Appendix 3.7-1

Supplemental Noise Study Data

Attachment A

Noise Monitoring Survey Leq Raw Data

Location 1: Hofstra University at E Ovington Blvd
Rental Meter (A2A-19557-EO)
Slow Response Weighting

Hardware Configuration

Device Info: XL2, SNo. A2A-19557-E0, FW4.21 Type Approved
Mic Type: NTi Audio M2230, SNo. 10095, User calibrated 2023-11-17 10:31
Mic Sensitivi 42.0 mV/Pa
Time Zone: UTC-05:00 (US/Eastern)

Broadband Results

Start Date [YYYY-MM-D	Time [hh:mm:ss]	Stop Date [YYYY-MM-D	Time [hh:mm:ss]	LAeq [dB]
11/17/23	10:37:56	11/17/23	11:00:00	71
11/17/23	11:00:00	11/17/23	12:00:00	70
11/17/23	12:00:00	11/17/23	13:00:00	72
11/17/23	13:00:00	11/17/23	14:00:00	70
11/17/23	14:00:00	11/17/23	15:00:00	69
11/17/23	15:00:00	11/17/23	16:00:00	70
11/17/23	16:00:00	11/17/23	17:00:00	70
11/17/23	17:00:00	11/17/23	18:00:00	70
11/17/23	18:00:00	11/17/23	19:00:00	69
11/17/23	19:00:00	11/17/23	20:00:00	68
11/17/23	20:00:00	11/17/23	21:00:00	66
11/17/23	21:00:00	11/17/23	22:00:00	66
11/17/23	22:00:00	11/17/23	23:00:00	67
11/17/23	23:00:00	11/18/23	0:00:00	63
11/18/23	0:00:00	11/18/23	1:00:00	62
11/18/23	1:00:00	11/18/23	2:00:00	59
11/18/23	2:00:00	11/18/23	3:00:00	58
11/18/23	3:00:00	11/18/23	4:00:00	59
11/18/23	4:00:00	11/18/23	5:00:00	60
11/18/23	5:00:00	11/18/23	6:00:00	63
11/18/23	6:00:00	11/18/23	7:00:00	66
11/18/23	7:00:00	11/18/23	8:00:00	68
11/18/23	8:00:00	11/18/23	9:00:00	68
11/18/23	9:00:00	11/18/23	10:00:00	69
11/18/23	10:00:00	11/18/23	11:00:00	69
11/18/23	11:00:00	11/18/23	12:00:00	69
11/18/23	12:00:00	11/18/23	13:00:00	70
11/18/23	13:00:00	11/18/23	14:00:00	69
11/18/23	14:00:00	11/18/23	15:00:00	69
11/18/23	15:00:00	11/18/23	16:00:00	69
11/18/23	16:00:00	11/18/23	17:00:00	69

11/18/23	17:00:00	11/18/23	18:00:00	69
11/18/23	18:00:00	11/18/23	19:00:00	68
11/18/23	19:00:00	11/18/23	20:00:00	72
11/18/23	20:00:00	11/18/23	21:00:00	66
11/18/23	21:00:00	11/18/23	22:00:00	66
11/18/23	22:00:00	11/18/23	23:00:00	66
11/18/23	23:00:00	11/19/23	0:00:00	64
11/19/23	0:00:00	11/19/23	1:00:00	63
11/19/23	1:00:00	11/19/23	2:00:00	61
11/19/23	2:00:00	11/19/23	3:00:00	59
11/19/23	3:00:00	11/19/23	4:00:00	59
11/19/23	4:00:00	11/19/23	5:00:00	58
11/19/23	5:00:00	11/19/23	6:00:00	60
11/19/23	6:00:00	11/19/23	7:00:00	64
11/19/23	7:00:00	11/19/23	8:00:00	65
11/19/23	8:00:00	11/19/23	9:00:00	67
11/19/23	9:00:00	11/19/23	10:00:00	69
11/19/23	10:00:00	11/19/23	11:00:00	69
11/19/23	11:00:00	11/19/23	12:00:00	69
11/19/23	12:00:00	11/19/23	13:00:00	69
11/19/23	13:00:00	11/19/23	14:00:00	71
11/19/23	14:00:00	11/19/23	15:00:00	71
11/19/23	15:00:00	11/19/23	16:00:00	68
11/19/23	16:00:00	11/19/23	17:00:00	69
11/19/23	17:00:00	11/19/23	18:00:00	68
11/19/23	18:00:00	11/19/23	19:00:00	67
11/19/23	19:00:00	11/19/23	20:00:00	66
11/19/23	20:00:00	11/19/23	21:00:00	67
11/19/23	21:00:00	11/19/23	22:00:00	65
11/19/23	22:00:00	11/19/23	23:00:00	64
11/19/23	23:00:00	11/20/23	0:00:00	63
11/20/23	0:00:00	11/20/23	1:00:00	61
11/20/23	1:00:00	11/20/23	2:00:00	59
11/20/23	2:00:00	11/20/23	3:00:00	57
11/20/23	3:00:00	11/20/23	4:00:00	62
11/20/23	4:00:00	11/20/23	5:00:00	62
11/20/23	5:00:00	11/20/23	6:00:00	-
11/20/23	6:00:00	11/20/23	7:00:00	-
11/20/23	7:00:00	11/20/23	8:00:00	-
11/20/23	8:00:00	11/20/23	9:00:00	-
11/20/23	9:00:00	11/20/23	10:00:00	-
11/20/23	10:41:42	11/20/23	11:00:00	72
11/20/23	11:00:00	11/20/23	12:00:00	70
11/20/23	12:00:00	11/20/23	13:00:00	70
11/20/23	13:00:00	11/20/23	14:00:00	70

11/20/23	14:00:00	11/20/23	15:00:00	70
11/20/23	15:00:00	11/20/23	16:00:00	70
11/20/23	16:00:00	11/20/23	17:00:00	77
11/20/23	17:00:00	11/20/23	18:00:00	70
11/20/23	18:00:00	11/20/23	19:00:00	69
11/20/23	19:00:00	11/20/23	20:00:00	69
11/20/23	20:00:00	11/20/23	21:00:00	67
11/20/23	21:00:00	11/20/23	22:00:00	67
11/20/23	22:00:00	11/20/23	23:00:00	64
11/20/23	23:00:00	11/20/23	0:00:00	62
11/21/23	0:00:00	11/20/23	1:00:00	61
11/21/23	1:00:00	11/20/23	2:00:00	56
11/21/23	2:00:00	11/20/23	3:00:00	58
11/21/23	3:00:00	11/20/23	4:00:00	57
11/21/23	4:00:00	11/20/23	5:00:00	62
11/21/23	5:00:00	11/20/23	6:00:00	67
11/21/23	6:00:00	11/20/23	7:00:00	69
11/21/23	7:00:00	11/20/23	8:00:00	72
11/21/23	8:00:00	11/20/23	9:00:00	75
11/21/23	9:00:00	11/20/23	10:00:00	72
11/21/23	10:00:00	11/20/23	11:00:00	71
11/21/23	11:00:00	11/20/23	12:00:00	71
11/21/23	12:00:00	11/20/23	13:00:00	71
11/21/23	13:00:00	11/20/23	14:00:00	71
11/21/23	14:00:00	11/20/23	15:00:00	71
11/21/23	15:00:00	11/20/23	16:00:00	71
11/21/23	16:00:00	11/20/23	17:00:00	72

Location 2: Omni Commercial Property
Rental Meter (A2A-19346-EO)
Slow Response Weighting

Hardware Configuration

Device Info: XL2, SNo. A2A-19557-E0, FW4.21 Type Approved
Mic Type: NTi Audio M2230, SNo. 10095, User calibrated 2023-11-17 10:31
Mic Sensitivi 42.0 mV/Pa
Time Zone: UTC-05:00 (US/Eastern)

Broadband Results

Start Date [YYYY-MM-D	Time [hh:mm:ss]	Stop Date [YYYY-MM-D	Time [hh:mm:ss]	LAeq [dB]
11/17/23	10:12:08	11/17/23	11:00:00	64
11/17/23	11:00:00	11/17/23	12:00:00	64
11/17/23	12:00:00	11/17/23	13:00:00	66
11/17/23	13:00:00	11/17/23	14:00:00	65
11/17/23	14:00:00	11/17/23	15:00:00	64
11/17/23	15:00:00	11/17/23	16:00:00	66
11/17/23	16:00:00	11/17/23	17:00:00	67
11/17/23	17:00:00	11/17/23	18:00:00	67
11/17/23	18:00:00	11/17/23	19:00:00	64
11/17/23	19:00:00	11/17/23	20:00:00	63
11/17/23	20:00:00	11/17/23	21:00:00	62
11/17/23	21:00:00	11/17/23	22:00:00	62
11/17/23	22:00:00	11/17/23	23:00:00	60
11/17/23	23:00:00	11/18/23	0:00:00	58
11/18/23	0:00:00	11/18/23	1:00:00	58
11/18/23	1:00:00	11/18/23	2:00:00	55
11/18/23	2:00:00	11/18/23	3:00:00	56
11/18/23	3:00:00	11/18/23	4:00:00	54
11/18/23	4:00:00	11/18/23	5:00:00	53
11/18/23	5:00:00	11/18/23	6:00:00	57
11/18/23	6:00:00	11/18/23	7:00:00	58
11/18/23	7:00:00	11/18/23	8:00:00	61
11/18/23	8:00:00	11/18/23	9:00:00	62
11/18/23	9:00:00	11/18/23	10:00:00	62
11/18/23	10:00:00	11/18/23	11:00:00	62
11/18/23	11:00:00	11/18/23	12:00:00	62
11/18/23	12:00:00	11/18/23	13:00:00	62
11/18/23	13:00:00	11/18/23	14:00:00	62
11/18/23	14:00:00	11/18/23	15:00:00	64
11/18/23	15:00:00	11/18/23	16:00:00	62
11/18/23	16:00:00	11/18/23	17:00:00	64

11/18/23	17:00:00	11/18/23	18:00:00	62
11/18/23	18:00:00	11/18/23	19:00:00	61
11/18/23	19:00:00	11/18/23	20:00:00	63
11/18/23	20:00:00	11/18/23	21:00:00	59
11/18/23	21:00:00	11/18/23	22:00:00	59
11/18/23	22:00:00	11/18/23	23:00:00	58
11/18/23	23:00:00	11/19/23	0:00:00	56
11/19/23	0:00:00	11/19/23	1:00:00	57
11/19/23	1:00:00	11/19/23	2:00:00	55
11/19/23	2:00:00	11/19/23	3:00:00	52
11/19/23	3:00:00	11/19/23	4:00:00	51
11/19/23	4:00:00	11/19/23	5:00:00	52
11/19/23	5:00:00	11/19/23	6:00:00	51
11/19/23	6:00:00	11/19/23	7:00:00	55
11/19/23	7:00:00	11/19/23	8:00:00	58
11/19/23	8:00:00	11/19/23	9:00:00	59
11/19/23	9:00:00	11/19/23	10:00:00	61
11/19/23	10:00:00	11/19/23	11:00:00	60
11/19/23	11:00:00	11/19/23	12:00:00	61
11/19/23	12:00:00	11/19/23	13:00:00	61
11/19/23	13:00:00	11/19/23	14:00:00	62
11/19/23	14:00:00	11/19/23	15:00:00	67
11/19/23	15:00:00	11/19/23	16:00:00	62
11/19/23	16:00:00	11/19/23	17:00:00	62
11/19/23	17:00:00	11/19/23	18:00:00	62
11/19/23	18:00:00	11/19/23	19:00:00	61
11/19/23	19:00:00	11/19/23	20:00:00	59
11/19/23	20:00:00	11/19/23	21:00:00	58
11/19/23	21:00:00	11/19/23	22:00:00	58
11/19/23	22:00:00	11/19/23	23:00:00	57
11/19/23	23:00:00	11/20/23	0:00:00	58
11/20/23	0:00:00	11/20/23	1:00:00	53
11/20/23	1:00:00	11/20/23	2:00:00	51
11/20/23	2:00:00	11/20/23	3:00:00	49
11/20/23	3:00:00	11/20/23	4:00:00	-
11/20/23	4:00:00	11/20/23	5:00:00	-
11/20/23	5:00:00	11/20/23	6:00:00	-
11/20/23	6:00:00	11/20/23	7:00:00	-
11/20/23	7:00:00	11/20/23	8:00:00	-
11/20/23	8:00:00	11/20/23	9:00:00	-
11/20/23	9:00:00	11/20/23	10:00:00	-
11/20/23	10:23:22	11/20/23	11:00:00	68
11/20/23	11:00:00	11/20/23	12:00:00	68
11/20/23	12:00:00	11/20/23	13:00:00	66
11/20/23	13:00:00	11/20/23	14:00:00	66

