TERMINAL C CANOPY, CONNECTOR, AND ROADWAY PROJECT
Boston-Logan International Airport
East Boston, Massachusetts

Appendices

- Appendix A, *FAA Memorandum: Terminal B Access Roadway Bridge Reconstruction*
- Appendix B, *Surface Transporation*
- Appendix C, *Air Quality*
- Appendix D, *Comment Letters on Draft Environmental Assessment*

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Appendix A

FAA Memorandum: Terminal B Roadway Bridge Reconstruction

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TO: Richard Doucette, Lisa Lesperance (FAA)

FROM: Stewart Dalzell

CC: Flavio Leo, David Doane, Laura Castelli (VHB)

SUBJECT: **Logan Terminal B Access Roadway Bridge Reconstruction**

DATE: February 22, 2018

As we discussed at our meeting today, Massport will begin to advance design for the replacement of the existing bridge section that forms a segment of the primary upper-level access roadway serving Terminal B (see Figure 1). That section of the bridge was constructed in the 1960s; in recent years it has required ongoing maintenance and repairs (see Figure 2) and to maintain safe conditions now requires replacement. Replacement is expected to take several months and Massport would like to start that construction this spring in advance of the larger planned program to modify the roadways between Terminals B & C and upgrade the connections and passenger areas primarily between Terminals B & C. We understand that the larger roadway and terminal improvements will need to be addressed in an *Environmental Assessment* (EA) and that these time-sensitive early repairs will be referenced in the EA. We will be back to your shortly to discuss the scope of that EA.

Since the proposed bridge section replacement would of itself not require NEPA review (no ALP change or FAA funding involved), we understand that Massport can move forward with that work; this memorandum is intended to provide a written record of these discussions and we agree to include this memorandum as an attachment to the forthcoming EA. The bridge replacement project will not require any MEPA, City of Boston or MassDOT review/approvals.

Massport will need to maintain full access to Terminal B during construction. As illustrated in the attached Figure 3, to maintain full access during construction, we will need to build some temporary roadway sections to bypass the bridge segment; a portion of an existing ramp will also be demolished to make way for the temporary access roadways. Once the bridge repairs are complete, the temporary roadways will be removed. It is possible that as design for the larger project advances, Massport may find some additional utility for a section of the temporary roadway; in this case, that section of the roadway would become part of the larger EA project and fully addressed in that document.

Based on our current schedule, we would hope to begin these repairs by June for expected completion in 3-4 months.

Terminal B Access Roadway Bridge: Existing Conditions

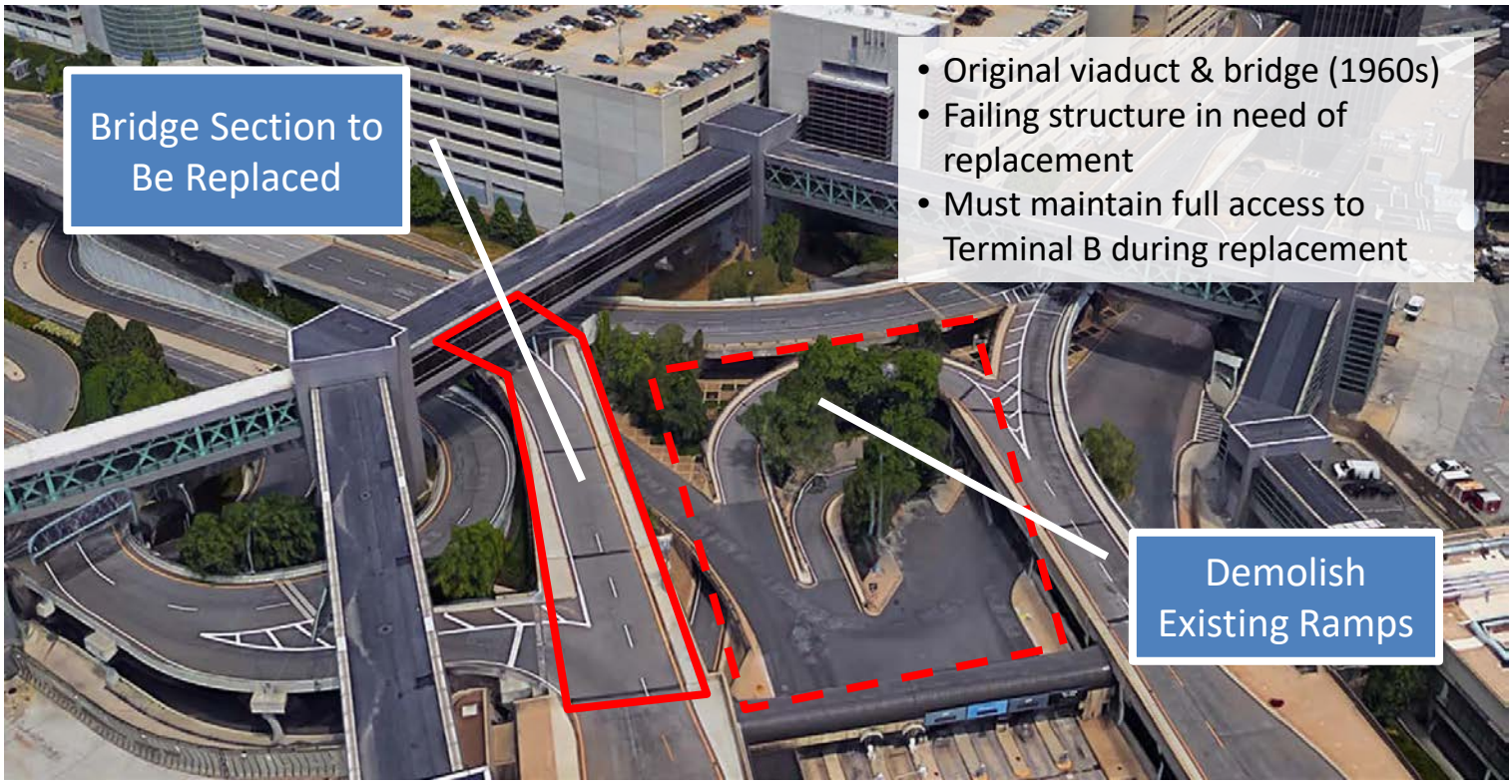
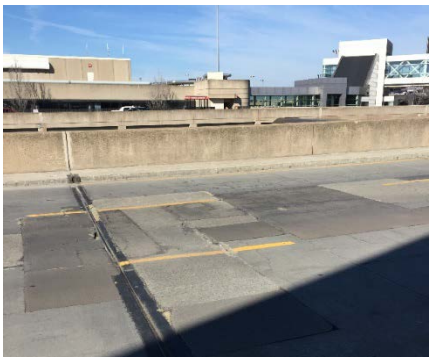


FIGURE 1

Photographs of Existing Conditions (2/21/18)



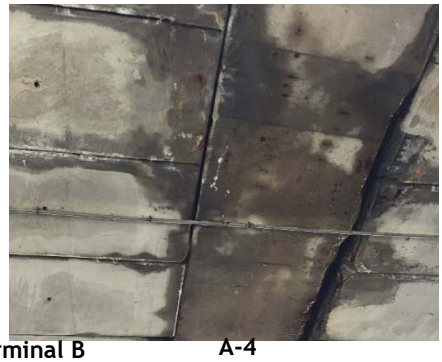


FIGURE 2

Temporary Terminal B Access Roadways

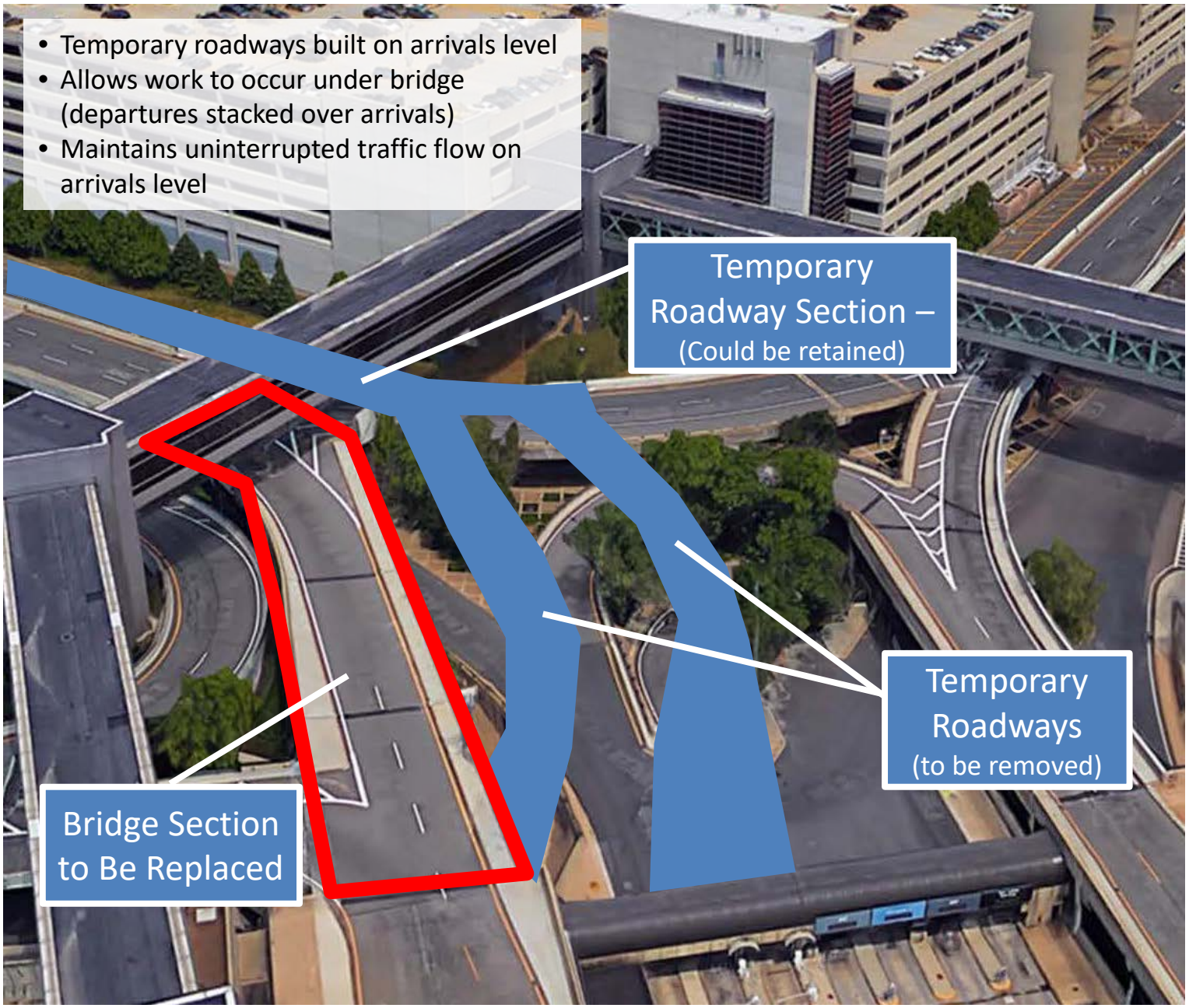


FIGURE 3

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Appendix B

Surface Transportation

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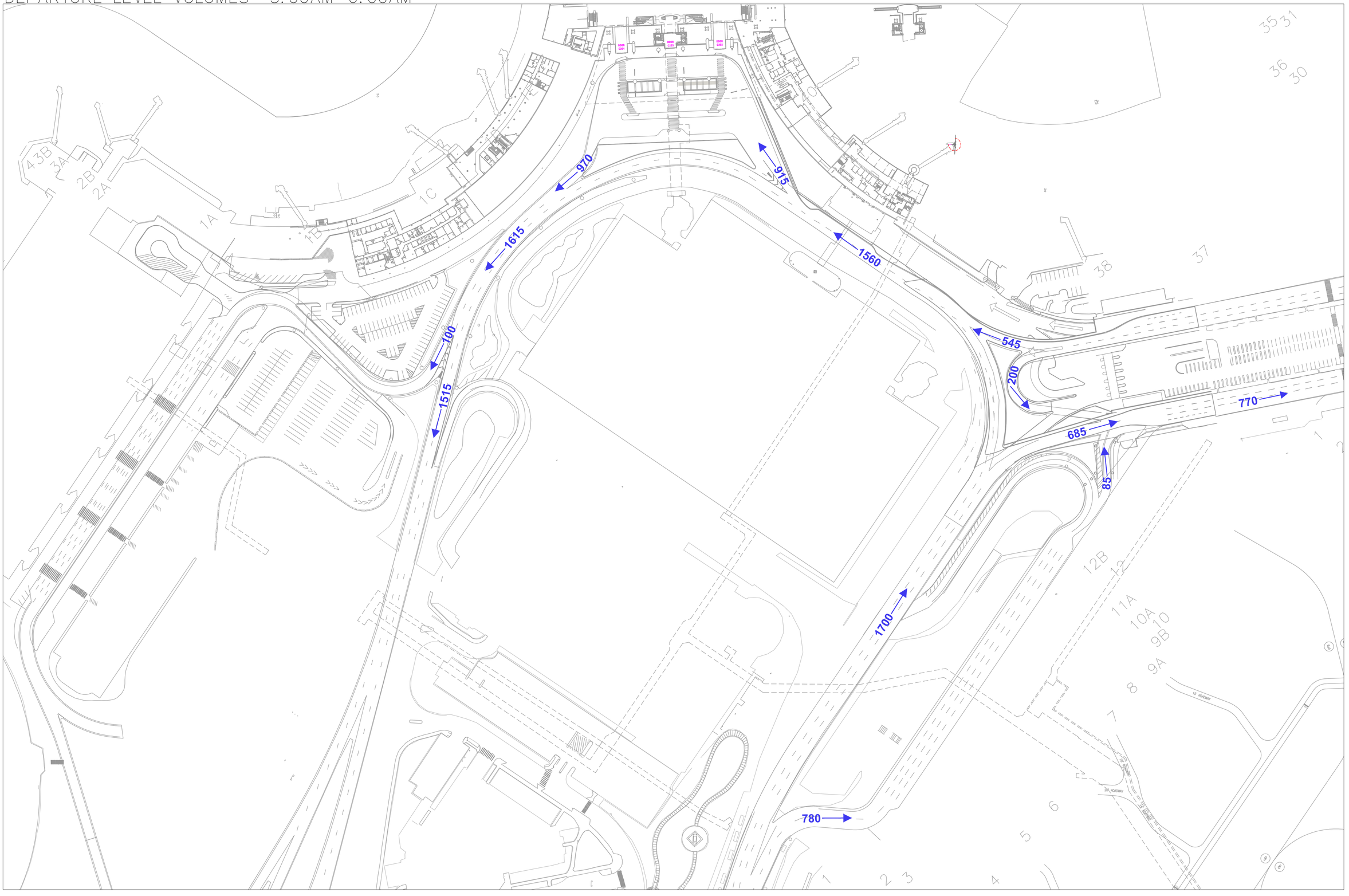
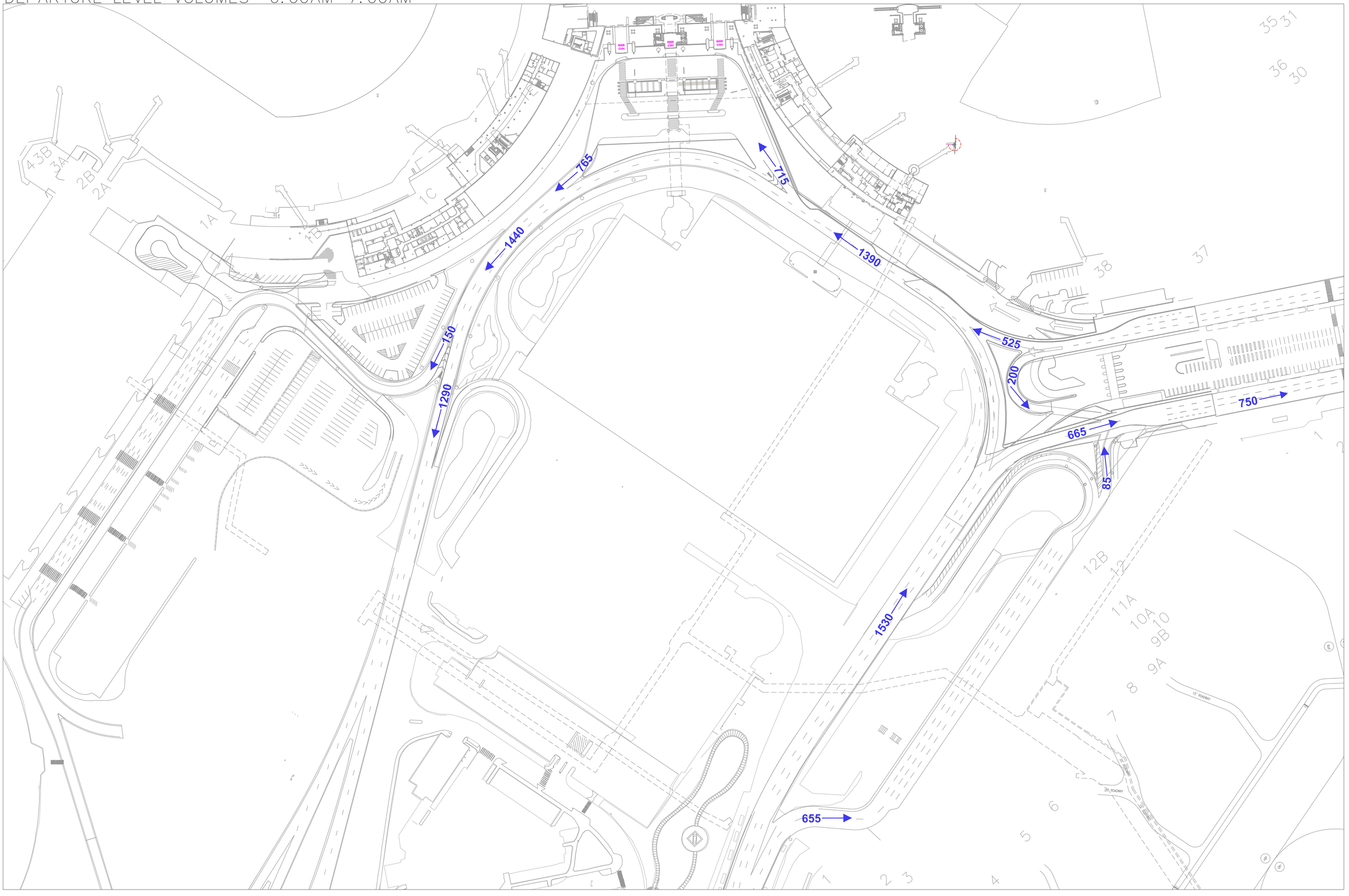
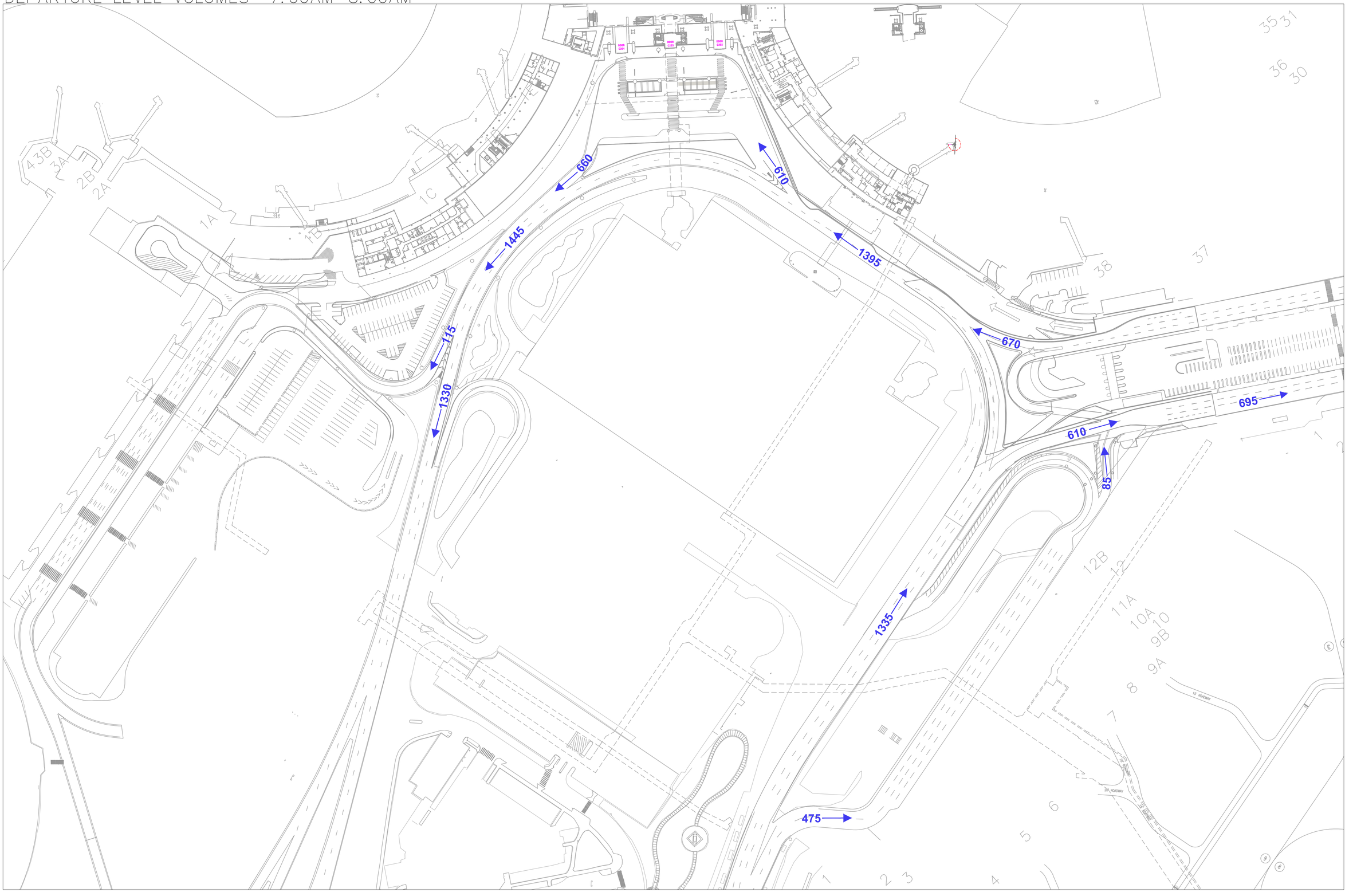
DEPARTURE LEVEL VOLUMES 5:00AM–6:00AM



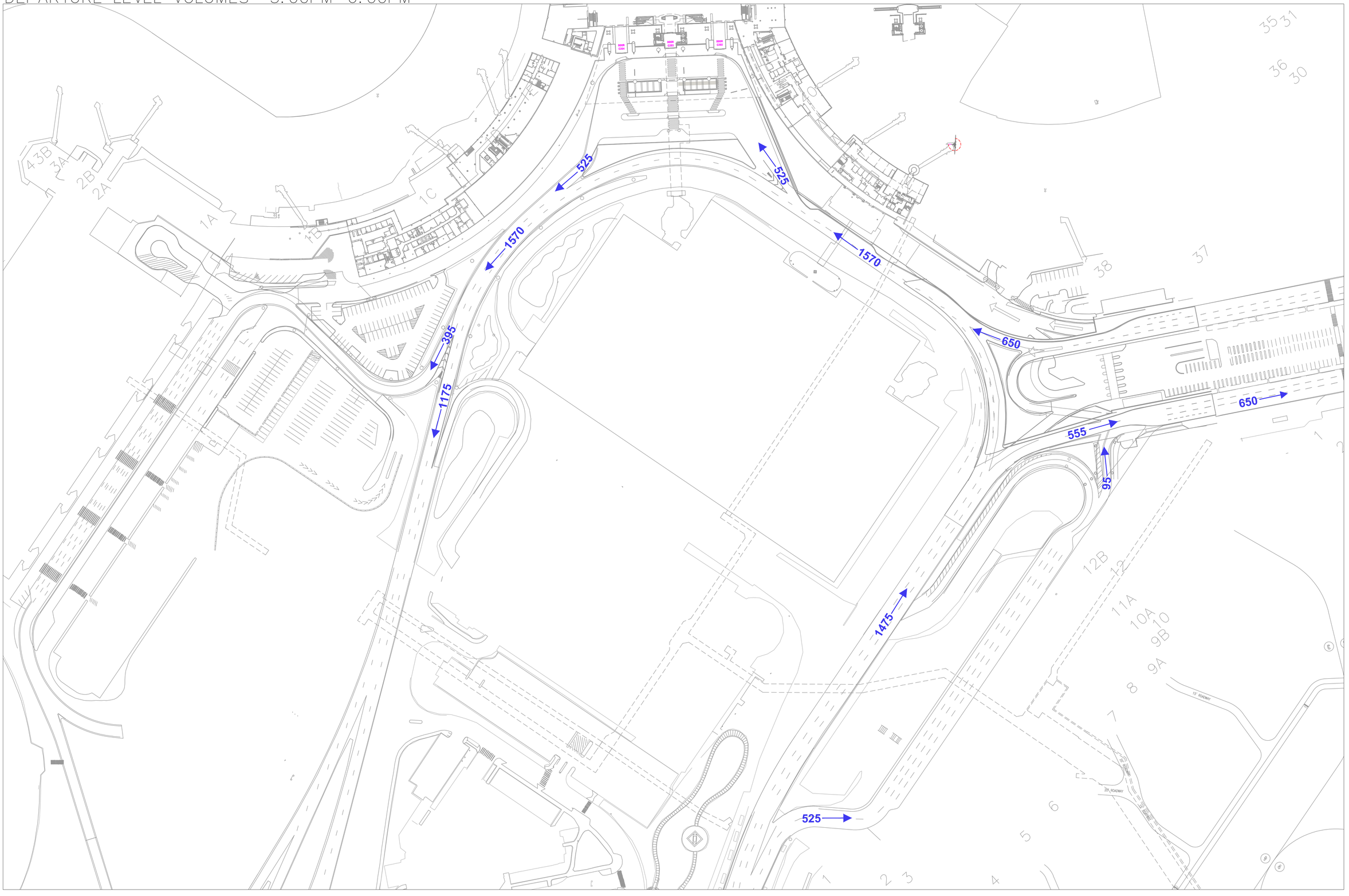
DEPARTURE LEVEL VOLUMES 6:00AM–7:00AM



DEPARTURE LEVEL VOLUMES 7:00AM–8:00AM



DEPARTURE LEVEL VOLUMES 5:00PM–6:00PM



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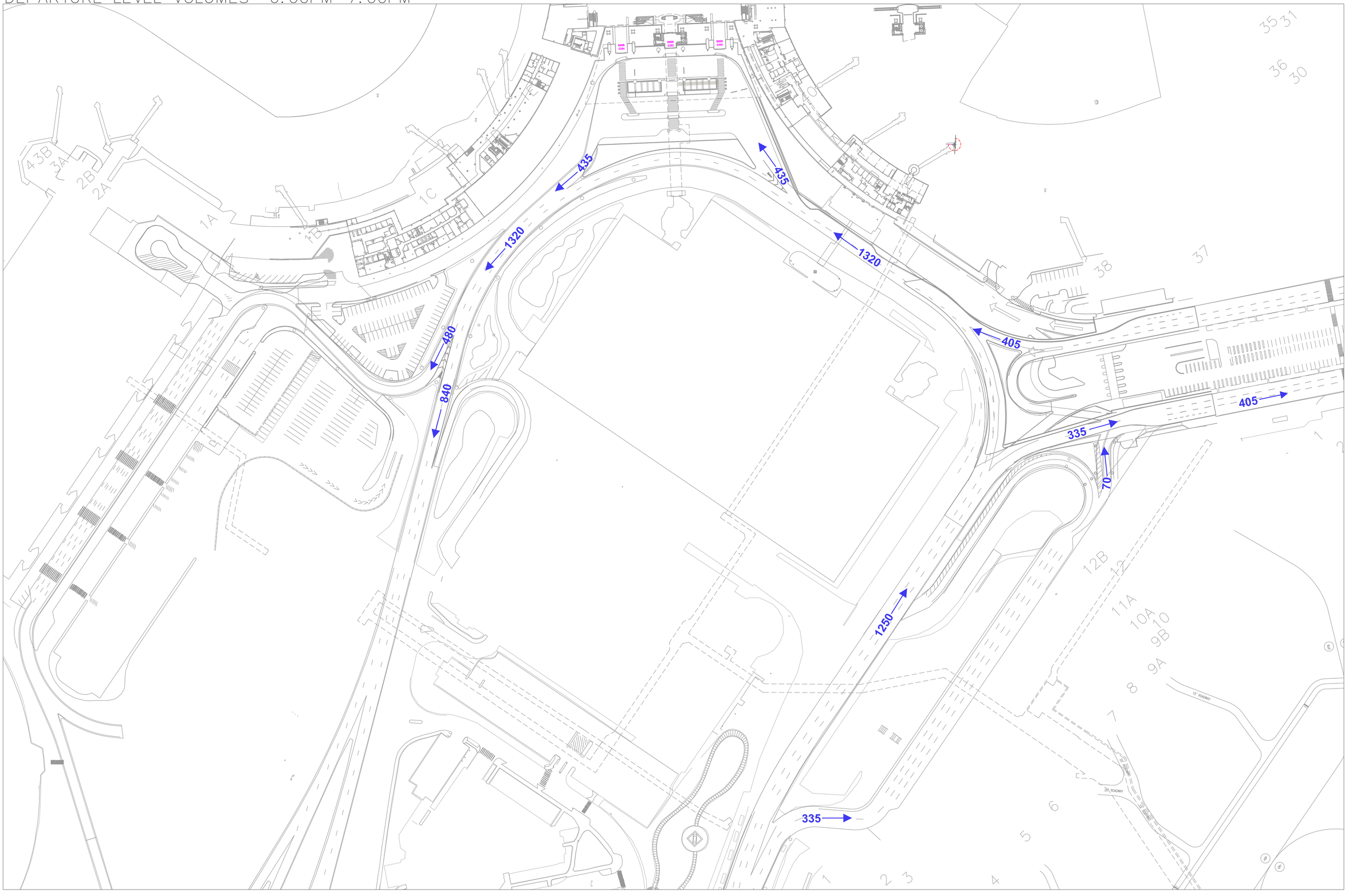

