surfaces for Runways 06, 17 and 35 start 200 feet from the end of the runway, have an initial width of 1,000 feet, and slope upward at 50:1 for the first 10,000 feet and then slope at 40:1 for an additional 40,000 feet. The slope is based on the distance along the extended centerline. The width of the approach surface at 2,700 feet from threshold is 1,750 feet. The Non-Precision Approach Surface for Runway 24 starts 200 feet from the end of runway, has an initial width of 1,000 feet, and slopes upward at 34:1. It should be noted that Part 77 does not recognize displaced thresholds, which explains why the surfaces start 200 feet from the end of the runway instead of 200’ from the displaced threshold.

**Horizontal Surface** – The Horizontal Surface is defined by 10,000 foot arcs drawn from each runway end and connected with tangents. The surface elevation is 150 feet above the highest runway elevation.

**Transitional Surfaces** – The Transitional Surfaces extend upward from the edges of the primary and approach surfaces at a 7:1 slope, perpendicular to the runway centerline. They end at the Horizontal Surface elevation. Above the Horizontal Surface, the 7:1 transitional surfaces for precision approaches extend outward and upward from the 40,000 foot length of the 40:1 Approach Surfaces for a distance of 5,000 feet. The slope is measured perpendicular to the runway centerline.

**Conical Surface** – The Conical Surface starts at the edge of the Horizontal Surface and extends upward at a 20:1 slope for a 4,000 foot distance. The slope is measured perpendicular to the closest horizontal surface location.
APPENDIX E3

INVENTORY/EXISTING CONDITIONS

1.1 PUBLISHED INSTRUMENT APPROACHES AND TERPS SURFACES

1.2 INSTRUMENT APPROACHES

Manchester-Boston Regional Airport has an extensive and sophisticated group of instrument approaches. Approaches based on an FAA installed and maintained Instrument Landing System (ILS) are available to Runways 06, 17 and 35. ILS approaches provide precise vertical and horizontal course guidance which helps to line up the aircraft with centerline, and bring the plane down to the Decision Altitude and the corresponding Height Above Threshold along a defined glide path. The approach lights on ILS runways 17 and 35 assist in the early identification of the runway centerline, provide roll and distance information, and decrease the allowable visibility minimums. The Required Navigation Precision (RNP) vertical guidance approach to Runway 17 is a state-of-the-art approach, which is capable of using curved horizontal paths to the runway centerline, reducing aircraft separation, and decreasing aircraft flight time and fuel usage. Table E3-1 shows the straight-in instrument approaches to MHT along with the applicable weather minimums. The first listed minimum is the “Height Above Threshold” (HATh) for vertical guidance approaches (ILS, LPV, RNP and VNAV/LNAV), which is also the Minimum Descent Altitude (MDA) above runway for non-vertical guidance approaches. The second minimum is the approach visibility (in statute miles) for values from 1 ½ to 2, and Runway Visual Range (RVR) in hundreds of feet for figures from 06 to 60.
### TABLE E3-1
STRAIGHT-IN INSTRUMENT APPROACHES AT MHT

<table>
<thead>
<tr>
<th>Runway</th>
<th>Instrument Approach Procedure</th>
<th>CAT A Minimums</th>
<th>CAT B Minimums</th>
<th>CAT C Minimums</th>
<th>CAT D Minimums</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>ILS</td>
<td>250-40</td>
<td>250-40</td>
<td>250-40</td>
<td>250-40</td>
</tr>
<tr>
<td>6</td>
<td>LOC (ILS localizer without glide slope)</td>
<td>596-50</td>
<td>596-50</td>
<td>596-1 1/2</td>
<td>596-1 3/4</td>
</tr>
<tr>
<td>6</td>
<td>RNAV (GPS) LPV</td>
<td>269-50</td>
<td>269-50</td>
<td>269-50</td>
<td>269-50</td>
</tr>
<tr>
<td>6</td>
<td>RNAV (GPS) LNAV/VNAV</td>
<td>647-2 1/2</td>
<td>647-2 1/2</td>
<td>647-2 1/2</td>
<td>647-2 1/2</td>
</tr>
<tr>
<td>6</td>
<td>RNAV (GPS) LNAV</td>
<td>576-50</td>
<td>576-50</td>
<td>576-1 1/2</td>
<td>576-1 ¾</td>
</tr>
<tr>
<td>24</td>
<td>RNAV (GPS) LNAV</td>
<td>638-50</td>
<td>638-50</td>
<td>638-1 3/4</td>
<td>638-2</td>
</tr>
<tr>
<td>17</td>
<td>ILS</td>
<td>200-18</td>
<td>200-18</td>
<td>200-18</td>
<td>200-18</td>
</tr>
<tr>
<td>17</td>
<td>LOC/DME (ILS localizer with DME, without glide slope)</td>
<td>411-24</td>
<td>411-24</td>
<td>411-40</td>
<td>411-40</td>
</tr>
<tr>
<td>17</td>
<td>RNAV (GPS) Y LPV</td>
<td>200-24</td>
<td>200-24</td>
<td>200-24</td>
<td>200-24</td>
</tr>
<tr>
<td>17</td>
<td>RNAV (GPS) Y LNAV/VNAV</td>
<td>543-1 ½</td>
<td>543-1 ½</td>
<td>543-1 ½</td>
<td>543-1 ½</td>
</tr>
<tr>
<td>17</td>
<td>RNAV (GPS) Y LNAV</td>
<td>531-24</td>
<td>531-24</td>
<td>531-50</td>
<td>531-60</td>
</tr>
<tr>
<td>17</td>
<td>RNAV (GPS) Z RNP 0.11</td>
<td>377-40</td>
<td>377-40</td>
<td>377-40</td>
<td>377-40</td>
</tr>
<tr>
<td>17</td>
<td>RNAV (GPS) Z RNP 0.30</td>
<td>581-1 ½</td>
<td>581-1 1/2</td>
<td>581-1 1/2</td>
<td>581-1 ½</td>
</tr>
<tr>
<td>17</td>
<td>VOR/DME or GPS</td>
<td>771-50</td>
<td>771-60</td>
<td>771-2 1/4</td>
<td>771-2 1/2</td>
</tr>
<tr>
<td>35</td>
<td>ILS</td>
<td>200-18</td>
<td>200-18</td>
<td>200-18</td>
<td>200-18</td>
</tr>
<tr>
<td>35</td>
<td>LOC (ILS localizer without glide slope)</td>
<td>435-24</td>
<td>435-24</td>
<td>435-40</td>
<td>435-50</td>
</tr>
<tr>
<td>35</td>
<td>ILS (CAT II)</td>
<td>100-12</td>
<td>100-12</td>
<td>100-12</td>
<td>100-12</td>
</tr>
<tr>
<td>35</td>
<td>ILS (CAT IIIA)</td>
<td>RVR 07</td>
<td>RVR 07</td>
<td>RVR 07</td>
<td>RVR 07</td>
</tr>
<tr>
<td>35</td>
<td>ILS (CAT IIIB)</td>
<td>RVR 06</td>
<td>RVR 06</td>
<td>RVR 06</td>
<td>RVR 06</td>
</tr>
<tr>
<td>35</td>
<td>RNAV (GPS) LPV</td>
<td>200-24</td>
<td>200-24</td>
<td>200-24</td>
<td>200-24</td>
</tr>
<tr>
<td>35</td>
<td>RNAV (GPS) LNAV/VNAV</td>
<td>474-60</td>
<td>474-60</td>
<td>474-60</td>
<td>474-60</td>
</tr>
<tr>
<td>35</td>
<td>RNAV (GPS) LNAV</td>
<td>555-24</td>
<td>555-24</td>
<td>555-50</td>
<td>555-60</td>
</tr>
<tr>
<td>35</td>
<td>VOR</td>
<td>595-40</td>
<td>595-40</td>
<td>595-1 1/2</td>
<td>595-1 3/4</td>
</tr>
</tbody>
</table>

Note: An italicized designation is given to identify which approach the minimums refer to, such as when the approach plate for Runway 35 RNAV (GPS) includes three different approach types.

Localizer Precision with Vertical guidance (LPV) approaches use ground augmented GPS signals to function like an ILS. While they possess slightly less vertical signal accuracy than an ILS, the LPV approaches have the potential to obtain minimums as low as 200 feet and ½ mile visibility. LNAV/VNAV instrument approaches use GPS signals for the horizontal course and a computer generated glide path for approach guidance based on the CAT level.
on barometric pressure readings. LNAV also uses GPS satellite signals for lateral course guidance, and the approach uses a stepped descent process. The non-precision stepped descent process requires aircraft to stay at or above a specified altitude until they pass a specified “fix” location, after which, the pilot descends to a lower altitude. After the Final Approach Fix is reached, the aircraft may descend to the Minimum Descent Altitude and a landing may only be attempted if the pilot sees the runway end environment and a safe approach is possible. VOR approaches use a vertical stepped descent procedure similar to LNAV where VOR radials from a ground transmitter are used for horizontal guidance. The VOR signal is not as accurate as a GPS signal, however. Localizer approaches use a precise horizontal signal for runway alignment and a vertical stepped descent procedure.

While the Localizer, VOR, GPS and LNAV approaches at the Airport offer relatively high minimums compared to ILS and LPV approaches, the latter types of approaches provide instrument access to many types of aircraft that do not carry advanced instrumentation. The LPV approach appears to duplicate some of the instrument approach access offered by ILS, which provides an important back-up if the ILS glide slope or localizer is out of service for any reason.

Runway 24 is the only runway end at Manchester without a vertical guidance instrument approach. The existing non-precision approach has relatively high ceiling and visibility minimums, especially for Approach Category C/D business and commercial jets. Vertical guidance approaches such as ILS, LPV or RNP may provide lower ceiling and visibility minimums, and also improve approach safety through reduced pilot workload, positive vertical guidance during periods with reduced visual cues (IFR and night landings), and by supporting stabilized approaches.

Trees in the Runway 24 approach appear to present significant obstructions to a number of critical clearance surfaces for a vertical guidance instrument approach, including the Glidepath Qualification Surface (GQS) for a 3.1 degree LPV approach. The GQS obstructions might be remediated by a moderate displaced threshold on Runway 24 if tree cutting is not an option within a wetland and conservation area.

1.2.1 Instrument Approach Related Weather Information

Weather information is important to pilots, as it is a key determinant of which runway is optimally utilized (aircraft operate best into the wind). This is particularly true if the airport is operating below Visual Flight Rule (VFR) minimums due to a ceiling below 1,000 feet or visibility below three miles, and if an existing instrument approach is above or below applicable weather minimums.

Weather condition information at the Airport is provided by an on-airport Automated Surface Observation System (ASOS), and a Limited Aviation Weather Reporting Station (LAWRS). The Manchester ASOS is an automated weather reporting system which is owned and maintained by the Federal government, and can be accessed by telephone or by a radio capable of accessing the 119.55 frequency. The ASOS takes readings for temperature, dew point, sky condition, altimeter, wind direction and wind speed at the ASOS site. The ASOS visibility reading is calculated from light attenuation measurements, is stated in terms of statute miles (plus fractions), and is based on the night viewing of a moderate intensity light and daytime sighting of a dark object. The Manchester ASOS is located in the infield area between taxiways “A”, “D” and “G”, about 480 feet east of the airport terminal building.
LAWRS reports include cloud height, weather (rain, snow, etc.), obstructions to vision, temperature and dew point, surface wind, altimeter and pertinent remarks. The observer based reports supplement the ASOS. LAWRS visibility is based on the prevailing visibility around the airport, using lights at night and dark objects during the day, and is given in statute miles with fractions.

Runway Visual Range (RVR) is an important reporting device at the Airport and the touchdown results are directly used in 76% of the published instrument approach weather minimums. The RVR reports the calculated distance that a pilot can see HIRL lights or runway markers when the plane is on or near the surface, and are based on measurements of HIRL intensity, light attenuation and ambient light level. RVR reports sighting distance in hundreds of feet (RVR 12 is 1200 feet) and, has a maximum reading of RVR 60 (6000 feet). RVR is reported when the visibility is 1 mile or less, or the RVR reading is 60 (6000 feet) or less. RVR reports are included in ASOS and LAWRS weather announcements.

Since fog and snow impacts on runway sighting may vary along the length of the runway, several RVR are located along each runway. The three RVR on Runway 17/35 are located at the Runway 17 and 35 touchdown points (about 1,000 feet past landing threshold), and close to the runway mid-point, providing touchdown, mid-field and roll-out RVR for operations on both runways. The Category II and III ILS approaches to Runway 35 require touchdown point, midfield and departure end RVR. An RVR is provided at the touchdown points for Runways 06 and 24, and provides touchdown and roll-out RVR estimates for operations on both runways.

1.3 TERMINAL INSTRUMENT PROCEDURES (TERPS)

Final Approach Obstacle Clearance Surfaces – Instrument approach minimums and limitations are based on a number of obstacle clearance surfaces that apply to a specific approach type. Instrument Landing System (ILS), Localizer Precision with Vertical guidance (LPV), LNAV/VNAV, and Required Navigational Precision (RNP) approaches provide positive lateral and vertical guidance during the final approach segment, presenting the pilot with a defined target that will bring the aircraft to the approach decision point. The "Height Above Threshold" (HATH) decision point for vertical guidance approaches is based on the top elevation and location of objects that obstruct an Obstacle Clearance Surface (OCS). If the final approach segment surfaces are clear, the approaches may provide lowest possible minimums for the approach type if other criteria are met including the missed approach.

Non-precision approaches at the Airport without positive vertical guidance, such as VOR, LOC (localizer only), and LNAV (GPS lateral guidance without the benefit of WAAS improvements), depend upon stepped decreases in allowable altitude at defined fixes and base the Minimum Descent Altitude on a required clearance above the highest object in the final segment. Missed approach areas are also considered.

For ILS and LPV approaches, the final segment evaluation includes the W, X and Y surfaces, which are addressed in Table E3-2 and Figure E3-1. The W, X and Y surfaces at MHT extend from 200 feet beyond the landing threshold to the intersection of the glide path with the intermediate approach altitude ("d"=0 on Figure 5-3), which may occur at a distance less than or greater than 50,200 feet (the distance used for planning purposes) from landing threshold. If the W, X and Y surfaces, as well as the missed approach and approach light plane surfaces are clear, Category I ILS and LPV approaches may obtain minimums as low as 200 feet HATH and ½ mile visibility with approach lights.
TABLE E3-2:
TERPS W, X, AND Y FINAL APPROACH SEGMENT SURFACES

<table>
<thead>
<tr>
<th>Surface</th>
<th>Initial Half Width At 200' From Landing Threshold</th>
<th>Half Width At 50,200'</th>
<th>Surface Slope</th>
</tr>
</thead>
<tbody>
<tr>
<td>W</td>
<td>400' from centerline</td>
<td>2200' from centerline</td>
<td>(102/Glidepath Angle) slope along extended runway centerline</td>
</tr>
<tr>
<td>X</td>
<td>Ends at 700' from centerline</td>
<td>6076' from centerline</td>
<td>4:1 perpendicular to centerline starting at W surface edge</td>
</tr>
<tr>
<td>Y</td>
<td>Ends at 1000' from centerline</td>
<td>8576' from centerline</td>
<td>7:1 perpendicular to centerline starting at X surface edge</td>
</tr>
</tbody>
</table>

Source: FAA Orders 8260.3B (for ILS) and 8260.54A (for LPV).

FIGURE E3-1
W, X, AND Y FINAL APPROACH SEGMENT SURFACES

Source: FAA Order 8260.54A.

The W surface slope for Runway 17 ILS is different from the ILS approach to Runways 06 and 35, due to the glide path angles for each ILS approach. The Runway 06 and 35 W surfaces have a 34:1 slope (102/3.00), while the W surface for Runway 17 has a 32.91:1 slope (102/3.10) due to a 3.10 degree glide path angle.

For RNP approaches, the criteria is different from ILS/LPV due to increased reliance on GPS/WAAS signal accuracy at low RNP values, and the use of barometric pressure to generate a vertical guidance path. The RNP surfaces are rectangles centered on the approach course as shown in Figure E3-2, where the half-width...
of the final segment rectangle is a function of the required approach RNP (2 x RNP), and the OCS starting slope location is a function of airport and approach variables.

**FIGURE E3-2**

**RNP FINAL APPROACH SEGMENT SURFACES**

![Figure E3-2 RNP Final Approach Segment Surfaces](image)

Source: FAA Order 8260.52.

While the RNP OCS starts 200 feet from the landing threshold, the sloping Section generally starts at a distance $D_{veb}$ from threshold, which is usually from 1500 feet to 3000 feet in length. The OCS slope is generally about 20:1. Objects within the initial zero slope area and above threshold may increase the HATh above 250 feet, which is the lowest possible HATh with RNP.

For the RNP 0.11 approach to Runway 17, the OCS half-width from centerline is 0.22 nautical miles (RNP is always expressed in terms of nautical miles), and the half width of the RNP 0.30 approach is 0.6 nautical miles (3645.6 feet) from centerline. While the RNP approach to Runway 17 results in higher approach minimums than the ILS or LPV approaches, RNP provides benefits in terms of closer aircraft spacing within the airspace, which can reduce delays and decrease fuel use.

For the non-precision approaches based on LOC, VOR and LNAV, the width of the final approach segment surfaces at the landing threshold and in the approach are considerably larger than ILS, LPV or RNP, and the Minimum Descent Altitude is determined by adding 250 feet (plus modifiers) to the highest object elevation in the area. Thus, the highest point on objects which rise to a relatively high elevation but which are below the W, X, and Y surfaces may significantly raise non-precision minimums but result in relatively low ILS or LPV HATh.
TERPS Paragraph 251 Visual Area – The lowest visibility that an instrument approach may obtain, and the ability to use the approach at night, is based on the Visual Area criteria set forth in Paragraph 251 of FAA Order 8260.3B. The Visual Area surfaces at MHT start 200 feet from the landing threshold, where they have an 800 foot total width, and the surface extends out to the Decision Altitude location. The total surface width for instrument approaches lined up with runway centerline is a function of distance from start, and equals 800 feet + (0.276 x the distance from surface start).

The criteria associated with the various Visual Area surface slopes are:

- If the 34:1 slope Visual Area surface is penetrated, the visibility minimums may not be less than ¾ mile. If the 34:1 slope surface is clear, visibility minimums less than ¾ mile may be approved with the prescribed runway and approach lighting.

- If the 20:1 slope Visual Area surface is clear, the visibility minimums may be less than 1 mile.

- If the 20:1 slope Visual Area surface is penetrated, visibility minimums cannot be less than 1 mile, and night authorization for the approach may be withheld unless the obstructions are removed, marked and lighted, or FAA approves remediation via a visual glide slope.

- If the number of 20:1 penetrations is unusually high, FAA may withhold night authorization even if lighting/marking and a visual glide slope are in place.

Glidepath Qualification Surface – Vertical guidance instrument approaches (ILS, LPV and RNP) cannot be approved if the Glidepath Qualification Surface (GQS) has obstructions. The GQS surfaces at MHT extend from the landing threshold to the Decision Altitude (DA) location, with a slope equal to $\frac{1}{\tan(2 \times (\text{GlidepathAngle} + 3))}$

For Runways 06 and 35 the GQS slope is 28.64:1, and the slope for Runway 17 is 27.72:1. The GQS for Runways 06 and 17 starts at the runway threshold elevation, while the Runway 35 GQS starts 1 foot above the threshold elevation due to a 51 foot Threshold Crossing Height (TCH). The GQS starting elevation is raised one foot for every TCH foot above 50.

The GQS starting width is 200 feet greater than the runway width, for a 350 feet total starting width for all runways at MHT, and the DA location width of the GQS is equal to the W surface width at the DA:

- 1063.12’ GQS width at Runway 06 CAT I ILS DA
- 986.35’ GQS width at Runway 17 CAT I ILS DA
- 990.31’ GQS width at Runway 35 CAT I ILS DA
- 852.92’ GQS width at Runway 35 CAT II ILS DA

GQS obstructions may be remediated in some cases by increasing the TCH above 50 feet. Changes to the TCH, up to 60 feet above threshold, may be used without glidepath angle modifications when obstructions are 10 feet or less above the GQS.

TCH modifications can also be used in conjunction with the application of glidepath angles above 3 degrees (3 degrees is the standard starting glidepath angle), since increases in the approach angle change the GQS.
slope. It is important to note that increasing the TCH will reduce the available landing length, and 60 feet is the normal TCH maximum without a special FAA waiver. Glidepath angles above 3.1 degrees limit the aircraft which are authorized to use vertical guidance approaches in accordance with the following guidelines contained in FAA Orders 8260-3B and 8260-54A:

- Glidepath angles up to 3.1 degrees: May be used by Approach Categories A-D
- Above 3.1 degrees and up to 3.6 degrees: Approach Categories A-C (Category D not authorized)
- Above 3.6 degrees and up to 4.2 degrees: Approach Categories A-B
- Over 4.2 degrees: Approach Category A

Since MHT is regularly used by aircraft in Approach Categories C and D, care should be taken when glidepath angle changes from 3 degrees are considered to obtain clearances over obstructions that cannot be removed.

**Precision Obstacle Free Zone** – The Precision Obstacle Free Zone (POFZ) applies when the weather conditions for a vertical guidance instrument approach are less than 250 feet HATH, or the prevailing visibility is less than ¾ mile (or RVR 4000). The POFZ extends from the landing threshold to 200 feet out, and has a total width of 800 feet. Taxiing, holding and parked aircraft, and ground vehicles within the POFZ are considered to be obstacles unless positive control will allow the surface to be cleared when aircraft are within 2 nautical miles of the threshold and the reported minimums are below 300 feet or ¾ mile (RVR 4000).

The POFZ is considered clear if the tail and/or fuselage of a taxing aircraft do not penetrate the zone. The wing of aircraft holding on a perpendicular taxiway, while they wait for runway clearance, may penetrate the POFZ. If the POFZ is penetrated when an aircraft is on its final approach and is within 2 nautical miles, the lowest approach minimums are 300 feet and ¾ mile.

**Departure Surface** – Departure minimums are published for each runway end at MHT, and are derived from the departure surface analysis. If the departure surface is clear of obstructions, the runway end may obtain standard departure minimums which consist of 1 mile visibility for two engine aircraft, and ½ mile visibility for aircraft having more than two engines. If the departure surface has obstructions, the departure minimums are based on the ceiling and visibility which will allow pilots to see and avoid obstacles. Alternate departure minimums may also be published that allow the use of the standard departure minimums if a specified aircraft climb gradient may be obtained, where the needed climb gradient is sufficient to obtain adequate clearance over obstacles.

The Initial Climb Area (ICA) departure surface at MHT starts at the departure end of runway where it has a 1,000 foot width, and the width reaches 7,512.36 feet at a distance of 2 nautical miles (12,152.23 feet). The 40:1 surface slope which is depicted in TERPS is associated with a 200 foot per nautical mile climb gradient, and the slope becomes steeper if the minimum climb gradient is increased to obtain the required clearance over obstacles.

The departure obstructions for Runways 17 and 35 at MHT require that specified ceiling and visibility minimums be met to allow pilots to see and avoid the obstacles, and alternate departure minimums are published that require a climb gradient above 200 feet per nautical mile. Runway 06 and 24 departures may use standard departure minimums.
The published departure minimums at MHT are shown in **Table E3-3:**

### TABLE E3-3
**MHT DEPARTURE MINIMUMS**

<table>
<thead>
<tr>
<th>Departure Runway</th>
<th>Departure Minimums</th>
<th>Required Minimum Climb Gradient with Standard Departure Minimums</th>
</tr>
</thead>
<tbody>
<tr>
<td>Runway 35</td>
<td>300 feet and 1 ½ miles</td>
<td>253 feet per nautical mile</td>
</tr>
<tr>
<td>Runway 17</td>
<td>300 feet and 1 ½ miles</td>
<td>277 feet per nautical mile to 500 foot MSL</td>
</tr>
<tr>
<td>Runway 24</td>
<td>Standard</td>
<td>--</td>
</tr>
<tr>
<td>Runway 06</td>
<td>Standard</td>
<td>--</td>
</tr>
</tbody>
</table>

Source: [http://avn.faa.gov/d-tpp/0910/NE1TO.PDF](http://avn.faa.gov/d-tpp/0910/NE1TO.PDF)

Lower than standard departure minimums, which may range from an RVR of 1600 feet to an RVR equal to or lower than 600 feet, must be authorized by the FAA for individual airline certificate holders, by aircraft type, and for other operators. The general runway requirements for lower than standard departure minimums for Part 121 Airplane Operations are shown in **Table E3-4.** The required takeoff aids may include operative centerline lights, operative high intensity edge lights, serviceable centerline markings and one or more RVR. If available, RVR reports from specified locations along the departure runway must be used for takeoff operations in place of prevailing visibility or ASOS/AWOS estimates.