11/20/23	14:00:00	11/20/23	15:00:00	64
11/20/23	15:00:00	11/20/23	16:00:00	66
11/20/23	16:00:00	11/20/23	17:00:00	67
11/20/23	17:00:00	11/20/23	18:00:00	65
11/20/23	18:00:00	11/20/23	19:00:00	64
11/20/23	19:00:00	11/20/23	20:00:00	63
11/20/23	20:00:00	11/20/23	21:00:00	64
11/20/23	21:00:00	11/20/23	22:00:00	62
11/20/23	22:00:00	11/20/23	23:00:00	59
11/20/23	23:00:00	11/21/23	0:00:00	57
11/21/23	0:00:00	11/21/23	1:00:00	57
11/21/23	1:00:00	11/21/23	2:00:00	53
11/21/23	2:00:00	11/21/23	3:00:00	51
11/21/23	3:00:00	11/21/23	4:00:00	53
11/21/23	4:00:00	11/21/23	5:00:00	55
11/21/23	5:00:00	11/21/23	6:00:00	60
11/21/23	6:00:00	11/21/23	7:00:00	63
11/21/23	7:00:00	11/21/23	8:00:00	67
11/21/23	8:00:00	11/21/23	9:00:00	67
11/21/23	9:00:00	11/21/23	10:00:00	67
11/21/23	10:00:00	11/21/23	11:00:00	66
11/21/23	11:00:00	11/21/23	12:00:00	68
11/21/23	12:00:00	11/21/23	13:00:00	67
11/21/23	13:00:00	11/21/23	14:00:00	66
11/21/23	14:00:00	11/21/23	15:00:00	68
11/21/23	15:00:00	11/21/23	16:00:00	68
11/21/23	16:00:00	11/21/23	16:47:56	71

Location 3: Nassau Energy Corporation at C Lindbergh Blvd
NTi2
Slow Response Weighting

Hardware Configuration

Device Info: XL2, SNo. A2A-19557-E0, FW4.21 Type Approved
Mic Type: NTi Audio M2230, SNo. 10095, User calibrated 2023-11-17 10:31
Mic Sensitivi 42.0 mV/Pa
Time Zone: UTC-05:00 (US/Eastern)

Broadband Results

Start Date [YYYY-MM-D	Time [hh:mm:ss]	LAeq [dB]		LAeq [dB]
11/17/23	10:00:00	11/17/23	11:00:00	-
11/17/23	11:00:00	11/17/23	12:00:00	-
11/17/23	12:05:28	11/17/23	13:00:00	74
11/17/23	13:00:00	11/17/23	14:00:00	74
11/17/23	14:00:00	11/17/23	15:00:00	74
11/17/23	15:00:00	11/17/23	16:00:00	75
11/17/23	16:00:00	11/17/23	17:00:00	76
11/17/23	17:00:00	11/17/23	18:00:00	76
11/17/23	18:00:00	11/17/23	19:00:00	73
11/17/23	19:00:00	11/17/23	20:00:00	72
11/17/23	20:00:00	11/17/23	21:00:00	71
11/17/23	21:00:00	11/17/23	22:00:00	69
11/17/23	22:00:00	11/17/23	23:00:00	69
11/17/23	23:00:00	11/18/23	0:00:00	68
11/18/23	0:00:00	11/18/23	1:00:00	65
11/18/23	1:00:00	11/18/23	2:00:00	64
11/18/23	2:00:00	11/18/23	3:00:00	63
11/18/23	3:00:00	11/18/23	4:00:00	65
11/18/23	4:00:00	11/18/23	5:00:00	62
11/18/23	5:00:00	11/18/23	6:00:00	66
11/18/23	6:00:00	11/18/23	7:00:00	68
11/18/23	7:00:00	11/18/23	8:00:00	70
11/18/23	8:00:00	11/18/23	9:00:00	70
11/18/23	9:00:00	11/18/23	10:00:00	71
11/18/23	10:00:00	11/18/23	11:00:00	71
11/18/23	11:00:00	11/18/23	12:00:00	71
11/18/23	12:00:00	11/18/23	13:00:00	72
11/18/23	13:00:00	11/18/23	14:00:00	71
11/18/23	14:00:00	11/18/23	15:00:00	72
11/18/23	15:00:00	11/18/23	16:00:00	72
11/18/23	16:00:00	11/18/23	17:00:00	71

11/18/23	17:00:00	11/18/23	18:00:00	71
11/18/23	18:00:00	11/18/23	19:00:00	71
11/18/23	19:00:00	11/18/23	20:00:00	72
11/18/23	20:00:00	11/18/23	21:00:00	67
11/18/23	21:00:00	11/18/23	22:00:00	68
11/18/23	22:00:00	11/18/23	23:00:00	67
11/18/23	23:00:00	11/19/23	0:00:00	65
11/19/23	0:00:00	11/19/23	1:00:00	65
11/19/23	1:00:00	11/19/23	2:00:00	62
11/19/23	2:00:00	11/19/23	3:00:00	61
11/19/23	3:00:00	11/19/23	4:00:00	58
11/19/23	4:00:00	11/19/23	5:00:00	59
11/19/23	5:00:00	11/19/23	6:00:00	61
11/19/23	6:00:00	11/19/23	7:00:00	64
11/19/23	7:00:00	11/19/23	8:00:00	66
11/19/23	8:00:00	11/19/23	9:00:00	68
11/19/23	9:00:00	11/19/23	10:00:00	69
11/19/23	10:00:00	11/19/23	11:00:00	71
11/19/23	11:00:00	11/19/23	12:00:00	72
11/19/23	12:00:00	11/19/23	13:00:00	73
11/19/23	13:00:00	11/19/23	14:00:00	72
11/19/23	14:00:00	11/19/23	15:00:00	73
11/19/23	15:00:00	11/19/23	16:00:00	72
11/19/23	16:00:00	11/19/23	17:00:00	72
11/19/23	17:00:00	11/19/23	18:00:00	71
11/19/23	18:00:00	11/19/23	19:00:00	70
11/19/23	19:00:00	11/19/23	20:00:00	68
11/19/23	20:00:00	11/19/23	21:00:00	69
11/19/23	21:00:00	11/19/23	22:00:00	67
11/19/23	22:00:00	11/19/23	23:00:00	65
11/19/23	23:00:00	11/20/23	0:00:00	65
11/20/23	0:00:00	11/20/23	1:00:00	62
11/20/23	1:00:00	11/20/23	2:00:00	60
11/20/23	2:00:00	11/20/23	3:00:00	57
11/20/23	3:00:00	11/20/23	4:00:00	60
11/20/23	4:00:00	11/20/23	5:00:00	62
11/20/23	5:00:00	11/20/23	6:00:00	67
11/20/23	6:00:00	11/20/23	7:00:00	70
11/20/23	7:00:00	11/20/23	8:00:00	74
11/20/23	8:00:00	11/20/23	9:00:00	74
11/20/23	9:00:00	11/20/23	10:00:00	74
11/20/23	10:00:00	11/20/23	11:00:00	74
11/20/23	11:00:00	11/20/23	12:00:00	74
11/20/23	12:00:00	11/20/23	12:59:57	76
11/20/23	13:08:34	11/20/23	14:00:00	76

11/20/23	14:00:00	11/20/23	15:00:00	74
11/20/23	15:00:00	11/20/23	16:00:00	76
11/20/23	16:00:00	11/20/23	17:00:00	77
11/20/23	17:00:00	11/20/23	18:00:00	77
11/20/23	18:00:00	11/20/23	19:00:00	75
11/20/23	19:00:00	11/20/23	20:00:00	74
11/20/23	20:00:00	11/20/23	21:00:00	72
11/20/23	21:00:00	11/20/23	22:00:00	71
11/20/23	22:00:00	11/20/23	23:00:00	69
11/20/23	23:00:00	11/21/23	0:00:00	66
11/21/23	0:00:00	11/21/23	1:00:00	65
11/21/23	1:00:00	11/21/23	2:00:00	61
11/21/23	2:00:00	11/21/23	3:00:00	61
11/21/23	3:00:00	11/21/23	4:00:00	62
11/21/23	4:00:00	11/21/23	5:00:00	63
11/21/23	5:00:00	11/21/23	6:00:00	68
11/21/23	6:00:00	11/21/23	7:00:00	71
11/21/23	7:00:00	11/21/23	8:00:00	74
11/21/23	8:00:00	11/21/23	9:00:00	74
11/21/23	9:00:00	11/21/23	10:00:00	74
11/21/23	10:00:00	11/21/23	11:00:00	74
11/21/23	11:00:00	11/21/23	12:00:00	78
11/21/23	12:00:00	11/21/23	13:00:00	74
11/21/23	13:00:00	11/21/23	14:00:00	75
11/21/23	14:00:00	11/21/23	15:00:00	76
11/21/23	15:00:00	11/21/23	16:00:00	76
11/21/23	16:00:00	11/21/23	16:25:49	78

Location 4: Marriott Hotel at J Doolittle Blvd
NTi3
Slow Response Weighting

Hardware Configuration

Device Info: XL2, SNo. A2A-19557-E0, FW4.21 Type Approved
Mic Type: NTi Audio M2230, SNo. 10095, User calibrated 2023-11-17 10:31
Mic Sensitivi 42.0 mV/Pa
Time Zone: UTC-05:00 (US/Eastern)

Broadband Results

Start Date [YYYY-MM-D	Time [hh:mm:ss]	LAeq [dB]		LAeq [dB]
11/17/23	10:00:00	11/17/23	11:00:00	-
11/17/23	11:51:54	11/17/23	12:00:00	58.6
11/17/23	12:00:00	11/17/23	13:00:00	58
11/17/23	13:00:00	11/17/23	14:00:00	58
11/17/23	14:00:00	11/17/23	15:00:00	58
11/17/23	15:00:00	11/17/23	16:00:00	58
11/17/23	16:00:00	11/17/23	17:00:00	58
11/17/23	17:00:00	11/17/23	18:00:00	58
11/17/23	18:00:00	11/17/23	19:00:00	58
11/17/23	19:00:00	11/17/23	20:00:00	57
11/17/23	20:00:00	11/17/23	21:00:00	57
11/17/23	21:00:00	11/17/23	22:00:00	65
11/17/23	22:00:00	11/17/23	23:00:00	58
11/17/23	23:00:00	11/18/23	0:00:00	55
11/18/23	0:00:00	11/18/23	1:00:00	56
11/18/23	1:00:00	11/18/23	2:00:00	51
11/18/23	2:00:00	11/18/23	3:00:00	49
11/18/23	3:00:00	11/18/23	4:00:00	50
11/18/23	4:00:00	11/18/23	5:00:00	48
11/18/23	5:00:00	11/18/23	6:00:00	50
11/18/23	6:00:00	11/18/23	7:00:00	55
11/18/23	7:00:00	11/18/23	8:00:00	56
11/18/23	8:00:00	11/18/23	9:00:00	59
11/18/23	9:00:00	11/18/23	10:00:00	60
11/18/23	10:00:00	11/18/23	11:00:00	60
11/18/23	11:00:00	11/18/23	12:00:00	61
11/18/23	12:00:00	11/18/23	13:00:00	60
11/18/23	13:00:00	11/18/23	14:00:00	60
11/18/23	14:00:00	11/18/23	15:00:00	60
11/18/23	15:00:00	11/18/23	16:00:00	59
11/18/23	16:00:00	11/18/23	17:00:00	57