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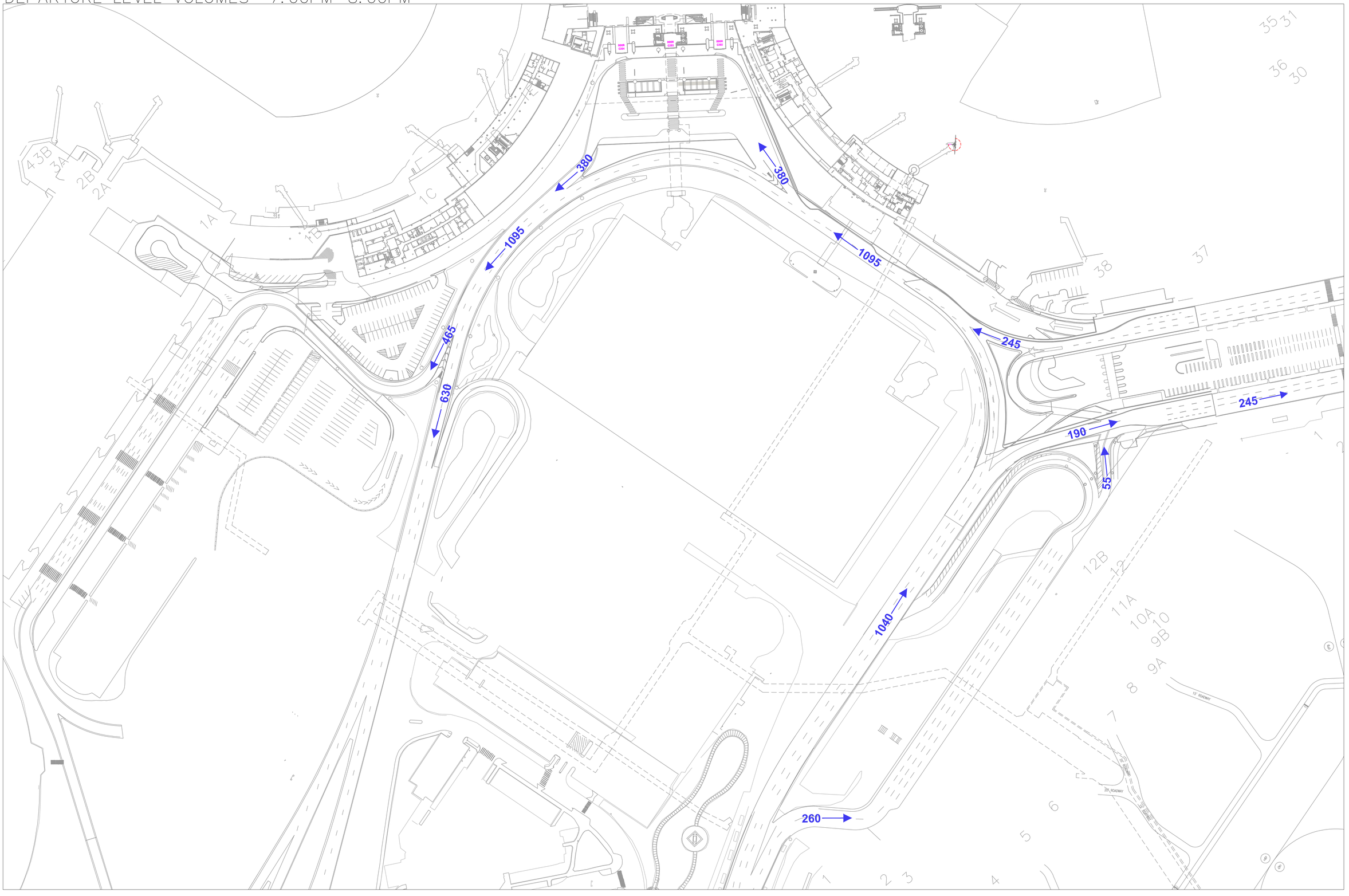
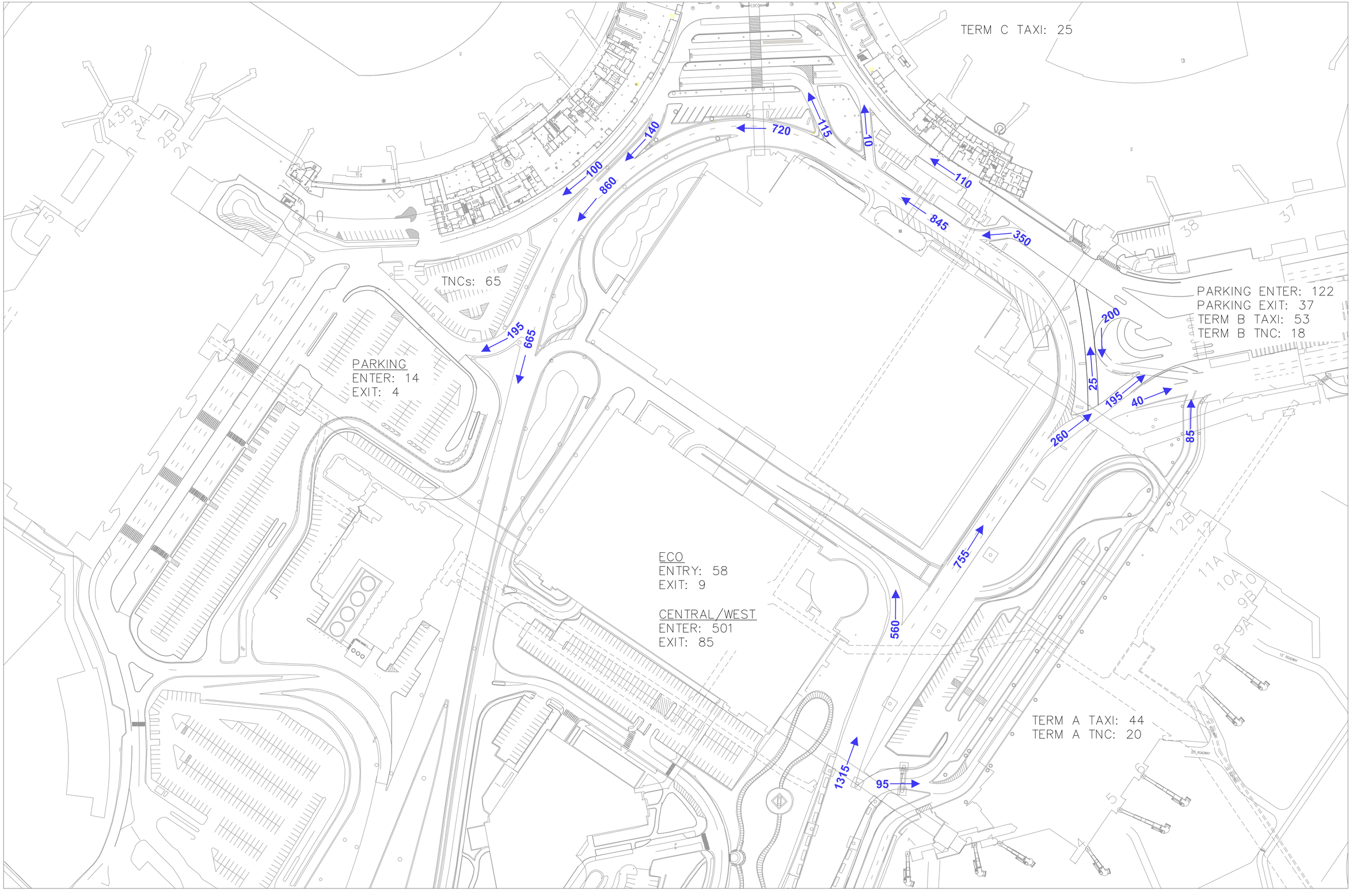
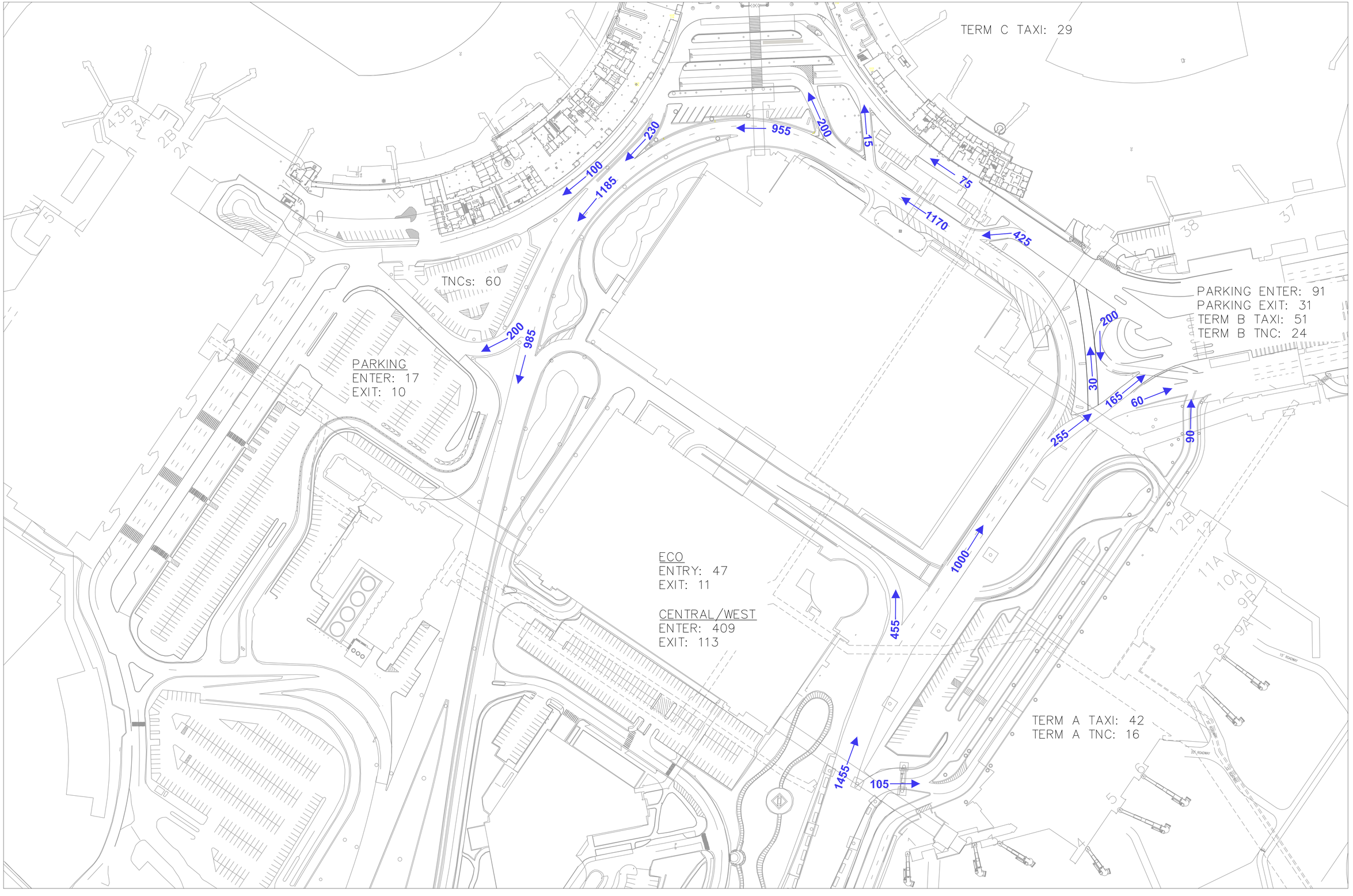


ARRIVAL LEVEL VOLUMES 5:00AM–6:00AM



ARRIVAL LEVEL VOLUMES 6:00AM–7:00AM



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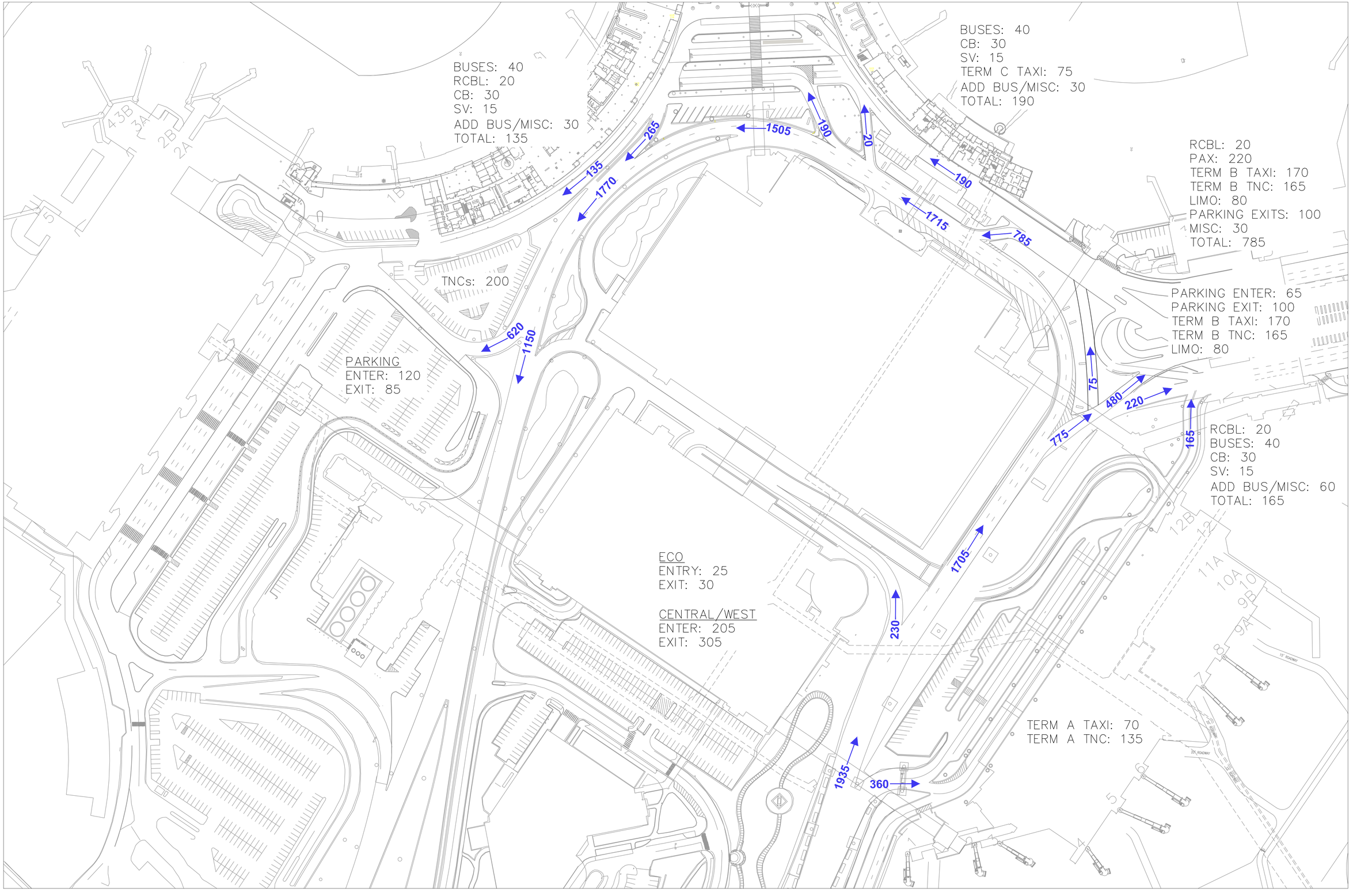

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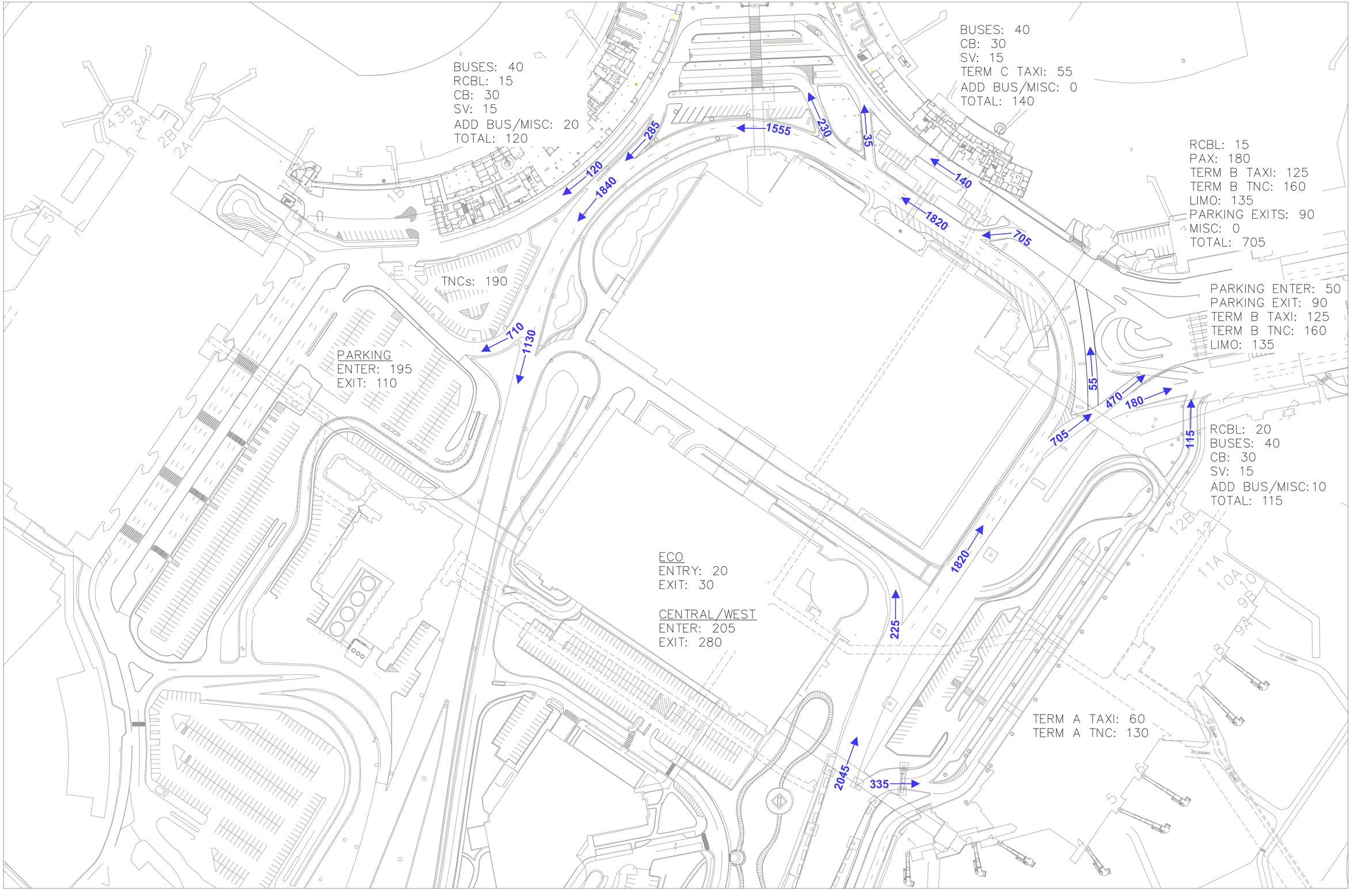
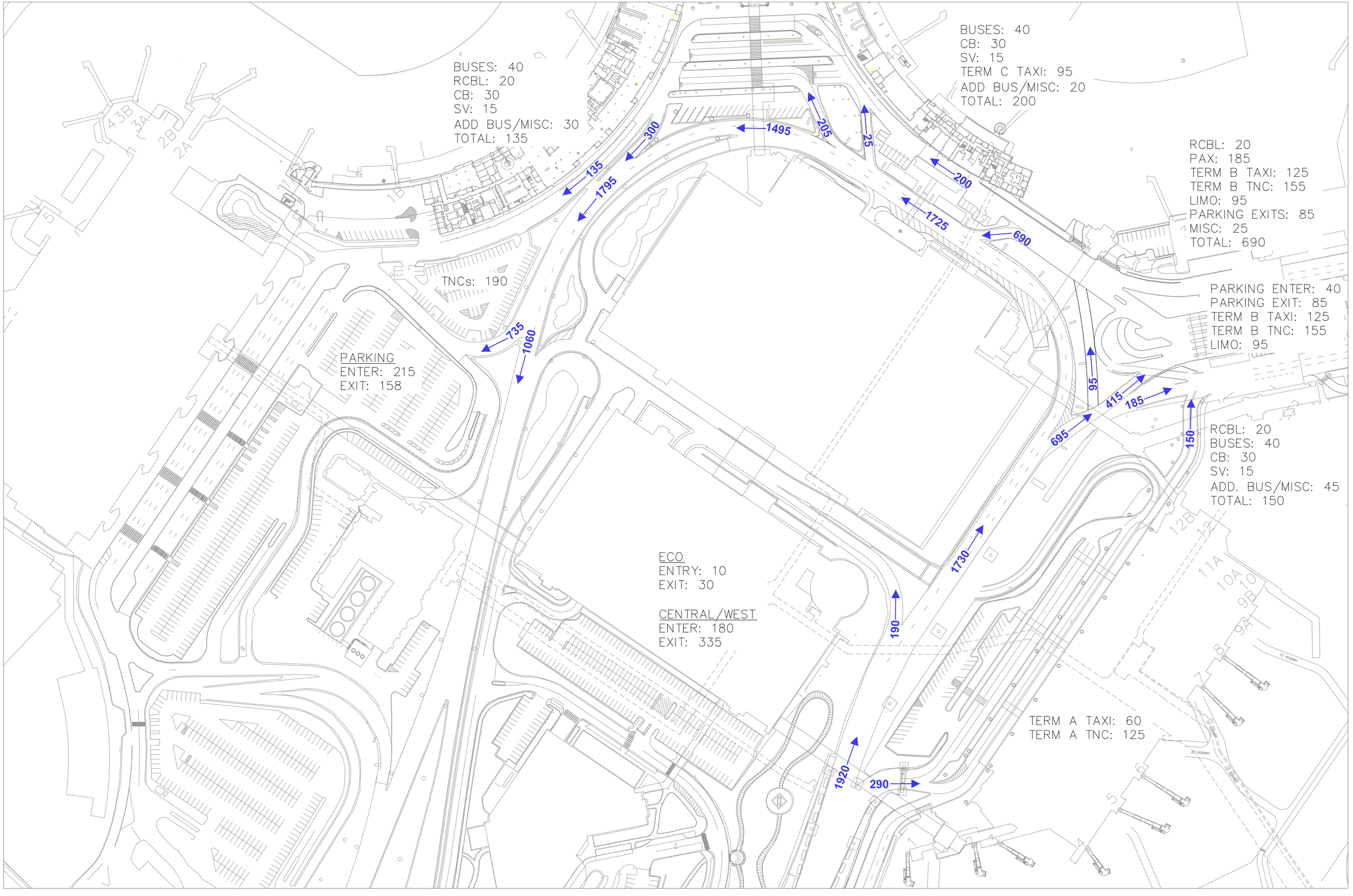