### TABLE E3-4
**LOWER THAN STANDARD DEPARTURE MINIMUMS CRITERIA**

<table>
<thead>
<tr>
<th>Operative or Serviceable Runway Facilities and other Specified Requirements</th>
<th>RVR Minimum in Feet or Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Runway centerline marking (day only) or HIRL or centerline lights</td>
<td>RVR 1600, or Runway Visibility Value of ¼ mile if no RVR</td>
</tr>
<tr>
<td>Runway centerline marking (day only) or HIRL or centerline lights, with two or more operative RVR reporting systems</td>
<td>RVR 1200/1200/1000</td>
</tr>
<tr>
<td>HIRL with centerline marking or centerline lights, with two or more operative RVR reporting systems</td>
<td>RVR 1000/1000/1000</td>
</tr>
<tr>
<td>HIRL and centerline lights, with two or more operative RVR reporting systems</td>
<td>RVR 600/600/600</td>
</tr>
<tr>
<td>HIRL and centerline lights, with two or more operative RVR reporting systems</td>
<td>RVR 500/500/500 requires appropriate surface movement and guidance control procedures (SMGCS)</td>
</tr>
<tr>
<td>HIRL and centerline lights, front course guidance from a localizer meeting criteria, 10 knot maximum crosswind component, taxiway routing with taxiway centerline lighting or other appropriate guidance, Approved Head-Up Display (HUD) aircraft takeoff guidance system, and three operative RVR reporting systems</td>
<td>RVR 300/300/300 requires appropriate surface movement and guidance control procedures (SMGCS)</td>
</tr>
</tbody>
</table>

Source: FAA Notice 8900.38.

Notes:
1. Appropriate pilot training and aircraft equipment is needed for each RVR.
2. When RVR is expressed as a/b/c, “a” refers to beginning of takeoff roll or touchdown zone RVR, “b” refers to mid-field RVR (if installed), and “c” refers to end of runway or rollout RVR (if authorized).
3. RVR readings are in hundreds of feet (an RVR of 1,200 feet is stated as RVR 12 in the reports).
MHT has lower than standard takeoff minima of RVR 500 on Runways 17 and 35, and RVR 1000 on Runways 06 and 24. The RVR 1000 departure minimums on Runway 06/24 are higher than would normally be associated with a runway served by HIRL, centerline lights and touchdown zone/roll-out RVR.

In accordance with the Surface Movement Guidance Control System (SMGCS) plan which was prepared by the airport and is dated March 2009, Part 121 airline takeoffs and departures are limited to weather conditions where the RVR is 600 or higher, and Part 121 operations are restricted to Runway 17/35 when the RVR is below 1200. The SMGCS plan is required for Part 121 airline operations in conditions below RVR 1200, and identifies the special ground facilities, operating procedures and designated taxi paths which must be adhered to. The following Figure E3-3 identifies the low visibility taxi routes at the airport, including the holding position markers and elevated or in-pavement Guard Lights.
FIGURE E3-3
LOW VISIBILITY TAXI ROUTES

Source: Jeppesen Approach Plates.
APPENDIX E4

INVENTORY/EXISTING CONDITIONS

1.0   HISTORICAL CARGO ACTIVITY

Air cargo is an important part of the business of airports. Airlines carry cargo and mail to the Airport in the belly of scheduled passenger flights (“belly cargo”), and all-cargo carriers provide both scheduled and on-demand flights. Table E4-1 shows the cargo landed weight at Manchester-Boston Regional Airport for the past five years.

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Weight (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>162,080,948</td>
</tr>
<tr>
<td>2005</td>
<td>155,503,955</td>
</tr>
<tr>
<td>2006</td>
<td>176,382,468</td>
</tr>
<tr>
<td>2007</td>
<td>193,487,647</td>
</tr>
<tr>
<td>2008</td>
<td>178,155,941</td>
</tr>
<tr>
<td>2009</td>
<td>161,670,797</td>
</tr>
</tbody>
</table>

Source: MHT Activity Reports.

Cargo is generally separated into two categories: freight and mail. Table E4-2 displays the total weight of mail handled at MHT over the past five full years and 2009 year to date.

<table>
<thead>
<tr>
<th>Year</th>
<th>Mail (000 pounds)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>5,767</td>
</tr>
<tr>
<td>2005</td>
<td>3,800</td>
</tr>
<tr>
<td>2006</td>
<td>503</td>
</tr>
<tr>
<td>2007</td>
<td>445</td>
</tr>
<tr>
<td>2008</td>
<td>208</td>
</tr>
<tr>
<td>2009</td>
<td>900</td>
</tr>
</tbody>
</table>

Source: MHT Activity Reports.

Five companies currently provide all-cargo flights at MHT: FedEx, Mountain Air Cargo, Telford Aviation, UPS and Wiggins Airways. Cargo flown by Mountain Air Cargo is reported as part of FedEx totals and Telford Aviation’s cargo is reported as part of the UPS total Table E4-3 shows the cargo trends over the past two full calendar years, by carrier, for airlines serving Manchester-Boston Regional Airport.
### TABLE E4-3
CHANGES IN CARGO WEIGHT, 2009 VS. 2008

<table>
<thead>
<tr>
<th>Airline/Year</th>
<th>2009</th>
<th>2008</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic Southeast</td>
<td>153</td>
<td>8,109</td>
<td>-79.47%</td>
</tr>
<tr>
<td>Comair</td>
<td>42</td>
<td>11,195</td>
<td>-57.92%</td>
</tr>
<tr>
<td>Delta Airlines</td>
<td>0</td>
<td>381</td>
<td>100.00%</td>
</tr>
<tr>
<td>Total DL &amp; Affiliates</td>
<td>19,685</td>
<td>19,685</td>
<td>-70.22%</td>
</tr>
<tr>
<td>Meseba Aviation</td>
<td>421</td>
<td>9,326</td>
<td>4257.94%</td>
</tr>
<tr>
<td>Northwest Airlines</td>
<td>9,300</td>
<td>59,705</td>
<td>-35.20%</td>
</tr>
<tr>
<td>Pinnacle Airlines</td>
<td>0</td>
<td>25</td>
<td>-99.35%</td>
</tr>
<tr>
<td>Total NW &amp; Affiliates</td>
<td>69,056</td>
<td>69,056</td>
<td>-28.22%</td>
</tr>
<tr>
<td>Air Wisconsin</td>
<td>12,879</td>
<td>3,082</td>
<td>-32.55%</td>
</tr>
<tr>
<td>Mesa Airlines</td>
<td>0</td>
<td>4,121</td>
<td>100.00%</td>
</tr>
<tr>
<td>Piedmont Airlines</td>
<td>6</td>
<td>1,416</td>
<td>19.09%</td>
</tr>
<tr>
<td>US Airways</td>
<td>5,823</td>
<td>82,505</td>
<td>-39.96%</td>
</tr>
<tr>
<td>Total US &amp; Affiliates</td>
<td>91,124</td>
<td>91,124</td>
<td>-36.62%</td>
</tr>
<tr>
<td>Continental Express</td>
<td>7,192</td>
<td>3,937</td>
<td>100.00%</td>
</tr>
<tr>
<td>Southwest Airlines</td>
<td>1,544,084</td>
<td>1,690,752</td>
<td>19.48%</td>
</tr>
<tr>
<td>United Airlines</td>
<td>0</td>
<td>44,914</td>
<td>-27.95%</td>
</tr>
<tr>
<td>Total Belly Cargo</td>
<td>1,579,900</td>
<td>1,919,468</td>
<td>-17.69%</td>
</tr>
<tr>
<td>ASTAR (DHL)</td>
<td>0</td>
<td>3,398,668</td>
<td>-6.92%</td>
</tr>
<tr>
<td>Air Now</td>
<td>1,069,649</td>
<td>1,511,139</td>
<td>-18.92%</td>
</tr>
<tr>
<td>FedEx</td>
<td>87,446,085</td>
<td>94,459,635</td>
<td>-11.55%</td>
</tr>
<tr>
<td>UPS</td>
<td>67,477,097</td>
<td>72,316,254</td>
<td>-3.24%</td>
</tr>
<tr>
<td>Wiggins Airways</td>
<td>4,098,066</td>
<td>4,550,777</td>
<td>-1.97%</td>
</tr>
<tr>
<td>Total All-Cargo Carriers</td>
<td>160,090,897</td>
<td>176,236,473</td>
<td>-9.16%</td>
</tr>
<tr>
<td>Total Cargo</td>
<td>161,670,797</td>
<td>178,155,941</td>
<td>-9.25%</td>
</tr>
</tbody>
</table>

Source: MHT Activity Reports and Analysis.

**Table E4-4** displays the cargo enplaned and deplaned at MHT for the period September 2008 through August 2009.
### TABLE E4-4
AIR CARGO TOTALS BY COMPANY (9/08 – 8/09)

<table>
<thead>
<tr>
<th>Company</th>
<th>Enplaned Pounds</th>
<th>Deplaned Pounds</th>
<th>Total Pounds</th>
<th>% Share of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Now</td>
<td>782,763</td>
<td>432,646</td>
<td>1,215,409</td>
<td>0.7</td>
</tr>
<tr>
<td>Air Wisconsin (US Airways Express)</td>
<td>5,148</td>
<td>3,533</td>
<td>8,681</td>
<td>0.0</td>
</tr>
<tr>
<td>ASTAR Air Cargo-DHL</td>
<td>651,356</td>
<td>557,615</td>
<td>1,208,971</td>
<td>0.7</td>
</tr>
<tr>
<td>Atlantic Southeast Airlines (Delta Connection)</td>
<td>401</td>
<td>1</td>
<td>402</td>
<td>0.0</td>
</tr>
<tr>
<td>Comair</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>0.0</td>
</tr>
<tr>
<td>Continental Express</td>
<td>1,666</td>
<td>6,712</td>
<td>8,378</td>
<td>0.0</td>
</tr>
<tr>
<td>Delta Airlines</td>
<td></td>
<td></td>
<td></td>
<td>0.0</td>
</tr>
<tr>
<td>Federal Express Corporation</td>
<td>41,170,133</td>
<td>46,801,316</td>
<td>87,971,449</td>
<td>53.5</td>
</tr>
<tr>
<td>Mesa Airlines Inc. (USAir Express)</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>0.0</td>
</tr>
<tr>
<td>Mesaba Aviation, Inc. (Northwest)</td>
<td>357</td>
<td>2,595</td>
<td>2,952</td>
<td>0.0</td>
</tr>
<tr>
<td>Northwest Airlines, Inc.</td>
<td>2,022</td>
<td>6,053</td>
<td>8,075</td>
<td>0.0</td>
</tr>
<tr>
<td>Piedmont Airlines, Inc. (USAir Express)</td>
<td>0</td>
<td>154</td>
<td>154</td>
<td>0.0</td>
</tr>
<tr>
<td>Pinnacle Airlines, Inc. (Northwest Airlink)</td>
<td>0</td>
<td>25</td>
<td>25</td>
<td>0.0</td>
</tr>
<tr>
<td>Regional/Elite Airline Services</td>
<td>320</td>
<td>2,196</td>
<td>0.0</td>
<td></td>
</tr>
<tr>
<td>Southwest Airlines, Inc.</td>
<td>831,800</td>
<td>941,064</td>
<td>1,772,864</td>
<td>1.1</td>
</tr>
<tr>
<td>United Airlines, Inc.</td>
<td></td>
<td></td>
<td></td>
<td>0.0</td>
</tr>
<tr>
<td>United Parcel Services, Inc.</td>
<td>32,057,787</td>
<td>35,818,987</td>
<td>67,876,774</td>
<td>41.3</td>
</tr>
<tr>
<td>US Airways, Inc.</td>
<td>3,967</td>
<td>12,007</td>
<td>15,974</td>
<td>0.0</td>
</tr>
<tr>
<td>Wiggins Airways</td>
<td>2,711,310</td>
<td>1,733,508</td>
<td>4,444,818</td>
<td>2.7</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>78,219,030</strong></td>
<td><strong>86,318,412</strong></td>
<td><strong>164,537,442</strong></td>
<td></td>
</tr>
</tbody>
</table>

Source: MHT ACTIVITY REPORT, September, 27, 2009.

During the September, 2008-August, 2009 period the all-cargo carriers used a wide variety of aircraft for their operations. Table E4-5 provides the aircraft, its gross landing weight, and the number of landings by each aircraft type for MHT’s all-cargo carriers.
TABLE E4-5
ALL-CARGO AIRCRAFT LANDINGS DURING 9/08-8/09 PERIOD

<table>
<thead>
<tr>
<th>Company</th>
<th>Aircraft Make/Model</th>
<th>FAA Gross Landing Weight</th>
<th>Landings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Now</td>
<td>E-110/0 (Bandeirante)</td>
<td>12,500</td>
<td>321</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Air Now</td>
<td></td>
<td></td>
<td>321</td>
</tr>
<tr>
<td>ASTAR Air Cargo – DHL (Terminated operations 12/08)</td>
<td>B-727/200</td>
<td>161,000</td>
<td>24</td>
</tr>
<tr>
<td></td>
<td>B-727/A</td>
<td>164,000</td>
<td>29</td>
</tr>
<tr>
<td>Total DHL</td>
<td></td>
<td></td>
<td>53</td>
</tr>
<tr>
<td>Federal Express Corporation</td>
<td>A-300/0</td>
<td>308,650</td>
<td>54</td>
</tr>
<tr>
<td></td>
<td>A-300-60/0</td>
<td>308,700</td>
<td>505</td>
</tr>
<tr>
<td></td>
<td>A-310/0</td>
<td>267,900</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>DC-10/0</td>
<td>436,000</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>DC-10/10</td>
<td>375,000</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>DC-10/30</td>
<td>424,000</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>MD-10-10/0</td>
<td>375,000</td>
<td>111</td>
</tr>
<tr>
<td>Total FedEx</td>
<td></td>
<td></td>
<td>683</td>
</tr>
<tr>
<td>United Parcel Services, Inc.</td>
<td>A-300/0</td>
<td>315,920</td>
<td>404</td>
</tr>
<tr>
<td></td>
<td>B-727/100</td>
<td>142,500</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>B-757/200</td>
<td>210,000</td>
<td>251</td>
</tr>
<tr>
<td></td>
<td>B-767/300</td>
<td>326,000</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>DC-8/71</td>
<td>258,000</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>DC-8/73</td>
<td>275,000</td>
<td>9</td>
</tr>
<tr>
<td>Total UPS</td>
<td></td>
<td></td>
<td>692</td>
</tr>
<tr>
<td>Wiggins Airways</td>
<td>B-100/0 (King Air)</td>
<td>10,500</td>
<td>90</td>
</tr>
<tr>
<td></td>
<td>B-99/0 (Beech 99)</td>
<td>10,900</td>
<td>2,012</td>
</tr>
<tr>
<td></td>
<td>C-208/B (Caravan)</td>
<td>8,500</td>
<td>372</td>
</tr>
<tr>
<td>Total Wiggins</td>
<td></td>
<td></td>
<td>2,474</td>
</tr>
</tbody>
</table>

Sources: MHT Cargo Detail Spreadsheet (9/2009).

UPS flights arrive and depart for Louisville, KY. FedEx aircraft fly between Manchester and Memphis, TN and Indianapolis, IN. The smaller carriers generally provide feeder services for the major carriers, carrying cargo between MHT and communities in New York, New England and Canada.
APPENDIX E5

INVENTORY/EXISTING CONDITIONS

1.0 AIRPORT ZONING

The Airport property lines fall within two municipalities: the City of Manchester and the Town of Londonderry, as shown in Figure E5-1. The Airport property within the City includes most of Runway 06/24, and the northern third of Runway 17/35 plus various taxiways, aprons and hangars on the north side of the airport. Airport property within the Town of Londonderry includes the Runway 06 threshold area, the central and southern terminal areas, the southern two-thirds of Runway 17/35 and associated aprons and taxiways.

The Airport property within the City of Manchester is zoned IND (industrial), and the property within the Town of Londonderry is zoned IND-II (industrial). The uses permitted within the City of Manchester’s IND zone, and the Town of Londonderry’s IND-II zone, are shown in Table E5-1.

<table>
<thead>
<tr>
<th>Applicable Municipality</th>
<th>Zoning District</th>
<th>Permitted Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Manchester</td>
<td>IND - General Industrial/ Industrial Park</td>
<td>Veterinary Hospital, Construction, Manufacturing, Transportation/Communication/Utilities, Sales and Service, Medical Services, Schools, Child Care Facilities, Municipal Facilities, Ambulance and Emergency Services.</td>
</tr>
</tbody>
</table>

Source: McFarland Johnson.
FIGURE E5-1
AIRPORT ZONING

Source: McFarland Johnson.
1.1 ZONING AND LAND USES ADJACENT TO THE AIRPORT

There are a large number of land-use zones applicable to the areas surrounding the Airport in the City of Manchester, Town of Londonderry and the Town of Bedford. Figure E5-2 shows a map of the City of Manchester zoning areas. Table E5-2 shows the applicable zones and permissible uses within the City of Manchester, while Table E5-3 shows the overlay district zones and purpose. Zoning and overlay district information for the Town of Londonderry is shown in Tables E5-4 and E5-5, and Table E5-6 shows the zoning districts within the Town of Bedford. Figures E5-3 and E5-4 shows the zoning district and applicable overlay districts for the Towns of Londonderry and New Bedford, respectively.

The City of Manchester Zoning Map as shown in Figure E5-2 also includes ten overlay districts, where the districts are identified as to purpose in Table E5-2. Three of the district overlays apply to the airport. The overlay districts are superimposed upon the base districts and the overlay district provisions apply in addition to the base district provisions.

The Town of Londonderry zoning map is shown in Figure E5-3, and information on the zoning codes and permitted uses is provided in Table E5-3. The zoning codes include an Airport District, which provides standards for certain airport related use and structures that are not compatible with generally applicable commercial and industrial standards. The general standards within the Town of Londonderry Airport District provide criteria for building setbacks, a maximum building height of 65 feet for structures (exceptions: terminal building, airport parking garage and aircraft control tower), storage areas, sewage and waste disposal, curb and gutter, sidewalks, electrical power, and parking standards. Proposed airport development within the Airport District must meet the standards of the Town Site Plan Regulations for surface water drainage control, and a permit application must be submitted to the Town engineer simultaneously with submittal to the state and/or federal agencies having jurisdiction over the development.

The Town of Londonderry overlay districts and permitted uses are identified in Tables E5-4 and E5-5, where two of the overlay districts pertain to the airport.

The Town also includes a Historic District which currently includes five lots which are defined in the Zoning Ordinance. The Historic District is superimposed upon other established districts, where uses permitted in underlying districts are permitted within the Historic District. The purpose of the Historic District is to safeguard and preserve the heritage of the Town for the benefit of residents and businesses.

The Town of Londonderry Northwest Small Area Plan, which was published and adopted by the Town during September, 2009, includes three airport related overlay districts which are shown in Figure E5-4.
<table>
<thead>
<tr>
<th>Zoning Code</th>
<th>Permitted Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-1A – Residential One Family District, Medium Density</td>
<td>Single Family Residences, Schools, Municipal Facilities.</td>
</tr>
<tr>
<td>R-1B – Residential One Family District, High Density</td>
<td>Single Family Residences, Schools, Municipal Facilities.</td>
</tr>
<tr>
<td>R-2 – Residential Two Family District</td>
<td>Single and Two Family Residences, Schools, Municipal Facilities.</td>
</tr>
<tr>
<td>R-SM – Residential Suburban Multifamily District</td>
<td>Single and Multiple Family Residences, Elderly Housing And Assisted Living, Schools, Places of Worship, Cemeteries, Municipal Facilities.</td>
</tr>
<tr>
<td>R-3 – Urban Multifamily District</td>
<td>Single and Multiple Family Residences, Congregate Housing, Elderly Housing And Assisted Living, Congregate Housing, Schools, Places of Worship, Cemeteries, Municipal Facilities.</td>
</tr>
<tr>
<td>B-2 – General Business District</td>
<td>Dwellings In Upper Stories With Commercial First Floor, Veterinary Hospital, Transportation/Communication/Utilities, Manufacturing, Sales and Services, Retail Trade, Medical Services, Schools and Colleges, Lodging and Meeting Places, Child Care Facilities, Places of Worship, Cemeteries, Municipal Facilities, Ambulance and Emergency Services</td>
</tr>
<tr>
<td>CBD – Central Business District</td>
<td>Single Family Residences, Dwellings In Upper Stories With Commercial First Floor, Manufacturing, Medical Services, Sales and Service, Retail Trade, Schools and Colleges, Child Care Facilities, Lodging and Meeting Places, Places of Worship, Municipal Facilities, Ambulance and Emergency Services.</td>
</tr>
<tr>
<td>RDV – Redevelopment District, Mixed Use</td>
<td>Single and Multiple Family Residences, Veterinary Hospital, Construction, Manufacturing, Transportation/Communication/Utilities, Retail Trade, Sales and Service, Lodging and Meeting Facilities, Child Care Facilities, Schools, Medical Services, Ambulance and Emergency Services.</td>
</tr>
<tr>
<td>IND – General Industrial/Industrial Park</td>
<td>Veterinary Hospital, Construction, Manufacturing, Transportation/Communication/Utilities, Sales and Service, Medical Services, Schools, Child Care Facilities, Municipal Facilities, Ambulance and Emergency Services.</td>
</tr>
<tr>
<td>AMX – Amoskeag Millyard Mixed Use District</td>
<td>Manufacturing, Transportation/Communication/Utilities, Retail Trade, Sales and Services, Medical Services, Lodging and Meetings, Schools and Colleges, Child Care Facilities, Ambulance and Emergency Services, Municipal Facilities</td>
</tr>
</tbody>
</table>
### TABLE E5-2 (CONTINUED)
**CITY OF MANCHESTER ZONING DISTRICTS**

<table>
<thead>
<tr>
<th>Zoning Code</th>
<th>Permitted Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-1 – Civic-Institutional District</td>
<td>Single and Multiple Family Residences, Congregate Housing, Transportation/Communication/Utilities, Nursing Homes, Medical Services, Sales and Service, Schools and Colleges, Places of Worship, Municipal Facilities</td>
</tr>
<tr>
<td>C-2 – Civic-Hospital District</td>
<td>Congregate Housing, Communications, Hospitals, Nursing Homes, Medical Offices, Sales and Service, Medical Services, Schools, Places of Worship, Ambulance and Emergency Services, Municipal Facilities</td>
</tr>
<tr>
<td>RP – Research Park District</td>
<td>Manufacturing, Research and Development, Telecommunications, Medical and Dental Labs, Vehicle Parking Garage and Lots, Child Care Facilities, Municipal Facilities</td>
</tr>
<tr>
<td>CV – Conservation District</td>
<td>Agricultural, Municipal Facilities</td>
</tr>
</tbody>
</table>