11/18/23	17:00:00	11/18/23	18:00:00	57
11/18/23	18:00:00	11/18/23	19:00:00	57
11/18/23	19:00:00	11/18/23	20:00:00	63
11/18/23	20:00:00	11/18/23	21:00:00	55
11/18/23	21:00:00	11/18/23	22:00:00	56
11/18/23	22:00:00	11/18/23	23:00:00	55
11/18/23	23:00:00	11/19/23	0:00:00	53
11/19/23	0:00:00	11/19/23	1:00:00	52
11/19/23	1:00:00	11/19/23	2:00:00	51
11/19/23	2:00:00	11/19/23	3:00:00	50
11/19/23	3:00:00	11/19/23	4:00:00	49
11/19/23	4:00:00	11/19/23	5:00:00	49
11/19/23	5:00:00	11/19/23	6:00:00	50
11/19/23	6:00:00	11/19/23	7:00:00	52
11/19/23	7:00:00	11/19/23	8:00:00	54
11/19/23	8:00:00	11/19/23	9:00:00	53
11/19/23	9:00:00	11/19/23	10:00:00	55
11/19/23	10:00:00	11/19/23	11:00:00	58
11/19/23	11:00:00	11/19/23	12:00:00	56
11/19/23	12:00:00	11/19/23	13:00:00	55
11/19/23	13:00:00	11/19/23	14:00:00	57
11/19/23	14:00:00	11/19/23	15:00:00	56
11/19/23	15:00:00	11/19/23	16:00:00	56
11/19/23	16:00:00	11/19/23	17:00:00	56
11/19/23	17:00:00	11/19/23	18:00:00	56
11/19/23	18:00:00	11/19/23	19:00:00	55
11/19/23	19:00:00	11/19/23	20:00:00	54
11/19/23	20:00:00	11/19/23	21:00:00	55
11/19/23	21:00:00	11/19/23	22:00:00	56
11/19/23	22:00:00	11/19/23	23:00:00	55
11/19/23	23:00:00	11/20/23	0:00:00	53
11/20/23	0:00:00	11/20/23	1:00:00	50
11/20/23	1:00:00	11/20/23	2:00:00	49
11/20/23	2:00:00	11/20/23	3:00:00	51
11/20/23	3:00:00	11/20/23	4:00:00	49
11/20/23	4:00:00	11/20/23	5:00:00	51
11/20/23	5:00:00	11/20/23	6:00:00	55
11/20/23	6:00:00	11/20/23	7:00:00	59
11/20/23	7:00:00	11/20/23	8:00:00	-
11/20/23	8:00:00	11/20/23	9:00:00	-
11/20/23	9:00:00	11/20/23	10:00:00	-
11/20/23	10:00:00	11/20/23	11:00:00	-
11/20/23	11:00:00	11/20/23	12:00:00	-
11/20/23	12:52:58	11/20/23	13:00:00	60
11/20/23	13:00:00	11/20/23	14:00:00	59

11/20/23	14:00:00	11/20/23	15:00:00	58
11/20/23	15:00:00	11/20/23	16:00:00	59
11/20/23	16:00:00	11/20/23	17:00:00	60
11/20/23	17:00:00	11/20/23	18:00:00	60
11/20/23	18:00:00	11/20/23	19:00:00	59
11/20/23	19:00:00	11/20/23	20:00:00	59
11/20/23	20:00:00	11/20/23	21:00:00	58
11/20/23	21:00:00	11/20/23	22:00:00	58
11/20/23	22:00:00	11/20/23	23:00:00	56
11/20/23	23:00:00	11/21/23	0:00:00	54
11/21/23	0:00:00	11/21/23	1:00:00	52
11/21/23	1:00:00	11/21/23	2:00:00	50
11/21/23	2:00:00	11/21/23	3:00:00	49
11/21/23	3:00:00	11/21/23	4:00:00	53
11/21/23	4:00:00	11/21/23	5:00:00	52
11/21/23	5:00:00	11/21/23	6:00:00	56
11/21/23	6:00:00	11/21/23	7:00:00	59
11/21/23	7:00:00	11/21/23	8:00:00	62
11/21/23	8:00:00	11/21/23	9:00:00	62
11/21/23	9:00:00	11/21/23	10:00:00	61
11/21/23	10:00:00	11/21/23	11:00:00	71
11/21/23	11:00:00	11/21/23	12:00:00	61
11/21/23	12:00:00	11/21/23	13:00:00	61
11/21/23	13:00:00	11/21/23	14:00:00	60
11/21/23	14:00:00	11/21/23	15:00:00	61
11/21/23	15:00:00	11/21/23	16:00:00	61
11/21/23	16:00:00	11/21/23	16:17:03	64

Location 5: Francis T. Purcell Preserve
Rental Meter (A2A-14032-EO)
Slow Response Weighting

Hardware Configuration

Device Info: XL2, SNo. A2A-19557-E0, FW4.21 Type Approved
Mic Type: NTi Audio M2230, SNo. 10095, User calibrated 2023-11-17 10:31
Mic Sensitivi 42.0 mV/Pa
Time Zone: UTC-05:00 (US/Eastern)

Broadband Results

Start Date [YYYY-MM-D	Time [hh:mm:ss]	LAeq [dB]		LAeq [dB]
11/17/23	10:00:00	11/17/23	11:00:00	-
11/17/23	11:36:14	11/17/23	12:00:00	59
11/17/23	12:00:00	11/17/23	13:00:00	60
11/17/23	13:00:00	11/17/23	14:00:00	61
11/17/23	14:00:00	11/17/23	15:00:00	60
11/17/23	15:00:00	11/17/23	16:00:00	62
11/17/23	16:00:00	11/17/23	17:00:00	60
11/17/23	17:00:00	11/17/23	18:00:00	60
11/17/23	18:00:00	11/17/23	19:00:00	60
11/17/23	19:00:00	11/17/23	20:00:00	59
11/17/23	20:00:00	11/17/23	21:00:00	58
11/17/23	21:00:00	11/17/23	22:00:00	57
11/17/23	22:00:00	11/17/23	23:00:00	58
11/17/23	23:00:00	11/18/23	0:00:00	57
11/18/23	0:00:00	11/18/23	1:00:00	56
11/18/23	1:00:00	11/18/23	2:00:00	55
11/18/23	2:00:00	11/18/23	3:00:00	51
11/18/23	3:00:00	11/18/23	4:00:00	50
11/18/23	4:00:00	11/18/23	5:00:00	50
11/18/23	5:00:00	11/18/23	6:00:00	51
11/18/23	6:00:00	11/18/23	7:00:00	52
11/18/23	7:00:00	11/18/23	8:00:00	55
11/18/23	8:00:00	11/18/23	9:00:00	56
11/18/23	9:00:00	11/18/23	10:00:00	58
11/18/23	10:00:00	11/18/23	11:00:00	57
11/18/23	11:00:00	11/18/23	12:00:00	57
11/18/23	12:00:00	11/18/23	13:00:00	56
11/18/23	13:00:00	11/18/23	14:00:00	57
11/18/23	14:00:00	11/18/23	15:00:00	58
11/18/23	15:00:00	11/18/23	16:00:00	56
11/18/23	16:00:00	11/18/23	17:00:00	55

11/18/23	17:00:00	11/18/23	18:00:00	60
11/18/23	18:00:00	11/18/23	19:00:00	57
11/18/23	19:00:00	11/18/23	20:00:00	56
11/18/23	20:00:00	11/18/23	21:00:00	54
11/18/23	21:00:00	11/18/23	22:00:00	54
11/18/23	22:00:00	11/18/23	23:00:00	56
11/18/23	23:00:00	11/19/23	0:00:00	52
11/19/23	0:00:00	11/19/23	1:00:00	52
11/19/23	1:00:00	11/19/23	2:00:00	50
11/19/23	2:00:00	11/19/23	3:00:00	49
11/19/23	3:00:00	11/19/23	4:00:00	48
11/19/23	4:00:00	11/19/23	5:00:00	47
11/19/23	5:00:00	11/19/23	6:00:00	51
11/19/23	6:00:00	11/19/23	7:00:00	52
11/19/23	7:00:00	11/19/23	8:00:00	52
11/19/23	8:00:00	11/19/23	9:00:00	54
11/19/23	9:00:00	11/19/23	10:00:00	53
11/19/23	10:00:00	11/19/23	11:00:00	56
11/19/23	11:00:00	11/19/23	12:00:00	59
11/19/23	12:00:00	11/19/23	13:00:00	62
11/19/23	13:00:00	11/19/23	14:00:00	63
11/19/23	14:00:00	11/19/23	15:00:00	58
11/19/23	15:00:00	11/19/23	16:00:00	56
11/19/23	16:00:00	11/19/23	17:00:00	57
11/19/23	17:00:00	11/19/23	18:00:00	64
11/19/23	18:00:00	11/19/23	19:00:00	55
11/19/23	19:00:00	11/19/23	20:00:00	54
11/19/23	20:00:00	11/19/23	21:00:00	54
11/19/23	21:00:00	11/19/23	22:00:00	53
11/19/23	22:00:00	11/19/23	23:00:00	52
11/19/23	23:00:00	11/20/23	0:00:00	50
11/20/23	0:00:00	11/20/23	1:00:00	49
11/20/23	1:00:00	11/20/23	2:00:00	49
11/20/23	2:00:00	11/20/23	3:00:00	52
11/20/23	3:00:00	11/20/23	4:00:00	47
11/20/23	4:00:00	11/20/23	5:00:00	47
11/20/23	5:00:00	11/20/23	6:00:00	52
11/20/23	6:00:00	11/20/23	7:00:00	55
11/20/23	7:00:00	11/20/23	8:00:00	-
11/20/23	8:00:00	11/20/23	9:00:00	-
11/20/23	9:00:00	11/20/23	10:00:00	-
11/20/23	10:00:00	11/20/23	11:00:00	-
11/20/23	11:00:00	11/20/23	12:00:00	-
11/20/23	12:33:30	11/20/23	13:00:00	57
11/20/23	13:00:00	11/20/23	14:00:00	55

11/20/23	14:00:00	11/20/23	15:00:00	53
11/20/23	15:00:00	11/20/23	16:00:00	54
11/20/23	16:00:00	11/20/23	17:00:00	54
11/20/23	17:00:00	11/20/23	18:00:00	55
11/20/23	18:00:00	11/20/23	19:00:00	54
11/20/23	19:00:00	11/20/23	20:00:00	54
11/20/23	20:00:00	11/20/23	21:00:00	56
11/20/23	21:00:00	11/20/23	22:00:00	56
11/20/23	22:00:00	11/20/23	23:00:00	56
11/20/23	23:00:00	11/21/23	0:00:00	54
11/21/23	0:00:00	11/21/23	1:00:00	52
11/21/23	1:00:00	11/21/23	2:00:00	49
11/21/23	2:00:00	11/21/23	3:00:00	49
11/21/23	3:00:00	11/21/23	4:00:00	50
11/21/23	4:00:00	11/21/23	5:00:00	52
11/21/23	5:00:00	11/21/23	6:00:00	55
11/21/23	6:00:00	11/21/23	7:00:00	58
11/21/23	7:00:00	11/21/23	8:00:00	60
11/21/23	8:00:00	11/21/23	9:00:00	69
11/21/23	9:00:00	11/21/23	10:00:00	60
11/21/23	10:00:00	11/21/23	11:00:00	63
11/21/23	11:00:00	11/21/23	12:00:00	60
11/21/23	12:00:00	11/21/23	13:00:00	61
11/21/23	13:00:00	11/21/23	14:00:00	61
11/21/23	14:00:00	11/21/23	15:00:00	60
11/21/23	15:00:00	11/21/23	16:00:00	61
11/21/23	16:00:00	11/21/23	17:00:00	63
11/21/23	17:00:00	11/21/23	17:17:28	63