ARRIVAL LEVEL VOLUMES 7:00PM–8:00PM



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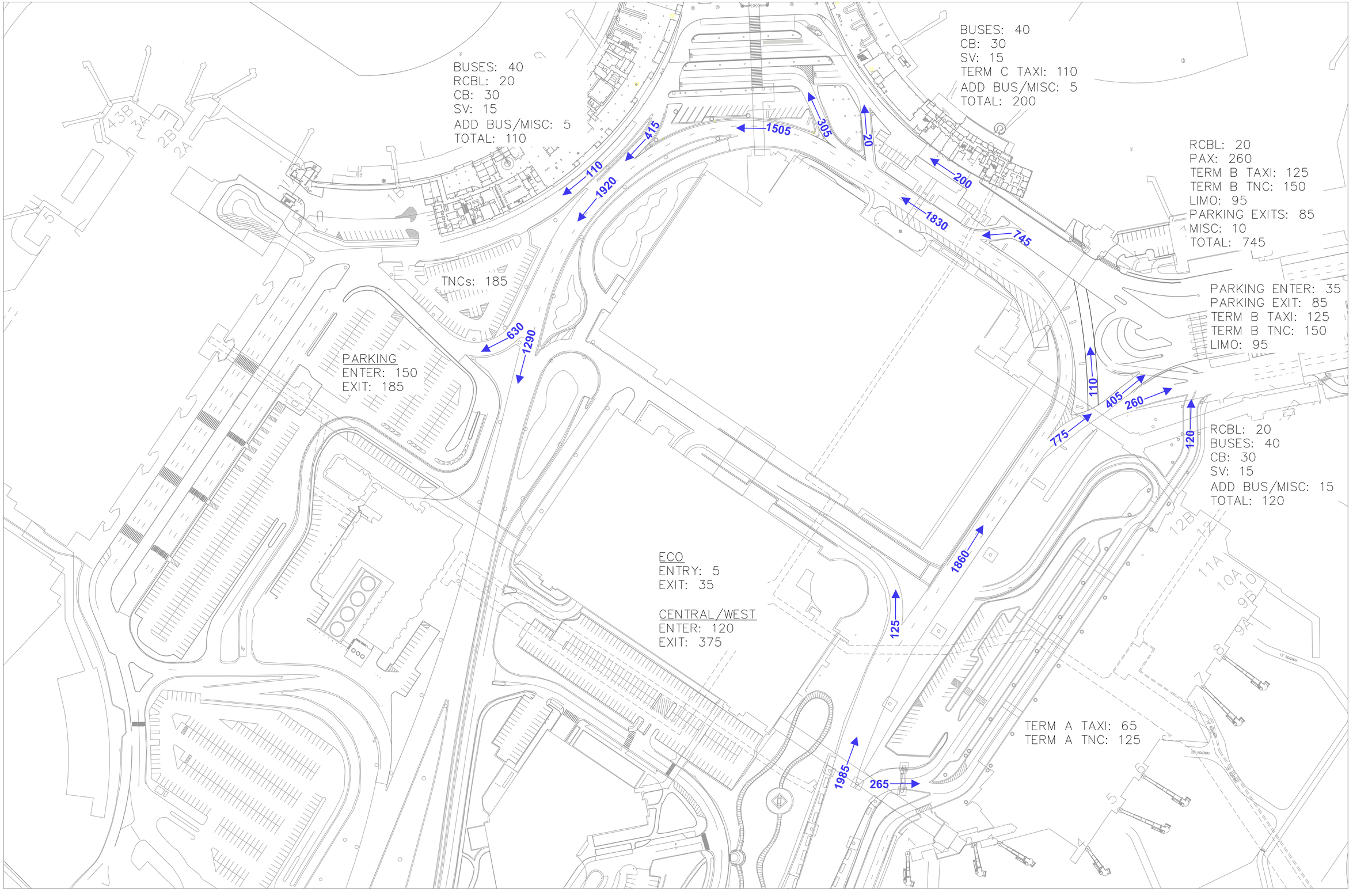
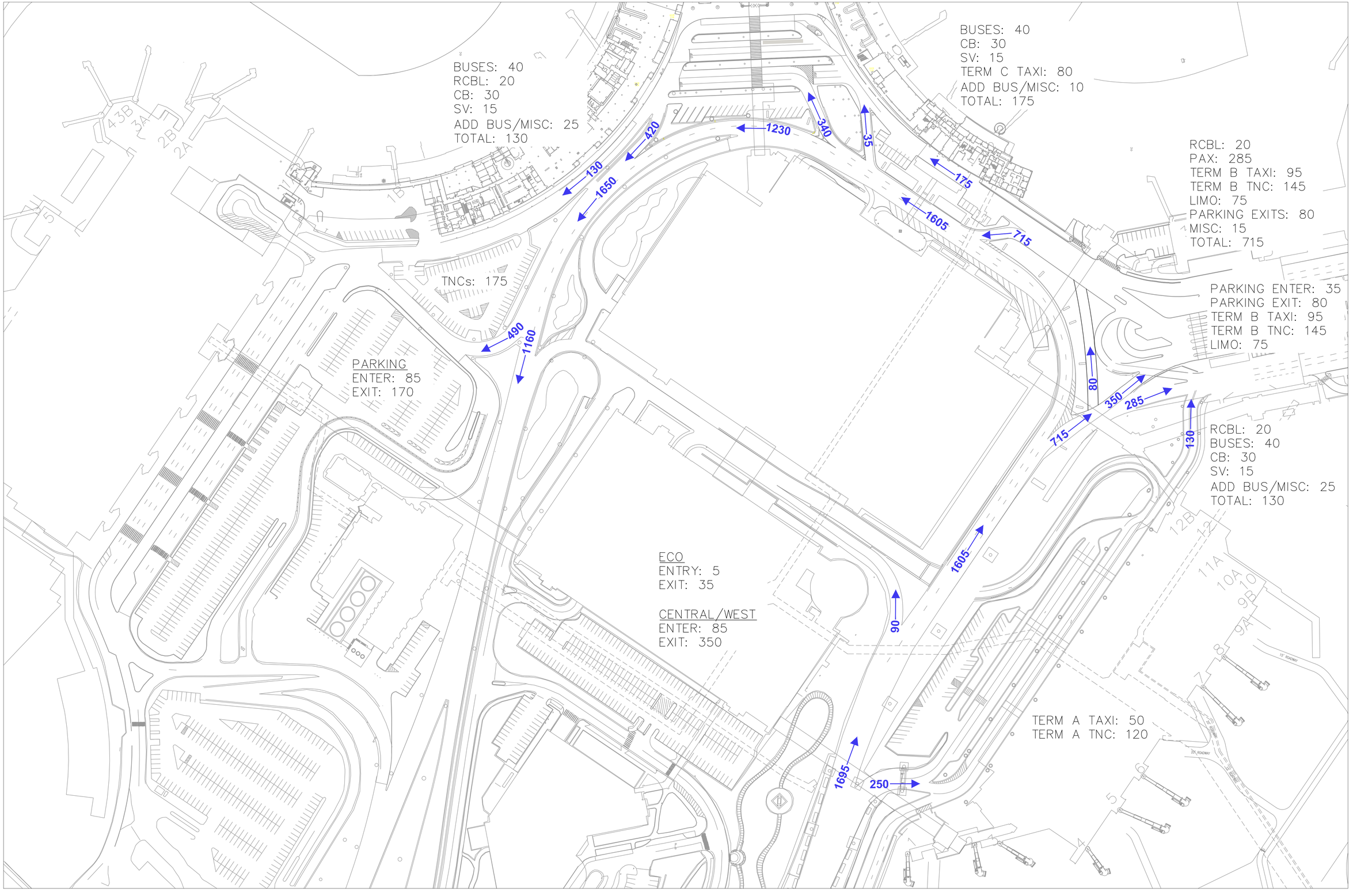
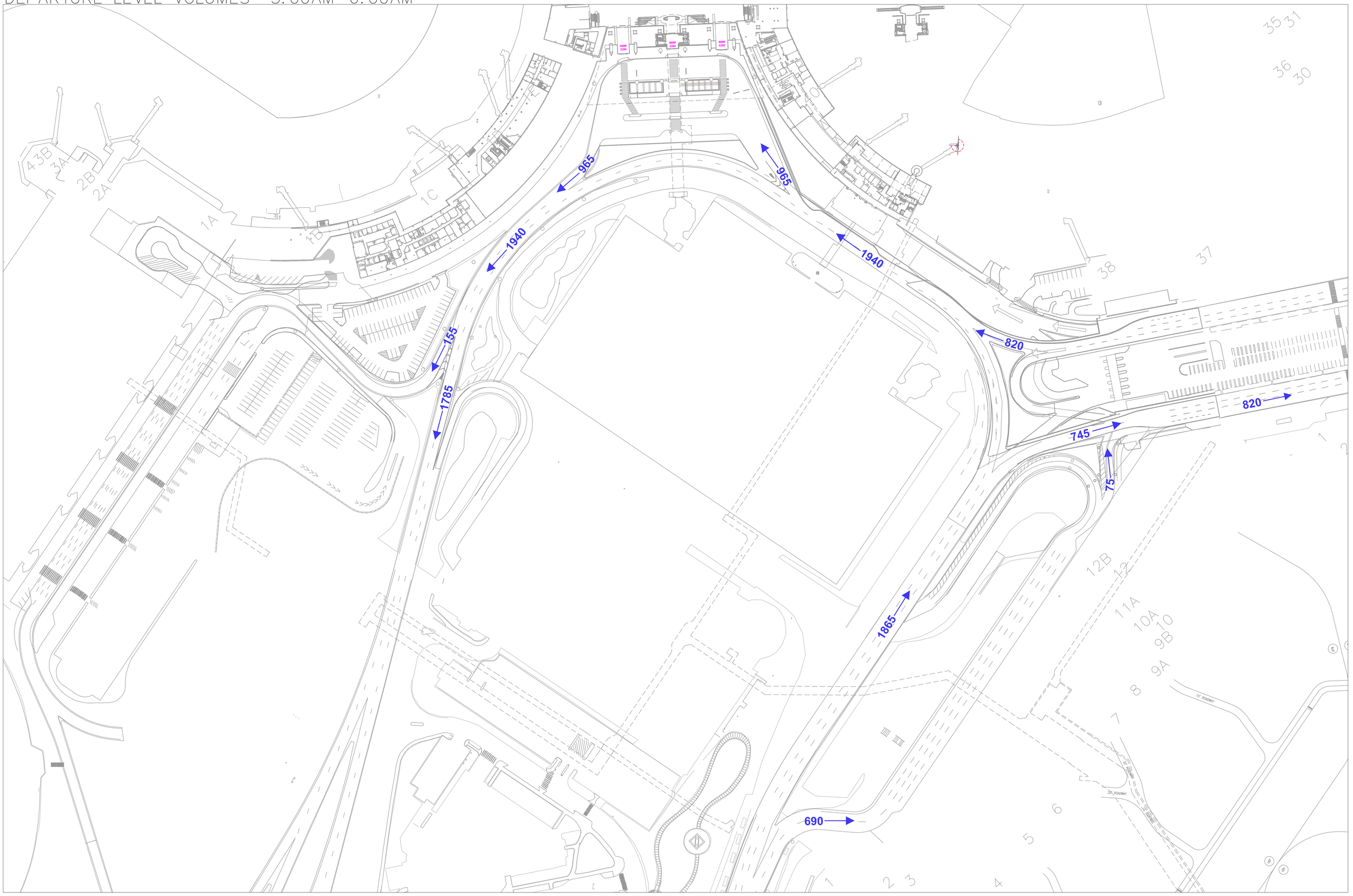


ARRIVAL LEVEL VOLUMES 9:00PM–10:00PM



DEPARTURE LEVEL VOLUMES 5:00AM–6:00AM



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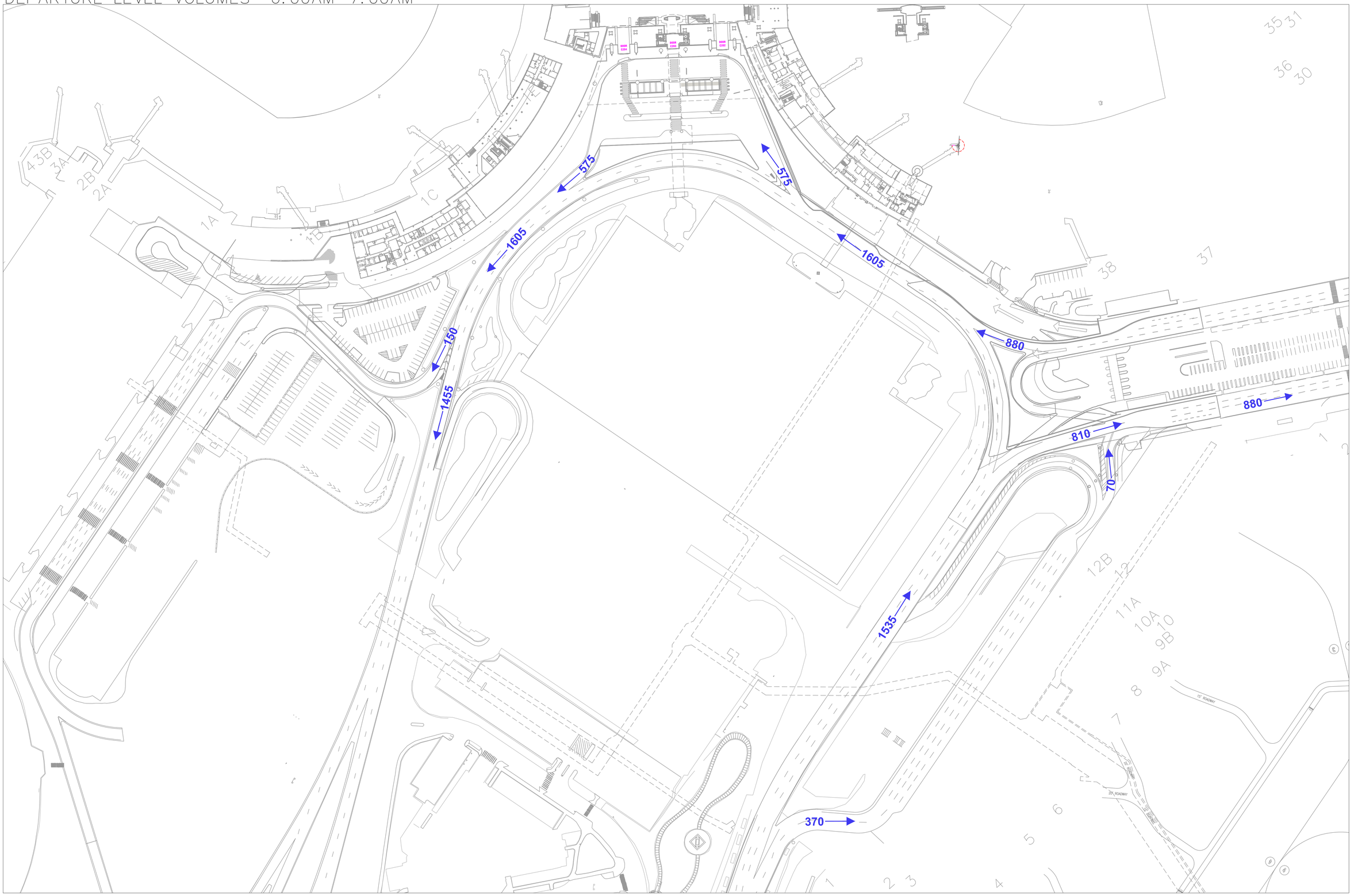

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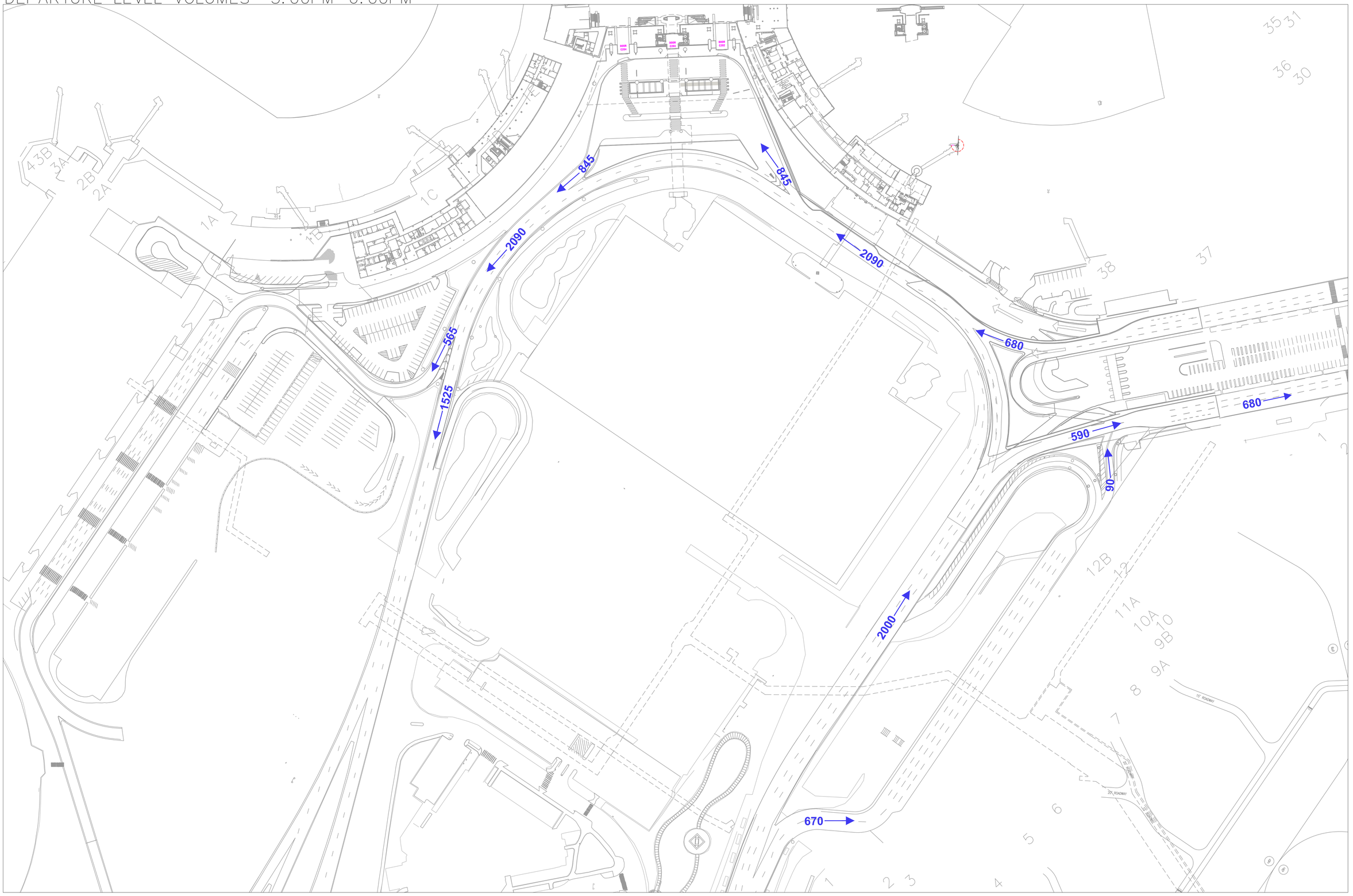

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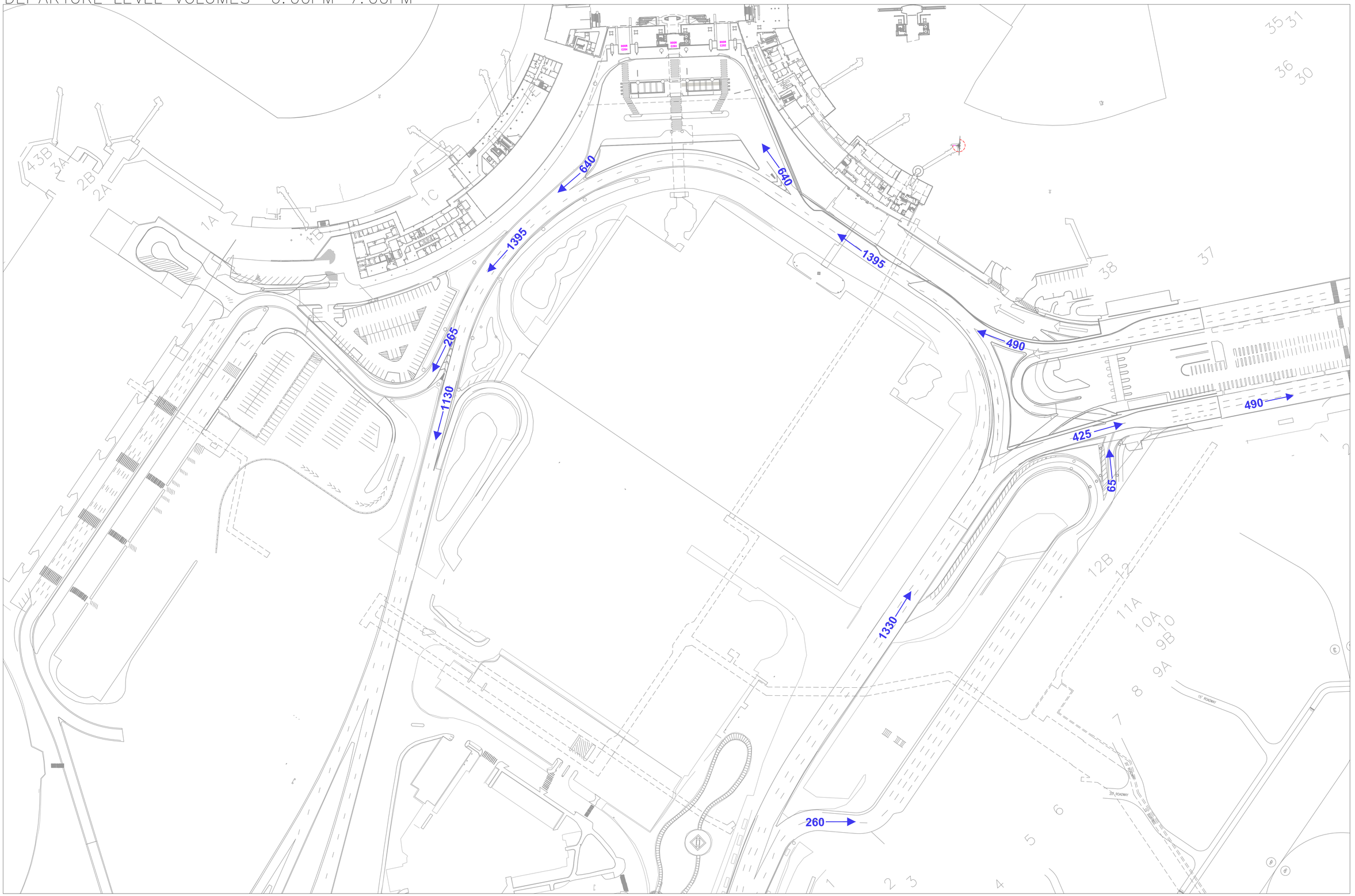
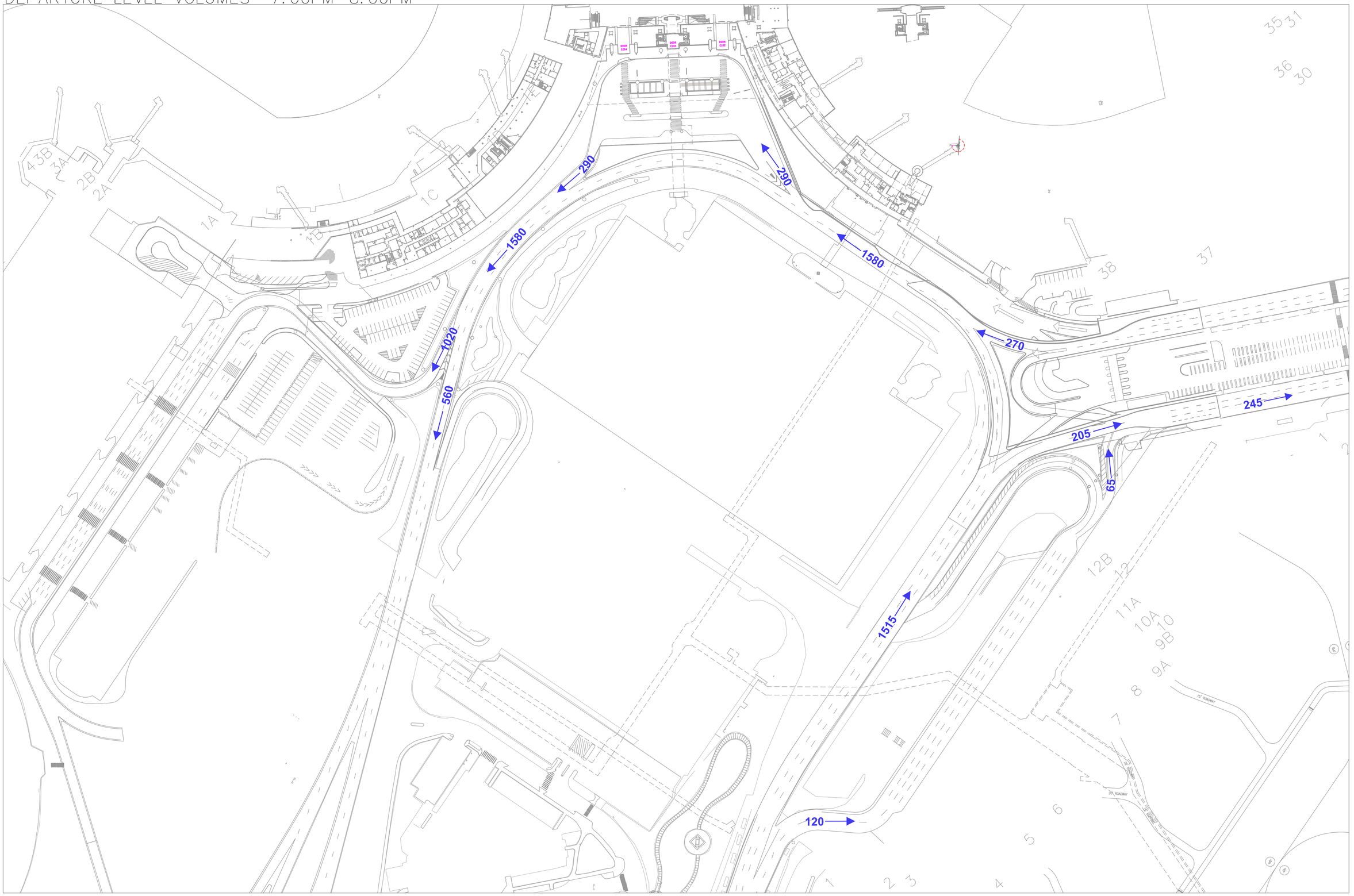


DEPARTURE LEVEL VOLUMES 7:00PM–8:00PM



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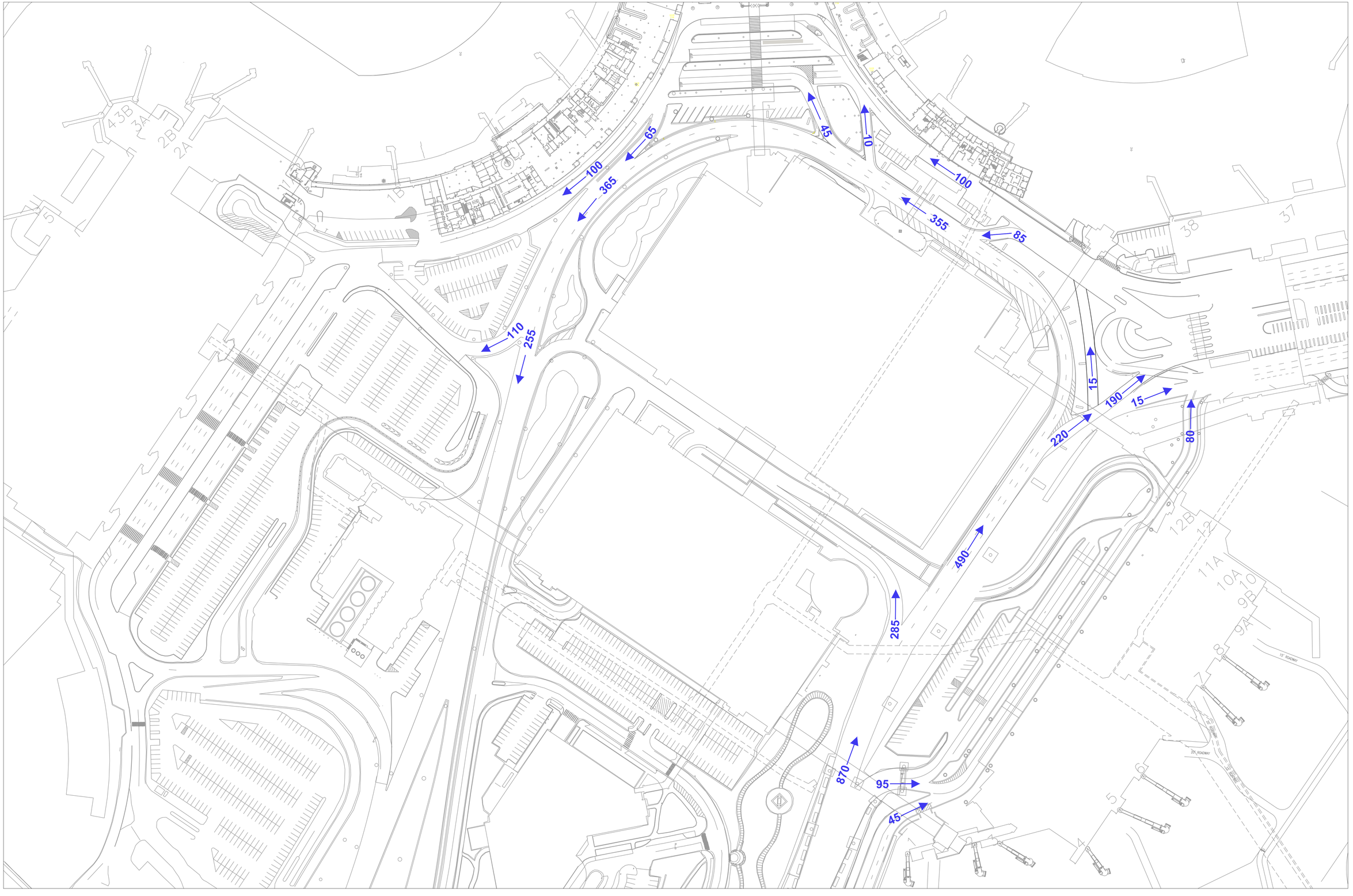

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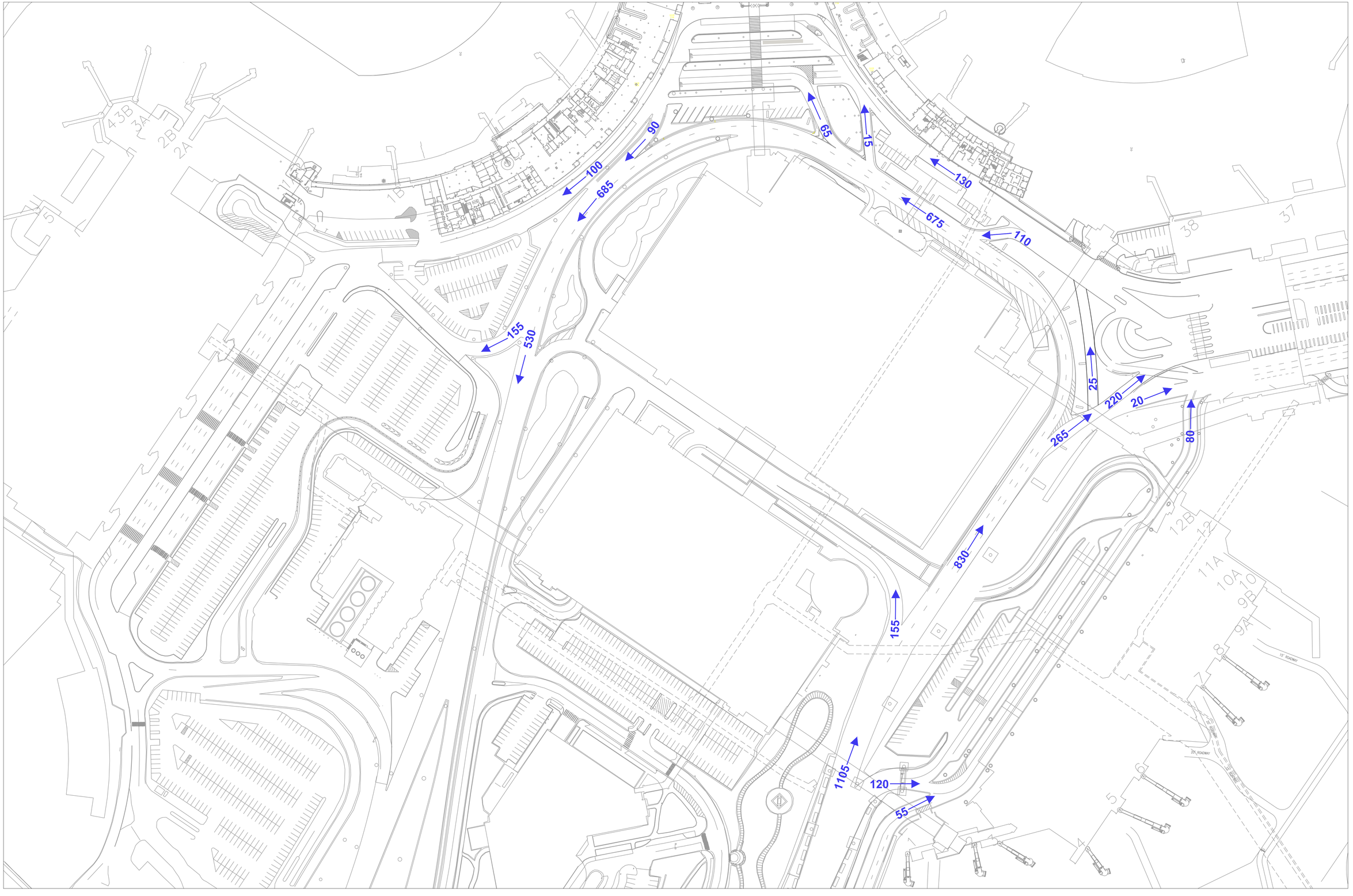