### TABLE E5-3
**CITY OF MANCHESTER OVERLAY DISTRICTS**

<table>
<thead>
<tr>
<th>Overlay District</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Floodplain (F) Overlay</td>
<td>Reduce hazards of floods upon public health, safety, and welfare; protect floodplain occupants from a flood that is or may be associated with their land use; protect public from extraordinary financial expenditures for flood control and relief; protect capacity of floodplain areas to absorb, transmit and store runoff.</td>
</tr>
<tr>
<td>2. Residential-Professional Office District (R-PO) Overlay</td>
<td>Preserve concentrations of large, architecturally significant, older residential structures within a residential district by allowing them to be converted and maintained as low-intensity professional buildings compatible with surrounding neighborhoods.</td>
</tr>
<tr>
<td>3. Amoskeag Milliard Historic District Overlay</td>
<td>To preserve the structures and areas of historic or architectural value, which does not prohibit demolition, new construction or alterations but insures that the unique character of the Milliard is preserved. Preventing the irretrievable loss of historic or architecturally significant buildings and their unique character is important to the economic well-being of the City. This district is superimposed over the entirety of the Amoskeag Milliard Historic Mixed Use District (AMX).</td>
</tr>
<tr>
<td>4. Amoskeag Corporation Housing Historic District Overlay</td>
<td>Protect an area of unique character and architecture which can contribute significantly to the attractiveness and vitality of downtown Manchester. This overlay is intended to regulate the exterior appearance of existing and proposed structures, and to restrict activities which might alter the use and appearance of exterior spaces. This district is superimposed over the entirety of the Amoskeag Milliard Historic Mixed Use District (AMX).</td>
</tr>
<tr>
<td>Overlay District</td>
<td>Purpose</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5. Airport Navigation Hazard Overlay</td>
<td>To maintain reasonable visibility and navigational control in the vicinity of Manchester Airport by precluding buildings, structures, trees or other intrusions from penetrating the airspace reserved for landings and takeoffs at the Airport. The overlay is also intended to preclude the establishment of uses, structures or other activities which would impair the aerial approach to the Airport by creating electrical impulses or disturbances which interfere with radio aids, communications and lights that may result in glare in the vision of pilots or be confused with Airport lights.</td>
</tr>
<tr>
<td>6. Airport Approach Overlay District</td>
<td>To prevent the penetration of buildings, structures, trees or other intrusions into airspace reserved for use of aircraft landing or taking off at the Manchester Airport. The overlay provides a review and approval procedure which places supplemental controls on the height of structures or natural growth along an imaginary inclined surface. The approach overlay district boundaries are based on the ultimate future expansion and orientation of runways planned for the Airport.</td>
</tr>
<tr>
<td>7. Airport Noise Overlay District</td>
<td>To avoid the establishment of land uses in the vicinity of Manchester Airport that are incompatible with the noise levels generated by the take off and landing of aircraft, and to allow other uses to be established which may be compatible if soundproofing standards are integrated into new building construction. The district is also intended to reduce future public costs for land acquisition and noise mitigation by identifying and precluding the establishment of incompatible uses, and to require soundproofing for compatible new development that may be affected by Airport noise.</td>
</tr>
<tr>
<td>8. Arena Overlay District</td>
<td>To develop an area that is compatible with and complimentary to the Civic Center. This can be accomplished by creating an area which is pedestrian oriented; discourages auto intensive uses, promotes a higher quality of design including signage; and ensuring compatible land uses.</td>
</tr>
<tr>
<td>9. Manchester Landfill Groundwater Management Zone (ML-GMZ)</td>
<td>To protect public health by restricting groundwater use. Pumping of groundwater from any well, trench, or other structure for residential, irrigation, agricultural or industrial purpose is prohibited in most cases.</td>
</tr>
<tr>
<td>10. Lake Massabesic Protection Overlay District (LMPOD)</td>
<td>To protect the Lake Massabesic drinking water supply.</td>
</tr>
</tbody>
</table>

FIGURE E5-3
TOWN OF LONDON DERRY ZONING MAP

Source: http://www.londonderynh.org/planning/zoningmap012010.pdf
<table>
<thead>
<tr>
<th>Zoning Code</th>
<th>Permitted Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>AR-1</td>
<td>Agriculture, Single and Multiple Family Residences, Elderly Housing, Public Facilities, Civic Uses, Bed &amp; Breakfast, Excavation Business, Cemetery, Religious Facilities.</td>
</tr>
<tr>
<td>R-III</td>
<td>Agriculture, Single and Multiple Family Residences, Elderly Housing, Assisted Living Facilities, Nursing Homes, Public Utilities.</td>
</tr>
<tr>
<td>AD</td>
<td>Public Facilities, Aeronautical Facilities, Excavation Business, Light and Heavy Manufacturing, Professional Office, Research Laboratory, Business Uses.</td>
</tr>
</tbody>
</table>

Source: Town of Londonderry, NH Zoning Ordinance, As Amended Through August 2009.
<table>
<thead>
<tr>
<th>Overlay District</th>
<th>Permitted Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overlay District</td>
<td></td>
</tr>
<tr>
<td>Overlay District</td>
<td></td>
</tr>
<tr>
<td>CO, Conservation</td>
<td>Wildlife habitat development and management, conservation areas and nature trails, open-air recreation, education, seasonally permitted hunting and fishing, forestry, minor accessory structures, production, cultivation, growing or harvesting of compatible fruits, vegetables or other crops (except turf grasses).</td>
</tr>
<tr>
<td>Overlay District</td>
<td></td>
</tr>
<tr>
<td>AH, Airport Approach</td>
<td>Height limits are specified as a function of imaginary surface elevations and slopes, where no structure or tree shall be erected or allowed to grow within the defined areas such that it penetrates a surface. Regardless of penetration, a structure or tree less than 30 feet above ground shall not be limited due to surface penetrations.</td>
</tr>
<tr>
<td>Height Overlay</td>
<td></td>
</tr>
<tr>
<td>AZ, Airport Approach</td>
<td>The Noise Overlay applies to the entire Town area within the 65 Ldn contour in accordance with the 1991 Part 150 Noise Compatibility Plan conducted by the Manchester Airport Authority. The Ldn contours are based on the forecast 1991 conditions with noise abated operating conditions. Land uses are prohibited based on the Table of Land Use Compatibility Standards.</td>
</tr>
<tr>
<td>Noise Overlay</td>
<td></td>
</tr>
<tr>
<td>FP, Flood Plain Overlay</td>
<td>Applies to all lands designated as special flood hazard areas by Federal Emergency Management Agency in its “Flood Insurance Study for Rockingham County”, dated May 17, 2005, together with associated Flood Insurance Maps panels identified in Zoning Ordinances. Proposed development in special flood hazard area requires a permit. Building inspector shall review all building permit applications for new construction or substantial improvements to determine if proposed sites will be reasonably safe from flooding and are consistent with overlay area requirements.</td>
</tr>
</tbody>
</table>

Source: Town of Londonderry, NH Zoning Ordinance, As Amended Through August 2009.
FIGURE E5-4
TOWN OF LONDON DERRY
NORTHWEST SMALL AREA PLAN - AIRPORT OVERLAY DISTRICTS

Source: http://www.londonderrynh.org/planning/adoptednwsamp090909.pdf
Figure E5-5 shows the Town of Bedford zoning map, and Table E5-6 identifies the zoning codes and permitted uses. A small Section of the Runway 06 Runway Protection Zone (RPZ) extends over the west side of the Merrimack River into the Town of Bedford. Zoning on the privately owned parcels with the Runway 06 RPZ is PZ–Route 3 Performance. Residential zoning exists beyond the approximately 3,000 foot deep PZ designation on the west bank of the Merrimack River.
FIGURE E5-5
TOWN OF BEDFORD ZONING MAP

Source: http://bedfordnh.virtualtownhall.net/pages/BedfordNH_BComm/Zoning/ZoningMap
## TABLE E5-6
### TOWN OF BEDFORD ZONING DISTRICTS

<table>
<thead>
<tr>
<th>Zoning Code</th>
<th>Permitted Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>RA</td>
<td>Single Dwelling, Elderly Housing, Workforce Housing, Place of Worship, Educational Institution, Hospital, Nursing Homes &amp; Assisted Living, Public Parks &amp; Playgrounds, Day Care Facility, Agricultural, General Farming, Helicopter Operation, Wireless Communications Facilities, Customary Accessory Uses.</td>
</tr>
<tr>
<td>GR</td>
<td>Single Dwelling, Elderly Housing, Workforce Housing, Place of Worship, Educational Institution, Hospital, Nursing Homes &amp; Assisted Living, Public Parks &amp; Playgrounds, Day Care Facility, Gardens, Nurseries and Greenhouses, Wireless Communications Facilities, Customary Accessory Uses.</td>
</tr>
<tr>
<td>AR</td>
<td>Duplex and Multiple Dwellings, Elderly Housing, Workforce Housing, Public Parks &amp; Playgrounds, Day Care Facility, Wireless Communications Facilities, Customary Accessory Uses.</td>
</tr>
<tr>
<td>CO</td>
<td>Elderly Housing, Workforce Housing, Wide Range of Commercial Uses including Motels, Hotels and Professional Offices, Educational Institution, Nursing Homes and Assisted Living, Public Parks &amp; Playgrounds and Day Care Facility, Customary Accessory Uses, Wireless Communications Facilities.</td>
</tr>
<tr>
<td>OF</td>
<td>Elderly Housing, Workforce Housing, Banks, Retail Sales, Business and Professional Offices, Medical or Dental Clinics, Public Parks &amp; Playgrounds, Day Care Facility, Wireless Communications Facilities, Customary Accessory Uses.</td>
</tr>
<tr>
<td>NC</td>
<td>Retail Sales, Professional Office, Personal Service Establishment, Public Parks &amp; Playgrounds, Day Care Facility, Wireless Communications Facilities, Customary Accessory Uses.</td>
</tr>
<tr>
<td>HC</td>
<td>Retail Sales, Hotels and Motels, Wide Range of Commercial Uses, Public Parks &amp; Playgrounds, Day Care Facility, Wireless Communications Facilities, Customary Accessory Uses.</td>
</tr>
</tbody>
</table>

Source: Town of Bedford, NH Zoning Ordinance, Part IV Zoning Ordinance.
APPENDIX E6

INVENTORY/EXISTING CONDITIONS

1.0 RECENT AND FUTURE AIRPORT DEVELOPMENT AT MAJOR COMPETING AIRPORTS

Boston Logan International Airport

On February 14, 2008, the Massachusetts Port Authority (MASSPORT), the operator of Boston Logan International Airport, approved its capital program for fiscal years 2008, through 2012 (the “FY08-FY12 Capital Program”). The program was developed in order to continue to fund security initiatives and airfield operation enhancements, through maximizing Federal Aviation Administration (“FAA”) and Transportation Security Administration (“TSA”) grant receipts and utilizing a $4.50 Passenger Facility Charge (“PFC”). The FY08-FY12 Capital Program allocates a significant amount of funding to important initiatives including existing security challenges facing the aviation industry, maintaining and enhancing the public airfield and making improvements to the public parking facilities at the Airport. The FY08-FY12 Capital Program includes capital projects totaling approximately $899.7 million. Funding for these projects will be provided from a number of sources, primarily bond issuances, grant funding, PFCs and MASSPORT’s own revenues. During fiscal year 2008, MASSPORT disbursed approximately $155.2 million on its on-going capital program. Major projects under construction during fiscal year 2008 include the Southwest Taxiway, Centerfield Taxiway, acquisition of the airport roadways, runway guard lights, taxiway lighting improvements and modifications to the baggage rooms.

MASSPORT participates in the FAA’s Airport Improvement Program (“AIP”), which provides Airport and Airway Trust Fund money for airport development, airport planning and noise abatement programs. The FAA offers both entitlement and discretionary grants for eligible projects. AIP grant revenue in fiscal years 2008 and 2007 totaled $39.4 million and $9.8 million, respectively. AIP grant revenue represents approximately 94.3% and 91.6% of total capital grant revenue earned during fiscal year 2008 and 2007, respectively. During fiscal year 2004, MASSPORT and the FAA executed a Letter of Intent (“LOI”) pursuant to which the FAA agreed to provide approximately $90.8 million in grants over an eight-year period to assist MASSPORT with its airside improvement program. In fiscal year 2008, MASSPORT secured a $25.4 million grant under the LOI, which was included in the $39.4 million of AIP grant revenue discussed above. In addition, MASSPORT secured $13.6 million and $15.0 million in AIP grants during fiscal years 2006 and 2005, respectively, under the LOI. Total grants awarded under the LOI through June 30, 2008 were approximately $54.0 million.

Portland International Jetport

Due in part to recent lower air fares associated with service by JetBlue and Air Tran, airline enplanements at Portland International Jetport (“Jetport”) increased by +27.4% during the CY 2004-2008 period, rising from 687,344 to 875,877. This extremely fast growth has exacerbated space problems in the Terminal. In a 2008 carrier notification letter, a $152 million terminal expansion was proposed. The proposed expansion will result in approximately 165,000 additional square feet of terminal space including a new airline ticketing area, a bridge connecting the parking garage and the terminal, five additional airline gates, refurbishing of existing

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1 Massachusetts Port Authority Comprehensive Annual Financial Report for the year ending June 30, 2008.
airline gate area, additional security lanes, additional concession areas, and the relocation of the Jetport’s administrative offices. The Jetport is also contemplating the addition of an in-line baggage system which is currently not part of the proposed terminal expansion project.

The Maine Biennial Capital Work Plan for 2010-2011 lists a number of projects to be undertaken at the Jetport. These include:

- Taxiway “C” and “J” resurfacing,
- Taxiway “C” extension,
- Improved signage on the access roads,
- Reconstruction of runway 18/36,
- Safety area construction on Runways 18/36 and 11/29

The Maine State Airport System Plan also recommended adding over 5,000 additional vehicle parking spaces, 86 additional hangar spaces, and 40 additional aircraft tie-down spaces by 2021.

**Burlington International Airport**

From 2004 through 2009 Burlington received FAA grants for apron, taxiway and terminal projects, as well as safety area improvements for Runway 15-33 and development land acquisition. An update to the master plan was funded during Federal Fiscal Year 2008 and is currently underway. In addition, the airport recently received funding under the American Recovery and Reinvestment Act for reconstruction of the intersections of Taxiways “C” and “G,” an extension of Taxiway “G” and the construction of Taxiway “J.” Since 2004, enplanements at Burlington have increased by +19.2%, with an additional 240,000 passengers at the airport during CY 2008 compared to CY 2004. Burlington International Airport is now served by two low cost carriers, JetBlue and Air Tran, which helped contribute to the recent growth in airport passengers.

**T.F. Green Airport**

One of the major development aspects at T.F. Green Airport is the Warwick Intermodal Facility, which is scheduled to open for train service in late 2010. This facility will serve as a connector for both local and interstate (AMTRAK) train service to the Airport. In addition, the facility will house a consolidated rental car facility; a parking garage for rental car operations and rail commuters; a bus hub for local and intercity buses; and a skywalk with moving sidewalks to connect the facility with the Airport.

Following the completion of the airport master plan in 2004, an Environmental Impact Statement (EIS) process commenced. From this process, a refined development option was prepared, which would extend the main runway (Runway 05/23) south for a total of 8,700 feet and shift Runway 16/34 north approximately 100 feet to accommodate safety improvements. These runway alignments would minimize impacts to businesses and natural resources. The Runway 16/34 safety improvements would require a partial relocation of Airport Road at the intersection of Post Road and Airport Road. This option would not require a full relocation of Airport Road, but Main Avenue would be shifted to the south at the Runway 05 end. This alternative also includes:

- Improvements to the Runway 16/34 safety areas

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2 Carrier Notification Letter at [www.portlandjetport.org](http://www.portlandjetport.org)
• Relocation of Taxiway C
• Demolition of Hangar 1
• Expansion of the passenger terminal
• Construction of a new ground support equipment (GSE) facility
• Construction of new cargo facilities for belly cargo and the USPS
• Construction of a new fuel farm
• Construction of a new integrated cargo facility

The EIS process is currently on-going.

**Bradley International Airport**

The Connecticut Department of Transportation, operator of Bradley International Airport's five year capital plan features significant work on noise mitigation and preliminary work on the design and planning for a new terminal, with demolition now planned for 2011-2012 and construction for sometime beyond 2013. Some taxiway rehabilitation is also planned for 2011-2013.
APPENDIX F
Surface Transportation
Appendix F1

Traffic Counts
<table>
<thead>
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<th>Start Time</th>
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<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
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<th>AM Peak</th>
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<td>Vol.</td>
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</table>

<table>
<thead>
<tr>
<th>PM Peak</th>
<th>17:00</th>
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<tr>
<td>Vol.</td>
<td>279</td>
<td>218</td>
<td>248</td>
<td>207</td>
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<tr>
<td>Start Time</td>
<td>20-Oct-09</td>
<td>NB</td>
<td>Hour Totals</td>
<td>SB</td>
<td>Hour Totals</td>
<td>Combined Totals</td>
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Percent    30.3%  69.7%  49.1%  50.9%  39.9%  60.1%
### Accurate Counts

**978-664-2565**

**Site Code:** 17266004

**Location:** Airport Road East of S. Perimeter Road

**City/State:** Manchester, NH

**Counter:** 10122

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| Percent   | 31.2%   | 68.8%     | 46.9%  | 53.1%     | 39.0%    | 61.0%     |          |          |

**Grand Total**

- WB ADT: 14,146
- EB ADT: 14,146

**Percent**

- WB: 32.2%
- EB: 67.8%
- Combined: 49.2%
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**AM Peak**

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Vol. 11:00 11:00 11:00 11:00 11:00 11:00 06:00

**PM Peak**

Vol. 15:00 15:00 15:00 15:00 15:00 15:00 15:00

Vol. 15:00 15:00 15:00 15:00 15:00 15:00 15:00

**Comb. Total**

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Vol. ADT 14,146 ADT 14,146 AADT 14,146
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- 325
- 293
- 11:00

### PM Peak
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- Vol. 362
- 337
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- **AM Peak**:
  - **Vol.**: 264 224 263 250
  - **Time**: 11:00 11:00 11:00 11:00

- **PM Peak**:
  - **Vol.**: 331 297 341 319
  - **Time**: 15:00 16:00 15:00 15:00

- **Grand Total**: 0 3885 3329 3775 0 3661 0 0 3661

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**978-664-2565**

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- **Vol.**: 548
- **P.H.F.**: 0.890

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| % Avg. Week  | 0.0% 99.3% 94.4% 106.3% 0.0%  |

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| PM Peak 15:00 | 16:00 16:00 16:00 16:00 16:00  |
| Vol. 717 758 892 775 775  |

| Grand Total | 0 8226 7824 8807 0 8286 0 0 8286 |

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- SB: 47.2%
- Afternoon: 52.8%
- Combined: 42.6%
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Percent | 36.4% | 63.6% | 46.7% | 53.3% | 41.6% | 58.4% |

Grand Total | 4120 | 6785 | 5082 | 5610 | 9202 | 12395 |

Percent | 37.8% | 62.2% | 47.5% | 52.5% | 42.6% | 57.4% |

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Percent: 33.2% 66.8% 41.9% 58.1% 37.6% 62.4%
## Accurate Counts

**978-664-2565**

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- **Location**: Perimeter Road North of Brown Avenue, Manchester, NH
- **Counter**: 13866
- **Site Code**: 17266001

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**Percent**
- **33.6%**
- **66.4%**
- **43.0%**
- **57.0%**
- **38.4%**
- **61.6%**

**Grand Total**
- **2511**
- **4935**
- **3291**
- **4433**
- **5802**
- **9368**

**Percent**
- **33.7%**
- **66.3%**
- **42.6%**
- **57.4%**
- **38.2%**
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| ADT | ADT 4,306 | AADT 4,306 |
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978-664-2565

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E/W Street: Perimeter Rd / Brown Ave
City/State: Manchester, NH
Weather: Clear

Start Date: 10/22/2009
Site Code: 17266001
File Name: 17266001

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#### Peak Hour Analysis From 06:00 to 08:45 - Peak of 1

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% App. Total | 4.5  | 30   | 10.8  | 10   | 15   | 57   | 83    | 28   | 764  | 106  | 2    | 1563 | 217  | 59   | 0    | 4594 |

PHF | .563 | .787 | .882 | .791 | .500 | .813 | .725 | .642 | .393 | .839 | .673 | .865 | .948 | .509 | .523 | .876 |

Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15

Peak Hour for 07:15:
- Left: 13
- Thru: 114
- Right: 52
- Peds: 179

PHF: .563

Peak Hour for 07:30:
- Left: 15
- Thru: 125
- Right: 74
- Peds: 214

PHF: .787

Peak Hour for 07:45:
- Left: 40
- Thru: 175
- Right: 70
- Peds: 285

PHF: .882

Peak Hour for 08:00:
- Left: 22
- Thru: 137
- Right: 65
- Peds: 179

PHF: .882

Total Volume: 902

% App. Total: 10

PHF: .563
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**Peak Hour Begins at 07:15**

**Cars**

**Peak Hour Data**

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**Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1**

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Peak Hour for Entire Intersection Begins at 08:00

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### General Information

- **N/S Street**: Brown Ave / Airport Rd
- **E/W Street**: Perimeter Rd / Brown Ave
- **City/State**: Manchester, NH
- **Weather**: Clear

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**Groups Printed - Trucks**

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**Peak Hour Analysis From 06:00 to 08:45** - Peak 1 of 1

- **Peak Hour for Entire Intersection Begins at 08:00**

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**PHF**

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### Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1

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# Tomato Seeds

### Table of Tomato Seed Information

**| Variety | Color | Number of Seeds | Price**
---|---|---|---
| Beefmaster | Red | 500 | $7.50
| Beefmaster | Yellow | 500 | $8.00
| Beefmaster | Green | 500 | $7.75
### Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1

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Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1

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Peak Hour Data

Peak Hour begins at 16:30
Cars

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**N/S Street : Brown Ave / Airport Rd**

**E/W Street: Perimeter Rd / Brown Ave**

**City/State : Manchester, NH**

**Weather : Clear**

---

### Groups Printed - Trucks

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<th>Perimeter Rd From East</th>
<th>Airport Rd From South</th>
<th>Brown Ave From West</th>
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<th>Inclu. Total</th>
<th>Int. Total</th>
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### Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1

**Peak Hour for Entire Intersection Begins at 16:15**

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**PHF** | .250 | .857 | .650 | .864 | .500 | .000 | .500 | .500 | .250 | .550 | .375 | .625 | .650 | .000 | .375 | .800 | .961 |
Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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+15 mins.:
- Total: 0 0 0

+30 mins.:
- Total: 0 0 0

+45 mins.:
- Total: 0 0 0

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### Groups Printed - Cars - Trucks

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### Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 06:15

| Start Time | Left | Thru | App. Total |**Airport Rd**<br>From East | | | | | |**S. Perimeter Rd**<br>From South | | | | | | | | | |**Airport Rd**<br>From West | | | | | | | | | | Int. Total |
|------------|------|------|------------|-----------------|------|------|------------|-----------------|------|------|------------|-----------------|------|------|------------|-----------------|------|------|------------|-----------------|------|------|------------|-----------------|------|------|------------|
| 06:15      | 7    | 52   | 59         | 12              | 7    | 19   | 114        | 49              | 163  |
| 06:30      | 11   | 33   | 44         | 27              | 8    | 35   | 132        | 61              | 193  |
| 06:45      | 9    | 42   | 51         | 39              | 9    | 48   | 98         | 88              | 186  |
| 07:00      | 12   | 80   | 92         | 53              | 8    | 61   | 89         | 50              | 139  |
| Total      | 39   | 207  | 246        | 131             | 32   | 163  | 433        | 248             | 681  |
| % App. Total| 15.9 | 84.1 | 80.4       | 19.6            | 63.6 | 36.4 |
| PHF        | .813 | .647 | .668       | .618            | .889 | .668 | .820       | .705            | .882 |
| Cars       | 39   | 204  | 243        | 101             | 32   | 133  | 430        | 237             | 667  |
| % Cars     | 100  | 98.8 | 97.1       | 100             | 81.6 | 99.3 | 95.6       | 97.4             | 95.7 |
| Trucks     | 0    | 3    | 3          | 30              | 0    | 30   | 3          | 11              | 14   |
| % Trucks   | 0    | 1.4  | 1.2        | 22.9            | 0    | 18.4 | 0.7        | 4.4             | 2.1  |

---

**Accurate Counts**<br>978-664-2565
Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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<td>114</td>
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<th></th>
<th>06:15</th>
<th>07:30</th>
<th>06:00</th>
</tr>
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<tbody>
<tr>
<td>Cars</td>
<td>39</td>
<td>155</td>
<td>442</td>
</tr>
<tr>
<td>% Cars</td>
<td>100</td>
<td>98.6</td>
<td>99.3</td>
</tr>
<tr>
<td>Trucks</td>
<td>0</td>
<td>37</td>
<td>3</td>
</tr>
<tr>
<td>% Trucks</td>
<td>0</td>
<td>1.4</td>
<td>0.7</td>
</tr>
</tbody>
</table>

Cars: 39 204 243 155 42 197 442 225 667
% Cars: 100 98.6 98.8 80.7 97.7 83.8 99.3 95.3 97.9
Trucks: 0 3 3 37 1 38 3 11 14
% Trucks: 0 1.4 1.2 19.3 2.3 16.2 0.7 4.7 2.1
Peak Hour Data