Location 6: Residences and High School Propertiesat Hempstead Tpke
NTi4
Slow Response Weighting

Hardware Configuration

Device Info: XL2, SNo. A2A-19557-E0, FW4.21 Type Approved
Mic Type: NTi Audio M2230, SNo. 10095, User calibrated 2023-11-17 10:31
Mic Sensitivi 42.0 mV/Pa
Time Zone: UTC-05:00 (US/Eastern)

Broadband Results

Start Date [YYYY-MM-D	Time [hh:mm:ss]	LAeq [dB]		LAeq [dB]
11/17/23	10:00:00	11/17/23	11:00:00	-
11/17/23	11:18:52	11/17/23	12:00:00	66
11/17/23	12:00:00	11/17/23	13:00:00	65
11/17/23	13:00:00	11/17/23	14:00:00	65
11/17/23	14:00:00	11/17/23	15:00:00	65
11/17/23	15:00:00	11/17/23	16:00:00	69
11/17/23	16:00:00	11/17/23	17:00:00	67
11/17/23	17:00:00	11/17/23	18:00:00	68
11/17/23	18:00:00	11/17/23	19:00:00	67
11/17/23	19:00:00	11/17/23	20:00:00	66
11/17/23	20:00:00	11/17/23	21:00:00	65
11/17/23	21:00:00	11/17/23	22:00:00	65
11/17/23	22:00:00	11/17/23	23:00:00	66
11/17/23	23:00:00	11/18/23	0:00:00	64
11/18/23	0:00:00	11/18/23	1:00:00	63
11/18/23	1:00:00	11/18/23	2:00:00	62
11/18/23	2:00:00	11/18/23	3:00:00	60
11/18/23	3:00:00	11/18/23	4:00:00	63
11/18/23	4:00:00	11/18/23	5:00:00	61
11/18/23	5:00:00	11/18/23	6:00:00	65
11/18/23	6:00:00	11/18/23	7:00:00	64
11/18/23	7:00:00	11/18/23	8:00:00	67
11/18/23	8:00:00	11/18/23	9:00:00	67
11/18/23	9:00:00	11/18/23	10:00:00	67
11/18/23	10:00:00	11/18/23	11:00:00	68
11/18/23	11:00:00	11/18/23	12:00:00	67
11/18/23	12:00:00	11/18/23	13:00:00	68
11/18/23	13:00:00	11/18/23	14:00:00	67
11/18/23	14:00:00	11/18/23	15:00:00	70
11/18/23	15:00:00	11/18/23	16:00:00	68
11/18/23	16:00:00	11/18/23	17:00:00	68

11/18/23	17:00:00	11/18/23	18:00:00	67
11/18/23	18:00:00	11/18/23	19:00:00	67
11/18/23	19:00:00	11/18/23	20:00:00	66
11/18/23	20:00:00	11/18/23	21:00:00	65
11/18/23	21:00:00	11/18/23	22:00:00	65
11/18/23	22:00:00	11/18/23	23:00:00	65
11/18/23	23:00:00	11/19/23	0:00:00	64
11/19/23	0:00:00	11/19/23	1:00:00	63
11/19/23	1:00:00	11/19/23	2:00:00	62
11/19/23	2:00:00	11/19/23	3:00:00	61
11/19/23	3:00:00	11/19/23	4:00:00	60
11/19/23	4:00:00	11/19/23	5:00:00	60
11/19/23	5:00:00	11/19/23	6:00:00	61
11/19/23	6:00:00	11/19/23	7:00:00	63
11/19/23	7:00:00	11/19/23	8:00:00	64
11/19/23	8:00:00	11/19/23	9:00:00	65
11/19/23	9:00:00	11/19/23	10:00:00	65
11/19/23	10:00:00	11/19/23	11:00:00	65
11/19/23	11:00:00	11/19/23	12:00:00	65
11/19/23	12:00:00	11/19/23	13:00:00	66
11/19/23	13:00:00	11/19/23	14:00:00	66
11/19/23	14:00:00	11/19/23	15:00:00	66
11/19/23	15:00:00	11/19/23	16:00:00	65
11/19/23	16:00:00	11/19/23	17:00:00	66
11/19/23	17:00:00	11/19/23	18:00:00	66
11/19/23	18:00:00	11/19/23	19:00:00	65
11/19/23	19:00:00	11/19/23	20:00:00	65
11/19/23	20:00:00	11/19/23	21:00:00	67
11/19/23	21:00:00	11/19/23	22:00:00	66
11/19/23	22:00:00	11/19/23	23:00:00	65
11/19/23	23:00:00	11/20/23	0:00:00	63
11/20/23	0:00:00	11/20/23	1:00:00	62
11/20/23	1:00:00	11/20/23	2:00:00	59
11/20/23	2:00:00	11/20/23	3:00:00	59
11/20/23	3:00:00	11/20/23	4:00:00	61
11/20/23	4:00:00	11/20/23	5:00:00	62
11/20/23	5:00:00	11/20/23	6:00:00	65
11/20/23	6:00:00	11/20/23	7:00:00	-
11/20/23	7:00:00	11/20/23	8:00:00	-
11/20/23	8:00:00	11/20/23	9:00:00	-
11/20/23	9:00:00	11/20/23	10:00:00	-
11/20/23	10:00:00	11/20/23	11:00:00	-
11/20/23	11:37:02	11/20/23	12:00:00	66
11/20/23	12:00:00	11/20/23	13:00:00	66
11/20/23	13:00:00	11/20/23	14:00:00	67

11/20/23	14:00:00	11/20/23	15:00:00	67
11/20/23	15:00:00	11/20/23	16:00:00	66
11/20/23	16:00:00	11/20/23	17:00:00	67
11/20/23	17:00:00	11/20/23	18:00:00	67
11/20/23	18:00:00	11/20/23	19:00:00	67
11/20/23	19:00:00	11/20/23	20:00:00	66
11/20/23	20:00:00	11/20/23	21:00:00	67
11/20/23	21:00:00	11/20/23	22:00:00	66
11/20/23	22:00:00	11/20/23	23:00:00	67
11/20/23	23:00:00	11/21/23	0:00:00	64
11/21/23	0:00:00	11/21/23	1:00:00	61
11/21/23	1:00:00	11/21/23	2:00:00	59
11/21/23	2:00:00	11/21/23	3:00:00	60
11/21/23	3:00:00	11/21/23	4:00:00	59
11/21/23	4:00:00	11/21/23	5:00:00	63
11/21/23	5:00:00	11/21/23	6:00:00	65
11/21/23	6:00:00	11/21/23	7:00:00	68
11/21/23	7:00:00	11/21/23	8:00:00	68
11/21/23	8:00:00	11/21/23	9:00:00	67
11/21/23	9:00:00	11/21/23	10:00:00	67
11/21/23	10:00:00	11/21/23	11:00:00	67
11/21/23	11:00:00	11/21/23	12:00:00	67
11/21/23	12:00:00	11/21/23	13:00:00	68
11/21/23	13:00:00	11/21/23	14:00:00	66
11/21/23	14:00:00	11/21/23	15:00:00	68
11/21/23	15:00:00	11/21/23	16:00:00	67
11/21/23	16:00:00	11/21/23	16:58:37	70

Location 7: MSKCC Property
NTi1
Slow Response Weighting

Hardware Configuration

Device Info: XL2, SNo. A2A-19557-E0, FW4.21 Type Approved
Mic Type: NTi Audio M2230, SNo. 10095, User calibrated 2023-11-17 10:31
Mic Sensitivi 42.0 mV/Pa
Time Zone: UTC-05:00 (US/Eastern)

Broadband Results

Start Date [YYYY-MM-D	Time [hh:mm:ss]	LAeq [dB]		LAeq [dB]
11/17/23	10:00:00	11/17/23	11:00:00	-
11/17/23	11:00:54	11/17/23	12:00:00	59
11/17/23	12:00:00	11/17/23	13:00:00	58.9
11/17/23	13:00:00	11/17/23	14:00:00	58.4
11/17/23	14:00:00	11/17/23	15:00:00	57.4
11/17/23	15:00:00	11/17/23	16:00:00	62.1
11/17/23	16:00:00	11/17/23	17:00:00	59.9
11/17/23	17:00:00	11/17/23	18:00:00	59.1
11/17/23	18:00:00	11/17/23	19:00:00	57.8
11/17/23	19:00:00	11/17/23	20:00:00	57.9
11/17/23	20:00:00	11/17/23	21:00:00	57.2
11/17/23	21:00:00	11/17/23	22:00:00	57.3
11/17/23	22:00:00	11/17/23	23:00:00	56.6
11/17/23	23:00:00	11/18/23	0:00:00	54.6
11/18/23	0:00:00	11/18/23	1:00:00	53.2
11/18/23	1:00:00	11/18/23	2:00:00	50.5
11/18/23	2:00:00	11/18/23	3:00:00	48.2
11/18/23	3:00:00	11/18/23	4:00:00	52.7
11/18/23	4:00:00	11/18/23	5:00:00	50.4
11/18/23	5:00:00	11/18/23	6:00:00	55.1
11/18/23	6:00:00	11/18/23	7:00:00	59.2
11/18/23	7:00:00	11/18/23	8:00:00	58.8
11/18/23	8:00:00	11/18/23	9:00:00	60.2
11/18/23	9:00:00	11/18/23	10:00:00	62.1
11/18/23	10:00:00	11/18/23	11:00:00	61.4
11/18/23	11:00:00	11/18/23	12:00:00	62.4
11/18/23	12:00:00	11/18/23	13:00:00	61.3
11/18/23	13:00:00	11/18/23	14:00:00	60.9
11/18/23	14:00:00	11/18/23	15:00:00	61.4
11/18/23	15:00:00	11/18/23	16:00:00	60.5
11/18/23	16:00:00	11/18/23	17:00:00	59.9