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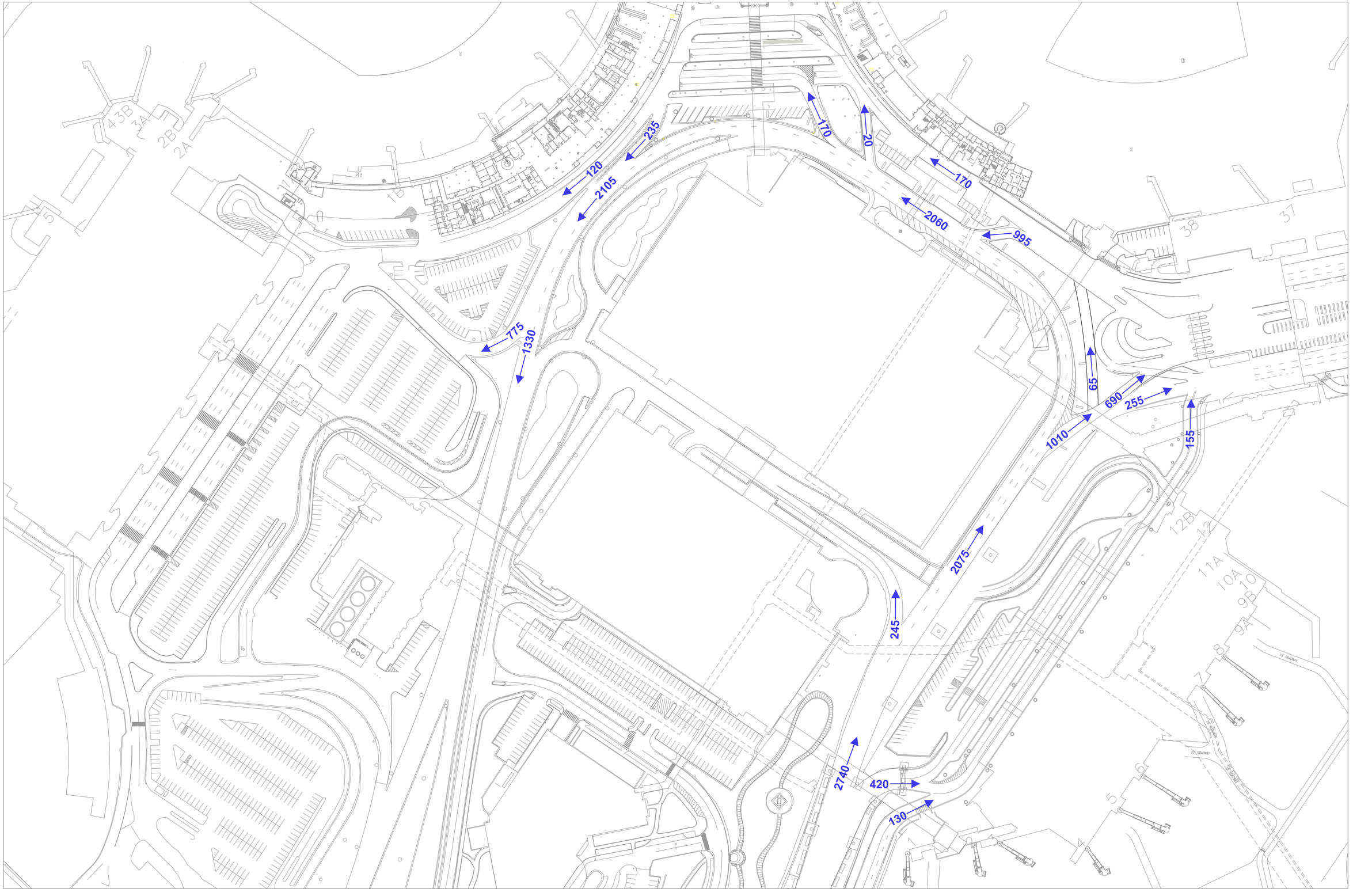

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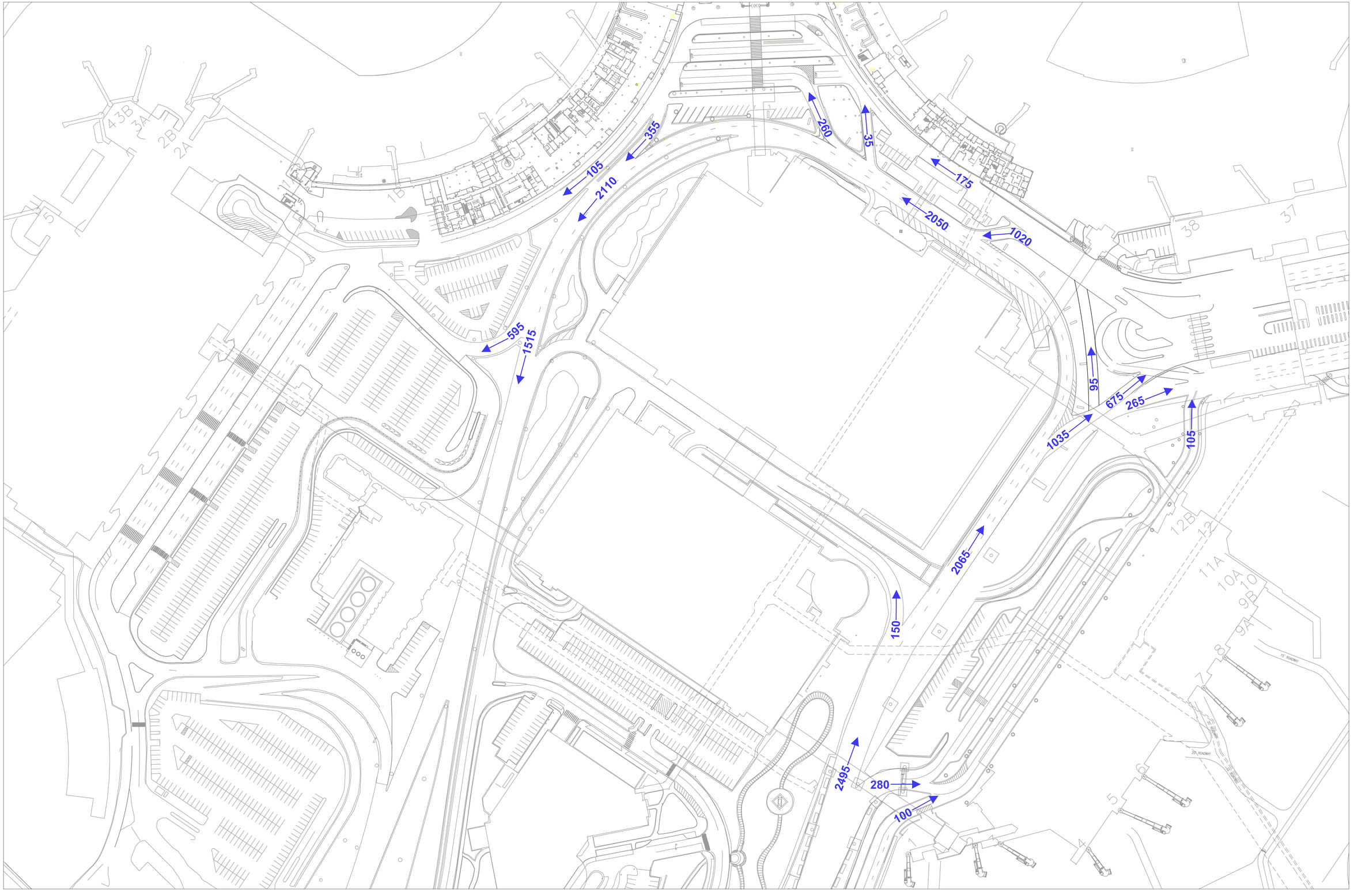

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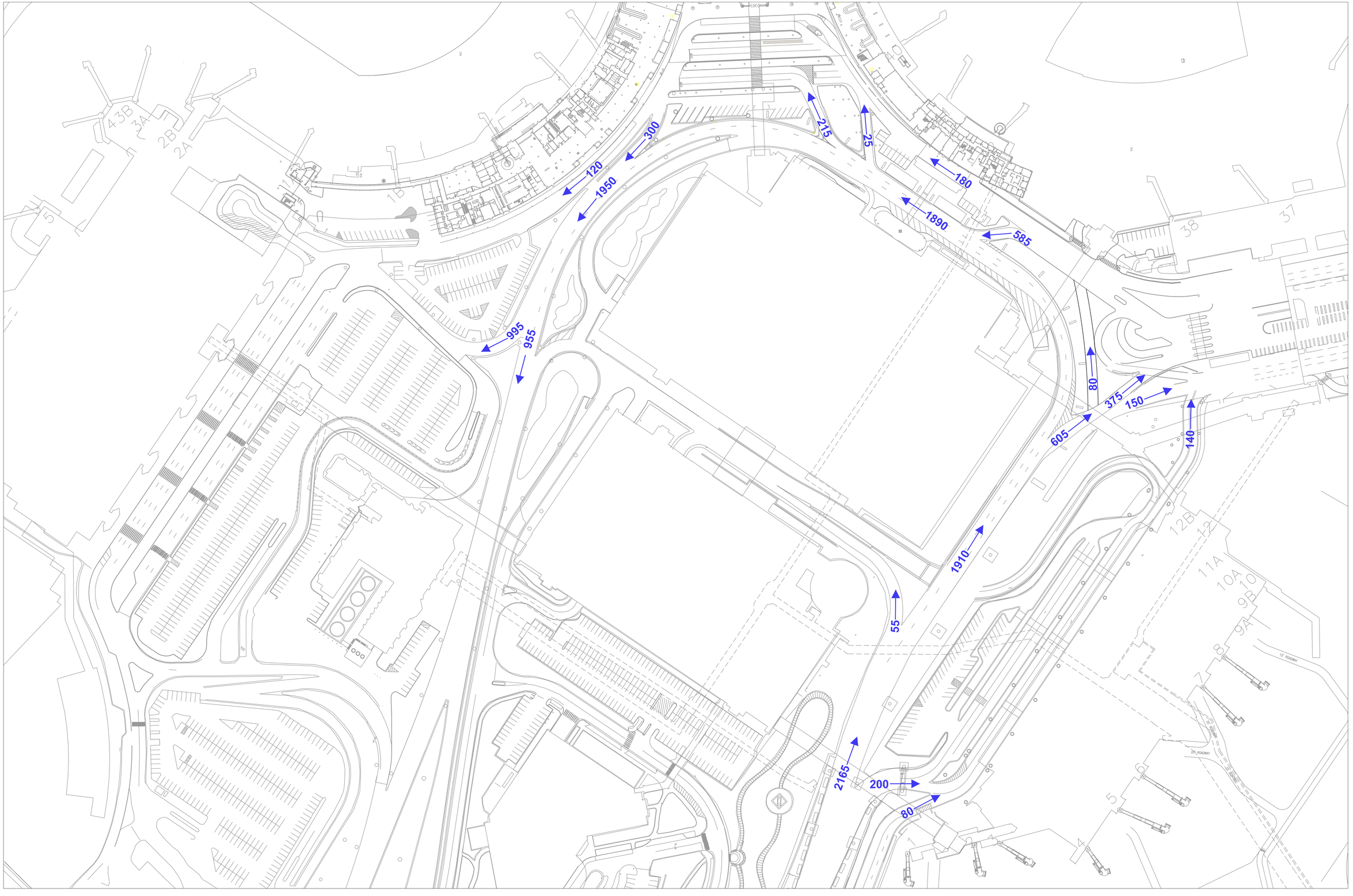

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Departures Curb1
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	3
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Drop-Off	25.0	1.2
Taxicabs	25.0	1.0
TNC	25.0	0.6
MPA Economy Parking	40.0	0.9
MPA Employee	40.0	0.9
MPA Water Taxi	40.0	0.9
MPA Interterminal	40.0	0.9
Courtesy Shuttle	40.0	0.9
RCBL	70.0	0.9
Limo	30.0	0.9
Shared Van	30.0	0.9
Silver Line	70	1
Logan Express	50	2
Scheduled Bus Service	50	2
Charter Bus	50	2

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3
Name	AllBus	CW	AllBus
Type	active	xwalk	active
Curbside frontage (feet)	155	20	155
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Volume of vehicles using roadway (vph)			
Private Vehicle Drop-Off	-	-	-
Taxicabs	-	-	-
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	15	15	15
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	22	22	22
RCBL	10	10	10
Limo	-	-	-
Shared Van	15	15	15
Silver Line	-	-	-
Logan Express	10	10	10
Scheduled Bus Service	2	2	2
Charter Bus	-	-	-
Volume of vehicles using curbside (vph)			
Private Vehicle Drop-Off	-	-	-
Taxicabs	-	-	-
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	8	-	7
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	11	-	11
RCBL	5	-	5
Limo	-	-	-
Shared Van	7	-	8
Silver Line	-	-	-
Logan Express	5	-	5
Scheduled Bus Service	1	-	1
Charter Bus	-	-	-

Quick Analysis Tool for Airport Roadways

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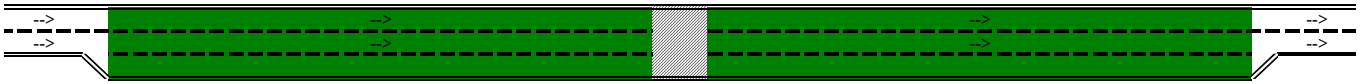
Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Departures Curb1
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	3



Zone ID	Zone 1	Zone 2	Zone 3
Name/description	AllBus	CW	AllBus
Curb length (feet)	155	20	155
Zone type	active	xwalk	active
Roadway volume (vph)	74	74	74
Roadway capacity (vph)	2,343	2,657	2,343
Roadway V/C ratio	0.032	0.028	0.032
Roadway LOS	A	A	A
Curb demand (# in sys 95% of time)	2.0	N/A	2.0
Curb capacity per lane (vehicles)	4.0	N/A	4.0
Curb utilization ratio	0.500	N/A	0.500
Curb LOS	A	N/A	A

Level-of-service (LOS) key:

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3
Name	AllBus	CW	AllBus
Type of zone	active	xwalk	active
Curbside length (feet)	155	20	155
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Roadway volume (vph)	74	74	74
Curbside demand (vph)	37	-	37
Average dwell time (minutes)	1.09	-	1.09
Average vehicle length (feet)	43.78	-	43.51
Average vehicle arrival rate (vph)	37.00	-	37.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%
Through lane roadway capacity	2,468	2,797	2,468
Adjusted through lane roadway capacity	2,343	2,657	2,343
Estimated roadway V/C ratio	0.032	0.028	0.032
Curb capacity per lane (vehicles)	4.00	-	4.00
Curb utilization ratio	0.500	-	0.500
% occupancy in lane 1	0.490	-	0.490
% occupancy in lane 2	-	-	-
% occupancy in lane 3	-	-	-
# of cars in curbside lane	1.96	-	1.96
# of double-parked cars	-	-	-
# of triple-parked cars	-	-	-
Curbside LOS	A		A
Roadway LOS	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING - Departures Curb1
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	7
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Drop-Off	25.0	1.2
Taxicabs	25.0	1.0
TNC	25.0	0.6
MPA Economy Parking	40.0	0.9
MPA Employee	40.0	0.9
MPA Water Taxi	40.0	0.9
MPA Interterminal	40.0	0.9
Courtesy Shuttle	40.0	0.9
RCBL	70.0	0.9
Limo	30.0	0.9
Shared Van	30.0	0.9
Silver Line	70	1
Logan Express	50	2
Scheduled Bus Service	50	2
Charter Bus	50	2

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7
Name	PDO	CW	PDO	CW	PDO	CW	PDO
Type	active	xwalk	active	xwalk	active	xwalk	active
Curbside frontage (feet)	60	12	60	21	60	12	60
Number of lanes	3	3	3	3	3	3	3
Number of approach lanes	2	2	2	2	2	2	2
Volume of vehicles using roadway (vph)							
Private Vehicle Drop-Off	395	395	395	395	395	395	395
Taxicabs	41	41	41	41	41	41	41
TNC	200	200	200	200	200	200	200
MPA Economy Parking	-	-	-	-	-	-	-
MPA Employee	-	-	-	-	-	-	-
MPA Water Taxi	-	-	-	-	-	-	-
MPA Interterminal	-	-	-	-	-	-	-
Courtesy Shuttle	-	-	-	-	-	-	-
RCBL	-	-	-	-	-	-	-
Limo	-	-	-	-	-	-	-
Shared Van	-	-	-	-	-	-	-
Silver Line	-	-	-	-	-	-	-
Logan Express	-	-	-	-	-	-	-
Scheduled Bus Service	-	-	-	-	-	-	-
Charter Bus	-	-	-	-	-	-	-
Volume of vehicles using curbside (vph)							
Private Vehicle Drop-Off	99	-	99	-	99	-	98
Taxicabs	10	-	10	-	10	-	11
TNC	50	-	50	-	50	-	50
MPA Economy Parking	-	-	-	-	-	-	-
MPA Employee	-	-	-	-	-	-	-
MPA Water Taxi	-	-	-	-	-	-	-
MPA Interterminal	-	-	-	-	-	-	-
Courtesy Shuttle	-	-	-	-	-	-	-
RCBL	-	-	-	-	-	-	-
Limo	-	-	-	-	-	-	-
Shared Van	-	-	-	-	-	-	-
Silver Line	-	-	-	-	-	-	-
Logan Express	-	-	-	-	-	-	-
Scheduled Bus Service	-	-	-	-	-	-	-
Charter Bus	-	-	-	-	-	-	-

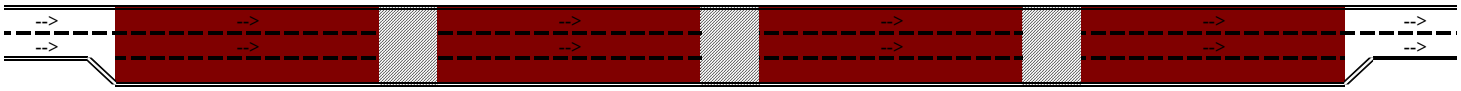
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING - Departures Curb1
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	7



Zone ID	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7
Name/description	PDO	CW	PDO	CW	PDO	CW	PDO
Curb length (feet)	60	12	60	21	60	12	60
Zone type	active	xwalk	active	xwalk	active	xwalk	active
Roadway volume (vph)	636	636	636	636	636	636	636
Roadway capacity (vph)	0	2,657	0	2,657	0	2,657	0
Roadway V/C ratio	1000000.000	0.239	1000000.000	0.239	1000000.000	0.239	1000000.000
Roadway LOS	F	A	F	A	F	A	F
Curb demand (# in sys 95% of time)	5.0	N/A	5.0	N/A	5.0	N/A	5.0
Curb capacity per lane (vehicles)	2.0	N/A	2.0	N/A	2.0	N/A	2.0
Curb utilization ratio	2.500	N/A	2.500	N/A	2.500	N/A	2.500
Curb LOS	F	N/A	F	N/A	F	N/A	F

Level-of-service (LOS) key:

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7
Name	PDO	CW	PDO	CW	PDO	CW	PDO
Type of zone	active	xwalk	active	xwalk	active	xwalk	active
Curbside length (feet)	60	12	60	21	60	12	60
Number of lanes	3	3	3	3	3	3	3
Number of approach lanes	2	2	2	2	2	2	2
Roadway volume (vph)	636	636	636	636	636	636	636
Curbside demand (vph)	159	-	159	-	159	-	159
Average dwell time (minutes)	0.97	-	0.97	-	0.97	-	0.97
Average vehicle length (feet)	25.00	-	25.00	-	25.00	-	25.00
Average vehicle arrival rate (vph)	159.00	-	159.00	-	159.00	-	159.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%
Through lane roadway capacity	-	2,797	-	2,797	-	2,797	-
Adjusted through lane roadway capacity	-	2,657	-	2,657	-	2,657	-
Estimated roadway V/C ratio	1,000,000.000	0.239	##########	0.239	##########	0.239	##########
Curb capacity per lane (vehicles)	2.00	-	2.00	-	2.00	-	2.00
Curb utilization ratio	2.500	-	2.500	-	2.500	-	2.500
% occupancy in lane 1	1.000	-	1.000	-	1.000	-	1.000
% occupancy in lane 2	1.000	-	1.000	-	1.000	-	1.000
% occupancy in lane 3	0.50	-	0.50	-	0.50	-	0.50
# of cars in curbside lane	2.00	-	2.00	-	2.00	-	2.00
# of double-parked cars	2.00	-	2.00	-	2.00	-	2.00
# of triple-parked cars	1.000	-	1.000	-	1.000	-	1.000
Curbside LOS	F		F		F		F
Roadway LOS	F	A	F	A	F	A	F

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Departures Curb1
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	7
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Drop-Off	25.0	1.2
Taxicabs	25.0	1.0
TNC	25.0	0.6
MPA Economy Parking	40.0	0.9
MPA Employee	40.0	0.9
MPA Water Taxi	40.0	0.9
MPA Interterminal	40.0	0.9
Courtesy Shuttle	40.0	0.9
RCBL	70.0	0.9
Limo	30.0	0.9
Shared Van	30.0	0.9
Silver Line	70	1
Logan Express	50	2
Scheduled Bus Service	50	2
Charter Bus	50	2

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7
Name	PDO	CW	PDO	CW	PDO	CW	PDO
Type	active	xwalk	active	xwalk	active	xwalk	active
Curbside frontage (feet)	60	12	60	21	60	12	60
Number of lanes	3	3	3	3	3	3	3
Number of approach lanes	2	2	2	2	2	2	2
Volume of vehicles using roadway (vph)							
Private Vehicle Drop-Off	365	365	365	365	365	365	365
Taxicabs	40	40	40	40	40	40	40
TNC	343	343	343	343	343	343	343
MPA Economy Parking	-	-	-	-	-	-	-
MPA Employee	-	-	-	-	-	-	-
MPA Water Taxi	-	-	-	-	-	-	-
MPA Interterminal	-	-	-	-	-	-	-
Courtesy Shuttle	-	-	-	-	-	-	-
RCBL	-	-	-	-	-	-	-
Limo	-	-	-	-	-	-	-
Shared Van	-	-	-	-	-	-	-
Silver Line	-	-	-	-	-	-	-
Logan Express	-	-	-	-	-	-	-
Scheduled Bus Service	-	-	-	-	-	-	-
Charter Bus	-	-	-	-	-	-	-
Volume of vehicles using curbside (vph)							
Private Vehicle Drop-Off	91	-	91	-	91	-	90
Taxicabs	10	-	10	-	10	-	10
TNC	86	-	86	-	86	-	85
MPA Economy Parking	-	-	-	-	-	-	-
MPA Employee	-	-	-	-	-	-	-
MPA Water Taxi	-	-	-	-	-	-	-
MPA Interterminal	-	-	-	-	-	-	-
Courtesy Shuttle	-	-	-	-	-	-	-
RCBL	-	-	-	-	-	-	-
Limo	-	-	-	-	-	-	-
Shared Van	-	-	-	-	-	-	-
Silver Line	-	-	-	-	-	-	-
Logan Express	-	-	-	-	-	-	-
Scheduled Bus Service	-	-	-	-	-	-	-
Charter Bus	-	-	-	-	-	-	-

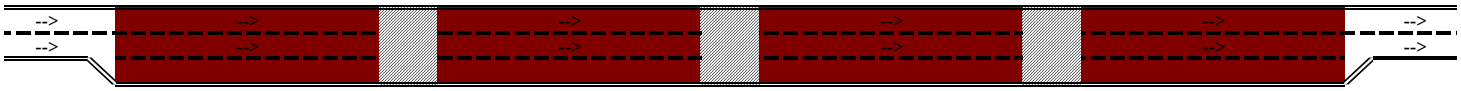
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Departures Curb1
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	7



Zone ID	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7
Name/description	PDO	CW	PDO	CW	PDO	CW	PDO
Curb length (feet)	60	12	60	21	60	12	60
Zone type	active	xwalk	active	xwalk	active	xwalk	active
Roadway volume (vph)	748	748	748	748	748	748	748
Roadway capacity (vph)	0	2,657	0	2,657	0	2,657	0
Roadway V/C ratio	1000000.000	0.282	1000000.000	0.282	1000000.000	0.282	1000000.000
Roadway LOS	F	B	F	B	F	B	F
Curb demand (# in sys 95% of time)	6.0	N/A	6.0	N/A	6.0	N/A	6.0
Curb capacity per lane (vehicles)	2.0	N/A	2.0	N/A	2.0	N/A	2.0
Curb utilization ratio	3.000	N/A	3.000	N/A	3.000	N/A	3.000
Curb LOS	F	N/A	F	N/A	F	N/A	F

Level-of-service (LOS) key:

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7
Name	PDO	CW	PDO	CW	PDO	CW	PDO
Type of zone	active	xwalk	active	xwalk	active	xwalk	active
Curbside length (feet)	60	12	60	21	60	12	60
Number of lanes	3	3	3	3	3	3	3
Number of approach lanes	2	2	2	2	2	2	2
Roadway volume (vph)	748	748	748	748	748	748	748
Curbside demand (vph)	187	-	187	-	187	-	185
Average dwell time (minutes)	0.89	-	0.89	-	0.89	-	0.89
Average vehicle length (feet)	25.00	-	25.00	-	25.00	-	25.00
Average vehicle arrival rate (vph)	187.00	-	187.00	-	187.00	-	185.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%
Through lane roadway capacity	-	2,797	-	2,797	-	2,797	-
Adjusted through lane roadway capacity	-	2,657	-	2,657	-	2,657	-
Estimated roadway V/C ratio	1,000,000.000	0.282	##########	0.282	##########	0.282	##########
Curb capacity per lane (vehicles)	2.00	-	2.00	-	2.00	-	2.00
Curb utilization ratio	3.000	-	3.000	-	3.000	-	3.000
% occupancy in lane 1	1.000	-	1.000	-	1.000	-	1.000
% occupancy in lane 2	1.000	-	1.000	-	1.000	-	1.000
% occupancy in lane 3	1.00	-	1.00	-	1.00	-	1.00
# of cars in curbside lane	2.00	-	2.00	-	2.00	-	2.00
# of double-parked cars	2.00	-	2.00	-	2.00	-	2.00
# of triple-parked cars	2.000	-	2.000	-	2.000	-	2.000
Curbside LOS	F		F		F		F
Roadway LOS	F	B	F	B	F	B	F

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Departures Curb2
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	3
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Drop-Off	25.0	1.2
Taxicabs	25.0	1.0
TNC	25.0	0.6
MPA Economy Parking	40.0	0.9
MPA Employee	40.0	0.9
MPA Water Taxi	40.0	0.9
MPA Interterminal	40.0	0.9
Courtesy Shuttle	40.0	0.9
RCBL	70.0	0.9
Limo	30.0	0.9
Shared Van	30.0	0.9
Silver Line	70	1
Logan Express	50	2
Scheduled Bus Service	50	2
Charter Bus	50	2