In - Peak Hour: 06:00
Cars: 155, 37, 192
Trucks: 42, 1, 43

In - Peak Hour: 06:15
In - Peak Hour: 07:30
S. Perimeter Rd

In - Peak Hour: 07:30
S. Perimeter Rd

Cars: 197, 38, 235
Trucks: 442, 3, 445

Peak Hour Data

North
### Groups Printed - Cars

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Airport Rd From East</th>
<th>S. Perimeter Rd From South</th>
<th>Airport Rd From West</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
<tr>
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<td>7</td>
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<td>11</td>
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<td>38</td>
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<tr>
<td>08:15</td>
<td>18</td>
<td>34</td>
<td>0</td>
</tr>
<tr>
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<td>9</td>
<td>58</td>
<td>0</td>
</tr>
<tr>
<td>08:45</td>
<td>5</td>
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<tr>
<td>Total</td>
<td>44</td>
<td>174</td>
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**Grand Total:**
- Airport Rd From East: 125 (517 + 0)
- S. Perimeter Rd From South: 335 (112 + 0)
- Airport Rd From West: 1089 (665 + 0)
- Total: 2843 (100)

**Approch %:**
- 19.5: 80.5
- 74.9: 25.1
- 62.1: 37.9
- Total: 100

### Total Volume

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<th>Left</th>
<th>Right</th>
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<th>Thru</th>
<th>Right</th>
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<th>Int Total</th>
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<td>7</td>
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**% App. Total**:
- 18.4
- 24.1
- 35.5
- Total: 100

**PHF**:
- 0.813
- 0.646
- 0.668
- Total: 0.945
Peak Hour Data

Peak Hour begins at 06:15

Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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<th>Approach</th>
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<th>Out</th>
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<tr>
<td>+15 mins.</td>
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<td>+30 mins.</td>
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<tr>
<td>+45 mins.</td>
<td>Airport Rd</td>
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<table>
<thead>
<tr>
<th>Time</th>
<th>Approach</th>
<th>In</th>
<th>Out</th>
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</thead>
<tbody>
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<table>
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<tr>
<td>+0 mins.</td>
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<tr>
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<td>Total</td>
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<td>44</td>
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<tr>
<td>+30 mins.</td>
<td>Total</td>
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<tr>
<td>+45 mins.</td>
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<table>
<thead>
<tr>
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<th>Out</th>
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</thead>
<tbody>
<tr>
<td>06:15</td>
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<td>16</td>
<td>84</td>
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<tr>
<td>07:30</td>
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<td>% App. Total</td>
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<td>33.7</td>
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| PHF | .813 | .646 | .668 | .824 | .808 | .879 | .837 | .670 | .873 |
Peak Hour Data

Airport Rd

In - Peak Hour: 06:00
430
Right
42
Left

In - Peak Hour: 06:15
442
Right
225
Left

S. Perimeter Rd

In - Peak Hour: 07:30
197

North
### Groups Printed - Trucks

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Airport Rd From East</th>
<th>S. Perimeter Rd From South</th>
<th>Airport Rd From West</th>
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</thead>
<tbody>
<tr>
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</tr>
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<td>0</td>
</tr>
<tr>
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<tr>
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### Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45

<table>
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<tr>
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<td>1</td>
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<tr>
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<tr>
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<td><strong>PHF</strong></td>
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<td>.500</td>
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## Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1

### Peak Hour for Each Approach Begins at:

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<tr>
<td>+15 mins.</td>
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</tr>
<tr>
<td>+30 mins.</td>
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<td>2</td>
</tr>
<tr>
<td>+45 mins.</td>
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</table>

### Total Volume

<table>
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<tr>
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### % App. Total

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### PHF

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**Note:** The data represents traffic volumes and peak hour factors (PHF) for two approaches during the specified time frame. The peak hour begins at 07:45. The table shows the volumes and percentages for each time period, along with PHF values for analysis.
### N/S Street: South Perimeter Road
### E/W Street: Airport Road
### City/State: Manchester, NH
### Weather: Clear

#### Groups Printed - Cars - Trucks

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Left</th>
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<th>Peds</th>
<th>S. Perimeter Rd From South</th>
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#### Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:00

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### Peak Hour Data

**North**
- Peak Hour Begins at 16:00
- Cars
- Trucks

#### Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**
- +0 mins. 16:30: 16 148 164 69 17 86 129 36 165
- +15 mins. 16:30: 24 129 153 64 15 79 104 20 124
- +30 mins. 16:30: 17 163 180 55 8 63 92 34 126
- +45 mins. 16:30: 15 159 174 73 18 91 72 23 95

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Peak Hour Begins at 16:00
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### Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1

#### Peak Hour for Entire Intersection Begins at 16:00

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#### % App. Total

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### PHF

| PHF | .808 | .942 | .938 | .898 | .882 | .940 | .764 | .884 | .785 | .927 |

---

**N/S Street:** South Perimeter Road  
**E/W Street:** Airport Road  
**City/State:** Manchester, NH  
**Weather:** Clear  
**File Name:** 17266002  
**Site Code:** 17266002  
**Start Date:** 10/22/2009  
**Page No.:** 1
### Peak Hour Data

**Peak Hour Begins at 16:00**

Cars

**Airport Rd**

**S. Perimeter Rd**

**Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1**

**Peak Hour for Each Approach Begins at:**

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Peak Hour Data

Airport Rd

North

Cars

In - Peak Hour: 16:30
S. Perimeter Rd

254
311
57
Left
Right

In - Peak Hour: 16:30
S. Perimeter Rd

307
254
57
Left
Right
### Groups Printed - Trucks

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Peak Hour Data

Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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Peak Hour Begins at 16:00
Trucks

Peak Hour Begins at 16:00
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Peak Hour for Each Approach Begins at:

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PHF .000 .438 .438 .828 .688 .811 .707 .894 .852

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Trucks 0 3 3 1 0 1 2 1 3
% Trucks 0 4.3 4.3 0.5 0 0.5 1.5 0.3 0.6
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### Grand Total

- **Apprch %**: 3.7 | 96.3 | 88.7 | 11.3 | 28.9 | 73.1 | 0.2 | 5.4 | 28.1 | 3.6 | 16.9 | 45.8 | 0 | 100

### Parking Area

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### Airport Rd

- **From North**: 56 7 63 25 97 122 187
- **From East**: 10 33 4 37 43 97 140 187
- **From West**: 11 40 4 44 46 62 108 163

### Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1

- **Peak Hour for Entire Intersection Begins at 06:15**

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Accurate Counts
978-664-2565

N/S Street: Parking Area
E/W Street: Airport Road
City/State: Manchester, NH
Weather: Clear
Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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<th>08:00</th>
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Parking Area
In - Peak Hour: 06:30
67

Right
67

Left
0

Peak Hour Data
North

Cars

In - Peak Hour: 06:00
474

Left
128

Thru
346

In - Peak Hour: 08:00
213

Left
164

Thru
191

Right
22

Airport Rd
06:00

Airport Rd
08:00

06:30

204

227

Cars
### Groups Printed - Trucks

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**Grand Total**

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<th>Right</th>
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<th>Int. Total</th>
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**% App. Total**

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<tr>
<th>Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1</th>
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<tbody>
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<td>Peak Hour for Entire Intersection Begins at 07:00</td>
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<tr>
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<td>07:30</td>
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<td>07:45</td>
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<tr>
<td><strong>Total Volume</strong></td>
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</tbody>
</table>

**% App. Total**

| PHF | .000 | .625 | .625 | 250 | .000 | .250 | .750 | .250 | .875 | .813 |

---

**N/S Street:** Parking Area

**E/W Street:** Airport Road

**City/State:** Manchester, NH

**Weather:** Clear

**Start Date:** 10/22/2009

**Page No:** 1
Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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PHF: .000 .625 .625 .250 .000 .250 .750 .250 .875
Parking Area
In - Peak Hour: 06:45
Right
Left

Peak Hour Data
North

Airport Rd
In - Peak Hour: 07:00
Left
Thru
Trucks
Right
Thru
### Groups Printed - Cars - Trucks

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#### Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1

**Peak Hour for Entire Intersection Begins at 16:00**

- **Start Time**: 16:00
- **Left**: 3
- **Right**: 35
- **App. Total**: 38
- **Thru**: 120
- **Right**: 15
- **App. Total**: 135
- **Left**: 20
- **Thru**: 130
- **App. Total**: 150
- **PHF**: .417
- **% Cars**: 100
- **% Trucks**: 0
- **Cars**: 5
- **Trucks**: 0
- **Grand Total**: 12

---

### PHF

- **PHF**: .417
- **% Cars**: 100
- **% Trucks**: 0
- **Cars**: 5
- **Trucks**: 0
- **Grand Total**: 12
Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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<tr>
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<th>Cars</th>
<th>Trucks</th>
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| Total Volume          | 5    | 108  | 113  |
| % App. Total          | 4.4  | 95.6 | .831 |
| PHF                  | .313 | .900 | .831 |

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Peak Hour Data

Airport Rd
In - Peak Hour: 16:30

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Cars
Trucks

North
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- Peak Hour for Entire Intersection Begins at 16:00

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**Peak Hour Begins at 16:00**
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**Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1**

**Peak Hour for Entire Intersection Begins at 16:00**

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Peak Hour Data

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Parking Area
Airport Rd
In - Peak Hour: 16:00
Right 1
Left 0

Peak Hour Data
North
Trucks

Airport Rd
In - Peak Hour: 16:00
Right 0
Thru 3

Airport Rd
In - Peak Hour: 16:00
Right 0
Thru 3
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**Houly Volume Variations**

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**Hourly Volume Variations**

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**Houly Volume Variations**

Shephard Drive at Terminal

[Hourly Volume Graph]
Allard Drive North of Garage Drive

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<th>Hour</th>
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**Hourly Volume Variations**

Allard Drive North of Garage Drive
### French Drive West of Allard Drive

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### Hourly Volume Variations

![Hourly Volume Variations](image)

*French Drive West of Allard Drive*
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<th>Hour</th>
<th>Houly Volume</th>
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**Houly Volume Variations**

French Drive North of Airport Road
Appendix F2

Curbfront Dwell Time Collection
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**TOTAL DWELLING TIME IN SECONDS**: 4642

**TOTAL VEHICLES**: 36

**AVERAGE DWELLING TIME PER VEHICLE**: 129
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**TOTAL DWELLING TIME IN SECONDS** 168

**TOTAL VEHICLES** 3

**AVERAGE DWELLING TIME PER VEHICLE** 56
Trip Type: DEPARTURES  
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Video Time Length: 1:08:30  
Start Time: 3:25 PM  
End Time: 4:33 PM

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**Video Time Length:** 1:08:30  
**Start Time:** 3:25 PM  
**End Time:** 4:33 PM

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### MANCHESTER AIRPORT
#### CURBSIDE DATA COLLECTION

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**Video Time Length:** 1:08:30  
**Start Time:** 3:25 PM  
**End Time:** 4:33 PM

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**Start Time:** 3:25 PM

**End Time:** 4:33 PM

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Trip Type: DEPARTURES
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Video Time Length: 1:08:30
Start Time: 3:25 PM
End Time: 4:33 PM

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AVERAGE DWELLING TIME PER VEHICLE:
- Passenger Taxi / Shuttle Van: 111 seconds
- Total Vehicels: 85
- Average Dwelling Time per Vehicle: 111 seconds

TAXIS:
- Total Dwelling Time in Seconds: 148
- Total Vehicels: 1
- Average Dwelling Time per Vehicle: 148

AVERAGE DWELLING TIME PER VEHICLE:
- Total Vehicels: 85
- Average Dwelling Time per Vehicle: 111 seconds
### Trip Type: DEPARTURES

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**Video Time:** 2:05:00  
**Start Time:** 7:04 AM  
**End Time:** 9:08 AM

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**Total Dwell Time in Seconds:** 7091

**Total Vehicles:** 59

**Average Dwell Time per Vehicle:** 120

**Taxis:**

**Total Dwell Time in Seconds:** 255

**Total Vehicles:** 4

**Average Dwell Time per Vehicle:** 64
Appendix F3

CURB_PLAN
## Project Description

**User Name:** URS Corporation  
**Date:** November 1, 2009  
**Airport:** Manchester-Boston Regional Airport  
**Location:** Shephard Road at Terminal  
**Project #:**  
**Scenario:** 2009 (Existing) AM Peak Hour  
**User Notes:** Fifteen (15) Minute Peak Arrival Factor

### Step 1: Enter Peak Hour Volumes (vph) *

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<td>Other</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>TOTAL (vph)</td>
<td>0</td>
<td>100%</td>
<td>277</td>
<td>277</td>
<td></td>
</tr>
</tbody>
</table>

* Enter either actual volumes in the peak hour volume columns OR mode split % AND total volume in the mode columns. CURB_PLAN will use the column with the greater total volume.

### Step 2: Enter Average Dwell Time (sec/veh)

- **Autos:** 117.0
- **Vans:** 65.0
- **Buses:** 0.0
- **Taxis:** 91.0
- **Other:** 0.0

### Step 3: Enter Average Veh Berth Space (feet)

- **Autos:** 25
- **Vans:** 36
- **Buses:** 0
- **Taxis:** 25
- **Other:** 0

### Step 4: Enter Peak Surge/Arrival Factor

- **Autos:** 1.10
- **Vans:** 1.10
- **Buses:** 0.00
- **Taxis:** 1.10
- **Other:** 0.00

### Step 5: Enter Usable Frontage (feet)

- **Linear Frontage:** 1015
- **Unusable Frontage:** Crosswalks 60, Doors 0, Other 223
- **Gate Concentration Factor:** 0.55

Total Effective Frontage (ft): 277

**Range 0.5 to 0.9**  
**Default = 0.8**

### Step 6: Enter Curbfront Usage

- **Select Number of Lanes:** 3
- **Select Usage:** 2 Lanes Usage
  - L = Load/Unload 3 Lanes Usage  
  - C = Circulation 4 Lanes Usage  
  - T = Through 5 Lanes Usage
  
**L.C.T**

<Enter Usage Here>

---

**CURB_PLAN** Version 1.2 (February 25, 2000)  
**Airport Curbside Frontage Analysis, by URS Corp**

**WORKSHEET No 1**  
**INPUTS**

[GO TO WORKSHEET 1 USER GUIDE]
**WORKSHEET 2**
FIND CURB FRONT LEVEL OF SERVICE - GIVEN VOLUMES AND FRONTAGE LENGTH

**INPUTS FROM WORKSHEET 1**

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frontage needed: (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 227</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 1.10</td>
<td>203 Autos</td>
</tr>
<tr>
<td>Vans 47</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 1.10</td>
<td>34 Vans</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0.00</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxi 3</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 1.10</td>
<td>2 Taxis</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0.00</td>
<td>0 Other</td>
</tr>
<tr>
<td>TOTAL 277</td>
<td></td>
<td></td>
<td></td>
<td>239 Total</td>
</tr>
</tbody>
</table>

**OUTPUT RESULTS:**

- Frontage Needed(ft): 239
- Total Load/Unload Frontage (ft): 275
- Effective/Usable Curb Length Ratio: 0.87
- CURB FRONT LOS: A

**ESTIMATED CURB FRONT OCCUPANCY**

- Usable frontage: 275

**Effective/Usable**

- Curb Length Ratio: LOS
  - 0.0 - 1.0: A
  - 1.0 - 1.1: B
  - 1.1 - 1.3: C
  - 1.3 - 1.7: D
  - 1.7 - 2.0: E
  - 2.0 - 999: F

**Density [pc/100ft][Range 0-4]**

<table>
<thead>
<tr>
<th>Lane</th>
<th>0.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lane 1</td>
<td>3.47</td>
</tr>
<tr>
<td>Lane 2</td>
<td>0.00</td>
</tr>
<tr>
<td>Lane 3</td>
<td>0.00</td>
</tr>
<tr>
<td>Lane 4</td>
<td>0.00</td>
</tr>
<tr>
<td>Lane 5</td>
<td>0.00</td>
</tr>
<tr>
<td>Lane 6</td>
<td>0.00</td>
</tr>
</tbody>
</table>

Note: Lane 1 is closest to the main curb
**WORKSHEET 3**

**FIND MAX VOLUMES FOR GIVEN FRONTAGE AND LEVEL OF SERVICE**

**INPUTS FROM WORKSHEET 1**

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frontage needed (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 227.1</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 1.10</td>
<td>203</td>
</tr>
<tr>
<td>Vans 47.09</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 1.10</td>
<td>34</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>0</td>
</tr>
<tr>
<td>Taxis 2.77</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 1.1</td>
<td>2</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL 277</td>
<td></td>
<td></td>
<td></td>
<td>239 Total</td>
</tr>
</tbody>
</table>

| Usable frontage 275     | Desired (future) Usable frontage 500 |

**OUTPUT RESULTS:**

**Desired LOS:** C

**Desired Effective Curb Length Ratio:** 1.30

**Desired Frontage:** 500 feet

**Frontage Needed:** 650 feet

**Maximum Volumes* for Desired LOS & Desired Frontage**

<table>
<thead>
<tr>
<th>Autos</th>
<th>Vans</th>
<th>Buses</th>
<th>Taxis</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>514</td>
<td>106</td>
<td>0</td>
<td>6</td>
<td>0</td>
<td>626</td>
</tr>
</tbody>
</table>

**Effective/Usable Curb Length Ratio**

<table>
<thead>
<tr>
<th>Curb Length Ratio</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0 - 1.0</td>
<td>A</td>
</tr>
<tr>
<td>1.0 - 1.1</td>
<td>B</td>
</tr>
<tr>
<td>1.1 - 1.3</td>
<td>C</td>
</tr>
<tr>
<td>1.3 - 1.7</td>
<td>D</td>
</tr>
<tr>
<td>1.7 - 2.0</td>
<td>E</td>
</tr>
<tr>
<td>2.0 - 999</td>
<td>F</td>
</tr>
</tbody>
</table>

*RETURN TO INPUTS*
**WORKSHEET 4**

**FIND REQUIRED FRONTAGE GIVEN VOLUMES AND LEVEL OF SERVICE**

**INPUTS FROM WORKSHEET 1**

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frontage needed (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 227</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 1.10</td>
<td>203 Autos</td>
</tr>
<tr>
<td>Vans 47.1</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 1.10</td>
<td>34 Vans</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxis 2.77</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 1.1</td>
<td>2 Taxis</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>0 Other</td>
</tr>
<tr>
<td>TOTAL 277</td>
<td></td>
<td></td>
<td></td>
<td>239 Total</td>
</tr>
</tbody>
</table>

**Usable frontage** 275

**Input Desired Level of Service (A-E): C**

**OUTPUT RESULTS:**

Desired Effective Curb Length Ratio: 1.30

Frontage (ft) Required for Desired LOS: 184
## WORKSHEET 5
### 95th PERCENTILE QUEUE LENGTHS

**INPUTS FROM WORKSHEET 1**

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Arrival Rates</th>
<th>Net Average Arrivals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 227.1</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 0.03</td>
</tr>
<tr>
<td>Vans 47.09</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 0.013</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0.000</td>
</tr>
<tr>
<td>Taxis 2.77</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 0.001</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0.000</td>
</tr>
<tr>
<td>TOTAL 277</td>
<td></td>
<td>TOTAL 0.077</td>
<td>TOTAL 8.302</td>
</tr>
</tbody>
</table>

**Output Results:**

95th Percentile Queue Length (ft)

| Autos 300 |
| Vans 108  |
| Buses 0   |
| Taxis 0   |
| Other 0   |

Total Frontage Needed (Using Poisson) 408

Minus total available frontage parking -413

TOTAL QUEUE per Lane 0
## WORKSHEET 6
CIRCULATION LOS (By Row)

### INPUTS FROM WORKSHEET 1

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>Lane Usage</th>
<th>LOS E Circulation Capacity (vph)</th>
<th>Volume/Capacity Ratio</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 227</td>
<td>Lane 1 L</td>
<td>Lane 1 0</td>
<td>N/A</td>
<td>A</td>
</tr>
<tr>
<td>Vans 47</td>
<td>Lane 2 C</td>
<td>Lane 2 300</td>
<td>N/A</td>
<td>B</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Lane 3 T</td>
<td>Lane 3 600</td>
<td>0.00 - 0.28</td>
<td>C</td>
</tr>
<tr>
<td>Taxis 2.77</td>
<td>Lane 4</td>
<td>Lane 4 0</td>
<td>0.28 - 0.92</td>
<td>D</td>
</tr>
<tr>
<td>Other 0</td>
<td>Lane 5</td>
<td>Lane 5 0</td>
<td>0.92 - 1.00</td>
<td>E</td>
</tr>
<tr>
<td>TOTAL 277</td>
<td>Lane 6</td>
<td>Lane 6 0</td>
<td>1.00 - 999</td>
<td>F</td>
</tr>
</tbody>
</table>

Row Capacity: 900

### OUTPUT RESULTS:

Circulation LOS:

- **D**
**Worksheet No 1  Inputs**

**Project Description**

- **User Name:** URS Corporation
- **Date:** November 1, 2009
- **Airport:** Manchester-Boston Regional Airport
- **Location:** Shephard Road at Terminal
- **Project #:** Taxis
- **Scenario:** 2009 (Existing) PM Peak Hour
- **User Notes:** Fifteen (15) Minute Peak Arrival Factor

**Step 1: Enter Peak Hour Volumes (vph)**

<table>
<thead>
<tr>
<th>Vehicle Types</th>
<th>Pk Hr Vols</th>
<th>Mode %</th>
<th>PEAK HR VOLS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos</td>
<td>0</td>
<td>86%</td>
<td>286</td>
</tr>
<tr>
<td>Vans</td>
<td>0</td>
<td>12%</td>
<td>40</td>
</tr>
<tr>
<td>Buses</td>
<td>0</td>
<td>0%</td>
<td>0</td>
</tr>
<tr>
<td>Taxis</td>
<td>0</td>
<td>2%</td>
<td>7</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0%</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL (vph)</strong></td>
<td><strong>0</strong></td>
<td><strong>100%</strong></td>
<td><strong>333</strong></td>
</tr>
</tbody>
</table>

**Enter either actual volumes in the peak hour volume columns OR mode split % AND total volume in the mode columns. CURB_PLAN will use the column with the greater total volume.**

**Step 2: Enter Average Dwell Time (sec/veh)**

- **Autos:** 11.0
- **Vans:** 65.0
- **Buses:** 0.0
- **Taxis:** 91.0
- **Other:** 0.0

**Step 3: Enter Average Veh Berth Space (feet)**

- **Autos:** 25
- **Vans:** 36
- **Buses:** 0
- **Taxis:** 25
- **Other:** 0

**Step 4: Enter Peak Surge/Arrival Factor**

- **Autos:** 1.10
- **Vans:** 1.10
- **Buses:** 0.00
- **Taxis:** 1.10
- **Other:** 0.00

**Step 5: Enter Usable Frontage (feet)**

- **Linear Frontage:** 1015
- **Unusable Frontage:**
  - Crosswalks: 60
  - Doors: 0
  - Other: 223
- **Gate Concentration Factor:** 0.55
- **Total Effective Frontage (ft):** 275

**Step 6: Enter Curbfront Usage**

- **Select Number of Lanes:** 3
- **Select Usage:** 2 Lanes Usage
  - L = Load/Unload
  - C = Circulation
  - T = Through
  - **L,C,T**

**Go To Worksheet 1 User Guide**
## WORKSHEET 2
FIND CURB FRONT LEVEL OF SERVICE - GIVEN VOLUMES AND FRONTAGE LENGTH

### INPUTS FROM WORKSHEET 1

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frtage needed: (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 286</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 1.10</td>
<td>256 Autos</td>
</tr>
<tr>
<td>Vans 40</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 1.10</td>
<td>29 Vans</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0.00</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxis 7</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 1.10</td>
<td>5 Taxis</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0.00</td>
<td>0 Other</td>
</tr>
<tr>
<td><strong>TOTAL</strong> 333</td>
<td></td>
<td></td>
<td></td>
<td><strong>289 Total</strong></td>
</tr>
</tbody>
</table>

### OUTPUT RESULTS:

- **Frontage Needed(ft):** 289
- **Total Load/Unload Frontage (ft):** 275
- **Effective/Usable Curb Length Ratio:** 1.05
- **Effective/Usable Curb Length Ratio:** B