11/18/23	17:00:00	11/18/23	18:00:00	59.2
11/18/23	18:00:00	11/18/23	19:00:00	58.8
11/18/23	19:00:00	11/18/23	20:00:00	58.5
11/18/23	20:00:00	11/18/23	21:00:00	57.1
11/18/23	21:00:00	11/18/23	22:00:00	56.6
11/18/23	22:00:00	11/18/23	23:00:00	56.8
11/18/23	23:00:00	11/19/23	0:00:00	54.4
11/19/23	0:00:00	11/19/23	1:00:00	53.7
11/19/23	1:00:00	11/19/23	2:00:00	52.4
11/19/23	2:00:00	11/19/23	3:00:00	51.3
11/19/23	3:00:00	11/19/23	4:00:00	50.7
11/19/23	4:00:00	11/19/23	5:00:00	50.5
11/19/23	5:00:00	11/19/23	6:00:00	51.3
11/19/23	6:00:00	11/19/23	7:00:00	53.7
11/19/23	7:00:00	11/19/23	8:00:00	55.9
11/19/23	8:00:00	11/19/23	9:00:00	56.1
11/19/23	9:00:00	11/19/23	10:00:00	57.5
11/19/23	10:00:00	11/19/23	11:00:00	58
11/19/23	11:00:00	11/19/23	12:00:00	59.2
11/19/23	12:00:00	11/19/23	13:00:00	58.3
11/19/23	13:00:00	11/19/23	14:00:00	59.1
11/19/23	14:00:00	11/19/23	15:00:00	61.4
11/19/23	15:00:00	11/19/23	16:00:00	58.5
11/19/23	16:00:00	11/19/23	17:00:00	58.2
11/19/23	17:00:00	11/19/23	18:00:00	57.1
11/19/23	18:00:00	11/19/23	19:00:00	56.7
11/19/23	19:00:00	11/19/23	20:00:00	56.2
11/19/23	20:00:00	11/19/23	21:00:00	57.5
11/19/23	21:00:00	11/19/23	22:00:00	58.8
11/19/23	22:00:00	11/19/23	23:00:00	58.6
11/19/23	23:00:00	11/20/23	0:00:00	55.6
11/20/23	0:00:00	11/20/23	1:00:00	52.2
11/20/23	1:00:00	11/20/23	2:00:00	51.1
11/20/23	2:00:00	11/20/23	3:00:00	52.6
11/20/23	3:00:00	11/20/23	4:00:00	51.5
11/20/23	4:00:00	11/20/23	5:00:00	52.4
11/20/23	5:00:00	11/20/23	6:00:00	56.8
11/20/23	6:00:00	11/20/23	7:00:00	-
11/20/23	7:00:00	11/20/23	8:00:00	-
11/20/23	8:00:00	11/20/23	9:00:00	-
11/20/23	9:00:00	11/20/23	10:00:00	-
11/20/23	10:00:00	11/20/23	11:00:00	-
11/20/23	11:06:58	11/20/23	12:00:00	59.8
11/20/23	12:00:00	11/20/23	13:00:00	59.9
11/20/23	13:00:00	11/20/23	14:00:00	59.6

11/20/23	14:00:00	11/20/23	15:00:00	59.2
11/20/23	15:00:00	11/20/23	16:00:00	59.6
11/20/23	16:00:00	11/20/23	17:00:00	60.3
11/20/23	17:00:00	11/20/23	18:00:00	59.4
11/20/23	18:00:00	11/20/23	19:00:00	57.8
11/20/23	19:00:00	11/20/23	20:00:00	56.9
11/20/23	20:00:00	11/20/23	21:00:00	57
11/20/23	21:00:00	11/20/23	22:00:00	58.1
11/20/23	22:00:00	11/20/23	23:00:00	55
11/20/23	23:00:00	11/21/23	0:00:00	52.4
11/21/23	0:00:00	11/21/23	1:00:00	50.6
11/21/23	1:00:00	11/21/23	2:00:00	48.5
11/21/23	2:00:00	11/21/23	3:00:00	49.9
11/21/23	3:00:00	11/21/23	4:00:00	49.4
11/21/23	4:00:00	11/21/23	5:00:00	51.2
11/21/23	5:00:00	11/21/23	6:00:00	54.4
11/21/23	6:00:00	11/21/23	7:00:00	57.9
11/21/23	7:00:00	11/21/23	8:00:00	60.9
11/21/23	8:00:00	11/21/23	9:00:00	61.5
11/21/23	9:00:00	11/21/23	10:00:00	59.5
11/21/23	10:00:00	11/21/23	11:00:00	58.4
11/21/23	11:00:00	11/21/23	12:00:00	58.6
11/21/23	12:00:00	11/21/23	13:00:00	58.5
11/21/23	13:00:00	11/21/23	14:00:00	58.5
11/21/23	14:00:00	11/21/23	15:00:00	58.1
11/21/23	15:00:00	11/21/23	16:00:00	59
11/21/23	16:00:00	11/21/23	16:38:56	61.8

Attachment B

Traffic Data and Passenger Car Equivalent Breakdown Analysis

Study Name 39.Earle Ovington Boulevard at Coliseum Media/Staff Parking-WED
Start Date Wednesday, September 13, 2023 7:00 AM
End Date Wednesday, September 13, 2023 11:00 PM
Site Code

Road Volumes

TMV	Movement													
	Southbound			Southbound To	Westbound			Westbound To	Northbound			Northbound To	Grand Total	
Interval	L	T	U		L	U	R		T	U	R			
9/13/23 7:00	0	68	0	68	0	0	0	0	112	0	0	112	180	7:00-8:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	59	0	59	0	0	0	0	93	0	0	93	152	1108
Light Goods Vehicles	0	1	0	1	0	0	0	0	14	0	0	14	15	89
Buses	0	2	0	2	0	0	0	0	3	0	0	3	5	49
Single-Unit Trucks	0	6	0	6	0	0	0	0	0	0	0	0	6	25
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2	6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	4693
9/13/23 7:15	0	103	0	103	0	0	0	0	146	0	0	146	249	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	88	0	88	0	0	0	0	122	0	0	122	210	
Light Goods Vehicles	0	7	0	7	0	0	0	0	11	0	0	11	18	
Buses	0	4	0	4	0	0	0	0	7	0	0	7	11	
Single-Unit Trucks	0	3	0	3	0	0	0	0	4	0	0	4	7	
Articulated Trucks	0	1	0	1	0	0	0	0	2	0	0	2	3	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 7:30	0	155	0	155	0	0	0	0	240	0	0	240	395	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	125	0	125	0	0	0	0	211	0	0	211	336	
Light Goods Vehicles	0	15	0	15	0	0	0	0	17	0	0	17	32	
Buses	0	9	0	9	0	0	0	0	10	0	0	10	19	
Single-Unit Trucks	0	5	0	5	0	0	0	0	2	0	0	2	7	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 7:45	0	184	0	184	0	0	0	0	269	0	0	269	453	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	160	0	160	0	0	0	0	250	0	0	250	410	
Light Goods Vehicles	0	13	0	13	0	0	0	0	11	0	0	11	24	
Buses	0	9	0	9	0	0	0	0	5	0	0	5	14	
Single-Unit Trucks	0	2	0	2	0	0	0	0	3	0	0	3	5	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 8:00	0	175	0	175	0	0	0	0	221	0	0	221	396	8:00-9:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	159	0	159	0	0	0	0	197	0	0	197	356	1108
Light Goods Vehicles	0	5	0	5	0	0	0	0	12	0	0	12	17	62
Buses	0	9	0	9	0	0	0	0	3	0	0	3	12	31
Single-Unit Trucks	0	1	0	1	0	0	0	0	8	0	0	8	9	30
Articulated Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2	7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	4273
9/13/23 8:15	0	110	0	110	0	0	0	0	165	0	0	165	275	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	101	0	101	0	0	0	0	142	0	0	142	243	
Light Goods Vehicles	0	2	0	2	0	0	0	0	12	0	0	12	14	
Buses	0	5	0	5	0	0	0	0	4	0	0	4	9	
Single-Unit Trucks	0	2	0	2	0	0	0	0	5	0	0	5	7	
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 8:30	0	95	0	95	0	0	0	0	163	0	0	163	258	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	83	0	83	0	0	0	0	148	0	0	148	231	
Light Goods Vehicles	0	5	0	5	0	0	0	0	10	0	0	10	15	
Buses	0	3	0	3	0	0	0	0	2	0	0	2	5	
Single-Unit Trucks	0	3	0	3	0	0	0	0	2	0	0	2	5	
Articulated Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 8:45	0	114	0	114	0	0	0	0	195	0	0	195	309	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	99	0	99	0	0	0	0	179	0	0	179	278	
Light Goods Vehicles	0	6	0	6	0	0	0	0	10	0	0	10	16	
Buses	0	3	0	3	0	0	0	0	2	0	0	2	5	
Single-Unit Trucks	0	5	0	5	0	0	0	0	4	0	0	4	9	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 9:00	0	132	0	132	0	0	0	0	204	0	0	204	336	9:00-10:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	117	0	117	0	0	0	0	187	0	0	187	304	1161
Light Goods Vehicles	0	8	0	8	0	0	0	0	10	0	0	10	18	56
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2	12
Single-Unit Trucks	0	6	0	6	0	0	0	0	5	0	0	5	11	59
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	5263
9/13/23 9:15	0	185	0	185	0	0	0	0	211	0	0	211	396	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	160	0	160	0	0	0	0	196	0	0	196	356	
Light Goods Vehicles	0	4	0	4	0	0	0	0	5	0	0	5	9	
Buses	0	1	0	1	0	0	0	0	2	0	0	2	3	
Single-Unit Trucks	0	20	0	20	0	0	0	0	5	0	0	5	25	
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2	
Bicycles on Road	0	0	0	0	0	0	0	0	1	0	0	1	1	
9/13/23 9:30	0	165	0	165	0	0	0	0	159	0	0	159	324	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	139	0	139	0	0	0	0	144	0	0	144	283	
Light Goods Vehicles	0	12	0	12	0	0	0	0	8	0	0	8	20	
Buses	0	2	0	2	0	0	0	0	1	0	0	1	3	
Single-Unit Trucks	0	12	0	12	0	0	0	0	2	0	0	2	14	
Articulated Trucks	0	0	0	0	0	0	0	0	4	0	0	4	4	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 9:45	0	110	0	110	0	0	0	0	130	0	0	130	240	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	98	0	98	0	0	0	0	120	0	0	120	218	
Light Goods Vehicles	0	7	0	7	0	0	0	0	2	0	0	2	9	
Buses	0	1	0	1	0	0	0	0	3	0	0	3	4	