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3
Name	)O/Taxi/Limo	CW	)O/Taxi/Limo
Type	active	xwalk	active
Curbside frontage (feet)	105	20	105
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Volume of vehicles using roadway (vph)			
Private Vehicle Drop-Off	87	87	87
Taxicabs	32	32	32
TNC	82	82	82
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	-	-	-
RCBL	-	-	-
Limo	11	11	11
Shared Van	-	-	-
Silver Line	-	-	-
Logan Express	-	-	-
Scheduled Bus Service	-	-	-
Charter Bus	-	-	-
Volume of vehicles using curbside (vph)			
Private Vehicle Drop-Off	44	-	43
Taxicabs	16	-	16
TNC	41	-	41
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	-	-	-
RCBL	-	-	-
Limo	5	-	6
Shared Van	-	-	-
Silver Line	-	-	-
Logan Express	-	-	-
Scheduled Bus Service	-	-	-
Charter Bus	-	-	-

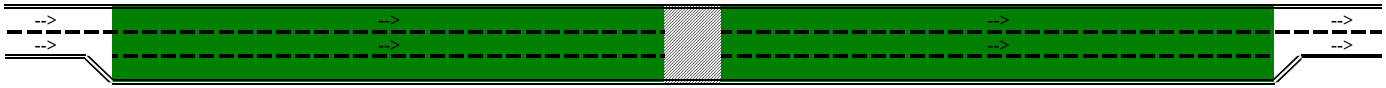
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Departures Curb2
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	3



Zone ID	Zone 1	Zone 2	Zone 3
Name/description	PDO/Taxi/Limo	CW	PDO/Taxi/Limo
Curb length (feet)	105	20	105
Zone type	active	xwalk	active
Roadway volume (vph)	212	212	212
Roadway capacity (vph)	1,976	2,657	1,976
Roadway V/C ratio	0.107	0.080	0.107
Roadway LOS	A	A	A
Curb demand (# in sys 95% of time)	4.0	N/A	4.0
Curb capacity per lane (vehicles)	4.0	N/A	4.0
Curb utilization ratio	1.000	N/A	1.000
Curb LOS	A	N/A	A

Level-of-service (LOS) key:

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3
Name	PDO/Taxi/Limo	CW PDO/Taxi/Limo	
Type of zone	active	xwalk	active
Curbside length (feet)	105	20	105
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Roadway volume (vph)	212	212	212
Curbside demand (vph)	106	-	106
Average dwell time (minutes)	0.90	-	0.90
Average vehicle length (feet)	25.24	-	25.28
Average vehicle arrival rate (vph)	106.00	-	106.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%
Through lane roadway capacity	2,082	2,797	2,082
Adjusted through lane roadway capacity	1,976	2,657	1,976
Estimated roadway V/C ratio	0.107	0.080	0.107
Curb capacity per lane (vehicles)	4.00	-	4.00
Curb utilization ratio	1.000	-	1.000
% occupancy in lane 1	0.895	-	0.895
% occupancy in lane 2	0.095	-	0.095
% occupancy in lane 3	-	-	-
# of cars in curbside lane	3.58	-	3.58
# of double-parked cars	0.38	-	0.38
# of triple-parked cars	-	-	-
Curbside LOS	A		A
Roadway LOS	A	A	A

Quick Analysis Tool for Airport Roadways

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Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING - Departures Curb2
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	5
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Drop-Off	25.0	1.2
Taxicabs	25.0	1.0
TNC	25.0	0.6
MPA Economy Parking	40.0	0.9
MPA Employee	40.0	0.9
MPA Water Taxi	40.0	0.9
MPA Interterminal	40.0	0.9
Courtesy Shuttle	40.0	0.9
RCBL	70.0	0.9
Limo	30.0	0.9
Shared Van	30.0	0.9
Silver Line	70	1
Logan Express	50	2
Scheduled Bus Service	50	2
Charter Bus	50	2

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
Name	CW	RCBL	CW	AllBus	CW
Type	xwalk	active	xwalk	active	xwalk
Curbside frontage (feet)	12	80	21	80	12
Number of lanes	3	3	3	3	3
Number of approach lanes	2	2	2	2	2
Volume of vehicles using roadway (vph)					
Private Vehicle Drop-Off	-	-	-	-	-
Taxicabs	-	-	-	-	-
TNC	-	-	-	-	-
MPA Economy Parking	-	-	-	-	-
MPA Employee	15	15	15	15	15
MPA Water Taxi	-	-	-	-	-
MPA Interterminal	-	-	-	-	-
Courtesy Shuttle	22	22	22	22	22
RCBL	10	10	10	10	10
Limo	-	-	-	-	-
Shared Van	15	15	15	15	15
Silver Line	-	-	-	-	-
Logan Express	10	10	10	10	10
Scheduled Bus Service	2	2	2	2	2
Charter Bus	-	-	-	-	-
Volume of vehicles using curbside (vph)					
Private Vehicle Drop-Off	-	-	-	-	-
Taxicabs	-	-	-	-	-
TNC	-	-	-	-	-
MPA Economy Parking	-	-	-	-	-
MPA Employee	-	-	-	15	-
MPA Water Taxi	-	-	-	-	-
MPA Interterminal	-	-	-	-	-
Courtesy Shuttle	-	-	-	22	-
RCBL	-	10	-	-	-
Limo	-	-	-	-	-
Shared Van	-	-	-	15	-
Silver Line	-	-	-	-	-
Logan Express	-	-	-	10	-
Scheduled Bus Service	-	-	-	2	-
Charter Bus	-	-	-	-	-

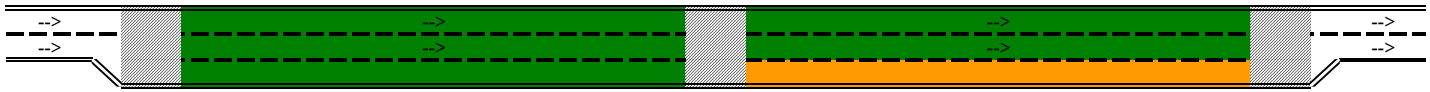
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING - Departures Curb2
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	5



Zone ID	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
Name/description	CW	RCBL	CW	AllBus	CW
Curb length (feet)	12	80	21	80	12
Zone type	xwalk	active	xwalk	active	xwalk
Roadway volume (vph)	74	74	74	74	74
Roadway capacity (vph)	2,657	1,976	2,657	1,139	2,657
Roadway V/C ratio	0.028	0.037	0.028	0.065	0.028
Roadway LOS	A	A	A	A	A
Curb demand (# in sys 95% of time)	N/A	1.0	N/A	3.0	N/A
Curb capacity per lane (vehicles)	N/A	1.0	N/A	2.0	N/A
Curb utilization ratio	N/A	1.000	N/A	1.500	N/A
Curb LOS	N/A	A	N/A	D	N/A

Level-of-service (LOS) key:

A
B
C
D
E
F

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
Name	CW	RCBL	CW	AllBus	CW
Type of zone	xwalk	active	xwalk	active	xwalk
Curbside length (feet)	12	80	21	80	12
Number of lanes	3	3	3	3	3
Number of approach lanes	2	2	2	2	2
Roadway volume (vph)	74	74	74	74	74
Curbside demand (vph)	-	10	-	64	-
Average dwell time (minutes)	-	0.90	-	1.12	-
Average vehicle length (feet)	-	70.00	-	39.53	-
Average vehicle arrival rate (vph)	-	10.00	-	64.00	-
Crosswalk adjustment factor	100.0%	100.0%	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%	95.0%	95.0%
Through lane roadway capacity	2,797	2,082	2,797	1,200	2,797
Adjusted through lane roadway capacity	2,657	1,976	2,657	1,139	2,657
Estimated roadway V/C ratio	0.028	0.037	0.028	0.065	0.028
Curb capacity per lane (vehicles)	-	1.00	-	2.00	-
Curb utilization ratio	-	1.000	-	1.500	-
% occupancy in lane 1	-	0.895	-	1.000	-
% occupancy in lane 2	-	0.095	-	0.490	-
% occupancy in lane 3	-	-	-	-	-
# of cars in curbside lane	-	0.90	-	2.00	-
# of double-parked cars	-	0.10	-	0.98	-
# of triple-parked cars	-	-	-	-	-
Curbside LOS		A		D	
Roadway LOS	A	A	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Departures Curb2
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	5
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Drop-Off	25.0	1.2
Taxicabs	25.0	1.0
TNC	25.0	0.6
MPA Economy Parking	40.0	0.9
MPA Employee	40.0	0.9
MPA Water Taxi	40.0	0.9
MPA Interterminal	40.0	0.9
Courtesy Shuttle	40.0	0.9
RCBL	70.0	0.9
Limo	30.0	0.9
Shared Van	30.0	0.9
Silver Line	70	1
Logan Express	50	2
Scheduled Bus Service	50	2
Charter Bus	50	2

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
Name	CW	RCBL	CW	AllBus	CW
Type	xwalk	active	xwalk	active	xwalk
Curbside frontage (feet)	12	80	21	80	12
Number of lanes	3	3	3	3	3
Number of approach lanes	2	2	2	2	2
Volume of vehicles using roadway (vph)					
Private Vehicle Drop-Off	-	-	-	-	-
Taxicabs	-	-	-	-	-
TNC	-	-	-	-	-
MPA Economy Parking	-	-	-	-	-
MPA Employee	15	15	15	15	15
MPA Water Taxi	-	-	-	-	-
MPA Interterminal	-	-	-	-	-
Courtesy Shuttle	22	22	22	22	22
RCBL	10	10	10	10	10
Limo	-	-	-	-	-
Shared Van	15	15	15	15	15
Silver Line	-	-	-	-	-
Logan Express	10	10	10	10	10
Scheduled Bus Service	2	2	2	2	2
Charter Bus	-	-	-	-	-
Volume of vehicles using curbside (vph)					
Private Vehicle Drop-Off	-	-	-	-	-
Taxicabs	-	-	-	-	-
TNC	-	-	-	-	-
MPA Economy Parking	-	-	-	-	-
MPA Employee	-	-	-	15	-
MPA Water Taxi	-	-	-	-	-
MPA Interterminal	-	-	-	-	-
Courtesy Shuttle	-	-	-	22	-
RCBL	-	10	-	-	-
Limo	-	-	-	-	-
Shared Van	-	-	-	15	-
Silver Line	-	-	-	-	-
Logan Express	-	-	-	10	-
Scheduled Bus Service	-	-	-	2	-
Charter Bus	-	-	-	-	-

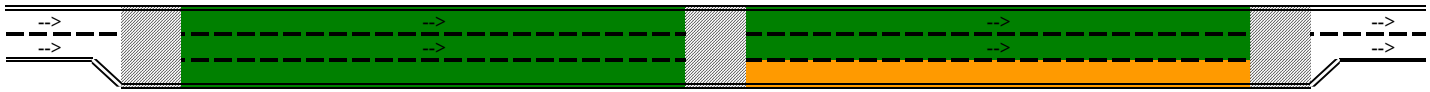
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Departures Curb2
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	5



Zone ID	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
Name/description	CW	RCBL	CW	AllBus	CW
Curb length (feet)	12	80	21	80	12
Zone type	xwalk	active	xwalk	active	xwalk
Roadway volume (vph)	74	74	74	74	74
Roadway capacity (vph)	2,657	1,976	2,657	1,139	2,657
Roadway V/C ratio	0.028	0.037	0.028	0.065	0.028
Roadway LOS	A	A	A	A	A
Curb demand (# in sys 95% of time)	N/A	1.0	N/A	3.0	N/A
Curb capacity per lane (vehicles)	N/A	1.0	N/A	2.0	N/A
Curb utilization ratio	N/A	1.000	N/A	1.500	N/A
Curb LOS	N/A	A	N/A	D	N/A

Level-of-service (LOS) key:

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
Name	CW	RCBL	CW	AllBus	CW
Type of zone	xwalk	active	xwalk	active	xwalk
Curbside length (feet)	12	80	21	80	12
Number of lanes	3	3	3	3	3
Number of approach lanes	2	2	2	2	2
Roadway volume (vph)	74	74	74	74	74
Curbside demand (vph)	-	10	-	64	-
Average dwell time (minutes)	-	0.90	-	1.12	-
Average vehicle length (feet)	-	70.00	-	39.53	-
Average vehicle arrival rate (vph)	-	10.00	-	64.00	-
Crosswalk adjustment factor	100.0%	100.0%	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%	95.0%	95.0%
Through lane roadway capacity	2,797	2,082	2,797	1,200	2,797
Adjusted through lane roadway capacity	2,657	1,976	2,657	1,139	2,657
Estimated roadway V/C ratio	0.028	0.037	0.028	0.065	0.028
Curb capacity per lane (vehicles)	-	1.00	-	2.00	-
Curb utilization ratio	-	1.000	-	1.500	-
% occupancy in lane 1	-	0.895	-	1.000	-
% occupancy in lane 2	-	0.095	-	0.490	-
% occupancy in lane 3	-	-	-	-	-
# of cars in curbside lane	-	0.90	-	2.00	-
# of double-parked cars	-	0.10	-	0.98	-
# of triple-parked cars	-	-	-	-	-
Curbside LOS		A		D	
Roadway LOS	A	A	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Departures Curb3
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	3
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Drop-Off	25.0	1.2
Taxicabs	25.0	1.0
TNC	25.0	0.6
MPA Economy Parking	40.0	0.9
MPA Employee	40.0	0.9
MPA Water Taxi	40.0	0.9
MPA Interterminal	40.0	0.9
Courtesy Shuttle	40.0	0.9
RCBL	70.0	0.9
Limo	30.0	0.9
Shared Van	30.0	0.9
Silver Line	70	1
Logan Express	50	2
Scheduled Bus Service	50	2
Charter Bus	50	2

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3
Name	)O/Taxi/Limo	CW	)O/Taxi/Limo
Type	active	xwalk	active
Curbside frontage (feet)	125	20	125
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Volume of vehicles using roadway (vph)			
Private Vehicle Drop-Off	115	115	115
Taxicabs	42	42	42
TNC	108	108	108
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	-	-	-
RCBL	-	-	-
Limo	14	14	14
Shared Van	-	-	-
Silver Line	-	-	-
Logan Express	-	-	-
Scheduled Bus Service	-	-	-
Charter Bus	-	-	-
Volume of vehicles using curbside (vph)			
Private Vehicle Drop-Off	58	-	57
Taxicabs	21	-	21
TNC	54	-	54
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	-	-	-
RCBL	-	-	-
Limo	7	-	7
Shared Van	-	-	-
Silver Line	-	-	-
Logan Express	-	-	-
Scheduled Bus Service	-	-	-
Charter Bus	-	-	-

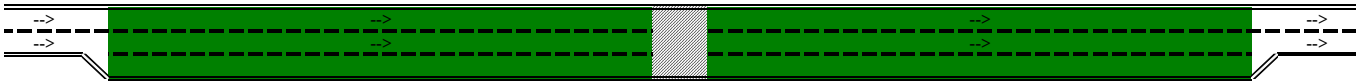
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Departures Curb3
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	3



Zone ID	Zone 1	Zone 2	Zone 3
Name/description	PDO/Taxi/Limo	CW	PDO/Taxi/Limo
Curb length (feet)	125	20	125
Zone type	active	xwalk	active
Roadway volume (vph)	279	279	279
Roadway capacity (vph)	1,976	2,657	1,976
Roadway V/C ratio	0.141	0.105	0.141
Roadway LOS	A	A	A
Curb demand (# in sys 95% of time)	5.0	N/A	5.0
Curb capacity per lane (vehicles)	5.0	N/A	5.0
Curb utilization ratio	1.000	N/A	1.000
Curb LOS	A	N/A	A

Level-of-service (LOS) key:

A	
B	
C	
D	
E	
F	

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3
Name	PDO/Taxi/Limo	CW ᵖDO/Taxi/Limo	
Type of zone	active	xwalk	active
Curbside length (feet)	125	20	125
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Roadway volume (vph)	279	279	279
Curbside demand (vph)	140	-	139
Average dwell time (minutes)	0.90	-	0.90
Average vehicle length (feet)	25.25	-	25.25
Average vehicle arrival rate (vph)	140.00	-	139.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%
Through lane roadway capacity	2,082	2,797	2,082
Adjusted through lane roadway capacity	1,976	2,657	1,976
Estimated roadway V/C ratio	0.141	0.105	0.141
Curb capacity per lane (vehicles)	5.00	-	5.00
Curb utilization ratio	1.000	-	1.000
% occupancy in lane 1	0.895	-	0.895
% occupancy in lane 2	0.095	-	0.095
% occupancy in lane 3	-	-	-
# of cars in curbside lane	4.48	-	4.48
# of double-parked cars	0.48	-	0.48
# of triple-parked cars	-	-	-
Curbside LOS	A		A
Roadway LOS	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING - Departures Curb3
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	3
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Drop-Off	25.0	1.2
Taxicabs	25.0	1.0
TNC	25.0	0.6
MPA Economy Parking	40.0	0.9
MPA Employee	40.0	0.9
MPA Water Taxi	40.0	0.9
MPA Interterminal	40.0	0.9
Courtesy Shuttle	40.0	0.9
RCBL	70.0	0.9
Limo	30.0	0.9
Shared Van	30.0	0.9
Silver Line	70	1
Logan Express	50	2
Scheduled Bus Service	50	2
Charter Bus	50	2

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3
Name	Limo/taxi	CW	Limo/taxi
Type	active	xwalk	active
Curbside frontage (feet)	85	20	85
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Volume of vehicles using roadway (vph)			
Private Vehicle Drop-Off	-	-	-
Taxicabs	95	95	95
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	-	-	-
RCBL	-	-	-
Limo	100	100	100
Shared Van	-	-	-
Silver Line	-	-	-
Logan Express	-	-	-
Scheduled Bus Service	-	-	-
Charter Bus	-	-	-
Volume of vehicles using curbside (vph)			
Private Vehicle Drop-Off	-	-	-
Taxicabs	48	-	47
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	-	-	-
RCBL	-	-	-
Limo	50	-	50
Shared Van	-	-	-
Silver Line	-	-	-
Logan Express	-	-	-
Scheduled Bus Service	-	-	-
Charter Bus	-	-	-

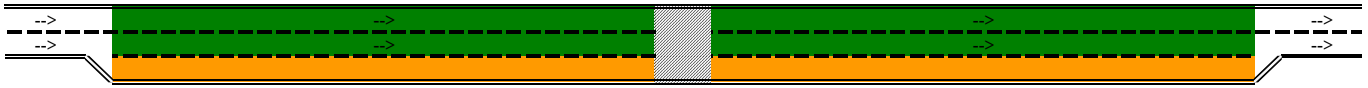
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING - Departures Curb3
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	3



Zone ID	Zone 1	Zone 2	Zone 3
Name/description	Limo/taxi	CW	Limo/taxi
Curb length (feet)	85	20	85
Zone type	active	xwalk	active
Roadway volume (vph)	195	195	195
Roadway capacity (vph)	1,446	2,657	1,446
Roadway V/C ratio	0.135	0.073	0.135
Roadway LOS	A	A	A
Curb demand (# in sys 95% of time)	4.0	N/A	4.0
Curb capacity per lane (vehicles)	3.0	N/A	3.0
Curb utilization ratio	1.333	N/A	1.333
Curb LOS	D	N/A	D

Level-of-service (LOS) key:

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3
Name	Limo/taxi	CW	Limo/taxi
Type of zone	active	xwalk	active
Curbside length (feet)	85	20	85
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Roadway volume (vph)	195	195	195
Curbside demand (vph)	98	-	97
Average dwell time (minutes)	0.93	-	0.93
Average vehicle length (feet)	27.55	-	27.58
Average vehicle arrival rate (vph)	98.00	-	97.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%
Through lane roadway capacity	1,523	2,797	1,523
Adjusted through lane roadway capacity	1,446	2,657	1,446
Estimated roadway V/C ratio	0.135	0.073	0.135
Curb capacity per lane (vehicles)	3.00	-	3.00
Curb utilization ratio	1.333	-	1.333
% occupancy in lane 1	1.000	-	1.000
% occupancy in lane 2	0.330	-	0.330
% occupancy in lane 3	-	-	-
# of cars in curbside lane	3.00	-	3.00
# of double-parked cars	0.99	-	0.99
# of triple-parked cars	-	-	-
Curbside LOS	D		D
Roadway LOS	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Departures Curb3
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	3
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Drop-Off	25.0	1.2
Taxicabs	25.0	1.0
TNC	25.0	0.6
MPA Economy Parking	40.0	0.9
MPA Employee	40.0	0.9
MPA Water Taxi	40.0	0.9
MPA Interterminal	40.0	0.9
Courtesy Shuttle	40.0	0.9
RCBL	70.0	0.9
Limo	30.0	0.9
Shared Van	30.0	0.9
Silver Line	70	1
Logan Express	50	2
Scheduled Bus Service	50	2
Charter Bus	50	2

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3
Name	Limo/taxi	CW	Limo/taxi
Type	active	xwalk	active
Curbside frontage (feet)	85	20	85
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Volume of vehicles using roadway (vph)			
Private Vehicle Drop-Off	-	-	-
Taxicabs	94	94	94
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	-	-	-
RCBL	-	-	-
Limo	46	46	46
Shared Van	-	-	-
Silver Line	-	-	-
Logan Express	-	-	-
Scheduled Bus Service	-	-	-
Charter Bus	-	-	-
Volume of vehicles using curbside (vph)			
Private Vehicle Drop-Off	-	-	-
Taxicabs	47	-	47
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	-	-	-
RCBL	-	-	-
Limo	23	-	23
Shared Van	-	-	-
Silver Line	-	-	-
Logan Express	-	-	-
Scheduled Bus Service	-	-	-
Charter Bus	-	-	-

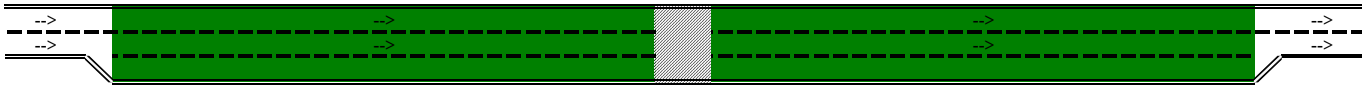
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Departures Curb3
Level / type of roadway	Departures
Total lanes / approach lanes	3 / 2
Number of curbside zones	3



Zone ID	Zone 1	Zone 2	Zone 3
Name/description	Limo/taxi	CW	Limo/taxi
Curb length (feet)	85	20	85
Zone type	active	xwalk	active
Roadway volume (vph)	140	140	140
Roadway capacity (vph)	1,976	2,657	1,976
Roadway V/C ratio	0.071	0.053	0.071
Roadway LOS	A	A	A
Curb demand (# in sys 95% of time)	3.0	N/A	3.0
Curb capacity per lane (vehicles)	3.0	N/A	3.0
Curb utilization ratio	1.000	N/A	1.000
Curb LOS	A	N/A	A

Level-of-service (LOS) key:

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3
Name	Limo/taxi	CW	Limo/taxi
Type of zone	active	xwalk	active
Curbside length (feet)	85	20	85
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Roadway volume (vph)	140	140	140
Curbside demand (vph)	70	-	70
Average dwell time (minutes)	0.95	-	0.95
Average vehicle length (feet)	26.64	-	26.64
Average vehicle arrival rate (vph)	70.00	-	70.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%
Through lane roadway capacity	2,082	2,797	2,082
Adjusted through lane roadway capacity	1,976	2,657	1,976
Estimated roadway V/C ratio	0.071	0.053	0.071
Curb capacity per lane (vehicles)	3.00	-	3.00
Curb utilization ratio	1.000	-	1.000
% occupancy in lane 1	0.895	-	0.895
% occupancy in lane 2	0.095	-	0.095
% occupancy in lane 3	-	-	-
# of cars in curbside lane	2.69	-	2.69
# of double-parked cars	0.29	-	0.29
# of triple-parked cars	-	-	-
Curbside LOS	A		A
Roadway LOS	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Arrivals Curb1
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	3
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Pick-Up	25.0	2.9
Taxicabs	25.0	0.6
TNC	25.0	0.6
MPA Economy Parking	40.0	0.7
MPA Employee	40.0	0.7
MPA Water Taxi	40.0	0.7
MPA Interterminal	40.0	0.7
Courtesy Shuttle	40.0	0.7
RCBL	70.0	1.0
Limo	30.0	0.9
Shared Van	30.0	0.7
Silver Line	70	1
Logan Express	50	3
Scheduled Bus	50	2
Charter Bus	50	3

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3
Name	Taxi	CW	MPA
Type	active	xwalk	active
Curbside frontage (feet)	230	20	100
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Volume of vehicles using roadway (vph)			
Private Vehicle Pick-Up	-	-	-
Taxicabs	95	95	95
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	16	16	16
Courtesy Shuttle	-	-	-
RCBL	-	-	-
Limo	-	-	-
Shared Van	-	-	-
Silver Line	-	-	-
Logan Express	-	-	-
Scheduled Bus	-	-	-
Charter Bus	-	-	-
Volume of vehicles using curbside (vph)			
Private Vehicle Pick-Up	-	-	-
Taxicabs	95	-	-
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	16
Courtesy Shuttle	-	-	-
RCBL	-	-	-
Limo	-	-	-
Shared Van	-	-	-
Silver Line	-	-	-
Logan Express	-	-	-
Scheduled Bus	-	-	-
Charter Bus	-	-	-

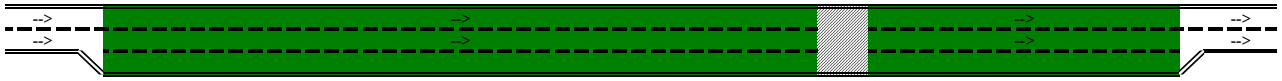
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Arrivals Curb1
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	3



Zone ID	Zone 1	Zone 2	Zone 3
Name/description	Taxi	CW	MPA
Curb length (feet)	230	20	100
Zone type	active	xwalk	active
Roadway volume (vph)	111	111	111
Roadway capacity (vph)	2,395	2,657	2,395
Roadway V/C ratio	0.046	0.042	0.046
Roadway LOS	A	A	A
Curb demand (# in sys 95% of time)	3.0	N/A	1.0
Curb capacity per lane (vehicles)	9.0	N/A	3.0
Curb utilization ratio	0.333	N/A	0.333
Curb LOS	A	N/A	A

Level-of-service (LOS) key:

A
B
C
D
E
F

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3
Name	Taxi	CW	MPA
Type of zone	active	xwalk	active
Curbside length (feet)	230	20	100
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Roadway volume (vph)	111	111	111
Curbside demand (vph)	95	-	16
Average dwell time (minutes)	0.60	-	0.68
Average vehicle length (feet)	25.00	-	40.00
Average vehicle arrival rate (vph)	95.00	-	16.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%
Through lane roadway capacity	2,522	2,797	2,522
Adjusted through lane roadway capacity	2,395	2,657	2,395
Estimated roadway V/C ratio	0.046	0.042	0.046
Curb capacity per lane (vehicles)	9.00	-	3.00
Curb utilization ratio	0.333	-	0.333
% occupancy in lane 1	0.330	-	0.330
% occupancy in lane 2	-	-	-
% occupancy in lane 3	-	-	-
# of cars in curbside lane	2.97	-	0.99
# of double-parked cars	-	-	-
# of triple-parked cars	-	-	-
Curbside LOS	A		A
Roadway LOS	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING- Arrivals Curb1
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	3
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Pick-Up	25.0	2.9
Taxicabs	25.0	0.6
TNC	25.0	0.6
MPA Economy Parking	40.0	0.7
MPA Employee	40.0	0.7
MPA Water Taxi	40.0	0.7
MPA Interterminal	40.0	0.7
Courtesy Shuttle	40.0	0.7
RCBL	70.0	1.0
Limo	30.0	0.9
Shared Van	30.0	0.7
Silver Line	70	1
Logan Express	50	3
Scheduled Bus	50	2
Charter Bus	50	3

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3
Name	Taxi	CW	MPA
Type	active	xwalk	active
Curbside frontage (feet)	230	20	100
Number of lanes	3	3	3
Number of approach lanes	2	2	2

Volume of vehicles using roadway (vph)

Private Vehicle Pick-Up	-	-	-
Taxicabs	55	55	55
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	16	16	16
Courtesy Shuttle	-	-	-
RCBL	-	-	-
Limo	-	-	-
Shared Van	-	-	-
Silver Line	-	-	-
Logan Express	-	-	-
Scheduled Bus	-	-	-
Charter Bus	-	-	-

Volume of vehicles using curbside (vph)