### ESTIMATED CURB FRONT OCCUPANCY

<table>
<thead>
<tr>
<th>Feet</th>
<th>LANE 1</th>
<th>LANE 2</th>
<th>LANE 3</th>
<th>LANE 4</th>
<th>LANE 5</th>
<th>LANE 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>300</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>275</td>
</tr>
<tr>
<td>250</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>275</td>
</tr>
<tr>
<td>200</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>275</td>
</tr>
<tr>
<td>150</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>275</td>
</tr>
<tr>
<td>100</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>275</td>
</tr>
<tr>
<td>50</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>275</td>
</tr>
<tr>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>275</td>
</tr>
</tbody>
</table>

**Note:** Lane 1 is closest to the main curb.
# Worksheet 3

**Find Max Volumes for Given Frontage and Level of Service**

**Inputs from Worksheet 1**

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frontage needed (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos: 286.4</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 1.10</td>
<td>256 Autos</td>
</tr>
<tr>
<td>Vans: 39.96</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 1.10</td>
<td>29 Vans</td>
</tr>
<tr>
<td>Buses: 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxis: 7</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 1.1</td>
<td>5 Taxis</td>
</tr>
<tr>
<td>Other: 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>0 Other</td>
</tr>
<tr>
<td>TOTAL: 333</td>
<td></td>
<td></td>
<td></td>
<td>289 Total</td>
</tr>
</tbody>
</table>

**Usable Frontage:** 275

**Desired (Future) Usable Frontage:** 500

**Output Results:**

- **Desired LOS:** C
- **Desired Effective Curb Length Ratio:** 1.30
- **Desired Frontage:** 500
- **Frontage Needed:** 650

**Maximum Volumes** for Desired LOS & Desired Frontage:

- **Autos:** 567
- **Vans:** 79
- **Buses:** 0
- **Taxis:** 13
- **Other:** 0
- **TOTAL:** 659

---

**Effective/Usable Curb Length Ratio LOS**

<table>
<thead>
<tr>
<th>Curb Length Ratio</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0 - 1.0</td>
<td>A</td>
</tr>
<tr>
<td>1.0 - 1.1</td>
<td>B</td>
</tr>
<tr>
<td>1.1 - 1.3</td>
<td>C</td>
</tr>
<tr>
<td>1.3 - 1.7</td>
<td>D</td>
</tr>
<tr>
<td>1.7 - 2.0</td>
<td>E</td>
</tr>
<tr>
<td>2.0 - 999</td>
<td>F</td>
</tr>
</tbody>
</table>

**RETURN TO INPUTS**
WORKSHEET 4
FIND REQUIRED FRONTAGE GIVEN VOLUMES AND LEVEL OF SERVICE

INPUTS FROM WORKSHEET 1

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frontage needed (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 286</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 1.10</td>
<td>256 Autos</td>
</tr>
<tr>
<td>Vans 40</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 1.10</td>
<td>29 Vans</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxis 6.66</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 1.1</td>
<td>5 Taxis</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>0 Other</td>
</tr>
<tr>
<td>TOTAL 333</td>
<td></td>
<td></td>
<td></td>
<td>289 Total</td>
</tr>
</tbody>
</table>

Usable frontage 275

Input Desired Level of Service (A-E): C

OUTPUT RESULTS:

Desired Effective Curb Length Ratio: 1.30
Frontage (ft) Required for Desired LOS: 222
## WORKSHEET 5
### 95th PERCENTILE QUEUE LENGTHS

**INPUTS FROM WORKSHEET 1**

<table>
<thead>
<tr>
<th>PEAK HOUR</th>
<th>AVERAGE</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Average Arrivals per second</th>
<th>Net Average Arrivals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos</td>
<td>286.4</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 0.095</td>
</tr>
<tr>
<td>Vans</td>
<td>39.96</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 0.011</td>
</tr>
<tr>
<td>Buses</td>
<td>0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0.000</td>
</tr>
<tr>
<td>Taxis</td>
<td>7</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 0.002</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0.000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>333</td>
<td>TOTAL 0.093</td>
<td>TOTAL 10.197</td>
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</tr>
</tbody>
</table>

**OUTPUT RESULTS:**

<table>
<thead>
<tr>
<th>95th Percentile Queue Length (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 375</td>
</tr>
<tr>
<td>Vans 72</td>
</tr>
<tr>
<td>Buses 0</td>
</tr>
<tr>
<td>Taxis 0</td>
</tr>
<tr>
<td>Other 0</td>
</tr>
<tr>
<td>Total Frontage Needed (Using Poisson) 447</td>
</tr>
<tr>
<td>Minus total available frontage parking -413</td>
</tr>
<tr>
<td>TOTAL QUEUE per Lane 17</td>
</tr>
</tbody>
</table>
### WORKSHEET 6
**CIRCULATION LOS (By Row)**

**INPUTS FROM WORKSHEET 1**

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>Lane Usage</th>
<th>LOS E Circulation Capacity (vph)</th>
<th>Volume/Capacity Ratio</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 286</td>
<td>Lane 1 L</td>
<td>Lane 1 0</td>
<td>N/A</td>
<td>A</td>
</tr>
<tr>
<td>Vans 40</td>
<td>Lane 2 C</td>
<td>Lane 2 300</td>
<td>N/A</td>
<td>B</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Lane 3 T</td>
<td>Lane 3 600</td>
<td>0.00 - 0.28</td>
<td>C</td>
</tr>
<tr>
<td>Taxis 7</td>
<td>Lane 4</td>
<td>Lane 4 0</td>
<td>0.28 - 0.92</td>
<td>D</td>
</tr>
<tr>
<td>Other 0</td>
<td>Lane 5</td>
<td>Lane 5 0</td>
<td>0.92 - 1.00</td>
<td>E</td>
</tr>
<tr>
<td>TOTAL 333</td>
<td>Lane 6</td>
<td>Lane 6 0</td>
<td>1.00 - 999</td>
<td>F</td>
</tr>
</tbody>
</table>

Row Capacity: 900

**OUTPUT RESULTS:**

Circulation LOS: D

RETURN TO INPUTS
Appendix F4

Peak Passenger Base Scenario Forecast
# PEAK PERIOD - TOTAL, ENPLANED, AND DEPLANED PASSENGERS
## BASE SCENARIO
### MANCHESTER-BOSTON REGIONAL AIRPORT
#### (calendar years)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Passengers</strong></td>
<td>4,003,307</td>
<td>4,332,707</td>
<td>3,896,532</td>
<td>3,892,630</td>
<td>3,716,393</td>
<td>3,140,000</td>
<td>2,988,000</td>
<td>3,336,000</td>
<td>3,702,000</td>
<td>4,108,000</td>
<td>4,556,000</td>
</tr>
<tr>
<td>Peak Month</td>
<td>402,573</td>
<td>430,358</td>
<td>371,478</td>
<td>390,870</td>
<td>348,747</td>
<td>307,391</td>
<td>292,511</td>
<td>326,579</td>
<td>362,408</td>
<td>402,154</td>
<td>446,011</td>
</tr>
<tr>
<td>% of Total</td>
<td>10.1%</td>
<td>9.9%</td>
<td>9.5%</td>
<td>10.0%</td>
<td>9.4%</td>
<td>9.8%</td>
<td>9.8%</td>
<td>9.8%</td>
<td>9.8%</td>
<td>9.8%</td>
<td>9.8%</td>
</tr>
<tr>
<td>Average Day</td>
<td>12,986</td>
<td>13,883</td>
<td>11,983</td>
<td>12,609</td>
<td>11,250</td>
<td>9,916</td>
<td>9,436</td>
<td>10,535</td>
<td>11,691</td>
<td>12,973</td>
<td>14,387</td>
</tr>
<tr>
<td>Peak Hour</td>
<td>1,342</td>
<td>1,084</td>
<td>1,011</td>
<td>1,070</td>
<td>1,188</td>
<td>1,318</td>
<td>1,462</td>
<td>1,188</td>
<td>1,318</td>
<td>1,462</td>
<td>1,462</td>
</tr>
</tbody>
</table>

|                | 2,004,122  | 2,168,258  | 1,952,277  | 1,948,313  | 1,861,695  | 1,570,000  | 1,494,000  | 1,668,000  | 1,851,000  | 2,054,000  | 2,278,000  |
| **Enplaned Passengers** |          |            |            |            |            |            |            |            |            |            |            |
| Peak Month      | 206,250    | 215,073    | 189,407    | 199,009    | 177,458    | 155,929    | 148,380    | 165,662    | 183,837    | 203,998    | 226,245    |
| % of Total      | 10.3%      | 9.9%       | 9.7%       | 10.2%      | 9.5%       | 9.9%       | 9.9%       | 9.9%       | 9.9%       | 9.9%       | 9.9%       |
| Average Day     | 6,653      | 6,938      | 6,110      | 6,420      | 5,724      | 5,030      | 4,786      | 5,344      | 5,930      | 6,581      | 7,298      |
| Peak Hour       | 714        | 632        | 551        | 528        | 528        | 590        | 654        | 726        | 805        |            |            |

|                | 1,999,185  | 2,164,449  | 1,944,255  | 1,944,317  | 1,854,698  | 1,570,000  | 1,494,000  | 1,668,000  | 1,851,000  | 2,054,000  | 2,278,000  |
| **Deplaned Passengers** |          |            |            |            |            |            |            |            |            |            |            |
| Peak Month      | 200,383    | 216,895    | 182,962    | 191,861    | 179,810    | 153,914    | 146,463    | 163,521    | 181,461    | 201,362    | 223,322    |
| % of Total      | 10.0%      | 10.0%      | 9.4%       | 9.9%       | 9.7%       | 9.8%       | 9.8%       | 9.8%       | 9.8%       | 9.8%       | 9.8%       |
| Average Day     | 6,464      | 6,997      | 5,902      | 6,189      | 5,800      | 4,965      | 4,725      | 5,275      | 5,854      | 6,496      | 7,204      |
| Peak Hour       | 883        | 871        | 686        | 679        | 758        | 841        | 933        | 1,035      |            |            |            |

### PEAK HOUR SEAT FACTORS

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Seats</strong></td>
<td>10.6%</td>
<td>9.6%</td>
<td>10.2%</td>
<td>10.2%</td>
<td>10.2%</td>
<td>10.2%</td>
<td>10.2%</td>
<td>10.2%</td>
<td>10.2%</td>
<td>10.2%</td>
<td>10.2%</td>
</tr>
<tr>
<td><strong>Enplaned Seats</strong></td>
<td>11.1%</td>
<td>11.0%</td>
<td>10.9%</td>
<td>11.0%</td>
<td>11.0%</td>
<td>11.0%</td>
<td>11.0%</td>
<td>11.0%</td>
<td>11.0%</td>
<td>11.0%</td>
<td>11.0%</td>
</tr>
<tr>
<td><strong>Deplaned Seats</strong></td>
<td>14.3%</td>
<td>15.0%</td>
<td>13.8%</td>
<td>14.4%</td>
<td>14.4%</td>
<td>14.4%</td>
<td>14.4%</td>
<td>14.4%</td>
<td>14.4%</td>
<td>14.4%</td>
<td>14.4%</td>
</tr>
</tbody>
</table>

**Notes:**
- E=Estimate; F=Forecast.
- Peak Month Factors are based on MHT enplaned passenger data for CY2004 through CY2008.
- Peak Hour Factors are based on scheduled seats from the Official Airline Guide.
- Peak Hour Factors projected for CY2010 through CY2030 represent the average of peak hour factors for the month of August in CY2007, 2008 and 2009.

**Sources:**
- Historical—City of Manchester Department of Aviation; Official Airline Guide.
- Forecast—Jacobs Consultancy.

Prepared by Jacobs Consultancy,
November 19, 2009
Appendix F5

Airport Trip Generation
IN 1994, THE AIRPORTS COUNCIL International-North America (ACI-NA) conducted a survey of the critical issues and capital needs related to airport surface access. This study found that on a typical busy day at 73 percent of the airports surveyed, passengers experienced greater delays or congestion on the airport access and circulation roadways compared to only 20 percent on the airfield. The ACI-NA survey revealed the following to be major concerns to the airports responding to the 1994 survey.1

- Off-airport access roadway congestion—79 percent of responding large-hub airports, 63 percent of medium-hub airports and 41 percent of small-hub airports.
- On-airport roadway congestion—68 percent of the large hubs, 69 percent of medium-hub airports and 34 percent of small-hub airports.
- Airport curbside congestion—89 percent of the large hubs, 92 percent of medium hubs and 72 percent of the small-hub airports.

All of these congestion concerns relate to the vehicular demand generated by commercial service airport facilities. Thus, a detailed understanding of the trip-generation potential of these airports is required to develop practical solutions that can mitigate airport-related traffic congestion, both on and off airport property.

**STUDY SCOPE AND OUTLINE**

The existing Institute of Transportation Engineers' (ITE) trip-generation models for commercial service airports are based on two California studies performed in 1975 and one in 1983.2 Trip-generation characteristics for a broad range of airports were not included, and the predictor variables used in the current manual may be insufficient to predict landside traffic at air carrier airports.

During the summer of 1996, the authors mailed-surveyed numerous commercial service and general aviation airports in the United States. The purpose of the survey was to obtain current information and collect data on additional predictor variables that could be used to develop a general model suitable for a wide range of applications. This study also reviewed data obtained from the California Aviation System Plan,3 existing airport master plans and individual airport ground access studies and traffic counts. A complete data set was prepared to analyze airport trip generation and mode-split characteristics for 39 commercial service airports. All of the trip-generation information contained in this data set represents recent study information obtained during the 1990s.

Data provided by many of the general aviation airports (no commercial service) contained in the survey provided incomplete or inconsistent information. Thus, rigorous statistical analysis for this study was primarily limited to commercial service airports. As a consequence, the analyses associated with the commercial service airports are based on larger sample sizes and produced statistically more reliable results. The reader is referred to the National Cooperative Highway Research Program (NCHRP) Report 1874 for a more descriptive presentation of trip generation at general aviation airports.

**CHARACTERISTICS OF THE AIRPORT GROUND TRIP**

During the past three decades, most air passengers have depended almost exclusively upon the automobile as their primary source of transportation to and from the airport; airport employees also rely on the automobile. However, at airports where a mature transit system exists, such as Newark or LaGuardia, as many as 10 to 20 percent of the employees can be expected to use transit instead of an automobile.5
Modal preferences of central business district (CBD) passengers are shared somewhat among the various modes, including taxis, limousines and public transit. Taxi cab usage is more popular when the CBD is close to the airport. Also, airports that primarily serve tourists often have a higher use of taxis than other airports, and trips originating from hotels display the greatest use of high-occupancy modes. The low proportion of passengers from CBDs or other concentrated areas is one reason why high-speed rail has not yet been overly successful serving airports in the United States. While this may change in the future, continual growth of population and business in expanding suburban areas may make it even tougher for this mode to provide attractive airport access transportation.

Other variables that influence mode choice include the amount of baggage and the time of day. Time of day is important because factors such as the availability of a friend to take the passenger to or from the airport, availability of taxis, amount of highway congestion, public transit schedule and the safety of the passenger are all influenced by the time of day. In addition, a survey of air passengers performed at the Cleveland-Hopkins Airport suggested that land use at the origin or destination of the trip is the variable most highly related to mode of travel.

**Modeling Airport Trip Generation**

Typically, airport planners use a series of multipliers when determining trip generation. As early as 1969, Munds used a simple formula based on annual passenger levels to derive the number of vehicles entering an airport during the peak hour. More elaborate methods of forecasting vehicular volumes that primarily involve some type of regression analysis have been developed. When choosing variables for a regression model, care must be taken to ensure that the variables can be measured reliably and can be forecast easily.

Studies by Dunlay and Wiersig, Bevan and Meadows and Manning et al. have developed detailed trip-generation and mode-split models. All of these approaches require detailed, location-specific data on the socioeconomic characteristics of the travelers and the specific modes of transportation or alternatives available. While these models proved to be very reliable, they are usually only applicable to the area for which they were calibrated.

For airport landside analyses, trip-generation and mode-split estimates are the most important procedures in estimating airport traffic volumes since the internal airport trip distribution and traffic assignment are predetermined almost by the resultant trip-generation and mode-split analyses. For example, if we can estimate the number of taxicabs generated by the airport’s passengers, we can determine fairly easily where they will go in the airport—the trip distribution and traffic assignment steps. For many practical airport planning situations (or even when traffic impact studies are required for a development adjacent to the airport where airport traffic volumes must be known), general models, which are easy to use and apply to a broad range of airports, may be preferred over site-specific models, which require large, detailed, current and survey-based data for calibration.

**Research Method**

Total airport trip generation is the sum of the trips generated by individual aviation facilities that comprise a commercial service airport. Person and vehicle trips can be associated with the passenger terminal area (including facilities for passengers and employees, as well as commercial deliveries), ancillary site development (such as air cargo areas and other commercial and industrial developments that oftentimes are located on or adjacent to airport property), general aviation areas (which are usually separated from the commercial aviation areas at most airports for operational and safety reasons), and off-airport terminal facilities (such as private parking or rental car facilities where passengers park off of airport property and are shuttled to the airport terminal).

To illustrate the potential difference between the traffic volumes associated with the terminal area component as opposed to the total airport traffic volume, consider that Dallas-Fort Worth International Airport generates approximately 215,000 daily trips (4.33 trips per origin-destination passenger) in and out of all of the facilities within the property boundary, while only 80,000 of these daily trips (1.62 trips per passenger) are terminal related. In other words, only 37 percent of the total trips are related to the terminal area. This proportion can vary significantly between airports. For example, Sacramento’s and Washington-Dulles’ terminal area traffic represents as much as 88 percent and 69 percent of the total airport traffic, respectively.

The authors did not approach the total airport trip-generation issue by assessing the impacts of ancillary site facilities since each airport development situation is unique and each distinct land use type should be evaluated separately. As a result, this study concentrates on airport trips associated with the airport passenger terminal area.

**Trip-Generation Model Results**

Numerous regression models were tested to find the most robust forecasting model that is able to estimate trip generation in terms of vehicle-trip ends (due to the lack of other available data such as person-trip ends) using passenger activity levels, mode split, parking availability and other independent variables obtained from the airport survey. The statistical validity of each model was evaluated using standard statistical tests, such as the standard error, r squared, F test and the t test for significance of individual regression coefficients at the 95 percent level of significance.

The only statistically significant relationships that could be developed from the data set of 39 commercial service airports were derived from measuring vehicle-trip ends (in terms of the average daily traffic [ADT] entering and exiting the airport) and the number of daily origin-destination passengers. Figure 1 illustrates this general relationship. This causal relationship emulates the results of an earlier study by Ellis who tried to develop relationships between trip-generation/mode split and about 14 independent variables that ranged from passenger activity (general aviation and airline service) to service area population and the number of airport employees.
Table 1 provides additional trip-generation analysis results when further separating the traffic into incremental annual passenger levels. Even though the logarithmic aggregate model provides an excellent fit to the data, there can be significant differences in trip-generation rates at similar sized airports as shown in Table 1.

No mathematical relationship could be developed to include mode split in the trip-generation models, nor could any other independent variable provide a significant model relationship to terminal related ADT. Figure 1 and Table 1, however, illustrate some intuitive relationships (or trends). As the number of daily origin-destination passengers increases, the trip-generation rate and corresponding percentage of automobile use (private automobiles and rental cars) decreases. Besides an increased availability of high-occupancy vehicle modes at larger airports, the presence of off-airport terminals, such as private parking or offsite rental car areas, also tends to increase the amount of shuttle vans (or buses) and decrease the percentage of private automobiles entering the terminal area.

For smaller airport facilities (less than one-million annual origin-destination passengers), the high trip-generation rate is indicative of the fact that the private automobile is the primary mode of transportation. Also, at smaller facilities, traffic for ancillary services tends to share roadway facilities with airport-related traffic. For example, air cargo and even general aviation-related traffic may be required to use the main terminal roadway at smaller airports. In this case, the terminal building may provide a larger variety of services, whereas at larger airports, such distinct service areas are typically separated, and thus the traffic destined for these areas are separated.

### PEAKING CHARACTERISTICS

Landside traffic demands at commercial service airports tend to follow the peaking characteristics of passenger enplanements and passenger deplanements, as illustrated by a typical activity chart shown in Figure 2. Of the airports surveyed, complete peak-

---

**Table 1. Actual airport trip generation by passenger activity level.**

<table>
<thead>
<tr>
<th>Annualized Origin-Destination Passengers</th>
<th>Average Trip Rate (ADT per Daily O/D Passenger)</th>
<th>Low-High Trip Rate (ADT per Daily O/D Passenger)</th>
<th>% Automobile Mode Split</th>
<th>Arithmetic Mean</th>
<th>Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;1.0 Million</td>
<td>2.67–2.74</td>
<td>1.72–3.73</td>
<td>91.3%</td>
<td></td>
<td>90%–94%</td>
</tr>
<tr>
<td>1.0 Million–10.0 Million</td>
<td>1.78–1.89</td>
<td>1.35–2.35</td>
<td>82.8%</td>
<td></td>
<td>69%–95%</td>
</tr>
<tr>
<td>&gt;10.0 Million</td>
<td>1.50–1.53</td>
<td>1.05–2.11</td>
<td>72.8%</td>
<td></td>
<td>60%–84%</td>
</tr>
</tbody>
</table>

**Note:**

1. The ranges in the average trip rates are based on two methodologies. The low value represents the slope of a linear regression model of the subset data (or a weighted average) and the high value simply represents the arithmetic mean of the subset data.
ing information was obtained from 24 airports. Seventy-one percent of the airports in the survey had peak hours that tend to coincide with typical peak-hour, non-airport traffic conditions (6 a.m. to 9 a.m. and 3 p.m. to 6 p.m.).

Figure 3 illustrates a scatter diagram plot of the relationship between the peak-hour percentage of the airport-generated traffic (vehicle trips) for varying passenger activity levels. At smaller airports, a larger percentage of the daily traffic occurs during the peak hour, as opposed to larger airports where traffic tends to be more evenly distributed throughout the day. Note that the vehicular traffic data points from the airport survey fit very well with the typical passenger-related, peak-hour percentages of daily passenger traffic volumes provided in AC 150/5325-13, Planning and Design of Passenger Terminal Facilities. Thus, it is recommended that this graph be used to establish peak-hour traffic conditions from ADT information when site-specific data are not available.

Peak-hour traffic among the airports surveyed ranged from 8 percent of the daily traffic at the larger airports to 20 percent of the daily traffic at smaller, non-hub airports. The overall average peak-hour percentage of the daily traffic that occurs during the airport peak hour was approximately 11 percent.

Table 2 provides typical peak-hour landside traffic conditions at commercial service airports.

### AIRPORT MODE SPLIT

While there is a distinct trip-generation difference in the airport activity level subsets (less than one-million annual passengers, between one-million and 10-million annual passengers, and greater than 10-million annual passengers), there is also a significant range in the trip-generation rates within each subset. Experience has indicated that while mode split can help determine the trip-generation rate, it also can be a misleading factor since it has been found that airports with similar mode splits can have varying trip-generation rates. This is typically a result of the number of passengers dropped off and picked up by relatives or friends (this trip-making process typically accounts for the

<table>
<thead>
<tr>
<th>Annual Origin/Destination Passengers</th>
<th>Percent Automobile (Arithmetic Mean/Range)</th>
<th>Percent Taxi/Car/Limousine (Arithmetic Mean/Range)</th>
<th>Percent Shuttle Van (Arithmetic Mean/Range)</th>
<th>Percent Public Transportation/ Other (Arithmetic Mean/Range)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;1.0 Million</td>
<td>91.3% 90 – 94%</td>
<td>4.3% 3 – 5%</td>
<td>4.3% 1 – 7%</td>
<td>0.1% 0 – 1%</td>
</tr>
<tr>
<td>1.0 Million – 10.0 Million</td>
<td>82.8% 69 – 95%</td>
<td>7.0% 2 – 17%</td>
<td>9.1% 1 – 25%</td>
<td>1.1% 0 – 4%</td>
</tr>
<tr>
<td>&gt;10.0 Million</td>
<td>72.8% 60 – 84%</td>
<td>12.1% 4 – 22%</td>
<td>12.1% 6 – 18%</td>
<td>3.0% 0 – 10%</td>
</tr>
</tbody>
</table>
highest number of vehicle trips per passenger; the vehicle occupancy conditions; the amount of off-airport parking and rental car activity; the service orientation of the airport (i.e., whether it serves largely business- or pleasure-oriented traffic); and the trip-making characteristics and number of airport employees.