	PCEs
Cars	1
Light Goods	14
Buses	18
Single Unit &	47

7:30-8:30
1345
87
54
28
5
5086

Single-Unit Trucks	0	4	0	4	0	0	0	0	5	0	0	5	9	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 15:00	0	144	0	144	0	0	0	0	165	0	0	165	309	15:00-16:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	128	0	128	0	0	0	0	147	0	0	147	275	1388
Light Goods Vehicles	0	12	0	12	0	0	0	0	10	0	0	10	22	90
Buses	0	4	0	4	0	0	0	0	8	0	0	8	12	42
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	4203
9/13/23 15:15	0	256	0	256	0	0	0	0	166	0	0	166	422	15:15-16:15
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	239	0	239	0	0	0	0	145	0	0	145	384	1490
Light Goods Vehicles	0	10	0	10	0	0	0	0	8	0	0	8	18	90
Buses	0	3	0	3	0	0	0	0	9	0	0	9	12	42
Single-Unit Trucks	0	3	0	3	0	0	0	0	4	0	0	4	7	19
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	4681
9/13/23 15:30	0	206	0	206	0	0	0	0	196	0	0	196	402	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	195	0	195	0	0	0	0	169	0	0	169	364	
Light Goods Vehicles	0	7	0	7	0	0	0	0	16	0	0	16	23	
Buses	0	3	0	3	0	0	0	0	6	0	0	6	9	
Single-Unit Trucks	0	1	0	1	0	0	0	0	4	0	0	4	5	
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 15:45	0	235	0	235	0	0	0	0	169	0	0	169	404	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	218	0	218	0	0	0	0	147	0	0	147	365	
Light Goods Vehicles	0	12	0	12	0	0	0	0	15	0	0	15	27	
Buses	0	5	0	5	0	0	0	0	4	0	0	4	9	
Single-Unit Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2	
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 16:00	0	273	0	273	0	0	0	0	146	0	0	146	419	16:00-17:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	243	0	243	0	0	0	0	134	0	0	134	377	1477
Light Goods Vehicles	0	18	0	18	0	0	0	0	4	0	0	4	22	82
Buses	0	6	0	6	0	0	0	0	6	0	0	6	12	32
Single-Unit Trucks	0	4	0	4	0	0	0	0	1	0	0	1	5	15
Articulated Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3	6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	4188
9/13/23 16:15	0	227	0	227	0	0	0	0	147	0	0	147	374	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	202	0	202	0	0	0	0	134	0	0	134	336	
Light Goods Vehicles	0	17	0	17	0	0	0	0	4	0	0	4	21	
Buses	0	6	0	6	0	0	0	0	6	0	0	6	12	
Single-Unit Trucks	0	2	0	2	0	0	0	0	2	0	0	2	4	
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 16:30	0	215	0	215	0	0	0	0	142	0	0	142	357	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	197	0	197	0	0	0	0	132	0	0	132	329	
Light Goods Vehicles	0	12	0	12	0	0	0	0	3	0	0	3	15	
Buses	0	3	0	3	0	0	0	0	4	0	0	4	7	
Single-Unit Trucks	0	2	0	2	0	0	0	0	3	0	0	3	5	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 16:45	0	309	0	309	0	0	0	0	153	0	0	153	462	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	290	0	290	0	0	0	0	145	0	0	145	435	
Light Goods Vehicles	0	18	0	18	0	0	0	0	6	0	0	6	24	
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 17:00	0	291	0	291	0	0	0	0	141	0	0	141	432	17:00-18:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	272	0	272	0	0	0	0	130	0	0	130	402	1469
Light Goods Vehicles	0	11	0	11	0	0	0	0	9	0	0	9	20	55
Buses	0	2	0	2	0	0	0	0	2	0	0	2	4	8
Single-Unit Trucks	0	4	0	4	0	0	0	0	0	0	0	0	4	12
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	4
Bicycles on Road	0	1	0	1	0	0	0	0	0	0	0	0	1	3135
9/13/23 17:15	0	250	0	250	0	0	0	0	126	0	0	126	376	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	239	0	239	0	0	0	0	120	0	0	120	359	
Light Goods Vehicles	0	8	0	8	0	0	0	0	6	0	0	6	14	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 17:30	0	208	0	208	0	0	0	0	139	0	0	139	347	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	199	0	199	0	0	0	0	134	0	0	134	333	
Light Goods Vehicles	0	5	0	5	0	0	0	0	3	0	0	3	8	
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1	
Single-Unit Trucks	0	2	0	2	0	0	0	0	2	0	0	2	4	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 17:45	0	226	0	226	0	0	0	0	168	0	0	168	394	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	214	0	214	0	0	0	0	161	0	0	161	375	
Light Goods Vehicles	0	8	0	8	0	0	0	0	5	0	0	5	13	
Buses	0	2	0	2	0	0	0	0	1	0	0	1	3	
Single-Unit Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 18:00	0	207	0	207	0	0	0	0	165	0	0	165	372	18:00-19:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	196	0	196	0	0	0	0	155	0	0	155	351	1210
Light Goods Vehicles	0	7	0	7	0	0	0	0	8	0	0	8	15	42

Buses	0	2	0	2	0	0	0	0	1	0	0	1	3	7
Single-Unit Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	2488
9/13/23 18:15	0	195	0	195	0	0	0	0	142	0	0	142	337	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	184	0	184	0	0	0	0	133	0	0	133	317	
Light Goods Vehicles	0	9	0	9	0	0	0	0	5	0	0	5	14	
Buses	0	1	0	1	0	0	0	0	2	0	0	2	3	
Single-Unit Trucks	0	1	0	1	0	0	0	0	2	0	0	2	3	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 18:30	0	183	0	183	0	0	0	0	150	0	0	150	333	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	178	0	178	0	0	0	0	144	0	0	144	322	
Light Goods Vehicles	0	3	0	3	0	0	0	0	5	0	0	5	8	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 18:45	0	119	0	119	0	0	0	0	110	0	0	110	229	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	116	0	116	0	0	0	0	104	0	0	104	220	
Light Goods Vehicles	0	2	0	2	0	0	0	0	3	0	0	3	5	
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	1	0	1	0	0	0	0	2	0	0	2	3	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 19:00	0	144	0	144	0	0	0	0	122	0	0	122	266	19:00-20:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	133	0	133	0	0	0	0	108	0	0	108	241	883
Light Goods Vehicles	0	5	0	5	0	0	0	0	11	0	0	11	16	42
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1	6
Single-Unit Trucks	0	2	0	2	0	0	0	0	2	0	0	2	4	14
Articulated Trucks	0	3	0	3	0	0	0	0	1	0	0	1	4	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	2425
9/13/23 19:15	0	131	0	131	0	0	0	0	103	0	0	103	234	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	122	0	122	0	0	0	0	91	0	0	91	213	
Light Goods Vehicles	0	5	0	5	0	0	0	0	9	0	0	9	14	
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	3	0	3	0	0	0	0	2	0	0	2	5	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	1	0	1	0	0	0	0	0	0	0	0	1	
9/13/23 19:30	0	136	0	136	0	0	0	0	90	0	0	90	226	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	127	0	127	0	0	0	0	85	0	0	85	212	
Light Goods Vehicles	0	3	0	3	0	0	0	0	3	0	0	3	6	
Buses	0	3	0	3	0	0	0	0	1	0	0	1	4	
Single-Unit Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	2	0	2	0	0	0	0	0	0	0	0	2	
9/13/23 19:45	0	130	0	130	0	0	0	0	96	0	0	96	226	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	126	0	126	0	0	0	0	91	0	0	91	217	
Light Goods Vehicles	0	3	0	3	0	0	0	0	3	0	0	3	6	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	1	0	1	0	0	0	0	2	0	0	2	3	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 20:00	0	120	0	120	0	0	0	0	91	0	0	91	211	20:00-21:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	117	0	117	0	0	0	0	87	0	0	87	204	695
Light Goods Vehicles	0	1	0	1	0	0	0	0	3	0	0	3	4	24
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2	8
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1269
9/13/23 20:15	0	91	0	91	0	0	0	0	88	0	0	88	179	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	88	0	88	0	0	0	0	81	0	0	81	169	
Light Goods Vehicles	0	2	0	2	0	0	0	0	6	0	0	6	8	
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 20:30	0	116	0	116	0	0	0	0	72	0	0	72	188	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	107	0	107	0	0	0	0	66	0	0	66	173	
Light Goods Vehicles	0	7	0	7	0	0	0	0	4	0	0	4	11	
Buses	0	2	0	2	0	0	0	0	2	0	0	2	4	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 20:45	0	94	0	94	0	0	0	0	58	0	0	58	152	
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1	
Cars	0	93	0	93	0	0	0	0	56	0	0	56	149	
Light Goods Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	1	
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 21:00	0	76	0	76	0	0	0	0	73	0	0	73	149	21:00-22:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	74	0	74	0	0	0	0	70	0	0	70	144	506
Light Goods Vehicles	0	1	0	1	0	0	0	0	2	0	0	2	3	11
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2	3
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	761
9/13/23 21:15	0	107	0	107	0	0	0	0	54	0	0	54	161	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	107	0	107	0	0	0	0	51	0	0	51	158	

Light Goods Vehicles	0	0	0	0	0	0	0	0	3	0	0	3	3	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 21:30	0	100	0	100	0	0	0	0	23	0	0	23	123	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	98	0	98	0	0	0	0	21	0	0	21	119	
Light Goods Vehicles	0	1	0	1	0	0	0	0	1	0	0	1	2	
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 21:45	0	60	0	60	0	0	0	0	28	0	0	28	88	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	60	0	60	0	0	0	0	25	0	0	25	85	
Light Goods Vehicles	0	0	0	0	0	0	0	0	3	0	0	3	3	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 22:00	0	90	0	90	0	0	0	0	37	0	0	37	127	22:00-23:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	88	0	88	0	0	0	0	34	0	0	34	122	290
Light Goods Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	1	4
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2	3
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	1	0	1	0	0	0	0	0	0	0	0	1	494
9/13/23 22:15	0	44	0	44	0	0	0	0	25	0	0	25	69	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	43	0	43	0	0	0	0	24	0	0	24	67	
Light Goods Vehicles	0	1	0	1	0	0	0	0	1	0	0	1	2	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 22:30	0	33	0	33	0	0	0	0	27	0	0	27	60	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	32	0	32	0	0	0	0	25	0	0	25	57	
Light Goods Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	1	
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 22:45	0	29	0	29	0	0	0	0	16	0	0	16	45	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	28	0	28	0	0	0	0	16	0	0	16	44	
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	1	0	1	0	0	0	0	0	0	0	0	1	
Grand Total	0	6641	0	6641	0	0	0	0	5643	0	0	5643	12284	

Study Name 39.Earle Ovington Boulevard at Coliseum Media/Staff Parking-WED
Start Date Wednesday, September 13, 2023 7:00 AM
End Date Wednesday, September 13, 2023 11:00 PM
Site Code

Road Volumes

TMV	Movement													
	Southbound			Southbound To	Westbound			Westbound To	Northbound			Northbound To	Grand Total	
Interval	L	T	U		L	U	R		T	U	R			
9/13/23 7:00	0	68	0	68	0	0	0	0	112	0	0	112	180	7:00-8:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	59	0	59	0	0	0	0	93	0	0	93	152	1108
Light Goods Vehicles	0	1	0	1	0	0	0	0	14	0	0	14	15	89
Buses	0	2	0	2	0	0	0	0	3	0	0	3	5	49
Single-Unit Trucks	0	6	0	6	0	0	0	0	0	0	0	0	6	25
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2	6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	4693
9/13/23 7:15	0	103	0	103	0	0	0	0	146	0	0	146	249	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	88	0	88	0	0	0	0	122	0	0	122	210	
Light Goods Vehicles	0	7	0	7	0	0	0	0	11	0	0	11	18	
Buses	0	4	0	4	0	0	0	0	7	0	0	7	11	
Single-Unit Trucks	0	3	0	3	0	0	0	0	4	0	0	4	7	
Articulated Trucks	0	1	0	1	0	0	0	0	2	0	0	2	3	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 7:30	0	155	0	155	0	0	0	0	240	0	0	240	395	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	125	0	125	0	0	0	0	211	0	0	211	336	
Light Goods Vehicles	0	15	0	15	0	0	0	0	17	0	0	17	32	
Buses	0	9	0	9	0	0	0	0	10	0	0	10	19	
Single-Unit Trucks	0	5	0	5	0	0	0	0	2	0	0	2	7	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 7:45	0	184	0	184	0	0	0	0	269	0	0	269	453	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	160	0	160	0	0	0	0	250	0	0	250	410	
Light Goods Vehicles	0	13	0	13	0	0	0	0	11	0	0	11	24	
Buses	0	9	0	9	0	0	0	0	5	0	0	5	14	
Single-Unit Trucks	0	2	0	2	0	0	0	0	3	0	0	3	5	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 8:00	0	175	0	175	0	0	0	0	221	0	0	221	396	8:00-9:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	159	0	159	0	0	0	0	197	0	0	197	356	1108
Light Goods Vehicles	0	5	0	5	0	0	0	0	12	0	0	12	17	62
Buses	0	9	0	9	0	0	0	0	3	0	0	3	12	31
Single-Unit Trucks	0	1	0	1	0	0	0	0	8	0	0	8	9	30
Articulated Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2	7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	4273
9/13/23 8:15	0	110	0	110	0	0	0	0	165	0	0	165	275	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	101	0	101	0	0	0	0	142	0	0	142	243	
Light Goods Vehicles	0	2	0	2	0	0	0	0	12	0	0	12	14	
Buses	0	5	0	5	0	0	0	0	4	0	0	4	9	
Single-Unit Trucks	0	2	0	2	0	0	0	0	5	0	0	5	7	
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 8:30	0	95	0	95	0	0	0	0	163	0	0	163	258	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	83	0	83	0	0	0	0	148	0	0	148	231	
Light Goods Vehicles	0	5	0	5	0	0	0	0	10	0	0	10	15	
Buses	0	3	0	3	0	0	0	0	2	0	0	2	5	
Single-Unit Trucks	0	3	0	3	0	0	0	0	2	0	0	2	5	
Articulated Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 8:45	0	114	0	114	0	0	0	0	195	0	0	195	309	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	99	0	99	0	0	0	0	179	0	0	179	278	
Light Goods Vehicles	0	6	0	6	0	0	0	0	10	0	0	10	16	
Buses	0	3	0	3	0	0	0	0	2	0	0	2	5	
Single-Unit Trucks	0	5	0	5	0	0	0	0	4	0	0	4	9	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 9:00	0	132	0	132	0	0	0	0	204	0	0	204	336	9:00-10:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	117	0	117	0	0	0	0	187	0	0	187	304	1161
Light Goods Vehicles	0	8	0	8	0	0	0	0	10	0	0	10	18	56
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2	12
Single-Unit Trucks	0	6	0	6	0	0	0	0	5	0	0	5	11	59
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	5263
9/13/23 9:15	0	185	0	185	0	0	0	0	211	0	0	211	396	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	160	0	160	0	0	0	0	196	0	0	196	356	
Light Goods Vehicles	0	4	0	4	0	0	0	0	5	0	0	5	9	
Buses	0	1	0	1	0	0	0	0	2	0	0	2	3	
Single-Unit Trucks	0	20	0	20	0	0	0	0	5	0	0	5	25	
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2	
Bicycles on Road	0	0	0	0	0	0	0	0	1	0	0	1	1	
9/13/23 9:30	0	165	0	165	0	0	0	0	159	0	0	159	324	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	139	0	139	0	0	0	0	144	0	0	144	283	
Light Goods Vehicles	0	12	0	12	0	0	0	0	8	0	0	8	20	
Buses	0	2	0	2	0	0	0	0	1	0	0	1	3	
Single-Unit Trucks	0	12	0	12	0	0	0	0	2	0	0	2	14	
Articulated Trucks	0	0	0	0	0	0	0	0	4	0	0	4	4	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 9:45	0	110	0	110	0	0	0	0	130	0	0	130	240	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	98	0	98	0	0	0	0	120	0	0	120	218	
Light Goods Vehicles	0	7	0	7	0	0	0	0	2	0	0	2	9	
Buses	0	1	0	1	0	0	0	0	3	0	0	3	4	