Private Vehicle Pick-Up	-	-	-
Taxicabs	55	-	-
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	16
Courtesy Shuttle	-	-	-
RCBL	-	-	-
Limo	-	-	-
Shared Van	-	-	-
Silver Line	-	-	-
Logan Express	-	-	-
Scheduled Bus	-	-	-
Charter Bus	-	-	-

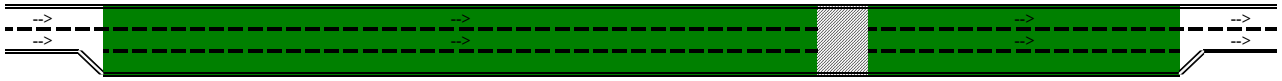
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING- Arrivals Curb1
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	3



Zone ID	Zone 1	Zone 2	Zone 3
Name/description	Taxi	CW	MPA
Curb length (feet)	230	20	100
Zone type	active	xwalk	active
Roadway volume (vph)	71	71	71
Roadway capacity (vph)	2,442	2,657	2,395
Roadway V/C ratio	0.029	0.027	0.030
Roadway LOS	A	A	A
Curb demand (# in sys 95% of time)	2.0	N/A	1.0
Curb capacity per lane (vehicles)	9.0	N/A	3.0
Curb utilization ratio	0.222	N/A	0.333
Curb LOS	A	N/A	A

Level-of-service (LOS) key:

A
B
C
D
E
F

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3
Name	Taxi	CW	MPA
Type of zone	active	xwalk	active
Curbside length (feet)	230	20	100
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Roadway volume (vph)	71	71	71
Curbside demand (vph)	55	-	16
Average dwell time (minutes)	0.60	-	0.68
Average vehicle length (feet)	25.00	-	40.00
Average vehicle arrival rate (vph)	55.00	-	16.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%
Through lane roadway capacity	2,572	2,797	2,522
Adjusted through lane roadway capacity	2,442	2,657	2,395
Estimated roadway V/C ratio	0.029	0.027	0.030
Curb capacity per lane (vehicles)	9.00	-	3.00
Curb utilization ratio	0.222	-	0.333
% occupancy in lane 1	0.220	-	0.330
% occupancy in lane 2	-	-	-
% occupancy in lane 3	-	-	-
# of cars in curbside lane	1.98	-	0.99
# of double-parked cars	-	-	-
# of triple-parked cars	-	-	-
Curbside LOS	A		A
Roadway LOS	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Arrivals Curb1
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	3
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Pick-Up	25.0	2.9
Taxicabs	25.0	0.6
TNC	25.0	0.6
MPA Economy Parking	40.0	0.7
MPA Employee	40.0	0.7
MPA Water Taxi	40.0	0.7
MPA Interterminal	40.0	0.7
Courtesy Shuttle	40.0	0.7
RCBL	70.0	1.0
Limo	30.0	0.9
Shared Van	30.0	0.7
Silver Line	70	1
Logan Express	50	3
Scheduled Bus	50	2
Charter Bus	50	3

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3
Name	Taxi	CW	MPA
Type	active	xwalk	active
Curbside frontage (feet)	230	20	100
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Volume of vehicles using roadway (vph)			
Private Vehicle Pick-Up	-	-	-
Taxicabs	95	95	95
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	16	16	16
Courtesy Shuttle	-	-	-
RCBL	-	-	-
Limo	-	-	-
Shared Van	-	-	-
Silver Line	-	-	-
Logan Express	-	-	-
Scheduled Bus	-	-	-
Charter Bus	-	-	-
Volume of vehicles using curbside (vph)			
Private Vehicle Pick-Up	-	-	-
Taxicabs	95	-	-
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	16
Courtesy Shuttle	-	-	-
RCBL	-	-	-
Limo	-	-	-
Shared Van	-	-	-
Silver Line	-	-	-
Logan Express	-	-	-
Scheduled Bus	-	-	-
Charter Bus	-	-	-

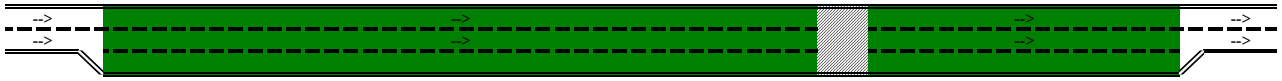
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Arrivals Curb1
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	3



Zone ID	Zone 1	Zone 2	Zone 3
Name/description	Taxi	CW	MPA
Curb length (feet)	230	20	100
Zone type	active	xwalk	active
Roadway volume (vph)	111	111	111
Roadway capacity (vph)	2,395	2,657	2,395
Roadway V/C ratio	0.046	0.042	0.046
Roadway LOS	A	A	A
Curb demand (# in sys 95% of time)	3.0	N/A	1.0
Curb capacity per lane (vehicles)	9.0	N/A	3.0
Curb utilization ratio	0.333	N/A	0.333
Curb LOS	A	N/A	A

Level-of-service (LOS) key:

A
B
C
D
E
F

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3
Name	Taxi	CW	MPA
Type of zone	active	xwalk	active
Curbside length (feet)	230	20	100
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Roadway volume (vph)	111	111	111
Curbside demand (vph)	95	-	16
Average dwell time (minutes)	0.60	-	0.68
Average vehicle length (feet)	25.00	-	40.00
Average vehicle arrival rate (vph)	95.00	-	16.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%
Through lane roadway capacity	2,522	2,797	2,522
Adjusted through lane roadway capacity	2,395	2,657	2,395
Estimated roadway V/C ratio	0.046	0.042	0.046
Curb capacity per lane (vehicles)	9.00	-	3.00
Curb utilization ratio	0.333	-	0.333
% occupancy in lane 1	0.330	-	0.330
% occupancy in lane 2	-	-	-
% occupancy in lane 3	-	-	-
# of cars in curbside lane	2.97	-	0.99
# of double-parked cars	-	-	-
# of triple-parked cars	-	-	-
Curbside LOS	A		A
Roadway LOS	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Arrivals Curb2
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	3
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Pick-Up	25.0	2.9
Taxicabs	25.0	0.6
TNC	25.0	0.6
MPA Economy Parking	40.0	0.7
MPA Employee	40.0	0.7
MPA Water Taxi	40.0	0.7
MPA Interterminal	40.0	0.7
Courtesy Shuttle	40.0	0.7
RCBL	70.0	1.0
Limo	30.0	0.9
Shared Van	30.0	0.7
Silver Line	70	1
Logan Express	50	3
Scheduled Bus	50	2
Charter Bus	50	3

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3
Name	SL	CW	RCBL
Type	active	xwalk	active
Curbside frontage (feet)	110	20	110
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Volume of vehicles using roadway (vph)			
Private Vehicle Pick-Up	-	-	-
Taxicabs	-	-	-
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	30	30	30
RCBL	12	12	12
Limo	-	-	-
Shared Van	-	-	-
Silver Line	8	8	8
Logan Express	10	10	10
Scheduled Bus	10	10	10
Charter Bus	3	3	3
Volume of vehicles using curbside (vph)			
Private Vehicle Pick-Up	-	-	-
Taxicabs	-	-	-
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	-	-	-
RCBL	-	-	12
Limo	-	-	-
Shared Van	-	-	-
Silver Line	8	-	-
Logan Express	-	-	-
Scheduled Bus	-	-	-
Charter Bus	-	-	-

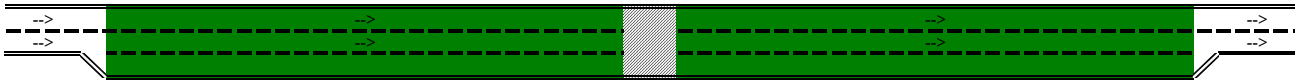
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Arrivals Curb2
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	3



Zone ID	Zone 1	Zone 2	Zone 3
Name/description	SL	CW	RCBL
Curb length (feet)	110	20	110
Zone type	active	xwalk	active
Roadway volume (vph)	73	73	73
Roadway capacity (vph)	2,343	2,657	2,343
Roadway V/C ratio	0.031	0.027	0.031
Roadway LOS	A	A	A
Curb demand (# in sys 95% of time)	1.0	N/A	1.0
Curb capacity per lane (vehicles)	2.0	N/A	2.0
Curb utilization ratio	0.500	N/A	0.500
Curb LOS	A	N/A	A

Level-of-service (LOS) key:

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3
Name	SL	CW	RCBL
Type of zone	active	xwalk	active
Curbside length (feet)	110	20	110
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Roadway volume (vph)	73	73	73
Curbside demand (vph)	8	-	12
Average dwell time (minutes)	0.80	-	0.95
Average vehicle length (feet)	70.00	-	70.00
Average vehicle arrival rate (vph)	8.00	-	12.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%
Through lane roadway capacity	2,468	2,797	2,468
Adjusted through lane roadway capacity	2,343	2,657	2,343
Estimated roadway V/C ratio	0.031	0.027	0.031
Curb capacity per lane (vehicles)	2.00	-	2.00
Curb utilization ratio	0.500	-	0.500
% occupancy in lane 1	0.490	-	0.490
% occupancy in lane 2	-	-	-
% occupancy in lane 3	-	-	-
# of cars in curbside lane	0.98	-	0.98
# of double-parked cars	-	-	-
# of triple-parked cars	-	-	-
Curbside LOS	A		A
Roadway LOS	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING- Arrivals Curb2
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	3
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Pick-Up	25.0	2.9
Taxicabs	25.0	0.6
TNC	25.0	0.6
MPA Economy Parking	40.0	0.7
MPA Employee	40.0	0.7
MPA Water Taxi	40.0	0.7
MPA Interterminal	40.0	0.7
Courtesy Shuttle	40.0	0.7
RCBL	70.0	1.0
Limo	30.0	0.9
Shared Van	30.0	0.7
Silver Line	70	1
Logan Express	50	3
Scheduled Bus	50	2
Charter Bus	50	3

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3
Name	SL	CW	RCBL
Type	active	xwalk	active
Curbside frontage (feet)	75	20	115
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Volume of vehicles using roadway (vph)			
Private Vehicle Pick-Up	-	-	-
Taxicabs	-	-	-
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	30	30	30
RCBL	12	12	12
Limo	-	-	-
Shared Van	-	-	-
Silver Line	8	8	8
Logan Express	10	10	10
Scheduled Bus	10	10	10
Charter Bus	3	3	3
Volume of vehicles using curbside (vph)			
Private Vehicle Pick-Up	-	-	-
Taxicabs	-	-	-
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	-	-	-
RCBL	-	-	12
Limo	-	-	-
Shared Van	-	-	-
Silver Line	8	-	-
Logan Express	-	-	-
Scheduled Bus	-	-	-
Charter Bus	-	-	-

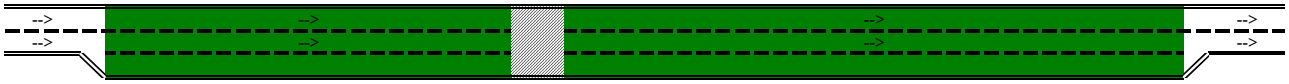
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING- Arrivals Curb2
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	3



Zone ID	Zone 1	Zone 2	Zone 3
Name/description	SL	CW	RCBL
Curb length (feet)	75	20	115
Zone type	active	xwalk	active
Roadway volume (vph)	73	73	73
Roadway capacity (vph)	1,976	2,657	2,343
Roadway V/C ratio	0.037	0.027	0.031
Roadway LOS	A	A	A
Curb demand (# in sys 95% of time)	1.0	N/A	1.0
Curb capacity per lane (vehicles)	1.0	N/A	2.0
Curb utilization ratio	1.000	N/A	0.500
Curb LOS	A	N/A	A

Level-of-service (LOS) key:

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3
Name	SL	CW	RCBL
Type of zone	active	xwalk	active
Curbside length (feet)	75	20	115
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Roadway volume (vph)	73	73	73
Curbside demand (vph)	8	-	12
Average dwell time (minutes)	0.80	-	0.95
Average vehicle length (feet)	70.00	-	70.00
Average vehicle arrival rate (vph)	8.00	-	12.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%
Through lane roadway capacity	2,082	2,797	2,468
Adjusted through lane roadway capacity	1,976	2,657	2,343
Estimated roadway V/C ratio	0.037	0.027	0.031
Curb capacity per lane (vehicles)	1.00	-	2.00
Curb utilization ratio	1.000	-	0.500
% occupancy in lane 1	0.895	-	0.490
% occupancy in lane 2	0.095	-	-
% occupancy in lane 3	-	-	-
# of cars in curbside lane	0.90	-	0.98
# of double-parked cars	0.10	-	-
# of triple-parked cars	-	-	-
Curbside LOS	A		A
Roadway LOS	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Arrivals Curb2
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	3
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Pick-Up	25.0	2.9
Taxicabs	25.0	0.6
TNC	25.0	0.6
MPA Economy Parking	40.0	0.7
MPA Employee	40.0	0.7
MPA Water Taxi	40.0	0.7
MPA Interterminal	40.0	0.7
Courtesy Shuttle	40.0	0.7
RCBL	70.0	1.0
Limo	30.0	0.9
Shared Van	30.0	0.7
Silver Line	70	1
Logan Express	50	3
Scheduled Bus	50	2
Charter Bus	50	3

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3
Name	SL	CW	RCBL
Type	active	xwalk	active
Curbside frontage (feet)	75	20	115
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Volume of vehicles using roadway (vph)			
Private Vehicle Pick-Up	-	-	-
Taxicabs	-	-	-
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	30	30	30
RCBL	12	12	12
Limo	-	-	-
Shared Van	-	-	-
Silver Line	8	8	8
Logan Express	10	10	10
Scheduled Bus	10	10	10
Charter Bus	3	3	3
Volume of vehicles using curbside (vph)			
Private Vehicle Pick-Up	-	-	-
Taxicabs	-	-	-
TNC	-	-	-
MPA Economy Parking	-	-	-
MPA Employee	-	-	-
MPA Water Taxi	-	-	-
MPA Interterminal	-	-	-
Courtesy Shuttle	-	-	-
RCBL	-	-	12
Limo	-	-	-
Shared Van	-	-	-
Silver Line	8	-	-
Logan Express	-	-	-
Scheduled Bus	-	-	-
Charter Bus	-	-	-

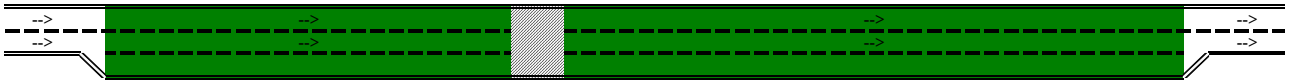
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Arrivals Curb2
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	3



Zone ID	Zone 1	Zone 2	Zone 3
Name/description	SL	CW	RCBL
Curb length (feet)	75	20	115
Zone type	active	xwalk	active
Roadway volume (vph)	73	73	73
Roadway capacity (vph)	1,976	2,657	2,343
Roadway V/C ratio	0.037	0.027	0.031
Roadway LOS	A	A	A
Curb demand (# in sys 95% of time)	1.0	N/A	1.0
Curb capacity per lane (vehicles)	1.0	N/A	2.0
Curb utilization ratio	1.000	N/A	0.500
Curb LOS	A	N/A	A

Level-of-service (LOS) key:

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3
Name	SL	CW	RCBL
Type of zone	active	xwalk	active
Curbside length (feet)	75	20	115
Number of lanes	3	3	3
Number of approach lanes	2	2	2
Roadway volume (vph)	73	73	73
Curbside demand (vph)	8	-	12
Average dwell time (minutes)	0.80	-	0.95
Average vehicle length (feet)	70.00	-	70.00
Average vehicle arrival rate (vph)	8.00	-	12.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%
Through lane roadway capacity	2,082	2,797	2,468
Adjusted through lane roadway capacity	1,976	2,657	2,343
Estimated roadway V/C ratio	0.037	0.027	0.031
Curb capacity per lane (vehicles)	1.00	-	2.00
Curb utilization ratio	1.000	-	0.500
% occupancy in lane 1	0.895	-	0.490
% occupancy in lane 2	0.095	-	-
% occupancy in lane 3	-	-	-
# of cars in curbside lane	0.90	-	0.98
# of double-parked cars	0.10	-	-
# of triple-parked cars	-	-	-
Curbside LOS	A		A
Roadway LOS	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Arrivals Curb3
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	4
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Pick-Up	25.0	2.9
Taxicabs	25.0	0.6
TNC	25.0	0.6
MPA Economy Parking	40.0	0.7
MPA Employee	40.0	0.7
MPA Water Taxi	40.0	0.7
MPA Interterminal	40.0	0.7
Courtesy Shuttle	40.0	0.7
RCBL	70.0	1.0
Limo	30.0	0.9
Shared Van	30.0	0.7
Silver Line	70	1
Logan Express	50	3
Scheduled Bus	50	2
Charter Bus	50	3

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3	Zone 4
Name	SV	PP	CW	PP
Type	active	active	xwalk	active
Curbside frontage (feet)	70	60	20	130
Number of lanes	3	3	3	3
Number of approach lanes	2	2	2	2
Volume of vehicles using roadway (vph)				
Private Vehicle Pick-Up	93	93	93	93
Taxicabs	-	-	-	-
TNC	-	-	-	-
MPA Economy Parking	-	-	-	-
MPA Employee	-	-	-	-
MPA Water Taxi	-	-	-	-
MPA Interterminal	-	-	-	-
Courtesy Shuttle	-	-	-	-
RCBL	-	-	-	-
Limo	-	-	-	-
Shared Van	15	15	15	15
Silver Line	-	-	-	-
Logan Express	-	-	-	-
Scheduled Bus	-	-	-	-
Charter Bus	-	-	-	-
Volume of vehicles using curbside (vph)				
Private Vehicle Pick-Up	-	29	-	64
Taxicabs	-	-	-	-
TNC	-	-	-	-
MPA Economy Parking	-	-	-	-
MPA Employee	-	-	-	-
MPA Water Taxi	-	-	-	-
MPA Interterminal	-	-	-	-
Courtesy Shuttle	-	-	-	-
RCBL	-	-	-	-
Limo	-	-	-	-
Shared Van	15	-	-	-
Silver Line	-	-	-	-
Logan Express	-	-	-	-
Scheduled Bus	-	-	-	-
Charter Bus	-	-	-	-

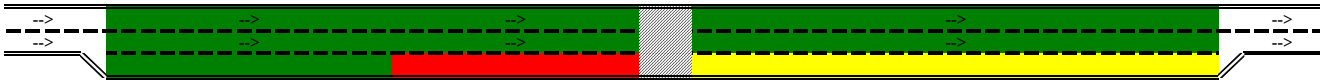
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Arrivals Curb3
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	4



Zone ID	Zone 1	Zone 2	Zone 3	Zone 4
Name/description	SV	PP	CW	PP
Curb length (feet)	70	60	20	130
Zone type	active	active	xwalk	active
Roadway volume (vph)	108	108	108	108
Roadway capacity (vph)	2,343	722	2,657	1,676
Roadway V/C ratio	0.046	0.150	0.041	0.064
Roadway LOS	A	A	A	A
Curb demand (# in sys 95% of time)	1.0	4.0	N/A	6.0
Curb capacity per lane (vehicles)	2.0	2.0	N/A	5.0
Curb utilization ratio	0.500	2.000	N/A	1.200
Curb LOS	A	E	N/A	C

Level-of-service (LOS) key:

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3	Zone 4
Name	SV	PP	CW	PP
Type of zone	active	active	xwalk	active
Curbside length (feet)	70	60	20	130
Number of lanes	3	3	3	3
Number of approach lanes	2	2	2	2
Roadway volume (vph)	108	108	108	108
Curbside demand (vph)	15	29	-	64
Average dwell time (minutes)	0.65	2.90	-	2.90
Average vehicle length (feet)	30.00	25.00	-	25.00
Average vehicle arrival rate (vph)	15.00	29.00	-	64.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%	95.0%
Through lane roadway capacity	2,468	760	2,797	1,765
Adjusted through lane roadway capacity	2,343	722	2,657	1,676
Estimated roadway V/C ratio	0.046	0.150	0.041	0.064
Curb capacity per lane (vehicles)	2.00	2.00	-	5.00
Curb utilization ratio	0.500	2.000	-	1.200
% occupancy in lane 1	0.490	1.000	-	0.995
% occupancy in lane 2	-	0.745	-	0.195
% occupancy in lane 3	-	0.25	-	-
# of cars in curbside lane	0.98	2.00	-	4.98
# of double-parked cars	-	1.49	-	0.98
# of triple-parked cars	-	0.490	-	-
Curbside LOS	A	E		C
Roadway LOS	A	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING- Arrivals Curb3
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	4
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Pick-Up	25.0	2.9
Taxicabs	25.0	0.6
TNC	25.0	0.6
MPA Economy Parking	40.0	0.7
MPA Employee	40.0	0.7
MPA Water Taxi	40.0	0.7
MPA Interterminal	40.0	0.7
Courtesy Shuttle	40.0	0.7
RCBL	70.0	1.0
Limo	30.0	0.9
Shared Van	30.0	0.7
Silver Line	70	1
Logan Express	50	3
Scheduled Bus	50	2
Charter Bus	50	3

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3	Zone 4
Name	SV	PP	CW	PP
Type	active	active	xwalk	active
Curbside frontage (feet)	70	60	20	130
Number of lanes	3	3	3	3
Number of approach lanes	2	2	2	2
Volume of vehicles using roadway (vph)				
Private Vehicle Pick-Up	118	118	118	118
Taxicabs	-	-	-	-
TNC	-	-	-	-
MPA Economy Parking	-	-	-	-
MPA Employee	-	-	-	-
MPA Water Taxi	-	-	-	-
MPA Interterminal	-	-	-	-
Courtesy Shuttle	-	-	-	-
RCBL	-	-	-	-
Limo	-	-	-	-
Shared Van	15	15	15	15
Silver Line	-	-	-	-
Logan Express	-	-	-	-
Scheduled Bus	-	-	-	-
Charter Bus	-	-	-	-
Volume of vehicles using curbside (vph)				
Private Vehicle Pick-Up	-	38	-	80
Taxicabs	-	-	-	-
TNC	-	-	-	-
MPA Economy Parking	-	-	-	-
MPA Employee	-	-	-	-
MPA Water Taxi	-	-	-	-
MPA Interterminal	-	-	-	-
Courtesy Shuttle	-	-	-	-
RCBL	-	-	-	-
Limo	-	-	-	-
Shared Van	15	-	-	-
Silver Line	-	-	-	-
Logan Express	-	-	-	-
Scheduled Bus	-	-	-	-
Charter Bus	-	-	-	-

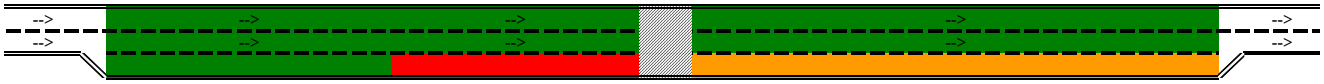
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING- Arrivals Curb3
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	4



Zone ID	Zone 1	Zone 2	Zone 3	Zone 4
Name/description	SV	PP	CW	PP
Curb length (feet)	70	60	20	130
Zone type	active	active	xwalk	active
Roadway volume (vph)	133	133	133	133
Roadway capacity (vph)	2,343	722	2,657	1,318
Roadway V/C ratio	0.057	0.184	0.050	0.101
Roadway LOS	A	A	A	A
Curb demand (# in sys 95% of time)	1.0	4.0	N/A	7.0
Curb capacity per lane (vehicles)	2.0	2.0	N/A	5.0
Curb utilization ratio	0.500	2.000	N/A	1.400
Curb LOS	A	E	N/A	D

Level-of-service (LOS) key:

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3	Zone 4
Name	SV	PP	CW	PP
Type of zone	active	active	xwalk	active
Curbside length (feet)	70	60	20	130
Number of lanes	3	3	3	3
Number of approach lanes	2	2	2	2
Roadway volume (vph)	133	133	133	133
Curbside demand (vph)	15	38	-	80
Average dwell time (minutes)	0.65	2.90	-	2.90
Average vehicle length (feet)	30.00	25.00	-	25.00
Average vehicle arrival rate (vph)	15.00	38.00	-	80.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%	95.0%
Through lane roadway capacity	2,468	760	2,797	1,389
Adjusted through lane roadway capacity	2,343	722	2,657	1,318
Estimated roadway V/C ratio	0.057	0.184	0.050	0.101
Curb capacity per lane (vehicles)	2.00	2.00	-	5.00
Curb utilization ratio	0.500	2.000	-	1.400
% occupancy in lane 1	0.490	1.000	-	1.000
% occupancy in lane 2	-	0.745	-	0.390
% occupancy in lane 3	-	0.25	-	-
# of cars in curbside lane	0.98	2.00	-	5.00
# of double-parked cars	-	1.49	-	1.95
# of triple-parked cars	-	0.490	-	-
Curbside LOS	A	E		D
Roadway LOS	A	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Arrivals Curb3
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	4
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Pick-Up	25.0	2.9
Taxicabs	25.0	0.6
TNC	25.0	0.6
MPA Economy Parking	40.0	0.7
MPA Employee	40.0	0.7
MPA Water Taxi	40.0	0.7
MPA Interterminal	40.0	0.7
Courtesy Shuttle	40.0	0.7
RCBL	70.0	1.0
Limo	30.0	0.9
Shared Van	30.0	0.7
Silver Line	70	1
Logan Express	50	3
Scheduled Bus	50	2
Charter Bus	50	3

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3	Zone 4
Name	SV	PP	CW	PP
Type	active	active	xwalk	active
Curbside frontage (feet)	70	60	20	130
Number of lanes	3	3	3	3
Number of approach lanes	2	2	2	2
Volume of vehicles using roadway (vph)				
Private Vehicle Pick-Up	129	129	129	129
Taxicabs	-	-	-	-
TNC	-	-	-	-
MPA Economy Parking	-	-	-	-
MPA Employee	-	-	-	-
MPA Water Taxi	-	-	-	-
MPA Interterminal	-	-	-	-
Courtesy Shuttle	-	-	-	-
RCBL	-	-	-	-
Limo	-	-	-	-
Shared Van	15	15	15	15
Silver Line	-	-	-	-
Logan Express	-	-	-	-
Scheduled Bus	-	-	-	-
Charter Bus	-	-	-	-
Volume of vehicles using curbside (vph)				
Private Vehicle Pick-Up	-	41	-	88
Taxicabs	-	-	-	-
TNC	-	-	-	-
MPA Economy Parking	-	-	-	-
MPA Employee	-	-	-	-
MPA Water Taxi	-	-	-	-
MPA Interterminal	-	-	-	-
Courtesy Shuttle	-	-	-	-
RCBL	-	-	-	-
Limo	-	-	-	-
Shared Van	15	-	-	-
Silver Line	-	-	-	-
Logan Express	-	-	-	-
Scheduled Bus	-	-	-	-
Charter Bus	-	-	-	-

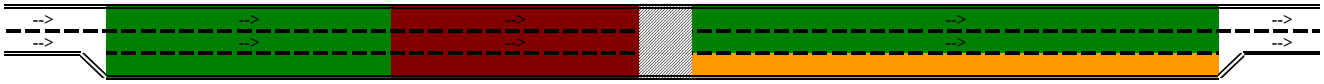
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Arrivals Curb3
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	4



Zone ID	Zone 1	Zone 2	Zone 3	Zone 4
Name/description	SV	PP	CW	PP
Curb length (feet)	70	60	20	130
Zone type	active	active	xwalk	active
Roadway volume (vph)	144	144	144	144
Roadway capacity (vph)	2,343	0	2,657	974
Roadway V/C ratio	0.061	1000000.000	0.054	0.148
Roadway LOS	A	F	A	A
Curb demand (# in sys 95% of time)	1.0	5.0	N/A	8.0
Curb capacity per lane (vehicles)	2.0	2.0	N/A	5.0
Curb utilization ratio	0.500	2.500	N/A	1.600
Curb LOS	A	F	N/A	D

Level-of-service (LOS) key:

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3	Zone 4
Name	SV	PP	CW	PP
Type of zone	active	active	xwalk	active
Curbside length (feet)	70	60	20	130
Number of lanes	3	3	3	3
Number of approach lanes	2	2	2	2
Roadway volume (vph)	144	144	144	144
Curbside demand (vph)	15	41	-	88
Average dwell time (minutes)	0.65	2.90	-	2.90
Average vehicle length (feet)	30.00	25.00	-	25.00
Average vehicle arrival rate (vph)	15.00	41.00	-	88.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%	95.0%
Through lane roadway capacity	2,468	-	2,797	1,026
Adjusted through lane roadway capacity	2,343	-	2,657	974
Estimated roadway V/C ratio	0.061	##########	0.054	0.148
Curb capacity per lane (vehicles)	2.00	2.00	-	5.00
Curb utilization ratio	0.500	2.500	-	1.600
% occupancy in lane 1	0.490	1.000	-	1.000
% occupancy in lane 2	-	1.000	-	0.545
% occupancy in lane 3	-	0.50	-	0.05
# of cars in curbside lane	0.98	2.00	-	5.00
# of double-parked cars	-	2.00	-	2.73
# of triple-parked cars	-	1.000	-	0.225
Curbside LOS	A	F		D
Roadway LOS	A	F	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Arrivals Curb4
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	1
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Pick-Up	25.0	2.9
Taxicabs	25.0	0.6
TNC	25.0	0.6
MPA Economy Parking	40.0	0.7
MPA Employee	40.0	0.7
MPA Water Taxi	40.0	0.7
MPA Interterminal	40.0	0.7
Courtesy Shuttle	40.0	0.7
RCBL	70.0	1.0
Limo	30.0	0.9
Shared Van	30.0	0.7
Silver Line	70	1
Logan Express	50	3
Scheduled Bus	50	2
Charter Bus	50	3

Assumptions by zone

Zone ID	Zone 1
Name	PP
Type	active
Curbside frontage (feet)	310
Number of lanes	3
Number of approach lanes	2

Volume of vehicles using roadway (vph)

Private Vehicle Pick-Up	165
Taxicabs	-
TNC	-
MPA Economy Parking	-
MPA Employee	-
MPA Water Taxi	-
MPA Interterminal	-
Courtesy Shuttle	-
RCBL	-
Limo	-
Shared Van	-
Silver Line	-
Logan Express	-
Scheduled Bus	-
Charter Bus	-

Volume of vehicles using curbside (vph)

Private Vehicle Pick-Up	165
Taxicabs	-
TNC	-
MPA Economy Parking	-
MPA Employee	-
MPA Water Taxi	-
MPA Interterminal	-
Courtesy Shuttle	-
RCBL	-
Limo	-
Shared Van	-
Silver Line	-
Logan Express	-
Scheduled Bus	-
Charter Bus	-

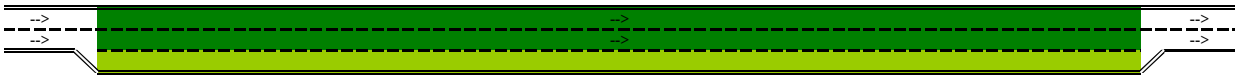
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Arrivals Curb4
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	1



Zone ID	**Zone 1**
Name/description	PP
Curb length (feet)	310
Zone type	active
Roadway volume (vph)	165
Roadway capacity (vph)	1,866
Roadway V/C ratio	0.088
Roadway LOS	A
Curb demand (# in sys 95% of time)	13.0
Curb capacity per lane (vehicles)	12.0
Curb utilization ratio	1.083
Curb LOS	B

Level-of-service (LOS) key:

A
B
C
D
E
F

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1
Name	PP
Type of zone	active
Curbside length (feet)	310
Number of lanes	3
Number of approach lanes	2
Roadway volume (vph)	165
Curbside demand (vph)	165
Average dwell time (minutes)	2.90
Average vehicle length (feet)	25.00
Average vehicle arrival rate (vph)	165.00
Crosswalk adjustment factor	100.0%
Regional adjustment factor	95.0%
Through lane roadway capacity	1,965
Adjusted through lane roadway capacity	1,866
Estimated roadway V/C ratio	0.088
Curb capacity per lane (vehicles)	12.00
Curb utilization ratio	1.083
% occupancy in lane 1	0.940
% occupancy in lane 2	0.140
% occupancy in lane 3	-
# of cars in curbside lane	11.28
# of double-parked cars	1.68
# of triple-parked cars	-
Curbside LOS	B
Roadway LOS	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING- Arrivals Curb4
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	1
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Pick-Up	25.0	2.9
Taxicabs	25.0	0.6
TNC	25.0	0.6
MPA Economy Parking	40.0	0.7
MPA Employee	40.0	0.7
MPA Water Taxi	40.0	0.7
MPA Interterminal	40.0	0.7
Courtesy Shuttle	40.0	0.7
RCBL	70.0	1.0
Limo	30.0	0.9
Shared Van	30.0	0.7
Silver Line	70	1
Logan Express	50	3
Scheduled Bus	50	2
Charter Bus	50	3

Assumptions by zone

Zone ID	Zone 1
Name	PP
Type	active
Curbside frontage (feet)	170
Number of lanes	3
Number of approach lanes	2

Volume of vehicles using roadway (vph)

Private Vehicle Pick-Up	118
Taxicabs	-
TNC	-
MPA Economy Parking	-
MPA Employee	-
MPA Water Taxi	-
MPA Interterminal	-
Courtesy Shuttle	-
RCBL	-
Limo	-
Shared Van	-
Silver Line	-
Logan Express	-
Scheduled Bus	-
Charter Bus	-

Volume of vehicles using curbside (vph)

Private Vehicle Pick-Up	118
Taxicabs	-
TNC	-
MPA Economy Parking	-
MPA Employee	-
MPA Water Taxi	-
MPA Interterminal	-
Courtesy Shuttle	-
RCBL	-
Limo	-
Shared Van	-
Silver Line	-
Logan Express	-
Scheduled Bus	-
Charter Bus	-

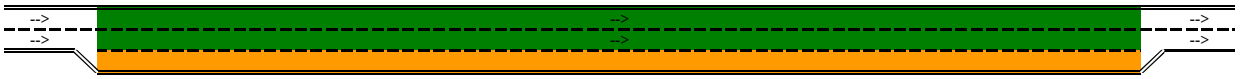
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING- Arrivals Curb4
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	1



Zone ID	**Zone 1**
Name/description	PP
Curb length (feet)	170
Zone type	active
Roadway volume (vph)	118
Roadway capacity (vph)	1,282
Roadway V/C ratio	0.092
Roadway LOS	A
Curb demand (# in sys 95% of time)	10.0
Curb capacity per lane (vehicles)	7.0
Curb utilization ratio	1.429
Curb LOS	D

Level-of-service (LOS) key:

A
B
C
D
E
F

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1
Name	PP
Type of zone	active
Curbside length (feet)	170
Number of lanes	3
Number of approach lanes	2
Roadway volume (vph)	118
Curbside demand (vph)	118
Average dwell time (minutes)	2.90
Average vehicle length (feet)	25.00
Average vehicle arrival rate (vph)	118.00
Crosswalk adjustment factor	100.0%
Regional adjustment factor	95.0%
Through lane roadway capacity	1,350
Adjusted through lane roadway capacity	1,282
Estimated roadway V/C ratio	0.092
Curb capacity per lane (vehicles)	7.00
Curb utilization ratio	1.429
% occupancy in lane 1	1.000
% occupancy in lane 2	0.420
% occupancy in lane 3	-
# of cars in curbside lane	7.00
# of double-parked cars	2.94
# of triple-parked cars	-
Curbside LOS	D
Roadway LOS	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Arrivals Curb4
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	1
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Pick-Up	25.0	2.9
Taxicabs	25.0	0.6
TNC	25.0	0.6
MPA Economy Parking	40.0	0.7
MPA Employee	40.0	0.7
MPA Water Taxi	40.0	0.7
MPA Interterminal	40.0	0.7
Courtesy Shuttle	40.0	0.7
RCBL	70.0	1.0
Limo	30.0	0.9
Shared Van	30.0	0.7
Silver Line	70	1
Logan Express	50	3
Scheduled Bus	50	2
Charter Bus	50	3

Assumptions by zone

Zone ID	Zone 1
Name	PP
Type	active
Curbside frontage (feet)	170
Number of lanes	3
Number of approach lanes	2

Volume of vehicles using roadway (vph)

Private Vehicle Pick-Up	129
Taxicabs	-
TNC	-
MPA Economy Parking	-
MPA Employee	-
MPA Water Taxi	-
MPA Interterminal	-
Courtesy Shuttle	-
RCBL	-
Limo	-
Shared Van	-
Silver Line	-
Logan Express	-
Scheduled Bus	-
Charter Bus	-

Volume of vehicles using curbside (vph)

Private Vehicle Pick-Up	129
Taxicabs	-
TNC	-
MPA Economy Parking	-
MPA Employee	-
MPA Water Taxi	-
MPA Interterminal	-
Courtesy Shuttle	-
RCBL	-
Limo	-
Shared Van	-
Silver Line	-
Logan Express	-
Scheduled Bus	-
Charter Bus	-

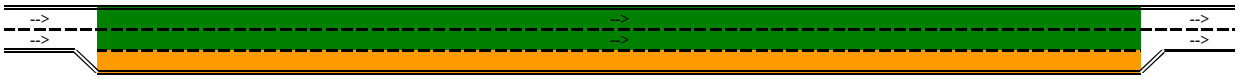
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Arrivals Curb4
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	1



Zone ID	**Zone 1**
Name/description	PP
Curb length (feet)	170
Zone type	active
Roadway volume (vph)	129
Roadway capacity (vph)	1,021
Roadway V/C ratio	0.126
Roadway LOS	A
Curb demand (# in sys 95% of time)	11.0
Curb capacity per lane (vehicles)	7.0
Curb utilization ratio	1.571
Curb LOS	D

Level-of-service (LOS) key:

A
B
C
D
E
F

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1
Name	PP
Type of zone	active
Curbside length (feet)	170
Number of lanes	3
Number of approach lanes	2
Roadway volume (vph)	129
Curbside demand (vph)	129
Average dwell time (minutes)	2.90
Average vehicle length (feet)	25.00
Average vehicle arrival rate (vph)	129.00
Crosswalk adjustment factor	100.0%
Regional adjustment factor	95.0%
Through lane roadway capacity	1,076
Adjusted through lane roadway capacity	1,021
Estimated roadway V/C ratio	0.126
Curb capacity per lane (vehicles)	7.00
Curb utilization ratio	1.571
% occupancy in lane 1	1.000
% occupancy in lane 2	0.535
% occupancy in lane 3	0.04
# of cars in curbside lane	7.00
# of double-parked cars	3.75
# of triple-parked cars	0.245
Curbside LOS	D
Roadway LOS	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Arrivals CurbD
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	4
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Pick-Up	25.0	2.9
Taxicabs	25.0	0.6
TNC	25.0	0.6
MPA Economy Parking	40.0	0.7
MPA Employee	40.0	0.7
MPA Water Taxi	40.0	0.7
MPA Interterminal	40.0	0.7
Courtesy Shuttle	40.0	0.7
RCBL	70.0	1.0
Limo	30.0	0.9
Shared Van	30.0	0.7
Silver Line	70	1
Logan Express	50	3
Scheduled Bus	50	2
Charter Bus	50	3

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3	Zone 4
Name	LE	SchBus	Charter	Courtesy
Type	active	active	active	active
Curbside frontage (feet)	80	65	60	50
Number of lanes	3	3	3	3
Number of approach lanes	2	2	2	2
Volume of vehicles using roadway (vph)				
Private Vehicle Pick-Up	-	-	-	-
Taxicabs	-	-	-	-
TNC	-	-	-	-
MPA Economy Parking	-	-	-	-
MPA Employee	-	-	-	-
MPA Water Taxi	-	-	-	-
MPA Interterminal	16	16	16	16
Courtesy Shuttle	30	30	30	30
RCBL	12	12	12	12
Limo	-	-	-	-
Shared Van	15	15	15	15
Silver Line	8	8	8	8
Logan Express	10	10	10	10
Scheduled Bus	10	10	10	10
Charter Bus	3	3	3	3
Volume of vehicles using curbside (vph)				
Private Vehicle Pick-Up	-	-	-	-
Taxicabs	-	-	-	-
TNC	-	-	-	-
MPA Economy Parking	-	-	-	-
MPA Employee	-	-	-	-
MPA Water Taxi	-	-	-	-
MPA Interterminal	-	-	-	-
Courtesy Shuttle	-	-	-	30
RCBL	-	-	-	-
Limo	-	-	-	-
Shared Van	-	-	-	-
Silver Line	-	-	-	-
Logan Express	10	-	-	-
Scheduled Bus	-	10	-	-
Charter Bus	-	-	3	-

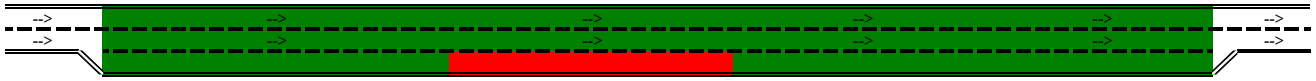
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	B 46.5 MAP - Arrivals CurbD
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	4



Zone ID	Zone 1	Zone 2	Zone 3	Zone 4
Name/description	LE	SchBus	Charter	Courtesy
Curb length (feet)	80	65	60	50
Zone type	active	active	active	active
Roadway volume (vph)	104	104	104	104
Roadway capacity (vph)	1,976	722	1,976	1,976
Roadway V/C ratio	0.053	0.144	0.053	0.053
Roadway LOS	A	A	A	A
Curb demand (# in sys 95% of time)	2.0	2.0	1.0	1.0
Curb capacity per lane (vehicles)	2.0	1.0	1.0	1.0
Curb utilization ratio	1.000	2.000	1.000	1.000
Curb LOS	A	E	A	A

Level-of-service (LOS) key:

A
B
C
D
E
F

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3	Zone 4
Name	LE	SchBus	Charter	Courtesy
Type of zone	active	active	active	active
Curbside length (feet)	80	65	60	50
Number of lanes	3	3	3	3
Number of approach lanes	2	2	2	2
Roadway volume (vph)	104	104	104	104
Curbside demand (vph)	10	10	3	30
Average dwell time (minutes)	3.00	2.40	2.97	0.65
Average vehicle length (feet)	50.00	50.00	50.00	40.00
Average vehicle arrival rate (vph)	10.00	10.00	3.00	30.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%	95.0%
Through lane roadway capacity	2,082	760	2,082	2,082
Adjusted through lane roadway capacity	1,976	722	1,976	1,976
Estimated roadway V/C ratio	0.053	0.144	0.053	0.053
Curb capacity per lane (vehicles)	2.00	1.00	1.00	1.00
Curb utilization ratio	1.000	2.000	1.000	1.000
% occupancy in lane 1	0.895	1.000	0.895	0.895
% occupancy in lane 2	0.095	0.745	0.095	0.095
% occupancy in lane 3	-	0.25	-	-
# of cars in curbside lane	1.79	1.00	0.90	0.90
# of double-parked cars	0.19	0.75	0.10	0.10
# of triple-parked cars	-	0.245	-	-
Curbside LOS	A	E	A	A
Roadway LOS	A	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING- Arrivals CurbD
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	4
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Pick-Up	25.0	2.9
Taxicabs	25.0	0.6
TNC	25.0	0.6
MPA Economy Parking	40.0	0.7
MPA Employee	40.0	0.7
MPA Water Taxi	40.0	0.7
MPA Interterminal	40.0	0.7
Courtesy Shuttle	40.0	0.7
RCBL	70.0	1.0
Limo	30.0	0.9
Shared Van	30.0	0.7
Silver Line	70	1
Logan Express	50	3
Scheduled Bus	50	2
Charter Bus	50	3

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3	Zone 4
Name	LE	SchBus	Charter	Courtesy
Type	active	active	active	active
Curbside frontage (feet)	80	65	60	50
Number of lanes	3	3	3	3
Number of approach lanes	2	2	2	2
Volume of vehicles using roadway (vph)				
Private Vehicle Pick-Up	-	-	-	-
Taxicabs	-	-	-	-
TNC	-	-	-	-
MPA Economy Parking	-	-	-	-
MPA Employee	-	-	-	-
MPA Water Taxi	-	-	-	-
MPA Interterminal	16	16	16	16
Courtesy Shuttle	30	30	30	30
RCBL	12	12	12	12
Limo	-	-	-	-
Shared Van	15	15	15	15
Silver Line	8	8	8	8
Logan Express	10	10	10	10
Scheduled Bus	10	10	10	10
Charter Bus	3	3	3	3
Volume of vehicles using curbside (vph)				
Private Vehicle Pick-Up	-	-	-	-
Taxicabs	-	-	-	-
TNC	-	-	-	-
MPA Economy Parking	-	-	-	-
MPA Employee	-	-	-	-
MPA Water Taxi	-	-	-	-
MPA Interterminal	-	-	-	-
Courtesy Shuttle	-	-	-	30
RCBL	-	-	-	-
Limo	-	-	-	-
Shared Van	-	-	-	-
Silver Line	-	-	-	-
Logan Express	10	-	-	-
Scheduled Bus	-	10	-	-
Charter Bus	-	-	3	-

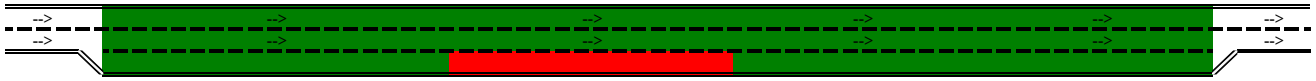
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	EXISTING- Arrivals CurbD
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	4



Zone ID	Zone 1	Zone 2	Zone 3	Zone 4
Name/description	LE	SchBus	Charter	Courtesy
Curb length (feet)	80	65	60	50
Zone type	active	active	active	active
Roadway volume (vph)	104	104	104	104
Roadway capacity (vph)	1,976	722	1,976	1,976
Roadway V/C ratio	0.053	0.144	0.053	0.053
Roadway LOS	A	A	A	A
Curb demand (# in sys 95% of time)	2.0	2.0	1.0	1.0
Curb capacity per lane (vehicles)	2.0	1.0	1.0	1.0
Curb utilization ratio	1.000	2.000	1.000	1.000
Curb LOS	A	E	A	A

Level-of-service (LOS) key:

A
B
C
D
E
F

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3	Zone 4
Name	LE	SchBus	Charter	Courtesy
Type of zone	active	active	active	active
Curbside length (feet)	80	65	60	50
Number of lanes	3	3	3	3
Number of approach lanes	2	2	2	2
Roadway volume (vph)	104	104	104	104
Curbside demand (vph)	10	10	3	30
Average dwell time (minutes)	3.00	2.40	2.97	0.65
Average vehicle length (feet)	50.00	50.00	50.00	40.00
Average vehicle arrival rate (vph)	10.00	10.00	3.00	30.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%	95.0%
Through lane roadway capacity	2,082	760	2,082	2,082
Adjusted through lane roadway capacity	1,976	722	1,976	1,976
Estimated roadway V/C ratio	0.053	0.144	0.053	0.053
Curb capacity per lane (vehicles)	2.00	1.00	1.00	1.00
Curb utilization ratio	1.000	2.000	1.000	1.000
% occupancy in lane 1	0.895	1.000	0.895	0.895
% occupancy in lane 2	0.095	0.745	0.095	0.095
% occupancy in lane 3	-	0.25	-	-
# of cars in curbside lane	1.79	1.00	0.90	0.90
# of double-parked cars	0.19	0.75	0.10	0.10
# of triple-parked cars	-	0.245	-	-
Curbside LOS	A	E	A	A
Roadway LOS	A	A	A	A

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Summary of Inputs and Assumptions

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Arrivals CurbD
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	4
% of 1st lane full when next vehicle double parks	80%
% of 2nd lane full when next vehicle triple parks	50%
Crosswalk adjustment factor	100%
Regional adjustment factor	95%

Frontage and dwell time per curbside operation

Vehicle class	Vehicle parking length (feet)	Average dwell time (minutes)
Private Vehicle Pick-Up	25.0	2.9
Taxicabs	25.0	0.6
TNC	25.0	0.6
MPA Economy Parking	40.0	0.7
MPA Employee	40.0	0.7
MPA Water Taxi	40.0	0.7
MPA Interterminal	40.0	0.7
Courtesy Shuttle	40.0	0.7
RCBL	70.0	1.0
Limo	30.0	0.9
Shared Van	30.0	0.7
Silver Line	70	1
Logan Express	50	3
Scheduled Bus	50	2
Charter Bus	50	3

Assumptions by zone

Zone ID	Zone 1	Zone 2	Zone 3	Zone 4
Name	LE	SchBus	Charter	Courtesy
Type	active	active	active	active
Curbside frontage (feet)	80	65	60	50
Number of lanes	3	3	3	3
Number of approach lanes	2	2	2	2
Volume of vehicles using roadway (vph)				
Private Vehicle Pick-Up	-	-	-	-
Taxicabs	-	-	-	-
TNC	-	-	-	-
MPA Economy Parking	-	-	-	-
MPA Employee	-	-	-	-
MPA Water Taxi	-	-	-	-
MPA Interterminal	16	16	16	16
Courtesy Shuttle	30	30	30	30
RCBL	12	12	12	12
Limo	-	-	-	-
Shared Van	15	15	15	15
Silver Line	8	8	8	8
Logan Express	10	10	10	10
Scheduled Bus	10	10	10	10
Charter Bus	3	3	3	3
Volume of vehicles using curbside (vph)				
Private Vehicle Pick-Up	-	-	-	-
Taxicabs	-	-	-	-
TNC	-	-	-	-
MPA Economy Parking	-	-	-	-
MPA Employee	-	-	-	-
MPA Water Taxi	-	-	-	-
MPA Interterminal	-	-	-	-
Courtesy Shuttle	-	-	-	30
RCBL	-	-	-	-
Limo	-	-	-	-
Shared Van	-	-	-	-
Silver Line	-	-	-	-
Logan Express	10	-	-	-
Scheduled Bus	-	10	-	-
Charter Bus	-	-	3	-

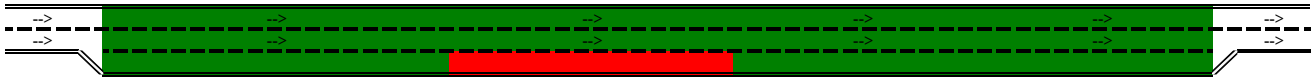
Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Level-of-Service by Zone

Model run by: ACF on 5/8/2018

Airport	BOS
Roadway location	Terminal C
Scenario	NB 46.5 MAP - Arrivals CurbD
Level / type of roadway	Arrivals
Total lanes / approach lanes	3 / 2
Number of curbside zones	4



Zone ID	Zone 1	Zone 2	Zone 3	Zone 4
Name/description	LE	SchBus	Charter	Courtesy
Curb length (feet)	80	65	60	50
Zone type	active	active	active	active
Roadway volume (vph)	104	104	104	104
Roadway capacity (vph)	1,976	722	1,976	1,976
Roadway V/C ratio	0.053	0.144	0.053	0.053
Roadway LOS	A	A	A	A
Curb demand (# in sys 95% of time)	2.0	2.0	1.0	1.0
Curb capacity per lane (vehicles)	2.0	1.0	1.0	1.0
Curb utilization ratio	1.000	2.000	1.000	1.000
Curb LOS	A	E	A	A

Level-of-service (LOS) key:

A
B
C
D
E
F

Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

Results: Detailed Report By Zone

Model run by: ACF on 5/8/2018

ID	Zone 1	Zone 2	Zone 3	Zone 4
Name	LE	SchBus	Charter	Courtesy
Type of zone	active	active	active	active
Curbside length (feet)	80	65	60	50
Number of lanes	3	3	3	3
Number of approach lanes	2	2	2	2
Roadway volume (vph)	104	104	104	104
Curbside demand (vph)	10	10	3	30
Average dwell time (minutes)	3.00	2.40	2.97	0.65
Average vehicle length (feet)	50.00	50.00	50.00	40.00
Average vehicle arrival rate (vph)	10.00	10.00	3.00	30.00
Crosswalk adjustment factor	100.0%	100.0%	100.0%	100.0%
Regional adjustment factor	95.0%	95.0%	95.0%	95.0%
Through lane roadway capacity	2,082	760	2,082	2,082
Adjusted through lane roadway capacity	1,976	722	1,976	1,976
Estimated roadway V/C ratio	0.053	0.144	0.053	0.053
Curb capacity per lane (vehicles)	2.00	1.00	1.00	1.00
Curb utilization ratio	1.000	2.000	1.000	1.000
% occupancy in lane 1	0.895	1.000	0.895	0.895
% occupancy in lane 2	0.095	0.745	0.095	0.095
% occupancy in lane 3	-	0.25	-	-
# of cars in curbside lane	1.79	1.00	0.90	0.90
# of double-parked cars	0.19	0.75	0.10	0.10
# of triple-parked cars	-	0.245	-	-
Curbside LOS	A	E	A	A
Roadway LOS	A	A	A	A

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Appendix C

Air Quality

- MOVES Output Supporting Documents
- Aermod Outputs Supporting Documents
- Background Concentrations
- Emission Assessment

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Moves Output Supporting Documents

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2030 MOVES Output

yearID	monthID	dayID	hourID	stateID	countyID	zoneID	linkID	pollutantID	emissionQuant	massUnits
2030	4	5	9	25	25025	250250	4	119	0	g
2030	4	5	9	25	25025	250250	3	119	0	g
2030	4	5	9	25	25025	250250	2	119	0	g
2030	4	5	9	25	25025	250250	1	119	0	g
2030	1	5	9	25	25025	250250	1	2	4.749787807	g
2030	1	5	9	25	25025	250250	2	2	4.047399998	g
2030	1	5	9	25	25025	250250	3	2	0.553353071	g
2030	1	5	9	25	25025	250250	4	2	3.787410259	g
2030	4	5	9	25	25025	250250	4	118	0.017243501	g
2030	4	5	9	25	25025	250250	3	118	0.025426401	g
2030	4	5	9	25	25025	250250	2	118	0.228446007	g
2030	4	5	9	25	25025	250250	1	118	0.191393003	g
2030	4	5	9	25	25025	250250	4	115	0.00345051	g
2030	4	5	9	25	25025	250250	3	115	0.00113259	g
2030	4	5	9	25	25025	250250	2	115	0.169049993	g
2030	4	5	9	25	25025	250250	1	115	0.138254002	g
2030	4	5	9	25	25025	250250	4	112	0.00276776	g
2030	4	5	9	25	25025	250250	3	112	0.00433226	g
2030	4	5	9	25	25025	250250	2	112	0.0253384	g
2030	4	5	9	25	25025	250250	1	112	0.021344	g
2030	1	5	9	25	25025	250250	1	110	0.236818001	g
2030	1	5	9	25	25025	250250	2	110	0.283291996	g
2030	1	5	9	25	25025	250250	3	110	0.0298509	g
2030	1	5	9	25	25025	250250	4	110	0.0201481	g
2030	7	5	9	25	25025	250250	4	119	0	g
2030	7	5	9	25	25025	250250	3	119	0	g
2030	7	5	9	25	25025	250250	2	119	0	g
2030	7	5	9	25	25025	250250	1	119	0	g
2030	7	5	9	25	25025	250250	4	118	0.01723	g
2030	7	5	9	25	25025	250250	3	118	0.024930499	g
2030	7	5	9	25	25025	250250	2	118	0.228446007	g
2030	7	5	9	25	25025	250250	1	118	0.191393003	g
2030	7	5	9	25	25025	250250	4	115	0.00344918	g
2030	7	5	9	25	25025	250250	3	115	0.00111396	g
2030	7	5	9	25	25025	250250	2	115	0.169049993	g
2030	7	5	9	25	25025	250250	1	115	0.138254002	g
2030	7	5	9	25	25025	250250	4	112	0.00276561	g
2030	7	5	9	25	25025	250250	3	112	0.00424779	g
2030	7	5	9	25	25025	250250	2	112	0.0253384	g
2030	7	5	9	25	25025	250250	1	112	0.021344	g
2030	4	5	9	25	25025	250250	1	110	0.212736994	g
2030	4	5	9	25	25025	250250	2	110	0.253785014	g
2030	4	5	9	25	25025	250250	3	110	0.029758699	g
2030	4	5	9	25	25025	250250	4	110	0.0200112	g
2030	10	5	9	25	25025	250250	4	119	0	g
2030	10	5	9	25	25025	250250	3	119	0	g
2030	10	5	9	25	25025	250250	2	119	0	g
2030	10	5	9	25	25025	250250	1	119	0	g
2030	10	5	9	25	25025	250250	4	118	0.0172337	g
2030	10	5	9	25	25025	250250	3	118	0.025290599	g
2030	10	5	9	25	25025	250250	2	118	0.228446007	g
2030	10	5	9	25	25025	250250	1	118	0.191393003	g
2030	10	5	9	25	25025	250250	4	115	0.00345015	g
2030	10	5	9	25	25025	250250	3	115	0.0011276	g
2030	10	5	9	25	25025	250250	2	115	0.169049993	g
2030	10	5	9	25	25025	250250	1	115	0.138254002	g
2030	10	5	9	25	25025	250250	4	112	0.0027661	g
2030	10	5	9	25	25025	250250	3	112	0.0043091	g
2030	10	5	9	25	25025	250250	2	112	0.0253384	g