A summary of the average and range of mode-split percentage, by airport activity level, is presented in Table 3. Classifications have been made for automobiles, limousines/taxicabs, shuttle vans and public transportation or “other” categories. These mode-split classifications are based upon the most representative classifications obtained from the airport survey.

SUMMARY AND CONCLUSIONS

A new trip-generation model, which should serve as an update to the existing ITE trip-generation models for commercial service airports, has been developed based on traffic and mode split data obtained from a variety of commercial service airports. It is intended to provide a generalized model to be used primarily by traffic engineers to address airport landside design issues based on minimal input data.

The research presented herein indicates that the number of daily origin-destination passengers provides an excellent indication of the number of daily vehicle trips related to the airport terminal. Also, as the number of annual origin-destination passengers increases, the average daily vehicle trip rate (per origin-destination passenger), the percentage use of the private automobile and the peak-hour percentage of daily traffic all decrease.

Each individual airport has unique landside operational features; and as with any forecasting model, there will be some level of variance between actual and predicted values. The model contained herein should provide a reasonable basis for determining the landside impacts of airport passenger terminal facilities, when more detailed, site-specific data are not available.

References

7. ITE Technical Council Committee 6F-4.


Appendix F6

Forecast Years CURB_PLAN Analysis
## CURB_PLAN  Version 1.2  (February 25, 2000)

### Airport Curbside Frontage Analysis, by URS Corp

### WORKSHEET No 1  INPUTS

### Project Description

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<th>URS Corporation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date:</td>
<td>November 1, 2009</td>
</tr>
<tr>
<td>Airport:</td>
<td>Manchester-Boston Regional Airport</td>
</tr>
<tr>
<td>Location:</td>
<td>Shephard Road at Terminal</td>
</tr>
<tr>
<td>Project #:</td>
<td></td>
</tr>
<tr>
<td>Scenario:</td>
<td>Forecast 2015 (3.3 MAP) - Peak Hour</td>
</tr>
<tr>
<td>User Notes:</td>
<td>Fifteen (15) Minute Peak Arrival Factor</td>
</tr>
</tbody>
</table>

### Step 1: Enter Peak Hour Volumes (vph) *

<table>
<thead>
<tr>
<th>Vehicle Types</th>
<th>Pk Hr</th>
<th>Mode %</th>
<th>Vols</th>
<th>PEAK HR VOLS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos</td>
<td>0</td>
<td>86%</td>
<td>301</td>
<td>301</td>
</tr>
<tr>
<td>Vans</td>
<td>0</td>
<td>12%</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>Buses</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Taxis</td>
<td>0</td>
<td>2%</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL (vph)</td>
<td>0</td>
<td>100%</td>
<td>350</td>
<td>350</td>
</tr>
</tbody>
</table>

* Enter either actual volumes in the peak hour volume columns OR mode split % AND total volume in the mode columns. CURB_PLAN will use the column with the greater total volume.

### Step 2: Enter Average Dwell Time (sec/veh)

<table>
<thead>
<tr>
<th>Autos</th>
<th>Vans</th>
<th>Buses</th>
<th>Taxis</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>117.0</td>
<td>65.0</td>
<td>0.0</td>
<td>91.0</td>
<td>0.0</td>
</tr>
</tbody>
</table>

### Step 3: Enter Average Veh Berth Space (feet)

<table>
<thead>
<tr>
<th>Autos</th>
<th>Vans</th>
<th>Buses</th>
<th>Taxis</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>36</td>
<td>0</td>
<td>25</td>
<td>0</td>
</tr>
</tbody>
</table>

### Step 4: Enter Peak Surge/Arrival Factor

<table>
<thead>
<tr>
<th>Autos</th>
<th>Vans</th>
<th>Buses</th>
<th>Taxis</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.10</td>
<td>1.10</td>
<td>0.00</td>
<td>1.10</td>
<td>0.00</td>
</tr>
</tbody>
</table>

### Step 5: Enter Usable Frontage (feet)

<table>
<thead>
<tr>
<th>Linear Frontage:</th>
<th>1015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable Frontage:</td>
<td>Crosswalks 60</td>
</tr>
<tr>
<td>Doors 0</td>
<td></td>
</tr>
<tr>
<td>Other 223</td>
<td></td>
</tr>
<tr>
<td>Gate Concentration Factor**:</td>
<td>0.55</td>
</tr>
</tbody>
</table>

** Default = 0.8

### Step 6: Enter Curbfront Usage

<table>
<thead>
<tr>
<th>Select Number of Lanes:</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>** Select Usage:**</td>
<td>2 Lanes Usage L = Load/Unload 3 Lanes Usage C = Circulation 4 Lanes Usage T = Through 5 Lanes Usage</td>
</tr>
<tr>
<td>Autos</td>
<td>1.10</td>
</tr>
<tr>
<td>Vans</td>
<td>1.10</td>
</tr>
<tr>
<td>Buses</td>
<td>0.00</td>
</tr>
<tr>
<td>Taxis</td>
<td>1.10</td>
</tr>
<tr>
<td>Other</td>
<td>0.00</td>
</tr>
</tbody>
</table>

### Go to Worksheet 1

### User Guide

**CALCULATE CURBFRONT LOS**
**CALCULATE VOLUME**
**CALCULATE FRONTAGE**
**CALCULATE QUEUES**
**CALCULATE CIRCULATION LOS**
### INPUTS FROM WORKSHEET 1

<table>
<thead>
<tr>
<th></th>
<th>Autos</th>
<th>Vans</th>
<th>Buses</th>
<th>Taxis</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos</td>
<td>301</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vans</td>
<td></td>
<td>42</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buses</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxis</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>350</td>
<td>304</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>350</td>
</tr>
</tbody>
</table>

### OUTPUT RESULTS:

- **Frontage needed:** 304 ft
- **Effective/Usable Frontage:** 275 ft
- **Average Vehicle Dwell Time (sec/veh):**
  - Autos: 117
  - Vans: 65
  - Buses: 0
  - Taxis: 91
  - Other: 0
- **Average Berth Space (feet):**
  - Autos: 25
  - Vans: 36
  - Buses: 0
  - Taxis: 25
  - Other: 0
- **Peak Surge/Arrival Factor:**
  - Autos: 1.10
  - Vans: 1.10
  - Buses: 0.00
  - Taxis: 1.10
  - Other: 0.00
- **Effective/Usable Curb Length Ratio:** 1.11
- **Curb Length Ratio:**
  - 0.0 - 1.0: A
  - 1.0 - 1.1: B
  - 1.1 - 1.3: C
  - 1.3 - 1.7: D
  - 1.7 - 2.0: E
  - 2.0 - 999: F

### ESTIMATED CURB FRONT OCCUPANCY

- **Available Curb Frontage:** 275 ft
- **Usable Frontage:** 275 ft
- **Effective Frontage:** 275 ft
- **Total Load/Unload Frontage:** 275 ft

Note: Lane 1 is closest to the main curb.
### CURB_PLAN   Version 1.2  (February 25, 2000)

Airport Curbside Frontage Analysis, by URS Corp

**WORKSHEET 3**

**FIND MAX VOLUMES FOR GIVEN FRONTAGE AND LEVEL OF SERVICE**

**INPUTS FROM WORKSHEET 1**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Vans: 42</td>
<td>Vans: 65</td>
<td>Vans: 36</td>
<td>Vans: 1.10</td>
<td>30 Vans</td>
</tr>
<tr>
<td>Buses: 0</td>
<td>Buses: 0</td>
<td>Buses: 0</td>
<td>Buses: 0</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxis: 7</td>
<td>Taxis: 91</td>
<td>Taxis: 25</td>
<td>Taxis: 1.1</td>
<td>5 Taxis</td>
</tr>
<tr>
<td>Other: 0</td>
<td>Other: 0</td>
<td>Other: 0</td>
<td>Other: 0</td>
<td>0 Other</td>
</tr>
<tr>
<td><strong>TOTAL: 350</strong></td>
<td></td>
<td><strong>Desired (future) Usable frontage: 500</strong></td>
<td></td>
<td><strong>304 Total</strong></td>
</tr>
</tbody>
</table>

**Usable frontage: 275**

**OUTPUT RESULTS:**

- **Desired LOS:** C
- **Desired Effective Curb Length Ratio:** 1.30
- **Desired Frontage:** 500
- **Frontage Needed (ft):** 650

**Maximum Volumes* for Desired LOS & Desired Frontage**

| Autos: 567 | Vans: 79 | Buses: 0 | Taxis: 13 | Other: 0 | **TOTAL:** 659 |

---

*Effective/Usable Curb Length Ratio |

<table>
<thead>
<tr>
<th>Curb Length Ratio</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0 - 1.0</td>
<td>A</td>
</tr>
<tr>
<td>1.0 - 1.1</td>
<td>B</td>
</tr>
<tr>
<td>1.1 - 1.3</td>
<td>C</td>
</tr>
<tr>
<td>1.3 - 1.7</td>
<td>D</td>
</tr>
<tr>
<td>1.7 - 2.0</td>
<td>E</td>
</tr>
<tr>
<td>2.0 - 999</td>
<td>F</td>
</tr>
</tbody>
</table>

**RETURN TO INPUTS**
## WORKSHEET 4
FIND REQUIRED FRONTAGE GIVEN VOLUMES AND LEVEL OF SERVICE

### INPUTS FROM WORKSHEET 1

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frontage needed (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 301</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 1.10</td>
<td>269 Autos</td>
</tr>
<tr>
<td>Vans 42</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 1.10</td>
<td>30 Vans</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxis 7</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 1.1</td>
<td>5 Taxis</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>0 Other</td>
</tr>
<tr>
<td>TOTAL 350</td>
<td></td>
<td></td>
<td></td>
<td>304 Total</td>
</tr>
</tbody>
</table>

**Usable frontage:** 275

**Input Desired Level of Service (A-E):** C

**Desired Effective Curb Length Ratio:** 1.30

**Frontage (ft) Required for Desired LOS:** 234
WORKSHEET 5
95th PERCENTILE QUEUE LENGTHS

INPUTS FROM WORKSHEET 1

<table>
<thead>
<tr>
<th>VOLUME</th>
<th>AVERAGE</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Average Arrivals per second</th>
<th>Net Average Arrivals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos</td>
<td>301</td>
<td>Autos 25</td>
<td>Autos 0.084</td>
<td>Autos 9.783</td>
</tr>
<tr>
<td>Vans</td>
<td>42</td>
<td>Vans 36</td>
<td>Vans 0.012</td>
<td>Vans 0.768</td>
</tr>
<tr>
<td>Buses</td>
<td>0</td>
<td>Buses 0</td>
<td>Buses 0.000</td>
<td>Buses 0.000</td>
</tr>
<tr>
<td>Taxis</td>
<td>7</td>
<td>Taxis 25</td>
<td>Taxis 0.002</td>
<td>Taxis 0.177</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>Other 0</td>
<td>Other 0.000</td>
<td>Other 0.000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>350</td>
<td>TOTAL</td>
<td>TOTAL 0.097</td>
<td>TOTAL 18.718</td>
</tr>
</tbody>
</table>

Input Number of Approach Lanes: 2

OUTPUT RESULTS:

95th Percentile Queue Length (ft)
- Autos: 375 ft
- Vans: 72 ft
- Buses: 0 ft
- Taxis: 0 ft
- Other: 0 ft
- Total Frontage Needed (Using Poisson): 447 ft
- Minus total available frontage parking: -413 ft
- TOTAL QUEUE per Lane: 17 ft

RETURN TO INPUTS
### WORKSHEET 6
**CIRCULATION LOS (By Row)**

**INPUTS FROM WORKSHEET 1**

<table>
<thead>
<tr>
<th>Volume/Capacity Ratio</th>
<th>LOS</th>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>Lane Usage</th>
<th>LOS E Circulation Capacity (vph)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Autos 301</td>
<td>Lane 1 L</td>
<td>Lane 1 0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Vans 42</td>
<td>Lane 2 C</td>
<td>Lane 2 300</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Buses 0</td>
<td>Lane 3 T</td>
<td>Lane 3 600</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Taxis 7</td>
<td>Lane 4</td>
<td>Lane 4 0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other 0</td>
<td>Lane 5</td>
<td>Lane 5 0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL 350</td>
<td>Lane 6</td>
<td>Lane 6 0</td>
</tr>
</tbody>
</table>

**Volume to Capacity Ratio**

- 0.00 - 0.28: C
- 0.28 - 0.92: D
- 0.92 - 1.00: E
- 1.00 - 999: F

**TOTAL LOS:**

D

**Row Capacity:** 900

**OUTPUT RESULTS:**

- **Circulation LOS:** D

**RETURN TO INPUTS**
**Project Description**

**User Name:** URS Corporation  
**Date:** February 2, 2010  
**Airport:** Manchester-Boston Regional Airport  
**Location:** Shephard Road at Terminal  
**Project #:**  
**Scenario:** Forecast 2020 (3.7 MAP) - Peak Hour  
**User Notes:** Fifteen (15) Minute Peak Arrival Factor

**INPUTS**

<table>
<thead>
<tr>
<th>Vehicle Types</th>
<th>_pk_hr_vols</th>
<th>_mode</th>
<th>%</th>
<th>vols</th>
<th>peak</th>
<th>hr_vols</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos</td>
<td>0</td>
<td>86%</td>
<td>335</td>
<td>335</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vans</td>
<td>0</td>
<td>12%</td>
<td>47</td>
<td>47</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buses</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxis</td>
<td>0</td>
<td>2%</td>
<td>8</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL (vph)</strong></td>
<td>0</td>
<td>100%</td>
<td>390</td>
<td>390</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Step 1: Enter Peak Hour Volumes (vph)***

- Enter either actual volumes in the peak hour volume columns  
- OR mode split % AND total volume in the mode columns.  
- CURB_PLAN will use the column with the greater total volume.

**Step 2: Enter Average Dwell Time (sec/veh)***

<table>
<thead>
<tr>
<th>Vehicle Types</th>
<th>Dwell Time (sec/veh)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos</td>
<td>117.0</td>
</tr>
<tr>
<td>Vans</td>
<td>65.0</td>
</tr>
<tr>
<td>Buses</td>
<td>0.0</td>
</tr>
<tr>
<td>Taxis</td>
<td>91.0</td>
</tr>
<tr>
<td>Other</td>
<td>0.0</td>
</tr>
</tbody>
</table>

**Step 3: Enter Average Veh Berth Space (feet)***

- Autos: 25
- Vans: 36
- Buses: 0
- Taxis: 25
- Other: 0

**Step 4: Enter Peak Surge/Arrival Factor***

- Autos: 1.10
- Vans: 1.10
- Buses: 0.00
- Taxis: 1.10
- Other: 0.00

**Step 5: Enter Usable Frontage (feet)**

- Linear Frontage: 1015
- Unusable Frontage: Crosswalks 60, Doors 0, Other 223
- Gate Concentration Factor**: 0.55, range 0.5 to 0.9
- Default = 0.8

**Step 6: Enter Curbfront Usage**

- Select Number of Lanes: 3
- **Select Usage:**  
  - L = Load/Unload: 3 Lanes Usage  
  - C = Circulation: 4 Lanes Usage  
  - T = Through: 5 Lanes Usage  
- L.C.T

**CALCULATE CURBFRONT LOS**  
**CALCULATE VOLUME**  
**CALCULATE FRONTAGE**  
**CALCULATE QUEUES**  
**CALCULATE CIRCULATION LOS**
## WORKSHEET 2
FIND CURB FRONT LEVEL OF SERVICE - GIVEN VOLUMES AND FRONTAGE LENGTH

### INPUTS FROM WORKSHEET 1

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frontage needed: (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 335</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 1.10</td>
<td>300 Autos</td>
</tr>
<tr>
<td>Vans 47</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 1.10</td>
<td>33 Vans</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0.00</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxis 8</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 1.10</td>
<td>5 Taxis</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0.00</td>
<td>0 Other</td>
</tr>
<tr>
<td>TOTAL 390</td>
<td></td>
<td></td>
<td></td>
<td>339 Total</td>
</tr>
</tbody>
</table>

### OUTPUT RESULTS:

- **Frontage Needed(ft):** 339
- **Total Load/Unload Frontage (ft):** 275
- **Effective/Usable Curb Length Ratio:** 1.23
- **Curb Front LOS:** C

### ESTIMATED CURB FRONT OCCUPANCY

- **Usable frontage:** 275

### Density [pc/100ft](Range 0-4):

- Lane 1: 4.00
- Lane 2: 0.93
- Lane 3: 0.00
- Lane 4: 0.00
- Lane 5: 0.00
- Lane 6: 0.00

Note: Lane 1 is closest to the main curb.
**CURB_PLAN**  Version 1.2 (February 25, 2000)
Airport Curbside Frontage Analysis, by URS Corp

**WORKSHEET 3**
FIND MAX VOLUMES FOR GIVEN FRONTAGE AND LEVEL OF SERVICE

**INPUTS FROM WORKSHEET 1**

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frontage needed: (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 335.4</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 1.10</td>
<td>300 Autos</td>
</tr>
<tr>
<td>Vans 46.8</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 1.10</td>
<td>33 Vans</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxis 8</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 1.1</td>
<td>5 Taxis</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>0 Other</td>
</tr>
<tr>
<td>TOTAL 390</td>
<td></td>
<td></td>
<td></td>
<td>339 Total</td>
</tr>
</tbody>
</table>

Usable frontage 275

**Desired (future) Usable frontage** 500

**OUTPUT RESULTS:**

- Desired LOS: **C**
- Desired Effective Curb Length Ratio: **1.30**
- Desired Frontage: **500**
- Frontage Needed(ft): **650**

Maximum Volumes* for Desired LOS & Desired Frontage:

<table>
<thead>
<tr>
<th>Autos</th>
<th>Vans</th>
<th>Buses</th>
<th>Taxis</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>567</td>
<td>79</td>
<td>0</td>
<td>13</td>
<td>0</td>
<td>659</td>
</tr>
</tbody>
</table>

**Effective/Usable Curb Length Ratio**

<table>
<thead>
<tr>
<th>Curb Length Ratio</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0 - 1.0</td>
<td>A</td>
</tr>
<tr>
<td>1.0 - 1.1</td>
<td>B</td>
</tr>
<tr>
<td>1.1 - 1.3</td>
<td>C</td>
</tr>
<tr>
<td>1.3 - 1.7</td>
<td>D</td>
</tr>
<tr>
<td>1.7 - 2.0</td>
<td>E</td>
</tr>
<tr>
<td>2.0 - 999</td>
<td>F</td>
</tr>
</tbody>
</table>

**RETURN TO INPUTS**
WORKSHEET 4
FIND REQUIRED FRONTAGE GIVEN VOLUMES AND LEVEL OF SERVICE

INPUTS FROM WORKSHEET 1

<table>
<thead>
<tr>
<th>Peak Hour Volumes (vph)</th>
<th>Average Dwell Time (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frontage needed (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 335</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 1.10</td>
<td>300 Autos</td>
</tr>
<tr>
<td>Vans 46.8</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 1.10</td>
<td>33 Vans</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxis 7.8</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 1.1</td>
<td>5 Taxis</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>0 Other</td>
</tr>
<tr>
<td>TOTAL 390</td>
<td></td>
<td></td>
<td></td>
<td>339 Total</td>
</tr>
</tbody>
</table>

Usable frontage 275

**Input Desired Level of Service (A-E):** C

**OUTPUT RESULTS:**

Desired Effective Curb Length Ratio: 1.30
Frontage (ft) Required for Desired LOS: 260
## WORKSHEET 5
### 95th PERCENTILE QUEUE LENGTHS

**INPUTS FROM WORKSHEET 1**

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Average Arrivals per second</th>
<th>Net Average Arrivals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 335.4</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 0.005</td>
<td>Autos 10.901</td>
</tr>
<tr>
<td>Vans 46.8</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 0.013</td>
<td>Vans 0.845</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0.000</td>
<td>Buses 0.000</td>
</tr>
<tr>
<td>Taxis 8</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 0.002</td>
<td>Taxis 0.197</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0.000</td>
<td>Other 0.000</td>
</tr>
</tbody>
</table>

**Total** 390

Input Number of Approach Lanes 2

**OUTPUT RESULTS:**

<table>
<thead>
<tr>
<th>95th Percentile Queue Length (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 425</td>
</tr>
</tbody>
</table>

Total Frontage Needed (Using Poisson) 533
Minus total available frontage parking -413
TOTAL QUEUE per Lane 60
**Worksheet 6**  
**Circulation LOS (By Row)**

**Inputs from Worksheet 1**

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>Lane Usage</th>
<th>LOS E Circulation Capacity (vph)</th>
<th>Volume to Capacity Ratio</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 335</td>
<td>Lane 1 L</td>
<td>Lane 1 0</td>
<td>0.00 - 0.28</td>
<td>C</td>
</tr>
<tr>
<td>Vans 47</td>
<td>Lane 2 C</td>
<td>Lane 2 300</td>
<td>0.28 - 0.92</td>
<td>D</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Lane 3 T</td>
<td>Lane 3 600</td>
<td>0.92 - 1.00</td>
<td>E</td>
</tr>
<tr>
<td>Taxis 8</td>
<td>Lane 4</td>
<td>Lane 4 0</td>
<td>1.00 - 999</td>
<td>F</td>
</tr>
<tr>
<td>Other 0</td>
<td>Lane 5</td>
<td>Lane 5 0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL 390</td>
<td>Lane 6</td>
<td>Lane 6 0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Row Capacity: **900**

**Output Results:**

**Circulation LOS:**

- **D**

**Return to Inputs**

**Go to Worksheet 6 User Guide**
**Project Description**

| User Name: | URS Corporation |
| Date: | February 2, 2010 |
| Airport: | Manchester-Boston Regional Airport |
| Location: | Shepard Road at Terminal |
| Project #: |  |
| Scenario: | Forecast 2025 (4.1 MAP) - Peak Hour |
| User Notes: | Fifteen (15) Minute Peak Arrival Factor |

**Step 1: Enter Peak Hour Volumes (vph)***

<table>
<thead>
<tr>
<th>Vehicle Types</th>
<th>Pk Hr Vols</th>
<th>Mode %</th>
<th>Vols</th>
<th>PEAK HR VOLS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos</td>
<td>0</td>
<td>86%</td>
<td>353</td>
<td>353</td>
</tr>
<tr>
<td>Vans</td>
<td>0</td>
<td>12%</td>
<td>49</td>
<td>49</td>
</tr>
<tr>
<td>Buses</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Taxis</td>
<td>0</td>
<td>2%</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL (vph)</td>
<td>0</td>
<td>100%</td>
<td>410</td>
<td>410</td>
</tr>
</tbody>
</table>

* Enter either actual volumes in the peak hour volume columns OR mode split % AND total volume in the mode columns. CURB_PLAN will use the column with the greater total volume.