	PCEs
Cars	1
Light Goods	14
Buses	18
Single Unit &	47

7:30-8:30
1345
87
54
28
5
5086

Single-Unit Trucks	0	4	0	4	0	0	0	0	5	0	0	5	9	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 15:00	0	144	0	144	0	0	0	0	165	0	0	165	309	15:00-16:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	128	0	128	0	0	0	0	147	0	0	147	275	1388
Light Goods Vehicles	0	12	0	12	0	0	0	0	10	0	0	10	22	90
Buses	0	4	0	4	0	0	0	0	8	0	0	8	12	42
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	4203
9/13/23 15:15	0	256	0	256	0	0	0	0	166	0	0	166	422	15:15-16:15
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	239	0	239	0	0	0	0	145	0	0	145	384	1490
Light Goods Vehicles	0	10	0	10	0	0	0	0	8	0	0	8	18	90
Buses	0	3	0	3	0	0	0	0	9	0	0	9	12	42
Single-Unit Trucks	0	3	0	3	0	0	0	0	4	0	0	4	7	19
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	4681
9/13/23 15:30	0	206	0	206	0	0	0	0	196	0	0	196	402	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	195	0	195	0	0	0	0	169	0	0	169	364	
Light Goods Vehicles	0	7	0	7	0	0	0	0	16	0	0	16	23	
Buses	0	3	0	3	0	0	0	0	6	0	0	6	9	
Single-Unit Trucks	0	1	0	1	0	0	0	0	4	0	0	4	5	
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 15:45	0	235	0	235	0	0	0	0	169	0	0	169	404	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	218	0	218	0	0	0	0	147	0	0	147	365	
Light Goods Vehicles	0	12	0	12	0	0	0	0	15	0	0	15	27	
Buses	0	5	0	5	0	0	0	0	4	0	0	4	9	
Single-Unit Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2	
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 16:00	0	273	0	273	0	0	0	0	146	0	0	146	419	16:00-17:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	243	0	243	0	0	0	0	134	0	0	134	377	1477
Light Goods Vehicles	0	18	0	18	0	0	0	0	4	0	0	4	22	82
Buses	0	6	0	6	0	0	0	0	6	0	0	6	12	32
Single-Unit Trucks	0	4	0	4	0	0	0	0	1	0	0	1	5	15
Articulated Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3	6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	4188
9/13/23 16:15	0	227	0	227	0	0	0	0	147	0	0	147	374	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	202	0	202	0	0	0	0	134	0	0	134	336	
Light Goods Vehicles	0	17	0	17	0	0	0	0	4	0	0	4	21	
Buses	0	6	0	6	0	0	0	0	6	0	0	6	12	
Single-Unit Trucks	0	2	0	2	0	0	0	0	2	0	0	2	4	
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 16:30	0	215	0	215	0	0	0	0	142	0	0	142	357	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	197	0	197	0	0	0	0	132	0	0	132	329	
Light Goods Vehicles	0	12	0	12	0	0	0	0	3	0	0	3	15	
Buses	0	3	0	3	0	0	0	0	4	0	0	4	7	
Single-Unit Trucks	0	2	0	2	0	0	0	0	3	0	0	3	5	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 16:45	0	309	0	309	0	0	0	0	153	0	0	153	462	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	290	0	290	0	0	0	0	145	0	0	145	435	
Light Goods Vehicles	0	18	0	18	0	0	0	0	6	0	0	6	24	
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 17:00	0	291	0	291	0	0	0	0	141	0	0	141	432	17:00-18:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	272	0	272	0	0	0	0	130	0	0	130	402	1469
Light Goods Vehicles	0	11	0	11	0	0	0	0	9	0	0	9	20	55
Buses	0	2	0	2	0	0	0	0	2	0	0	2	4	8
Single-Unit Trucks	0	4	0	4	0	0	0	0	0	0	0	0	4	12
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	4
Bicycles on Road	0	1	0	1	0	0	0	0	0	0	0	0	1	3135
9/13/23 17:15	0	250	0	250	0	0	0	0	126	0	0	126	376	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	239	0	239	0	0	0	0	120	0	0	120	359	
Light Goods Vehicles	0	8	0	8	0	0	0	0	6	0	0	6	14	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 17:30	0	208	0	208	0	0	0	0	139	0	0	139	347	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	199	0	199	0	0	0	0	134	0	0	134	333	
Light Goods Vehicles	0	5	0	5	0	0	0	0	3	0	0	3	8	
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1	
Single-Unit Trucks	0	2	0	2	0	0	0	0	2	0	0	2	4	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 17:45	0	226	0	226	0	0	0	0	168	0	0	168	394	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	214	0	214	0	0	0	0	161	0	0	161	375	
Light Goods Vehicles	0	8	0	8	0	0	0	0	5	0	0	5	13	
Buses	0	2	0	2	0	0	0	0	1	0	0	1	3	
Single-Unit Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 18:00	0	207	0	207	0	0	0	0	165	0	0	165	372	18:00-19:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	196	0	196	0	0	0	0	155	0	0	155	351	1210
Light Goods Vehicles	0	7	0	7	0	0	0	0	8	0	0	8	15	42

Buses	0	2	0	2	0	0	0	0	1	0	0	1	3	7
Single-Unit Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	2488
9/13/23 18:15	0	195	0	195	0	0	0	0	142	0	0	142	337	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	184	0	184	0	0	0	0	133	0	0	133	317	
Light Goods Vehicles	0	9	0	9	0	0	0	0	5	0	0	5	14	
Buses	0	1	0	1	0	0	0	0	2	0	0	2	3	
Single-Unit Trucks	0	1	0	1	0	0	0	0	2	0	0	2	3	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 18:30	0	183	0	183	0	0	0	0	150	0	0	150	333	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	178	0	178	0	0	0	0	144	0	0	144	322	
Light Goods Vehicles	0	3	0	3	0	0	0	0	5	0	0	5	8	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 18:45	0	119	0	119	0	0	0	0	110	0	0	110	229	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	116	0	116	0	0	0	0	104	0	0	104	220	
Light Goods Vehicles	0	2	0	2	0	0	0	0	3	0	0	3	5	
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	1	0	1	0	0	0	0	2	0	0	2	3	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 19:00	0	144	0	144	0	0	0	0	122	0	0	122	266	19:00-20:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	133	0	133	0	0	0	0	108	0	0	108	241	883
Light Goods Vehicles	0	5	0	5	0	0	0	0	11	0	0	11	16	42
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1	6
Single-Unit Trucks	0	2	0	2	0	0	0	0	2	0	0	2	4	14
Articulated Trucks	0	3	0	3	0	0	0	0	1	0	0	1	4	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	2425
9/13/23 19:15	0	131	0	131	0	0	0	0	103	0	0	103	234	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	122	0	122	0	0	0	0	91	0	0	91	213	
Light Goods Vehicles	0	5	0	5	0	0	0	0	9	0	0	9	14	
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	3	0	3	0	0	0	0	2	0	0	2	5	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	1	0	1	0	0	0	0	0	0	0	0	1	
9/13/23 19:30	0	136	0	136	0	0	0	0	90	0	0	90	226	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	127	0	127	0	0	0	0	85	0	0	85	212	
Light Goods Vehicles	0	3	0	3	0	0	0	0	3	0	0	3	6	
Buses	0	3	0	3	0	0	0	0	1	0	0	1	4	
Single-Unit Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	2	0	2	0	0	0	0	0	0	0	0	2	
9/13/23 19:45	0	130	0	130	0	0	0	0	96	0	0	96	226	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	126	0	126	0	0	0	0	91	0	0	91	217	
Light Goods Vehicles	0	3	0	3	0	0	0	0	3	0	0	3	6	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	1	0	1	0	0	0	0	2	0	0	2	3	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 20:00	0	120	0	120	0	0	0	0	91	0	0	91	211	20:00-21:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	117	0	117	0	0	0	0	87	0	0	87	204	695
Light Goods Vehicles	0	1	0	1	0	0	0	0	3	0	0	3	4	24
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2	8
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1269
9/13/23 20:15	0	91	0	91	0	0	0	0	88	0	0	88	179	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	88	0	88	0	0	0	0	81	0	0	81	169	
Light Goods Vehicles	0	2	0	2	0	0	0	0	6	0	0	6	8	
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 20:30	0	116	0	116	0	0	0	0	72	0	0	72	188	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	107	0	107	0	0	0	0	66	0	0	66	173	
Light Goods Vehicles	0	7	0	7	0	0	0	0	4	0	0	4	11	
Buses	0	2	0	2	0	0	0	0	2	0	0	2	4	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 20:45	0	94	0	94	0	0	0	0	58	0	0	58	152	
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1	
Cars	0	93	0	93	0	0	0	0	56	0	0	56	149	
Light Goods Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	1	
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 21:00	0	76	0	76	0	0	0	0	73	0	0	73	149	21:00-22:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	74	0	74	0	0	0	0	70	0	0	70	144	506
Light Goods Vehicles	0	1	0	1	0	0	0	0	2	0	0	2	3	11
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2	3
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	761
9/13/23 21:15	0	107	0	107	0	0	0	0	54	0	0	54	161	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	107	0	107	0	0	0	0	51	0	0	51	158	