2030	10	5	9	25	25025	250250	1	112	0.021344 g
2030	7	5	9	25	25025	250250	1	110	0.212736994 g
2030	7	5	9	25	25025	250250	2	110	0.253785014 g
2030	7	5	9	25	25025	250250	3	110	0.0291782 g
2030	7	5	9	25	25025	250250	4	110	0.0199956 g
2030	1	5	9	25	25025	250250	4	119	0 g
2030	1	5	9	25	25025	250250	3	119	0 g
2030	1	5	9	25	25025	250250	2	119	0 g
2030	1	5	9	25	25025	250250	1	119	0 g
2030	1	5	9	25	25025	250250	4	118	0.0174265 g
2030	1	5	9	25	25025	250250	3	118	0.025487 g
2030	1	5	9	25	25025	250250	2	118	0.257952988 g
2030	1	5	9	25	25025	250250	1	118	0.215478003 g
2030	1	5	9	25	25025	250250	4	115	0.00388104 g
2030	1	5	9	25	25025	250250	3	115	0.00101466 g
2030	1	5	9	25	25025	250250	2	115	0.198557004 g
2030	1	5	9	25	25025	250250	1	115	0.162364006 g
2030	1	5	9	25	25025	250250	4	112	0.00272156 g
2030	1	5	9	25	25025	250250	3	112	0.00436385 g
2030	1	5	9	25	25025	250250	2	112	0.0253384 g
2030	1	5	9	25	25025	250250	1	112	0.021339601 g
2030	10	5	9	25	25025	250250	1	110	0.212736994 g
2030	10	5	9	25	25025	250250	2	110	0.253785014 g
2030	10	5	9	25	25025	250250	3	110	0.0295997 g
2030	10	5	9	25	25025	250250	4	110	0.0199998 g

Aermod Outputs Supporting Documents

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BREEZE AERMOD Model Results

Highest Results of Pollutant: CO

Avg. Per.	Grp ID	High	Type	Val	Units	Date	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
						YYMMDDHH	East (m)	North (m)	(m)	(m)	(m)		
1-HR	ALL	2ND	Avg. Conc.	1299.54631	ug/m**3	13010805	333884.10	4692429.55	0.00	0.00	1.82	GP	UXFOB000
8-HR	ALL	2ND	Avg. Conc.	577.50514	ug/m**3	13052324	333895.10	4692414.60	0.00	0.00	1.82	GP	UXFOB000

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
3	Warning Message(s)
17	Informational Message(s)
8760	Hours Were Processed
10	Calm Hours Identified
7	Missing Hours Identified (0.08 Percent)

Error & Warning Messages

Msg. Type	Pathway	Ref. #	Description
WARNING	ME	W186	THRESH_1MIN 1-min ASOS wind speed threshold used 0.50
WARNING	OU	W565	Possible Conflict With Dynamically Allocated FUNIT PLOTFILE
WARNING	OU	W565	Possible Conflict With Dynamically Allocated FUNIT PLOTFILE

BREEZE AERMOD Model Results

Max. Annual (1 YEARS) Results of Pollutant: PM25 (ug/m**3)

Group ID	High	Avg. Conc.	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
			East (m)	North (m)	(m)	(m)	(m)		
ALL	1ST	1.56480	333878.19	4692454.76	0.00	0.00	1.82	GP	B6C8T000
	2ND	1.53650	333879.10	4692448.60	0.00	0.00	1.82	GP	B6C8T000
	3RD	1.53026	333876.31	4692455.44	0.00	0.00	1.82	GP	B6C8T000
	4TH	1.51516	333877.37	4692451.73	0.00	0.00	1.82	GP	B6C8T000
	5TH	1.50866	333875.40	4692452.07	0.00	0.00	1.82	GP	B6C8T000
	6TH	1.47402	333879.34	4692451.38	0.00	0.00	1.82	GP	B6C8T000
	7TH	1.44821	333880.06	4692454.07	0.00	0.00	1.82	GP	B6C8T000
	8TH	1.44677	333877.10	4692448.60	0.00	0.00	1.82	GP	B6C8T000
	9TH	1.44004	333872.55	4692456.81	0.00	0.00	1.82	GP	B6C8T000
	10TH	1.43120	333874.43	4692456.12	0.00	0.00	1.82	GP	B6C8T000

Maximum Period 24-HR Results Averaged Over (1 YEARS) of Pollutant: PM25 (ug/m**3)

Highest (Conc.)	Group ID	Highest (Receptor)	Avg. Conc.	UTM		Elevation	Hill Ht	Flag HT	Rec.Type	Grid ID
				East (m)	North (m)	(m)	(m)	(m)		
8TH-Highest	ALL	1ST	3.50970	333915.67	4692473.11	0.00	0.00	1.82	GP	B6C8T000
		2ND	3.48926	333895.10	4692406.60	0.00	0.00	1.82	GP	B6C8T000
		3RD	3.44935	333905.81	4692483.84	0.00	0.00	1.82	DC	
		4TH	3.36433	333889.26	4692488.20	0.00	0.00	1.82	DC	
		5TH	3.33780	333916.95	4692474.65	0.00	0.00	1.82	GP	B6C8T000
		6TH	3.24815	333910.15	4692489.95	0.00	0.00	1.82	GP	B6C8T000
		7TH	3.24744	333909.46	4692488.07	0.00	0.00	1.82	GP	B6C8T000
		8TH	3.21679	333908.78	4692486.19	0.00	0.00	1.82	GP	B6C8T000
		9TH	3.14218	333910.83	4692491.83	0.00	0.00	1.82	GP	B6C8T000
		10TH	3.12819	333895.10	4692408.60	0.00	0.00	1.82	GP	B6C8T000

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
3	Warning Message(s)
17	Informational Message(s)
8760	Hours Were Processed
10	Calm Hours Identified
7	Missing Hours Identified (0.08 Percent)

BREEZE AERMOD Model Results

Highest Results of Pollutant: CO

Avg. Per.	Grp ID	High	Type	Val	Units	Date	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
						YYMMDDHH	East (m)	North (m)	(m)	(m)	(m)		
1-HR	ALL	2ND	Avg. Conc.	1383.95136	ug/m**3	14011001	333884.10	4692429.55	0.00	0.00	1.82	GP	XE32S000
8-HR	ALL	2ND	Avg. Conc.	503.35770	ug/m**3	14090524	333884.10	4692429.55	0.00	0.00	1.82	GP	XE32S000

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
3	Warning Message(s)
29	Informational Message(s)
8760	Hours Were Processed
10	Calm Hours Identified
19	Missing Hours Identified (0.22 Percent)

Error & Warning Messages

Msg. Type	Pathway	Ref. #	Description
WARNING	ME	W186	THRESH_1MIN 1-min ASOS wind speed threshold used 0.50
WARNING	OU	W565	Possible Conflict With Dynamically Allocated FUNIT PLOTFILE
WARNING	OU	W565	Possible Conflict With Dynamically Allocated FUNIT PLOTFILE

BREEZE AERMOD Model Results

Max. Annual (1 YEARS) Results of Pollutant: PM25 (ug/m**3)

Group ID	High	Avg. Conc.	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
			East (m)	North (m)	(m)	(m)	(m)		
ALL	1ST	1.49997	333878.19	4692454.76	0.00	0.00	1.82	GP	E7YFP000
	2ND	1.49317	333879.10	4692448.60	0.00	0.00	1.82	GP	E7YFP000
	3RD	1.48273	333876.31	4692455.44	0.00	0.00	1.82	GP	E7YFP000
	4TH	1.46538	333875.40	4692452.07	0.00	0.00	1.82	GP	E7YFP000
	5TH	1.46434	333877.37	4692451.73	0.00	0.00	1.82	GP	E7YFP000
	6TH	1.42706	333877.10	4692448.60	0.00	0.00	1.82	GP	E7YFP000
	7TH	1.41325	333879.34	4692451.38	0.00	0.00	1.82	GP	E7YFP000
	8TH	1.40582	333872.55	4692456.81	0.00	0.00	1.82	GP	E7YFP000
	9TH	1.40129	333870.85	4692462.60	0.00	0.00	1.82	GP	E7YFP000
	10TH	1.39903	333874.43	4692456.12	0.00	0.00	1.82	GP	E7YFP000

Maximum Period 24-HR Results Averaged Over (1 YEARS) of Pollutant: PM25 (ug/m**3)

Highest (Conc.)	Group ID	Highest (Receptor)	Avg. Conc.	UTM		Elevation	Hill Ht	Flag HT	Rec.Type	Grid ID
				East (m)	North (m)	(m)	(m)	(m)		
8TH-Highest	ALL	1ST	4.07676	333916.95	4692474.65	0.00	0.00	1.82	GP	E7YFP000
		2ND	3.82915	333915.67	4692473.11	0.00	0.00	1.82	GP	E7YFP000
		3RD	3.75329	333894.41	4692452.54	0.00	0.00	1.82	GP	E7YFP000
		4TH	3.74675	333893.73	4692452.36	0.00	0.00	1.82	GP	E7YFP000
		5TH	3.74235	333894.06	4692454.51	0.00	0.00	1.82	GP	E7YFP000
		6TH	3.59872	333893.05	4692454.24	0.00	0.00	1.82	GP	E7YFP000
		7TH	3.58513	333893.10	4692452.06	0.00	0.00	1.82	GP	E7YFP000
		8TH	3.51647	333895.10	4692406.60	0.00	0.00	1.82	GP	E7YFP000
		9TH	3.40409	333892.53	4692451.66	0.00	0.00	1.82	GP	E7YFP000
		10TH	3.40016	333891.63	4692468.30	0.00	0.00	1.82	GP	E7YFP000

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
3	Warning Message(s)
29	Informational Message(s)
8760	Hours Were Processed
10	Calm Hours Identified
19	Missing Hours Identified (0.22 Percent)

BREEZE AERMOD Model Results

Highest Results of Pollutant: CO

Avg. Per.	Grp ID	High	Type	Val	Units	Date	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
						YYMMDDHH	East (m)	North (m)	(m)	(m)	(m)		
1-HR	ALL	2ND	Avg. Conc.	1359.37999	ug/m**3	15010622	333884.10	4692429.55	0.00	0.00	1.82	GP	XE32S001
8-HR	ALL	2ND	Avg. Conc.	518.59441	ug/m**3	15041708	333884.10	4692429.55	0.00	0.00	1.82	GP	XE32S001

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
3	Warning Message(s)
23	Informational Message(s)
8760	Hours Were Processed
11	Calm Hours Identified
12	Missing Hours Identified (0.14 Percent)

Error & Warning Messages

Msg. Type	Pathway	Ref. #	Description
WARNING	ME	W186	THRESH_1MIN 1-min ASOS wind speed threshold used 0.50
WARNING	OU	W565	Possible Conflict With Dynamically Allocated FUNIT PLOTFILE
WARNING	OU	W565	Possible Conflict With Dynamically Allocated FUNIT PLOTFILE

BREEZE AERMOD Model Results

Max. Annual (1 YEARS) Results of Pollutant: PM25 (ug/m**3)

Group ID	High	Avg. Conc.	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
			East (m)	North (m)	(m)	(m)	(m)		
ALL	1ST	1.59366	333879.10	4692448.60	0.00	0.00	1.82	GP	E7YFP001
	2ND	1.57404	333878.19	4692454.76	0.00	0.00	1.82	GP	E7YFP001
	3RD	1.53770	333877.37	4692451.73	0.00	0.00	1.82	GP	E7YFP001
	4TH	1.53064	333876.31	4692455.44	0.00	0.00	1.82	GP	E7YFP001
	5TH	1.51062	333875.40	4692452.07	0.00	0.00	1.82	GP	E7YFP001
	6TH	1.50409	333877.10	4692448.60	0.00	0.00	1.82	GP	E7YFP001
	7TH	1.49436	333879.34	4692451.38	0.00	0.00	1.82	GP	E7YFP001
	8TH	1.46492	333880.06	4692454.07	0.00	0.00	1.82	GP	E7YFP001
	9TH	1.45113	333870.85	4692462.60	0.00	0.00	1.82	GP	E7YFP001
	10TH	1.44915	333879.51	4692457.60	0.00	0.00	1.82	GP	E7YFP001

Maximum Period 24-HR Results Averaged Over (1 YEARS) of Pollutant: PM25 (ug/m**3)

Highest (Conc.)	Group ID	Highest (Receptor)	Avg. Conc.	UTM		Elevation	Hill Ht	Flag HT	Rec.Type	Grid ID
				East (m)	North (m)	(m)	(m)	(m)		
8TH-Highest	ALL	1ST	4.18412	333891.63	4692468.30	0.00	0.00	1.82	GP	E7YFP001
		2ND	4.04061	333893.73	4692452.36	0.00	0.00	1.82	GP	E7YFP001
		3RD	3.93807	333916.95	4692474.65	0.00	0.00	1.82	GP	E7YFP001
		4TH	3.93767	333894.41	4692452.54	0.00	0.00	1.82	GP	E7YFP001
		5TH	3.92145	333893.10	4692452.06	0.00	0.00	1.82	GP	E7YFP001
		6TH	3.86969	333859.86	4692419.03	0.00	0.00	1.82	GP	E7YFP001
		7TH	3.84586	333858.33	4692417.75	0.00	0.00	1.82	GP	E7YFP001
		8TH	3.84322	333915.67	4692473.11	0.00	0.00	1.82	GP	E7YFP001
		9TH	3.81918	333894.06	4692454.51	0.00	0.00	1.82	GP	E7YFP001
		10TH	3.80778	333890.77	4692468.26	0.00	0.00	1.82	DC	

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
3	Warning Message(s)
23	Informational Message(s)
8760	Hours Were Processed
11	Calm Hours Identified
12	Missing Hours Identified (0.14 Percent)

BREEZE AERMOD Model Results

Highest Results of Pollutant: CO

Avg. Per.	Grp ID	High	Type	Val	Units	Date	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
						YYMMDDHH	East (m)	North (m)	(m)	(m)	(m)		
1-HR	ALL	2ND	Avg. Conc.	1341.16028	ug/m**3	16111407	333895.10	4692414.60	0.00	0.00	1.82	GP	E7YFP002
8-HR	ALL	2ND	Avg. Conc.	597.79787	ug/m**3	16010708	333884.10	4692429.55	0.00	0.00	1.82	GP	E7YFP002

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
3	Warning Message(s)
49	Informational Message(s)
8784	Hours Were Processed
12	Calm Hours Identified
37	Missing Hours Identified (0.42 Percent)

Error & Warning Messages

Msg. Type	Pathway	Ref. #	Description
WARNING	ME	W186	THRESH_1MIN 1-min ASOS wind speed threshold used 0.50
WARNING	OU	W565	Possible Conflict With Dynamically Allocated FUNIT PLOTFILE
WARNING	OU	W565	Possible Conflict With Dynamically Allocated FUNIT PLOTFILE

BREEZE AERMOD Model Results

Max. Annual (1 YEARS) Results of Pollutant: PM25 (ug/m**3)

Group ID	High	Avg. Conc.	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
			East (m)	North (m)	(m)	(m)	(m)		
ALL	1ST	1.53436	333878.19	4692454.76	0.00	0.00	1.82	GP	E7YFP003
	2ND	1.51848	333879.10	4692448.60	0.00	0.00	1.82	GP	E7YFP003
	3RD	1.50049	333876.31	4692455.44	0.00	0.00	1.82	GP	E7YFP003
	4TH	1.48212	333877.37	4692451.73	0.00	0.00	1.82	GP	E7YFP003
	5TH	1.45543	333879.34	4692451.38	0.00	0.00	1.82	GP	E7YFP003
	6TH	1.45416	333875.40	4692452.07	0.00	0.00	1.82	GP	E7YFP003
	7TH	1.43833	333877.10	4692448.60	0.00	0.00	1.82	GP	E7YFP003
	8TH	1.42810	333880.06	4692454.07	0.00	0.00	1.82	GP	E7YFP003
	9TH	1.40450	333874.43	4692456.12	0.00	0.00	1.82	GP	E7YFP003
	10TH	1.40437	333879.51	4692457.60	0.00	0.00	1.82	GP	E7YFP003

Maximum Period 24-HR Results Averaged Over (1 YEARS) of Pollutant: PM25 (ug/m**3)

Highest (Conc.)	Group ID	Highest (Receptor)	Avg. Conc.	UTM		Elevation	Hill Ht	Flag HT	Rec.Type	Grid ID
				East (m)	North (m)	(m)	(m)	(m)		
8TH-Highest	ALL	1ST	4.17235	333916.95	4692474.65	0.00	0.00	1.82	GP	E7YFP003
		2ND	4.13308	333915.67	4692473.11	0.00	0.00	1.82	GP	E7YFP003
		3RD	3.89717	333891.63	4692468.30	0.00	0.00	1.82	GP	E7YFP003
		4TH	3.57721	333859.86	4692419.03	0.00	0.00	1.82	GP	E7YFP003
		5TH	3.55032	333858.33	4692417.75	0.00	0.00	1.82	GP	E7YFP003
		6TH	3.45004	333856.80	4692416.46	0.00	0.00	1.82	GP	E7YFP003
		7TH	3.44882	333890.77	4692468.26	0.00	0.00	1.82	DC	
		8TH	3.36908	333861.39	4692420.32	0.00	0.00	1.82	GP	E7YFP003
		9TH	3.36467	333860.46	4692428.60	0.00	0.00	1.82	GP	E7YFP003
		10TH	3.32505	333914.38	4692471.58	0.00	0.00	1.82	GP	E7YFP003

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
3	Warning Message(s)
49	Informational Message(s)
8784	Hours Were Processed
12	Calm Hours Identified
37	Missing Hours Identified (0.42 Percent)

BREEZE AERMOD Model Results

Highest Results of Pollutant: CO

Avg. Per.	Grp ID	High	Type	Val	Units	Date	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
						YYMMDDHH	East (m)	North (m)	(m)	(m)	(m)		
1-HR	ALL	2ND	Avg. Conc.	1283.06021	ug/m**3	17011001	333884.10	4692429.55	0.00	0.00	1.82	GP	E7YFP004
8-HR	ALL	2ND	Avg. Conc.	507.91173	ug/m**3	17051808	333889.26	4692488.20	0.00	0.00	1.82	DC	

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
3	Warning Message(s)
29	Informational Message(s)
8760	Hours Were Processed
0	Calm Hours Identified
29	Missing Hours Identified (0.33 Percent)

Error & Warning Messages

Msg. Type	Pathway	Ref. #	Description
WARNING	ME	W186	THRESH_1MIN 1-min ASOS wind speed threshold used 0.50
WARNING	OU	W565	Possible Conflict With Dynamically Allocated FUNIT PLOTFILE
WARNING	OU	W565	Possible Conflict With Dynamically Allocated FUNIT PLOTFILE

BREEZE AERMOD Model Results

Max. Annual (1 YEARS) Results of Pollutant: PM25 (ug/m**3)

Group ID	High	Avg. Conc.	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
			East (m)	North (m)	(m)	(m)	(m)		
ALL	1ST	1.52954	333878.19	4692454.76	0.00	0.00	1.82	GP	E7YFP005
	2ND	1.50193	333879.10	4692448.60	0.00	0.00	1.82	GP	E7YFP005
	3RD	1.49921	333876.31	4692455.44	0.00	0.00	1.82	GP	E7YFP005
	4TH	1.47242	333877.37	4692451.73	0.00	0.00	1.82	GP	E7YFP005
	5TH	1.45602	333875.40	4692452.07	0.00	0.00	1.82	GP	E7YFP005
	6TH	1.44372	333879.34	4692451.38	0.00	0.00	1.82	GP	E7YFP005
	7TH	1.44335	333870.85	4692462.60	0.00	0.00	1.82	GP	E7YFP005
	8TH	1.43315	333870.67	4692457.49	0.00	0.00	1.82	GP	E7YFP005
	9TH	1.42918	333880.06	4692454.07	0.00	0.00	1.82	GP	E7YFP005
	10TH	1.42585	333872.55	4692456.81	0.00	0.00	1.82	GP	E7YFP005

Maximum Period 24-HR Results Averaged Over (1 YEARS) of Pollutant: PM25 (ug/m**3)

Highest (Conc.)	Group ID	Highest (Receptor)	Avg. Conc.	UTM		Elevation	Hill Ht	Flag HT	Rec.Type	Grid ID
				East (m)	North (m)	(m)	(m)	(m)		
8TH-Highest	ALL	1ST	4.86320	333915.67	4692473.11	0.00	0.00	1.82	GP	E7YFP005
		2ND	4.56786	333916.95	4692474.65	0.00	0.00	1.82	GP	E7YFP005
		3RD	3.66195	333914.38	4692471.58	0.00	0.00	1.82	GP	E7YFP005
		4TH	3.62201	333862.19	4692429.60	0.00	0.00	1.82	GP	E7YFP005
		5TH	3.49322	333858.33	4692417.75	0.00	0.00	1.82	GP	E7YFP005
		6TH	3.48892	333895.10	4692460.60	0.00	0.00	1.82	GP	E7YFP005
		7TH	3.48337	333859.86	4692419.03	0.00	0.00	1.82	GP	E7YFP005
		8TH	3.47759	333860.46	4692428.60	0.00	0.00	1.82	GP	E7YFP005
		9TH	3.44951	333865.66	4692465.60	0.00	0.00	1.82	GP	E7YFP005
		10TH	3.37804	333856.80	4692416.46	0.00	0.00	1.82	GP	E7YFP005

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
4	Warning Message(s)
29	Informational Message(s)
8760	Hours Were Processed
0	Calm Hours Identified
29	Missing Hours Identified (0.33 Percent)

Background Concentrations

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Summary of Background Concentrations

Carbon Monoxide (CO) Background Concentrations

19 Von Hillern, Boston MA

Time Period	Background Concentration* (ppm)	Background Concentration* (Micrograms/meter3)	NAAQS Standard ug/m3 (ppm)
1-Hour	1.9	2201.3	40,000 (35)
8-Hour	1.1	1281.2	10,000 (9)
Calculated Persistance Factor	0.58		

* Highest value of 2014, 2015 and 2016

Particulate Matter (PM2.5) Background Concentrations

174 North St, Boston MA

Time Period	Background Concentration* (ppm)	Background Concentration* (Micrograms/meter3)	NAAQS Standard ug/m3
24-Hour	-	15.4	35.0
Annual	-	7.1	15.0

* Average value of 2014, 2015 and 2016

Adjustment from 1-hour (DEP Standards, not project-specific)

Annual	24-Hour	8-Hour	3-Hour
0.08	0.40	0.70	0.90

Carbon Monoxide (CO) Background Concentrations

Year	1-Hour* (ppm)	8-Hour** (ppm)
2014	1.9	0.9
2015	1.8	1.1
2016	1.4	1.0

*** 1-Hour values represent 2nd highest**
**** 8-Hour values represent 2nd highest**

1- Hour Background Calculation

19 Von Hillern, Boston MA

Pollutant	1-Hour* (ppm)	Molecular weight	Background Concentration (Micrograms/meter3)
Carbon Monoxide	1.9	28.0	2201.3

* Highest value of 2014, 2015 and 2016

8-Hour Background Calculation

19 Von Hillern, Boston MA

Pollutant	8-Hour* (ppm)	Molecular weight	Background Concentration (Micrograms/meter3)
Carbon Monoxide	1.1	28.0	1281.2

* Highest value of 2014, 2015 and 2016

Particulate Matter ($PM_{2.5}$) Background Concentrations

Data from Massachusetts Air Quality Reports, MassDEP

Year	Arithmetic Mean* (Micrograms/meter3)	24-Hour** (Micrograms/meter3)
2014	7.0	14.5
2015	7.4	16.7
2016	7.0	14.9

* Values represent annual arithmetic mean

** 24-Hour values represent 98th percentile

Annual Background Calculation

174 North St, Boston MA

Pollutant	Arithmetic Mean* (Micrograms/meter3)	Molecular Weight	Background Concentration (Micrograms/meter3)
PM2.5	7.1	---	7.1

* Average value of 2014, 2015 and 2016

24-Hour Background Calculation

174 North St, Boston MA

Pollutant	24-Hour* (Micrograms/meter3)	Molecular Weight	Background Concentration (Micrograms/meter3)
PM2.5	15.4	---	15.4

* Average 98th percentile value of 2014, 2015 and 2016

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Emission Assessment

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	Design Concentrations					
	CO				PM 2.5 (Max)	
	1-HR	8-HR	1-HR	8-HR	24-HR	Annual
Year	ug/m^3	ug/m^3	ppm	ppm	ug/m^3	ug/m^3
2013	1299.55	577.51	1.12	0.50	3.51	1.56
2014	1383.95	503.36	1.19	0.43	4.08	1.50
2015	1359.38	518.59	1.17	0.45	4.18	1.59
2016	1341.16	597.80	1.15	0.51	4.17	1.53
2017	1283.06	507.91	1.10	0.44	4.86	1.53

Background Concentration					
CO				PM 2.5	
1-HR	8-HR	1-HR	8-HR	24-HR	Annual
ug/m^3	ug/m^3	ppm	ppm	ug/m^3	ug/m^3
2201.33	1281.20	1.89	1.10	15.37	7.14

	Total Concentrations					
	CO				PM 2.5 (Max)	
	1-HR	8-HR	1-HR	8-HR	24-HR	Annual
Year	ug/m^3	ug/m^3	ppm	ppm	ug/m^3	ug/m^3
2013	3500.88	1858.70	3.01	1.60	18.88	8.70
2014	3585.28	1784.56	3.08	1.53	19.44	8.64
2015	3560.71	1799.79	3.06	1.55	19.55	8.73
2016	3542.49	1879.00	3.04	1.61	19.54	8.67
2017	3484.39	1789.11	2.99	1.54	20.23	8.67

Max Concentration					
CO				PM 2.5	
ug/m^3	ug/m^3	ppm	ppm	ug/m^3	ug/m^3
1 HR Max	8 HR Max	1 HR Max	8 HR Max	24 HR Max	Annual Max
3585.28	1879.00	3.08	1.61	20.23	8.73

NAAQS					
CO				PM 2.5	
ug/m^3	ug/m^3	ppm	ppm	ug/m^3	ug/m^3
1-HR	8-HR	1-HR	8-HR	24-HR	Annual
40000	10000	9	35	35	12

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Appendix D

Comment Letters on Draft Environmental Assessment

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John Vitagliano
19 Seymour Street
Winthrop, MA 02152
Seagullconsult@msn.com

November 26, 2018

Richard Doucette
Environmental Program Manager
Federal Aviation Administration
1200 District Avenue
Burlington, MA 01803

Subject: Environmental Assessment, Logan International Airport-Terminal C Canopy, Connector and Roadway Project/Massport

Dear Mr. Doucette:

I am a lifelong resident of Winthrop and East Boston, residing near Logan International Airport. I am also a semi-regular Logan passenger with familiarity of the airport's airside and groundside facilities. I fully support the three projects included in the Environmental Assessment (EA)-the Terminal C Canopy, Connector and Roadway-as being required for the reasons stated in the EA.

I have experienced firsthand the excessive passenger congestion associated with Terminal C's existing security system which is often unable to adequately cope with current levels of passenger traffic and predictably will degrade as Logan's passenger volumes increase.

I have also experienced the significant deficiencies of the current Terminal C canopy and curbside facilities, in particular their shortcomings in providing adequate inclement weather protection to passengers waiting for the various ground transportation modes serving the terminal. The existing canopy's role as a transition from airside travel to environmentally preferable high occupancy vehicle (HOV) groundside connectivity is significantly limited by not only the current canopy/curbside design but also the severely deficient Terminal B to Terminal C roadway connections which restrict HOV access to the critical Terminal C curbside.

There isn't any aspect of the Terminal C Canopy, Connector and Roadway EA that would adversely affect the environment of Logan Airport's neighboring communities. In fact the potential reduction of existing roadway traffic congestion would improve airport air quality.

Sincerely,
John Vitagliano

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Dalzell, Stewart

From: Dalzell, Stewart
Sent: Tuesday, November 27, 2018 2:47 PM
To: 'richard.doucette@faa.gov'
Subject: Logan Terminal C Canopy, Connector, and Roadway Project EA - NHESP Comment

Richard – I received this note yesterday from NHESP regarding the Logan/Terminal C EA project:

The Division received a copy of the Draft EA for the proposed Terminal C Canopy, Connector, and Roadway Project at Boston Logan International Airport. Based on the information presented in the submitted materials it appears that all proposed activities, inclusive of staging and access, are located outside of Priority Habitat of State-listed species. Thus, I do not anticipate providing a formal NEPA comment letter on the Draft EA.

If the need arises for formal comments or I've misunderstood the proposed activities, please do not hesitate to call or email.

Sincerely,
Amy Hoenig
Endangered Species Review Biologist
Natural Heritage & Endangered Species Program
Massachusetts Division of Fisheries & Wildlife
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p: (508) 389-6364 | e: Amy.Hoenig@state.ma.us
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