**Step 2: Enter Average Dwell Time (sec/veh)**

<table>
<thead>
<tr>
<th></th>
<th>Autos</th>
<th>Vans</th>
<th>Buses</th>
<th>Taxis</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linear Frontage</td>
<td>1015</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unusable Frontage</td>
<td>Crosswalks</td>
<td>60</td>
<td>Doors</td>
<td>0</td>
<td>Other</td>
</tr>
<tr>
<td>Gate Concentration Factor**</td>
<td>0.55</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Step 3: Enter Average Veh Berth Space (feet)**

<table>
<thead>
<tr>
<th></th>
<th>Autos</th>
<th>Vans</th>
<th>Buses</th>
<th>Taxis</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Effective Frontage (ft)</td>
<td>275</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Step 4: Enter Peak Surge/Arrival Factor**

<table>
<thead>
<tr>
<th></th>
<th>Autos</th>
<th>Vans</th>
<th>Buses</th>
<th>Taxis</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Select Usage:</td>
<td>2 Lanes Usage</td>
<td>3 Lanes Usage</td>
<td>4 Lanes Usage</td>
<td>5 Lanes Usage</td>
<td>6 Lanes Usage</td>
</tr>
<tr>
<td>L = Load/Unload</td>
<td>1.10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C = Circulation</td>
<td>1.10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T = Through</td>
<td>1.10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>0.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Step 5: Enter Usable Frontage (feet)**

<table>
<thead>
<tr>
<th></th>
<th>Autos</th>
<th>Vans</th>
<th>Buses</th>
<th>Taxis</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linear Frontage</td>
<td>1015</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unusable Frontage</td>
<td>Crosswalks</td>
<td>60</td>
<td>Doors</td>
<td>0</td>
<td>Other</td>
</tr>
<tr>
<td>Grade Concentration Factor**</td>
<td>0.55</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Step 6: Enter Curbfront Usage**

<table>
<thead>
<tr>
<th></th>
<th>Autos</th>
<th>Vans</th>
<th>Buses</th>
<th>Taxis</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Select Number of Lanes:</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L = Load/Unload</td>
<td>1.10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C = Circulation</td>
<td>1.10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T = Through</td>
<td>1.10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>0.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
WORKSHEET 2
FIND CURB FRONT LEVEL OF SERVICE - GIVEN VOLUMES AND FRONTAGE LENGTH

INPUTS FROM WORKSHEET 1

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frontage needed: (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buses: 0</td>
<td>Buses: 0</td>
<td>Buses: 0</td>
<td>Buses: 0.00</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxis: 25</td>
<td>Taxis: 91</td>
<td>Taxis: 25</td>
<td>Taxis: 1.10</td>
<td>6 Taxis</td>
</tr>
<tr>
<td>Other: 1</td>
<td>Other: 0</td>
<td>Other: 0</td>
<td>Other: 0.00</td>
<td>0 Other</td>
</tr>
<tr>
<td>TOTAL: 410</td>
<td></td>
<td></td>
<td></td>
<td>356 Total</td>
</tr>
</tbody>
</table>

OUTPUT RESULTS:

- Frontage Needed(ft): 356
- Total Load/Unload Frontage (ft): 275
- Effective/Usable Curb Length Ratio: 1.29
- CURB FRONT LOS: C
- Density [pc/100ft](Range 0-4): Lane 1: 4.00, Lane 2: 1.18, Lane 3: 0.00, Lane 4: 0.00, Lane 5: 0.00, Lane 6: 0.00

ESTIMATED CURB FRONT OCCUPANCY

Note: Lane 1 is closest to the main curb
## Worksheet 3

**Find Max Volumes for Given Frontage and Level of Service**

### Inputs from Worksheet 1

<table>
<thead>
<tr>
<th>Peak Hour Volumes (vph)</th>
<th>Average Dwelling Time (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frontage needed (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 352.6</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 1.10</td>
<td>315 Autos</td>
</tr>
<tr>
<td>Vans 49.2</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 1.10</td>
<td>35 Vans</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxis 8</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 1.1</td>
<td>6 Taxis</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>0 Other</td>
</tr>
<tr>
<td><strong>Total</strong> 410</td>
<td></td>
<td></td>
<td></td>
<td><strong>356 Total</strong></td>
</tr>
</tbody>
</table>

| Desired (future) Usable frontage | 500 |

**Usable frontage** 275

### Output Results:

- **Desired LOS:** C
- **Desired Effective Curb Length Ratio:** 1.30
- **Desired Frontage:** 500
- **Frontage Needed (ft):** 650

- Maximum Volumes* for Desired LOS & Desired Frontage:
  - **Autos:** 567
  - **Vans:** 79
  - **Buses:** 0
  - **Taxis:** 13
  - **Other:** 0
  - **Total:** 659

---

*Maximum Volumes for Desired LOS & Desired Frontage*
FIND REQUIRED FRONTAGE GIVEN VOLUMES AND LEVEL OF SERVICE

INPUTS FROM WORKSHEET 1

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frontage needed (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 353</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 1.10</td>
<td>315 Autos</td>
</tr>
<tr>
<td>Vans 49.2</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 1.10</td>
<td>35 Vans</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxis 8.2</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 1.1</td>
<td>6 Taxis</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>0 Other</td>
</tr>
<tr>
<td>TOTAL 410</td>
<td></td>
<td></td>
<td></td>
<td>Total 356</td>
</tr>
</tbody>
</table>

Usable frontage 275

Input Desired Level of Service (A-E): C

OUTPUT RESULTS:

Desired Effective Curb Length Ratio: 1.30
Frontage (ft) Required for Desired LOS: 274
## WORKSHEET 5
### 95th PERCENTILE QUEUE LENGTHS

**INPUTS FROM WORKSHEET 1**

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Average Arrivals per second</th>
<th>Net Average Arrivals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 352.6</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 0.008</td>
<td>Autos 11.400</td>
</tr>
<tr>
<td>Vans 49.2</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 0.014</td>
<td>Vans 0.888</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0.000</td>
<td>Buses 0.000</td>
</tr>
<tr>
<td>Taxis 8</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 0.002</td>
<td>Taxis 0.207</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0.000</td>
<td>Other 0.000</td>
</tr>
<tr>
<td>TOTAL 410</td>
<td></td>
<td></td>
<td>TOTAL 0.114</td>
<td>TOTAL 12.555</td>
</tr>
</tbody>
</table>

**Input Number of Approach Lanes**: 2

**OUTPUT RESULTS:**

95th Percentile Queue Length (ft)

- Autos 425
- Vans 108
- Buses 0
- Taxis 0
- Other 0

Total Frontage Needed (Using Poisson) 533
Minus total available frontage parking -413

**TOTAL QUEUE per Lane**: 60
**WORKSHEET 6**

**CIRCULATION LOS (By Row)**

**INPUTS FROM WORKSHEET 1**

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>Lane Usage</th>
<th>LOS E Circulation Capacity (vph)</th>
<th>Volume/Capacity Ratio</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 353</td>
<td>Lane 1 L</td>
<td>Lane 1 0</td>
<td>N/A</td>
<td>A</td>
</tr>
<tr>
<td>Vans 49</td>
<td>Lane 2 C</td>
<td>Lane 2 300</td>
<td>N/A</td>
<td>B</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Lane 3 T</td>
<td>Lane 3 600</td>
<td>0.00 - 0.28</td>
<td>C</td>
</tr>
<tr>
<td>Taxis 8</td>
<td>Lane 4</td>
<td>Lane 4 0</td>
<td>0.28 - 0.92</td>
<td>D</td>
</tr>
<tr>
<td>Other 0</td>
<td>Lane 5</td>
<td>Lane 5 0</td>
<td>0.92 - 1.00</td>
<td>E</td>
</tr>
<tr>
<td>TOTAL 410</td>
<td>Lane 6</td>
<td>Lane 6 0</td>
<td>1.00 - 999</td>
<td>F</td>
</tr>
</tbody>
</table>

Row Capacity: 900

**OUTPUT RESULTS:**

**Circulation LOS:**

D

**RETURN TO INPUTS**
# CURB_PLAN Version 1.2 (February 25, 2000)
## Airport Curbside Frontage Analysis, by URS Corp

### WORKSHEET No 1  INPUTS

**User Name:** URS Corporation  
**Date:** February 2, 2010  
**Airport:** Manchester-Boston Regional Airport  
**Location:** Shephard Road at Terminal  
**Project #:**  
**Scenario:** Forecast 2030 (4.5 MAP) Peak Hour  
**User Notes:** Fifteen (15) Minute Peak Arrival Factor

### Project Description

**Step 1: Enter Peak Hour Volumes (vph)***

<table>
<thead>
<tr>
<th>Vehicle Types</th>
<th>Pk Hr Vols</th>
<th>Mode % Vols</th>
<th>PEAK HR VOLS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos</td>
<td>0</td>
<td>86%</td>
<td>387, 387</td>
</tr>
<tr>
<td>Vans</td>
<td>0</td>
<td>12%</td>
<td>54, 54</td>
</tr>
<tr>
<td>Buses</td>
<td>0</td>
<td>0%</td>
<td>9, 9</td>
</tr>
<tr>
<td>Taxis</td>
<td>0</td>
<td>2%</td>
<td>0, 0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0%</td>
<td>0, 0</td>
</tr>
<tr>
<td>TOTAL (vph)</td>
<td>0</td>
<td>100%</td>
<td>450, 450</td>
</tr>
</tbody>
</table>

* Enter either actual volumes in the peak hour volume columns  
  OR mode split % AND total volume in the mode columns.  
  CURB_PLAN will use the column with the greater total volume.

**Step 2: Enter Average Dwell Time (sec/veh)**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos</td>
<td>117.0</td>
</tr>
<tr>
<td>Vans</td>
<td>65.0</td>
</tr>
<tr>
<td>Buses</td>
<td>0.0</td>
</tr>
<tr>
<td>Taxis</td>
<td>91.0</td>
</tr>
<tr>
<td>Other</td>
<td>0.0</td>
</tr>
</tbody>
</table>

**Step 3: Enter Average Veh Berth Space (feet)**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos</td>
<td>25</td>
</tr>
<tr>
<td>Vans</td>
<td>36</td>
</tr>
<tr>
<td>Buses</td>
<td>0</td>
</tr>
<tr>
<td>Taxis</td>
<td>25</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
</tr>
</tbody>
</table>

**Step 4: Enter Peak Surge/Arrival Factor**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos</td>
<td>1.10</td>
</tr>
<tr>
<td>Vans</td>
<td>1.10</td>
</tr>
<tr>
<td>Buses</td>
<td>0.00</td>
</tr>
<tr>
<td>Taxis</td>
<td>1.10</td>
</tr>
<tr>
<td>Other</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**Step 5: Enter Usable Frontage (feet)**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Linear Frontage</td>
<td>1015</td>
</tr>
<tr>
<td>Unusable Frontage</td>
<td>Crosswalks 60</td>
</tr>
<tr>
<td>Doors</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>223</td>
</tr>
<tr>
<td>Gate Concentration Factor**</td>
<td>0.55</td>
</tr>
</tbody>
</table>

**Total Effective Frontage (ft):** 275

**Step 6: Enter Curbfront Usage**

<table>
<thead>
<tr>
<th>Select Number of Lanes:</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Select Usage:</td>
<td>2 Lanes Usage</td>
</tr>
<tr>
<td>L = Load/Unload</td>
<td>3 Lanes Usage</td>
</tr>
<tr>
<td>C = Circulation</td>
<td>4 Lanes Usage</td>
</tr>
<tr>
<td>T = Through</td>
<td>5 Lanes Usage</td>
</tr>
<tr>
<td>6 Lanes Usage</td>
<td></td>
</tr>
</tbody>
</table>

<Enter Usage Here>

**Calculate:**
- CURBFRONT LOS
- VOLUME
- FRONTAGE
- QUEUES
- CIRCULATION LOS
**WORKSHEET 2**

**FIND CURB FRONT LEVEL OF SERVICE - GIVEN VOLUMES AND FRONTAGE LENGTH**

**INPUTS FROM WORKSHEET 1**

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frontage needed: (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 387</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 1.10</td>
<td>346 Autos</td>
</tr>
<tr>
<td>Vans 54</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 1.10</td>
<td>39 Vans</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0.00</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxis 9</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 1.10</td>
<td>6 Taxis</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0.00</td>
<td>0 Other</td>
</tr>
<tr>
<td>TOTAL 450</td>
<td></td>
<td></td>
<td></td>
<td>391 Total</td>
</tr>
</tbody>
</table>

**OUTPUT RESULTS:**

- **Frontage Needed(ft):** 391
- **Total Load/Unload Frontage (ft):** 275
- **Effective/Usable Curb Length Ratio:** 1.42
- **CURB FRONT LOS:** D

**DENSITY [pc/100ft][Range 0-4]:**

- Lane 1: 4.00
- Lane 2: 1.68
- Lane 3: 0.00
- Lane 4: 0.00
- Lane 5: 0.00
- Lane 6: 0.00

**Estimation of Curb Front Occupancy:**

- Usable frontage: 275

**Diagram:**

- Feet: 0, 50, 100, 150, 200, 250, 300
- LANE 1: Usable frontage
- LANE 2:
- LANE 3: 116
- LANE 4: 25
- LANE 5: 25
- LANE 6: 275

**Note:** Lane 1 is closest to the main curb.
**WORKSHEET 3**

**FIND MAX VOLUMES FOR GIVEN FRONTAGE AND LEVEL OF SERVICE**

**INPUTS FROM WORKSHEET 1**

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frontage needed (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 387</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 1.10</td>
<td>346 Autos</td>
</tr>
<tr>
<td>Vans 54</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 1.10</td>
<td>39 Vans</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxis 9</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 1.1</td>
<td>6 Taxis</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>0 Other</td>
</tr>
<tr>
<td>TOTAL 450</td>
<td></td>
<td></td>
<td></td>
<td>391 Total</td>
</tr>
</tbody>
</table>

**Usable frontage 275**

**Desired (future) Usable frontage 500**

**OUTPUT RESULTS:**

- **Desired LOS:** C
- **Desired Effective Curb Length Ratio:** 1.30
- **Desired Frontage:** 500 ft
- **Frontage Needed:** 650 ft

**Maximum Volumes* for Desired LOS & Desired Frontage**

<table>
<thead>
<tr>
<th></th>
<th>Autos</th>
<th>Vans</th>
<th>Buses</th>
<th>Taxis</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos</td>
<td>567</td>
<td>79</td>
<td>0</td>
<td>13</td>
<td>0</td>
<td>659</td>
</tr>
</tbody>
</table>

*Maximum Volumes calculated based on desired LOS and frontage.
WORKSHEET 4
FIND REQUIRED FRONTAGE GIVEN VOLUMES AND LEVEL OF SERVICE

INPUTS FROM WORKSHEET 1

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Peak Surge/Arrival Factor</th>
<th>Frontage needed (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 387</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 1.10</td>
<td>346 Autos</td>
</tr>
<tr>
<td>Vans 54</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 1.10</td>
<td>39 Vans</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>0 Buses</td>
</tr>
<tr>
<td>Taxis 9</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 1.1</td>
<td>6 Taxis</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>0 Other</td>
</tr>
<tr>
<td>TOTAL 450</td>
<td></td>
<td></td>
<td></td>
<td>391 Total</td>
</tr>
</tbody>
</table>

Usable frontage 275

Input Desired Level of Service (A-E): C

OUTPUT RESULTS:

Desired Effective Curb Length Ratio: 1.30
Frontage (ft) Required for Desired LOS: 301
## WORKSHEET 5
### 95th PERCENTILE QUEUE LENGTHS

**INPUTS FROM WORKSHEET 1**

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>AVERAGE DWELL TIME (sec/veh)</th>
<th>Average Vehicle Berth Space (feet)</th>
<th>Average Arrivals per second</th>
<th>Net Average Arrivals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 387</td>
<td>Autos 117</td>
<td>Autos 25</td>
<td>Autos 0.108</td>
<td>Autos 12.578</td>
</tr>
<tr>
<td>Vans 54</td>
<td>Vans 65</td>
<td>Vans 36</td>
<td>Vans 0.015</td>
<td>Vans 0.975</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0</td>
<td>Buses 0.000</td>
<td>Buses 0.000</td>
</tr>
<tr>
<td>Taxis 9</td>
<td>Taxis 91</td>
<td>Taxis 25</td>
<td>Taxis 0.003</td>
<td>Taxis 0.228</td>
</tr>
<tr>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0</td>
<td>Other 0.000</td>
<td>Other 0.000</td>
</tr>
<tr>
<td>TOTAL 450</td>
<td></td>
<td></td>
<td></td>
<td>TOTAL 0.125</td>
</tr>
</tbody>
</table>

**TOTAL QUEUE per Lane**

- **Input Number of Approach Lanes**: 2

**OUTPUT RESULTS:**

95th Percentile Queue Length (ft)

- Autos: 475 ft
- Vans: 108 ft
- Buses: 0 ft
- Taxis: 0 ft
- Other: 0 ft

**Total Frontage Needed (Using Poisson)**: 583 ft

**Minus total available frontage parking**: -413 ft

**TOTAL QUEUE per Lane**: 85 ft
## WORKSHEET 6
CIRCULATION LOS (By Row)

### INPUTS FROM WORKSHEET 1

<table>
<thead>
<tr>
<th>PEAK HOUR VOLUMES (vph)</th>
<th>Lane Usage</th>
<th>LOS E Circulation Capacity (vph)</th>
<th>Volume/Capacity Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autos 387</td>
<td>Lane 1: L</td>
<td>Lane 1: 0</td>
<td>N/A</td>
</tr>
<tr>
<td>Vans 54</td>
<td>Lane 2: C</td>
<td>Lane 2: 300</td>
<td>N/A</td>
</tr>
<tr>
<td>Buses 0</td>
<td>Lane 3: T</td>
<td>Lane 3: 600</td>
<td>0.00 - 0.28</td>
</tr>
<tr>
<td>Taxis 9</td>
<td>Lane 4</td>
<td>Lane 4: 0</td>
<td>0.28 - 0.92</td>
</tr>
<tr>
<td>Other 0</td>
<td>Lane 5</td>
<td>Lane 5: 0</td>
<td>0.92 - 1.00</td>
</tr>
<tr>
<td>TOTAL 450</td>
<td>Lane 6</td>
<td>Lane 6: 0</td>
<td>1.00 - 999</td>
</tr>
</tbody>
</table>

**Row Capacity:** 900

### OUTPUT RESULTS:

Circulation LOS: D

**RETURN TO INPUTS**
## Aircraft Fleet Mix Calculation

### on the Basis of Flight Explorer Data for CY 2009

<table>
<thead>
<tr>
<th>Aircraft Category</th>
<th>Aircraft Type</th>
<th>Operations</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Carrier</td>
<td></td>
<td>In: 338,000</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 12,473</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 349,782</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>In: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Commuter / Air Taxi</td>
<td></td>
<td>In: 338,000</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 12,473</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 349,782</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>In: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>GA Jet</td>
<td></td>
<td>In: 338,000</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 12,473</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 349,782</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>In: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>GA Turboprop</td>
<td></td>
<td>In: 338,000</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 12,473</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 349,782</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>In: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>GA TEP</td>
<td></td>
<td>In: 1,101</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 200</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 1,301</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>In: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>GA SEP</td>
<td></td>
<td>In: 1,526</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 288</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 1,814</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>In: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Helo</td>
<td></td>
<td>In: 94</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 17</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 111</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>In: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Military</td>
<td></td>
<td>In: 74</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 17</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 91</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>In: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total: 0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>Total: 70,549</td>
<td>3.188%</td>
</tr>
</tbody>
</table>

### Source

### Notes
Based on Flight Plan Data from May 2008 through April 2009.

Aircraft types indicated are Integrated Noise Model (INM) codes.
**APPENDIX H**

**DATA SUPPORTING TERMINAL IT DIRECTION**

**H.1 ROUTING PROTOCOL**

OSPF is utilized in the existing core switch as a means of routing traffic between VLANs. Moving to a dual core switch configuration means that both of the core switches will be in OSPF area zero. The Master Plan team recommends a multi-interface trunked and channeled link between the core switches to guard against failure of a single link. OSPF will fail if a condition known as “discontiguous area zero” exists. A simpler alternative might be to move to Cisco proprietary Enhanced Interior Gateway Routing Protocol (EIGRP) as it is simpler to configure than OSPF and has more forgiving network architecture.

**H.2 NETWORK ADDRESSING MASTER PLAN**

In small networks, addressing is not much of a problem and often devices are addressed in an arbitrary manner. As networks scale, there is a need to regionalize addressing and maintain structure between network regions, VLAN assignments, and associated addressing. A good addressing master plan makes the network and traffic flows easy to understand as networks grow in size.

The Master Plan team recommends the development of a network addressing master plan. This plan should subdivide the RFC 1918 10.0.0.0 private addressing space into eight segments. The first segment is reserved for legacy networks which are occupied by current switches and devices at MHT. The second segment (10.32.0.0 through 10.63.0.0) is reserved as regional address space for up to 32 regions on the MHT campus. The remaining six ranges should be reserved for future use outside MHT property, potentially at other City sites. Each of these eight ranges should be summarized in routing tables. For example, all of the MHT networks summarize to an address of 10.32.0.0 with an eleven bit mask. Summarization also occurs on each of the 32 regions internal to MHT with a sixteen bit mask. These regions could be the existing terminal; new terminal; north, south, east, and west campuses; and others.

Each of the 32 MHT regions is mapped into 254 usable VLANs. Each VLAN is provided with a network address, 254 usable host addresses and a broadcast address. The second octet address will identify the region in which the traffic originated. The third octet address matches the VLAN number. The fourth octet contains network, host, and broadcast addresses. This structure keeps the network addressing simple and easy to understand. As the network scales into a larger layer, three regionalized architecture, it also supports automatic summarization of addresses in much the same way as post offices use zip codes.

Refer to the tables at the end of this appendix for additional information on addressing Master Plan.

**H.3 PHASE 2 IMPROVEMENTS**

As the campus network continues to scale, there are increasing requirements for the amount of fiber needed between access layer switches and the network core. The solution is to move away from the
“collapsed core” configuration implemented in the Phase 1 improvements into a three-tiered core, distribution, and access layer configuration. An example of this three-tiered architecture is shown in the tables at the end of this appendix.

When this occurs, new core switches would be deployed either in the terminal or in two different buildings on site. Existing terminal switches would be re-tasked as “red” and “blue” distribution switches and uplinked to the new core switches, as shown in the diagram. Pairs of red and blue distribution switches would then be deployed at each new facility or region to aggregate traffic from the regional access layer switches and uplink this traffic to the core.

The use of distribution switches allows uplinks from distribution to core to become fairly static. If new access layer switches are added in a region or major facility, they only require uplinks to their local distribution switches and there is no need to do anything to the infrastructure from distribution to core. As bandwidth needs increase, core uplinks can be increased from 1 gigabits per second (gb/s) to 10 gb/s, and soon to either 40 gb/s or 100 gb/s without adding fiber.

Supervisor engines (Routers) in the distribution switches also provide another function. VLANs that extend from the distribution layer of the network to the core do not exist in the regions (make sure to clear these from the trunks in each region and allow only the core to distribution VLANs on the core to distribution links). This forces traffic exiting the region to be route at layer three. By definition, flooded broadcast traffic such as broadcast storms will not cross a router by default, isolating this type of anomaly to a particular network region.

Power supplies for core and distribution switches should be sized to allow for single redundant operation. Where both emergency (generator) power and UPS power is available, it is advisable to power one power supply from the emergency source and the second power supply through a UPS. This allows the switch to continue uninterrupted operation during UPS maintenance.

Regionalizing the network also has bandwidth benefits. High bandwidth users, such as close circuit television system (CCTV) archive servers, can be located within the same region as the cameras that stream video to them. This way CCTV traffic stays local to each region unless someone in another region is actively viewing live or stored CCTV video.

H.4 ACCESS LAYER SWITCH CONFIGURATIONS

Stability of the network begins at the edge. Access layer switch ports should be configured with storm control, limiting the ingress of broadcast and multicast traffic to two percent of port bandwidth. This configuration monitors the amount of broadcast and multicast traffic entering the network and shuts down offending ports that exceed these thresholds. Ports can be configured to return to service after the offending traffic ceases or to require the port to be manually returned to service.

Access layer switch ports should also be configured to limit the number of MAC addresses supported by the port to one or two MAC addresses. This parameter prevents tenants and other network users from using Ethernet hubs which have been proven to introduce bridging loops in the network resulting in
broadcast storms. Bridge Protocol Data Unit Guard or BPDU Guard is also recommended on access layer ports to shut ports down on receipt of BPDU packets as these ports should not be participating in spanning tree. These are simple, non-intrusive configurations; however, they add significant stability to the network.

H.5 MULTICAST ROUTING

Multicast routing is of little concern with the size of the current network and with the improvements implemented in the Phase 1 recommendations. As the network continues to scale and video becomes more prevalent, Multicast routing should be implemented. The recommended protocol is Sparse Mode Protocol Independent Multicast (PIM). Sparse Mode PIM utilizes either core switches or server farm distribution switches as a rendezvous point for multicast streams. These streams terminate at the rendezvous point and only traverse the network when one or more users join a particular multicast group.

H.6 QUALITY OF SERVICE

Quality of Service (QoS) architecture is becoming increasingly important in today’s multi-media networks. Services such as VoIP and Video are latency and jitter sensitive, requiring prioritization of traffic over other services such as web browsing and email. This is easily accomplished and fairly simple if applied in a uniform manner across the network.

QoS begins by establishing a trust boundary for traffic as it enters the network. This is typically done at the access port or server port where traffic enters the network. QoS markings on traffic from end devices may be trusted as in the case of VoIP telephones or replaced on devices such as Windows workstations. These markings are placed in the Ethernet header on each frame in a field known as Differentiated Service Code Point (DSCP)

Recommended traffic markings are as following:

- VoIP Bearer Traffic: DSCP Value EF (Express Forwarding)
- Call Setup & Network Management Traffic:      DSCP Value 31
- Video Traffic including CCTV, Internet Protocol Television (IPTV): DSCP Value 21
- All other Traffic:     DSCP Value 0 (Best effort)

Output Queues on all switches should be configured with one priority queue for the express forwarding traffic. The remaining three classes of traffic are serviced using three weighted round robin queues which are serviced in DSCP priority. This arrangement provides front-of-the-line queuing for latency and jitter sensitive voice bearer traffic. The weighted round robin behavior of the remaining queues insures that all queues are serviced and that no traffic flow is starved.
The use of best effort delivery for all other traffic is often questioned. This type of traffic includes such things as web browser traffic, email, and moving files across the network. Most of this traffic is managed at a higher level by Transmission Control Protocol (TCP), which contains its own guaranteed delivery and re-send system.
EXISTING MHT NETWORK CONFIGURATION

Existing VLAN Map

1. Default
2. Admin
3. FIDS
4. Security
5. Security Camera
6. Taxi
7. HVAC
8. Comcast - Passenger
9. WiFi Private
10. Comcast - Personnel
11. ILO
12. Conveyor
13. VMware VPotion
14. Wireless Infrastructure
15. MHT Desktops
16. MHT Users
17. MHT Accounting Users
18. Admin Users
19. MHT Wireless Authenticated Users
20. LEO Users
21. MHT Building Maintenance Users
22. MHT TSA Users
23. MHT Printers
24. MHT Security Users
25. MHT Fingerprint System
26. Guests
27. Southwest DMZ
28. Johnson Controls
29. Signs
30. Camera
31. City Unrelated
32. Power Related
33. Virtual Cluster Heartbeats
34. Milltown
35. Hudson-Manchester
36. Ben and Jerrys
37. Worldwide Flight Service
38. Internal RAM
39. Delta
40. Dunkin Donuts
41. Audax Technologies
42. WLAN709
43. City Network
44. External Network
45. FDUL Default
46. FDDN Default
47. TRCFD Default
48. FDDN Default
49. TRBF Default

Core Switch Configuration:

1. WS-X4516 Supervisor V
2. WS-X4515 Supervisor V
3. WS-X4448-SB-48PS 48-Port 10/100/1000-Base T
4. WS-X4448-SB-48PS 48-Port 10/100/1000-Base T
5. WS-X4448-SB-48PS 48-Port 10/100/1000-Base T
6. WS-X4306 6-Port 1000-Base-X (GBIC)
7. WS-X4306-GB 6-Port 1000-Base-X (GBIC)
8. WS-X4306-GB 6-Port 1000-Base-X (GBIC)
9. WS-X4306-GB 6-Port 1000-Base-X (GBIC)
10. Fan Tray
11. PS1 PWR-C45-1400AC
12. PS2 PWR-C45-1400AC
### EXISTING MHT NETWORK CONFIGURATION (CONT.)

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## NETWORK ADDRESSING MASTER PLAN
### MASTER NETWORKS

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**E/S/RP Summarization Notes:**
- All Addresses Summarize to 10.0.0.0/8 with an 8-bit mask
- Each of eight major regions summarizes to 10.x.x.0 with an 11-bit mask
  - 10.0.0.0/11
  - 10.96.0.0/11
  - 10.188.0.0/11

**Boston Manchester Regional Airport**

Proposed IP Addressing Plan

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**Boston Manchester Regional Airport**

Proposed IP Addressing Plan

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**Notes:**
- This table outlines the existing terminal addresses and their corresponding IP addressing plans.
- Each row represents a specific terminal or area within the Manchester-Boston Regional Airport.
- The columns detail the address (10.x.x.x/24), subnet mask (x.x.x.255), and broadcast (x.x.x.254) for each terminal.
- The default gateway is listed as 10.0.0.1, indicating the network's primary gateway address.
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Airport Master Plan Update
Manchester-Boston Regional Airport
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Manchester-Boston Regional Airport

Airport Master Plan Update
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**Notes:**
- This table outlines the IP address configuration for the Manchester-Boston Regional Airport's server farms.
- The IP addresses are specific to the Manchester-Boston Regional Airport's network infrastructure.
- The network and subnet details are crucial for network management and security configurations.
- Proper documentation and understanding of these configurations are essential for the smooth operation of the airport's IT systems.

**Contact Information:**
For any queries regarding the IP addressing plan or server farm configurations, please contact the IT department at (603) 526-9000 or via email at itdept@mb Raginagle Aeroports.
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</table>

**Note:** This table represents the IP address allocation for the Manchester-Boston Regional Airport. The IP addresses are assigned in such a way to facilitate network security and manageability. Each IP address is part of a Class C network, designed to support a specific range of devices or applications within the airport's IT infrastructure.

**Networks:**
- 10.0.0.0/8 is the default private address space for the Manchester-Boston Regional Airport.
- **Mask:** 255.255.255.0 indicates a Class C network address, which is suitable for small to medium-sized networks.

**Description:** The table includes a comprehensive list of IP addresses along with their corresponding networks, masks, and descriptions, ensuring clear allocation and usage within the network infrastructure.
APPENDIX I
BAGGAGE SCREENING

The first scenario studied was to replace in-kind with L-3-Communications equipment. The PGDS defines that newer versions of the equipment will be expected to be deployed for future systems, these being:

- L-3 3DX SX (310 – 360 bags per hour, with a nominal 335 bag per hour processing rate);
- L-3 3DX 6600 (470-540 bags per hour, with a nominal 500 bags per hour processing rate); and
- L-3 3DX 6000 in Standalone mod (180 - 220 bags per hour, with a nominal 200 bags per hour processing rate).

Here we examine the systems from merely a throughput perspective. The capacity of the existing EDS, the proposed replacement EDS, and the demand load of the baggage screening (on a per-pod basis) utilizing L-3 equipment is seen below.

**Peak Hour**

<table>
<thead>
<tr>
<th>Air Carrier</th>
<th>Existing EDS Capacity</th>
<th>Proposed EDS Capacity</th>
<th>Existing Demand Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southwest Airlines [(2) EDS]</td>
<td>650</td>
<td>1000</td>
<td>519</td>
</tr>
<tr>
<td>US Airways [1 Primary EDS and 1 Stand-by]</td>
<td>325</td>
<td>335</td>
<td>243</td>
</tr>
<tr>
<td>Air Canada/United Airlines</td>
<td>325</td>
<td>335</td>
<td>144</td>
</tr>
<tr>
<td>Delta (including NWA)</td>
<td>325</td>
<td>335</td>
<td>198</td>
</tr>
<tr>
<td>Vacant</td>
<td>325</td>
<td>335</td>
<td>101</td>
</tr>
<tr>
<td>Continental</td>
<td>325</td>
<td>335</td>
<td></td>
</tr>
</tbody>
</table>

In comparing the demand load to the capacity of the proposed replacement L-3 equipment, it would seem that a plan of replacement in kind would be reasonable, although the resultant capacity may be a bit in excess of the demand.

An examination of how the EDS might be viewed in the Redundant mode, evaluates how much capacity is available from the secondary EDS if the primary EDS is non-operational.

<table>
<thead>
<tr>
<th>Air Carrier</th>
<th>Proposed EDS Capacity</th>
<th>Existing Demand Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southwest Airlines [(2) EDS]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary EDS</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>Secondary EDS</td>
<td>500</td>
<td>519</td>
</tr>
<tr>
<td>US Airways [1 Primary EDS and 1 Stand-by]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary EDS</td>
<td>335</td>
<td>243</td>
</tr>
<tr>
<td>Secondary EDS [Stand-by Examiner 3DX SX]</td>
<td>220</td>
<td></td>
</tr>
<tr>
<td>Air Canada/United Airlines</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary EDS</td>
<td>335</td>
<td>144</td>
</tr>
<tr>
<td>Secondary EDS [In the Delta Module]</td>
<td>335</td>
<td></td>
</tr>
</tbody>
</table>
It is speculated that the TSA would find the capacity of the SWA arrangement acceptable. Additionally, it is believed that TSA would ask if there is a better arrangement for USAirways, as the redundant EDS machine in the bagroom is not easily used.

This leads to a discussion of whether an alternate type of EDS might be better suited for upcoming replacement projects. The Reduced Size EDS (RSEDS) (a product of Reveal Inc.) has been deployed on many similar mini-in-line projects in the last couple of years. This is defined as the second scenario.

The second scenario would be to replace the L-3-Communications equipment with Reveal’s RSEDS units. The PGDS defines several units for upcoming deployment, including:

- CT-80DR (220 to 230 bags per hour, with a nominal processing rate of 225 bags per hour).
- CT-800 (310 to 360 bags per hour, with a nominal 335 bags per hour processing rate).
- CT-80DR in Standalone mode (110 to 120 bags per hour, with a nominal 115 bags per hour processing rate).
- CT-800 in Standalone mode (180 to 220 bags per hour, with a nominal 200 bags per hour processing rate).

The capacity of the existing EDS, the proposed replacement EDS with RSEDS, and the demand load of the baggage screening (on a per-pod basis) is seen below.

### Peak Hour

<table>
<thead>
<tr>
<th>Air Carrier</th>
<th>Existing EDS Capacity</th>
<th>Proposed EDS Capacity</th>
<th>Existing Demand Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southwest Airlines [(2) Existing EDS and proposed (3) EDS]</td>
<td>650</td>
<td>1005</td>
<td>519</td>
</tr>
<tr>
<td>USAirways [1 Primary EDS and 1 Stand-by]</td>
<td>325</td>
<td>535</td>
<td>243</td>
</tr>
<tr>
<td>Air Canada/United Airlines</td>
<td>325</td>
<td>225</td>
<td>144</td>
</tr>
<tr>
<td>Delta (including NWA)</td>
<td>325</td>
<td>225</td>
<td>198</td>
</tr>
<tr>
<td>Vacant</td>
<td>325</td>
<td>225</td>
<td>101</td>
</tr>
<tr>
<td>Continental</td>
<td>325</td>
<td>225</td>
<td>101</td>
</tr>
</tbody>
</table>
In comparing the demand load to the capacity of the proposed replacement RSEDS, it would seem that a plan of replacement with RSEDS would be reasonable, but again there is excess capacity.

An examination of how the RSEDS might be viewed in the redundant mode, evaluates how much capacity is available from the secondary EDS if the primary EDS is non-operational.

<table>
<thead>
<tr>
<th>Airline Description</th>
<th>Primary EDS [CT-800]</th>
<th>Secondary EDS [CT-800]</th>
<th>Third EDS [CT-800]</th>
<th>Second and Third Combined</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southwest Airlines</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary EDS [CT-800]</td>
<td>335</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary EDS [CT-800]</td>
<td>335</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Third EDS [CT-800]</td>
<td>335</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Second and Third Combined</td>
<td>670</td>
<td></td>
<td></td>
<td>519</td>
</tr>
<tr>
<td>USAirways</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary EDS [CT-800DR]</td>
<td>225</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary EDS [Stand-by CT-800]</td>
<td>335</td>
<td></td>
<td></td>
<td>243</td>
</tr>
<tr>
<td>Air Canada/United Airlines</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary EDS [CT-800DR]</td>
<td>225</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary EDS [In the Delta Module]</td>
<td>225</td>
<td></td>
<td></td>
<td>144</td>
</tr>
<tr>
<td>Delta (including NWA)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary EDS [CT-800DR]</td>
<td>225</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary EDS [In the United Airlines Module]</td>
<td>225</td>
<td></td>
<td></td>
<td>198</td>
</tr>
<tr>
<td>Vacant for new entrant</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary EDS [CT-800DR]</td>
<td>225</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary EDS [In the CO Airlines Module]</td>
<td>225</td>
<td></td>
<td></td>
<td>xx</td>
</tr>
<tr>
<td>Continental</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary EDS [CT-800DR]</td>
<td>225</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary EDS [In the Vacant Module]</td>
<td>225</td>
<td></td>
<td></td>
<td>101</td>
</tr>
</tbody>
</table>

It is suggested that the TSA would find the capacity of the SWA arrangement acceptable. It might again be speculated that TSA would ask if there is a better arrangement for USAirways, than merely providing a stand-alone RSEDS in the bagroom. For the other four modules, the TSA might suggest that this is an appropriate fit.

It should be noted though that there are challenges with Reveal equipment in a replacement project. There would be a significant amount of communications re-integration that would have to be completed. The Reveal devices also don’t currently generate similar reports as the L-3 equipment and, in the Airport Master Plan team’s opinion, the reports are not as thorough.

For the replacement projects, the TSA might suggest that they would prefer the CBIS modules be reconfigured to reduce the number of TSOs. Changing from mini-in-line configurations to more common configuration is not very viable, at the very least not an effective use of terminal footprint and dollars.
APPENDIX J
FACTORS IMPACTING CONCESSION DEMAND

J-1  THE NUMBER OF POTENTIAL CUSTOMERS

The first factor that determines how much concession space is needed is the number of potential customers for the concessions. While the primary market is enplaning passengers, secondary markets that must be considered include deplaning passengers, meeters/greeters, the party which brings the passenger to the Airport, and employees based in or within close proximity to the terminal. Tertiary markets which may be drawn upon in certain cases include airport-based employees whose primary place of business is elsewhere on the airport besides the terminal and its environs, and local residents.

Table J-1 shows historical and forecast enplaned passenger figures for the terminal at MHT.

<table>
<thead>
<tr>
<th>Year</th>
<th>Enplaned Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>2,168,258</td>
</tr>
<tr>
<td>2006</td>
<td>1,952,277</td>
</tr>
<tr>
<td>2007</td>
<td>1,948,313</td>
</tr>
<tr>
<td>2008</td>
<td>1,861,695</td>
</tr>
<tr>
<td>2009</td>
<td>1,595,477</td>
</tr>
<tr>
<td>2010</td>
<td>1,494,000</td>
</tr>
<tr>
<td>2011</td>
<td>1,505,000</td>
</tr>
<tr>
<td>2012</td>
<td>1,561,000</td>
</tr>
<tr>
<td>2013</td>
<td>1,600,000</td>
</tr>
<tr>
<td>2014</td>
<td>1,634,000</td>
</tr>
<tr>
<td>2015</td>
<td>1,668,000</td>
</tr>
</tbody>
</table>

Source: Airport Records; URS Team Forecasts

Deplaning passengers have historically not been considered when planning concessions at US airports. It has generally been accepted that these persons just want to leave the airport as quickly as possible and rarely stop to shop.

Meeter/greeters are people who come to the Terminal to pick-up travelers arriving at the Airport. The people who bring and accompany enplaning passengers to the Airport are a second group of interest. Both offer the potential to become concession customers. In the case of the former, meeter/greeters are waiting for arrivals, often with little or nothing to do. When there are flight delays, their waits may be indeterminate in length. They, along with employees, form a core of potential customers for landside (i.e. non-secure areas) concessions. The individuals or group which accompanies the passengers to the Airport may be potential concession customers if they are looking to spend time with their friends and
family before those people depart from MHT, although they rarely stay at the airport very long once the departing traveler is in the security queue.

Employees at the airport are a key potential market for concessions. These people spend a good portion of their days either in or around the Terminal and are likely to utilize the shops, especially the food service concessions. While no estimate of the impact of the employee market is included in the projections of concession demand, providing concessions that attract and serve the needs of this large market can only help to increase concession sales.

**J-2 TERMINAL CONFIGURATION/CUSTOMER FLOWS**

Another factor that impacts concessions sales is the configuration of the Terminal and the resulting movement of passengers. How passengers arrive at their final destination within the airport can greatly impact concession sales. As a general rule, the success of a concession location is predicated on “exposures” (how many people see the location). However, a large number of exposures do not, by themselves, guarantee concession success. For example, every person at MHT who is boarding a flight passes by the landside concessions, providing substantive exposure. Not everyone will choose to stop and make a purchase at those locations for a number of reasons:

- Potential customers see the lines at the security checkpoint and they are worried about how long it will take for them to get through the security queue. As their first priority is boarding their flight, they will tend to shy away from stopping to shop or eat.
- The configuration of the security queuing basically bisects the terminal, resulting in potential customers having to walk around numerous obstacles in order to reach the concession locations.
- The food court is essentially hidden from sight until a potential customer is near or in the security queue. It is difficult to spot from a distance.
- In order for a departing passenger to access the Dunkin Donuts or the Hudson News, they must pass through the areas where many meeter/greeters wait for their arriving friends and family. This sets up an additional impediment to access.

On the secure side of the Terminal, passengers immediately are segregated by airline, with Southwest’s passengers heading toward the higher numbered gates on the north side of the Terminal and passengers of all other airlines either going straight towards their holdrooms or bearing off towards the lower numbered gates. This means that only certain passengers will be exposed to each airside concession location, unless they wish to wander the Terminal, which is not a common behavior. Generally, it is held that travelers wish to get to their holdroom areas and stay there, wandering only short distances and trying to keep their holdrooms in visual range.
J-3 SECURITY ISSUES

Enhanced security has had a major impact on concession sales and placement at US airports. Some impacts have likely been beneficial to concession sales:

- By encouraging early arrival at the airport, potential customers tend to have more dwell time at an airport, which may encourage shopping and purchasing as entertainment to fill otherwise idle time.

- By banning large amounts (greater than 3 ounces) of lotions and liquids passing through security checkpoints, a potential market for the purchase of such products on the secure side of the terminal has been established. Additionally, there is the potential for toiletries to be needed by arriving passengers who had to discard products from their carry-on bags at their embarkation point.

Conversely, some impacts have likely negatively impacted concession sales and operations:

- When potential customers see a long security line, they tend to get in it rather than spend time at landside concessions.

- With the ban on carrying liquids through security, it has eliminated sales of such items on the non-secure side of the Terminal to the primary customer (departing passengers).

- The time spent passing through security screening is time that is not spent shopping or dining.

- The requirement for screening of merchandise being brought to shops and restaurants on the secure side of the Terminal has added to both the cost and difficulty of concession operations. It is highly likely that these requirements will become more stringent in the future.

- Screening of concession goods at passenger screening checkpoints may cause resentment among passengers for the extra time that it adds to their waits. This may translate into a choice not to shop.

J-4 DWELL TIME/ALTERNATIVE ACTIVITIES

Simply stated, the more time that potential customers have to spend at the airport, the more likely it is that they will make a purchase from either a food service or retail concession. However, total time at an airport must also account for the completion of necessary functions, like ticketing/obtaining boarding passes, checking baggage, and passing through security screening. Therefore, commercial dwell time, or the time that a person has to shop or eat is actually much less than the total time span from parking a car to boarding a flight. MHT offers relatively close proximities and shorter queuing lines that manifest in more commercial dwell time for those customers that plan 1.5 – 2.0 hour arrivals before departure.
**J-5 CONCESSION PRICING POLICY**

Concession pricing can have a substantial impact on overall sales at airport venues. MHT’s concession agreements require pricing that reflects prevailing market conditions in the greater Manchester area, other tenant’s pricing structure at the airport, and a good price-value relationship for the product or service sold.

**J-6 FLIGHT STAGE LENGTH/IN-FLIGHT AMENITIES**

By choosing to eliminate free food on aircraft, airlines have helped to spur the utilization of airport concessions. Travelers on most flights of relatively short stage length, such as the majority of those from MHT, are not fed at all, or are fed only snacks such as pretzels or peanuts. As a result, passengers tend to purchase food for consumption before they leave the airport or during their flight. This has spurred the growth of “grab ‘n go” food service concessions, and the importance of quick-service restaurants at MHT.

**J-7 CONCESSION BRANDING**

Concession branding is a key issue in the preparation of a plan for an airports’ commercial operation. The types of concessions that an airport wishes to offer dictates much of how it can/should act in populating its stores and shops. Generally speaking, there are three branding strategies available to airports, with numerous subcategories beneath each type of branding.

National or international brands are those that are well known to people regardless of where they reside. MHT examples include Dunkin Donuts, Starbucks, Quiznos, and Pizza Hut among literally hundreds of “street” brands that have a presence at US airports. Purchases of products from these branded shops offer security to the purchaser…they have a level of expectation based on experience and knowledge of the brand and are comfortable purchasing from those shops. The customer has a very good idea of what he or she will receive, the quality, the prices, etc. Related to this are product-themed shops and restaurants, featuring a known brand. Samuel Adams Brewhouse is an example of this type of branding. A subset of national branding is well-known airport-only (or airport predominant) brands. MHT’s Hudson News is a prime example of this.

A second branding strategy is local branding, where the concessions are outlets of well-known local restaurants and retail locations. At MHT, the Milltowne Grille (which promotes itself on its website as a full service bistro that happens to be at an airport, but not “an airport restaurant”) and Smuttynose Café (a regional craft-beer brewer) are examples of local brands. A major benefit of having locally branded concessions is that these concessions bring a flavor of the community to the airport and offer a “sense of place” that national and international brands do not. Local brands help to make an airport’s concession program more unique, which may help to spur customer purchases because there are products that they cannot get at any other airport. There is also a potential public relations benefit as local operators get involved in the airport and more revenue stays in the airport’s community.
PHOTOGRAPHS OF EXISTING CONCESSIONS

Samuel Adams Meeting House

Food Court Concessions
Flower Vending Machine

Hudson News Landside
Dunkin Donuts Landside

Vending Machines
Starbucks

Great American Bagel Café
Sam Adams Pub and Café

Quiznos
Hudson News Adjacent to Southwest Gates

Hudson News Near Gates 8 and 9
Hudson News Near Gates 1-4

Game Room
J-9 CONCESSION PERFORMANCE METRICS

There are a number of metrics that can be considered to quantify concession performance and productivity. These are shown in Table J-2.
### TABLE J-2
CONCESSION ANALYSIS EVALUATION METRICS

<table>
<thead>
<tr>
<th>Metric</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Effective Percentage Rent</td>
<td>Sales divided by rent received by the Airport. A high effective percentage rent suggests a contract advantageous to the Airport. Higher rents often occur in concession contracts without pricing controls, in older contracts that have been renewed, or in very long-term deals. Generally, higher effective percentage rents occur in contracts where a single entity operates all or most of the concession locations.</td>
</tr>
<tr>
<td>Sales per Square Foot</td>
<td>A measurement of the effective use of concession space. A high sales per square foot may imply that the airport is &quot;under-concessioned&quot; (that is, does not have enough concession space to adequately serve potential demand) and, as a result, may be underperforming due to a lack of product availability or variety. A low sales per square foot metric suggests that there may be too much concession space, the concession space is poorly placed to capture the available customers, or the products offered do not meet the needs/desires of the customers.</td>
</tr>
<tr>
<td>Sales per Enplaned Passenger</td>
<td>Sales productivity measurement that indicates how well the product offering is meeting the needs/desires of the customers. Low sales per enplaned passenger may indicate poor quality concessions, a lack of choice, poor customer service, or pricing issues. Higher sales per enplaned passenger suggest a concessions program that is successfully addressing customer needs.</td>
</tr>
<tr>
<td>Revenue per Enplaned Passenger</td>
<td>A measurement of the value of each passenger’s purchases to the airport's income. Low revenues per enplaned passenger, if paired with low sales per enplaned passenger, tend to indicate operational issues (low sales, poorly performing concessions, and/or a lack of concession options (failure to meet customer needs)). If sales per enplaned passenger are high and revenue per enplaned passenger is low, it is likely a structural issue (concessions contracts that pay below-average revenue, an accounting issue, or reporting problems).</td>
</tr>
<tr>
<td>Square Feet per 1,000 Enplaned Passengers</td>
<td>A measurement of the amount of concession space relative to the number of potential customers. High ratios tend to indicate over-built concessions, or, in one airport case, including large amounts of support space in the allocated concession space. Low ratios suggest that there is not enough concession space allocated, which may result in missed sales and revenue generation opportunities.</td>
</tr>
</tbody>
</table>

Source: McFarland Johnson Analysis