Light Goods Vehicles	0	0	0	0	0	0	0	0	3	0	0	3	3	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 21:30	0	100	0	100	0	0	0	0	23	0	0	23	123	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	98	0	98	0	0	0	0	21	0	0	21	119	
Light Goods Vehicles	0	1	0	1	0	0	0	0	1	0	0	1	2	
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 21:45	0	60	0	60	0	0	0	0	28	0	0	28	88	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	60	0	60	0	0	0	0	25	0	0	25	85	
Light Goods Vehicles	0	0	0	0	0	0	0	0	3	0	0	3	3	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 22:00	0	90	0	90	0	0	0	0	37	0	0	37	127	22:00-23:00
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	88	0	88	0	0	0	0	34	0	0	34	122	290
Light Goods Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	1	4
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2	3
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	1	0	1	0	0	0	0	0	0	0	0	1	494
9/13/23 22:15	0	44	0	44	0	0	0	0	25	0	0	25	69	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	43	0	43	0	0	0	0	24	0	0	24	67	
Light Goods Vehicles	0	1	0	1	0	0	0	0	1	0	0	1	2	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 22:30	0	33	0	33	0	0	0	0	27	0	0	27	60	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	32	0	32	0	0	0	0	25	0	0	25	57	
Light Goods Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	1	
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
9/13/23 22:45	0	29	0	29	0	0	0	0	16	0	0	16	45	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	28	0	28	0	0	0	0	16	0	0	16	44	
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Road	0	1	0	1	0	0	0	0	0	0	0	0	1	
Grand Total	0	6641	0	6641	0	0	0	0	5643	0	0	5643	12284	

Leg	CHARLES LINDBERGH BLVD						CHARLES LINDBERGH BLVD							EARLE OVINGTON BLVD							EARLE OVINGTON BLVD							
Direction	Eastbound						Westbound							Northbound							Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2023-09-12 7:00AM	0	0	0	0	0	0	39	91	15	0	2	147	0	61	12	0	1	74	0	0	8	1	0	2	11	0	232
7:15AM	0	0	0	0	0	1	63	138	8	0	5	214	0	105	13	0	4	122	0	0	6	2	0	0	8	0	344
7:30AM	0	0	0	0	0	1	84	185	11	0	9	289	0	160	33	0	3	196	0	0	9	1	0	0	10	0	495
7:45AM	0	0	0	0	0	2	110	193	40	0	6	349	0	159	63	0	5	227	0	0	21	0	0	2	23	0	599
Hourly Total	0	0	0	0	0	4	296	607	74	0	22	999	0	485	121	0	13	619	0	0	44	4	0	4	52	0	1670
8:00AM	0	0	0	0	0	3	86	188	61	0	18	353	0	166	125	0	7	298	0	0	29	1	0	2	32	0	683
8:15AM	0	0	0	0	0	4	85	242	132	0	26	485	0	134	169	0	5	308	0	0	39	0	0	2	41	0	834
8:30AM	0	0	0	0	0	0	83	222	38	0	22	365	0	121	68	0	8	197	0	0	33	3	0	1	37	0	599
8:45AM	0	0	0	0	0	1	111	265	21	0	8	405	0	120	27	0	5	152	0	0	9	0	0	2	11	0	568
Hourly Total	0	0	0	0	0	8	365	917	252	0	74	1608	0	541	389	0	25	955	0	0	110	4	0	7	121	0	2684
9:00AM	0	0	0	0	0	0	103	174	19	0	10	306	0	76	36	1	7	120	0	0	6	0	0	2	8	0	434
9:15AM	0	0	0	0	0	0	94	161	12	0	7	274	0	67	32	0	8	107	0	0	7	1	0	3	11	0	392
9:30AM	0	0	0	0	0	0	84	139	58	0	25	306	1	72	82	0	6	160	0	0	25	0	0	2	27	0	493
9:45AM	0	0	0	0	0	0	79	154	79	0	39	351	0	80	87	0	2	169	0	0	86	6	0	7	99	0	619
Hourly Total	0	0	0	0	0	0	360	628	168	0	81	1237	1	295	237	1	23	556	0	0	124	7	0	14	145	0	1938
3:00PM	0	0	0	0	0	0	59	88	3	0	4	154	0	78	16	0	4	98	0	0	19	0	0	4	23	0	275
3:15PM	0	0	0	0	0	0	73	80	11	0	4	168	0	107	27	0	4	138	1	0	27	0	0	2	29	0	335
3:30PM	0	0	0	0	0	0	67	114	15	0	6	202	0	127	40	0	1	168	0	0	39	2	0	8	49	0	419
3:45PM	0	0	0	0	0	0	85	133	23	0	14	255	0	131	43	0	6	180	1	0	122	13	0	2	137	0	572
Hourly Total	0	0	0	0	0	0	284	415	52	0	28	779	0	443	126	0	15	584	2	0	207	15	0	16	238	0	1601
4:00PM	0	0	0	0	0	0	78	83	13	0	5	179	0	92	31	0	4	127	0	0	52	3	0	2	57	0	363
4:15PM	0	0	0	0	0	1	70	59	9	0	10	148	0	57	20	0	1	78	0	0	26	3	0	3	32	0	258
4:30PM	0	0	0	0	0	0	65	79	4	0	4	152	1	75	16	0	4	95	0	0	14	0	0	0	14	0	261
4:45PM	0	0	0	0	0	2	86	101	9	0	2	198	1	84	16	0	2	102	0	0	39	0	0	0	39	0	339
Hourly Total	0	0	0	0	0	3	299	322	35	0	21	677	2	308	83	0	11	402	0	0	131	6	0	5	142	0	1221
5:00PM	0	0	0	0	0	2	108	120	15	0	3	246	1	79	37	0	4	120	0	0	24	1	0	1	26	0	392
5:15PM	0	0	0	0	0	2	102	103	21	0	6	232	0	76	45	0	2	123	0	0	58	5	0	5	68	0	423
5:30PM	0	0	0	0	0	0	93	119	7	0	2	221	0	75	24	0	1	100	0	0	18	0	0	6	24	0	345
5:45PM	0	0	0	0	0	1	106	127	8	0	2	243	1	71	13	0	3	87	0	0	12	0	0	0	12	1	342
Hourly Total	0	0	0	0	0	5	409	469	51	0	13	942	2	301	119	0	10	430	0	0	112	6	0	12	130	1	1502
6:00PM	0	0	0	0	0	1	101	112	7	0	0	220	0	91	10	0	3	104	0	0	7	1	0	2	10	0	334
6:15PM	0	0	0	0	0	1	99	94	5	0	4	202	0	75	10	0	3	88	0	0	3	1	0	1	5	0	295
6:30PM	0	0	0	0	0	0	58	107	9	0	1	175	0	69	15	0	0	84	0	0	15	0	0	3	18	1	277
6:45PM	0	0	0	0	0	0	49	92	7	0	0	148	0	91	18	0	4	113	0	0	18	1	0	4	23	0	284
Hourly Total	0	0	0	0	0	2	307	405	28	0	5	745	0	326	53	0	10	389	0	0	43	3	0	10	56	1	1190
7:00PM	0	0	0	0	0	1	59	82	8	0	0	149	0	67	8	0	5	80	0	0	18	1	0	0	19	0	248
7:15PM	0	0	0	0	0	2	57	69	2	0	0	128	0	45	2	0	3	50	0	0	15	0	0	0	15	2	193

Leg	CHARLES LINDBERGH BLVD						CHARLES LINDBERGH BLVD							EARLE OVINGTON BLVD							EARLE OVINGTON BLVD							
Direction	Eastbound						Westbound							Northbound							Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
7:30PM	0	0	0	0	0	0	65	86	0	0	3	154	0	43	6	0	7	56	0	0	26	1	0	0	27	0	237
7:45PM	0	0	0	0	0	0	48	67	3	0	1	119	0	46	8	0	3	57	0	0	13	0	0	0	13	0	189
Hourly Total	0	0	0	0	0	3	229	304	13	0	4	550	0	201	24	0	18	243	0	0	72	2	0	0	74	2	867
8:00PM	0	0	0	0	0	1	44	52	4	0	0	100	0	55	4	0	3	62	0	0	16	0	0	0	16	0	178
8:15PM	0	0	0	0	0	0	50	55	2	0	3	110	0	45	7	0	2	54	0	0	27	0	0	1	28	0	192
8:30PM	0	0	0	0	0	2	35	58	2	0	2	97	0	33	5	0	1	39	0	0	37	0	0	3	40	0	176
8:45PM	0	0	0	0	0	1	39	58	2	0	0	99	0	30	7	0	2	39	0	0	8	0	0	0	8	0	146
Hourly Total	0	0	0	0	0	4	168	223	10	0	5	406	0	163	23	0	8	194	0	0	88	0	0	4	92	0	692
9:00PM	0	0	0	0	0	0	35	18	2	1	0	56	0	26	5	0	0	31	0	0	17	0	0	2	19	0	106
9:15PM	0	0	0	0	0	0	30	25	1	0	0	56	1	29	5	0	0	34	0	0	15	0	0	0	15	1	105
9:30PM	0	0	0	0	0	0	14	39	1	0	0	54	0	26	2	0	0	28	0	0	6	1	0	0	7	0	89
9:45PM	0	0	0	0	0	0	22	24	0	0	0	46	0	17	1	0	0	18	0	0	3	0	0	0	3	0	67
Hourly Total	0	0	0	0	0	0	101	106	4	1	0	212	1	98	13	0	0	111	0	0	41	1	0	2	44	1	367
10:00PM	0	0	0	0	0	1	29	18	0	0	0	47	0	20	2	0	2	24	1	0	1	0	0	0	1	0	72
10:15PM	0	0	0	0	0	0	19	20	0	0	0	39	0	5	1	0	1	7	0	0	17	0	0	0	17	0	63
10:30PM	0	0	0	0	0	0	13	25	0	0	0	38	0	12	0	0	0	12	0	0	0	0	0	0	0	0	50
10:45PM	0	0	0	0	0	0	12	25	0	0	0	37	0	15	1	0	0	16	0	0	0	0	0	0	0	0	53
Hourly Total	0	0	0	0	0	1	73	88	0	0	0	161	0	52	4	0	3	59	1	0	18	0	0	0	18	0	238
Total	0	0	0	0	0	30	2891	4484	687	1	253	8316	6	3213	1192	1	136	4542	3	0	990	48	0	74	1112	5	13970
% Approach	0%	0%	0%	0%	-	-	34.8%	53.9%	8.3%	0%	3.0%	-	-	70.7%	26.2%	0%	3.0%	-	-	0%	89.0%	4.3%	0%	6.7%	-	-	-
% Total	0%	0%	0%	0%	0%	-	20.7%	32.1%	4.9%	0%	1.8%	59.5%	-	23.0%	8.5%	0%	1.0%	32.5%	-	0%	7.1%	0.3%	0%	0.5%	8.0%	-	-
Motorcycles	0	0	0	0	0	-	2	8	0	0	0	10	-	7	2	0	0	9	-	0	0	0	0	0	0	-	19
% Motorcycles	0%	0%	0%	0%	-	-	0.1%	0.2%	0%	0%	0%	0.1%	-	0.2%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	0.1%
Cars	0	0	0	0	0	-	2637	4172	678	1	250	7738	-	2931	1145	1	129	4206	-	0	966	46	0	73	1085	-	13029
% Cars	0%	0%	0%	0%	-	-	91.2%	93.0%	98.7%	100%	98.8%	93.0%	-	91.2%	96.1%	100%	94.9%	92.6%	-	0%	97.6%	95.8%	0%	98.6%	97.6%	-	93.3%
Light Goods Vehicles	0	0	0	0	0	-	176	177	7	0	2	362	-	144	39	0	4	187	-	0	15	2	0	1	18	-	567
% Light Goods Vehicles	0%	0%	0%	0%	-	-	6.1%	3.9%	1.0%	0%	0.8%	4.4%	-	4.5%	3.3%	0%	2.9%	4.1%	-	0%	1.5%	4.2%	0%	1.4%	1.6%	-	4.1%
Single-Unit Trucks	0	0	0	0	0	-	46	67	2	0	1	116	-	28	2	0	3	33	-	0	2	0	0	0	2	-	151
% Single-Unit Trucks	0%	0%	0%	0%	-	-	1.6%	1.5%	0.3%	0%	0.4%	1.4%	-	0.9%	0.2%	0%	2.2%	0.7%	-	0%	0.2%	0%	0%	0%	0.2%	-	1.1%
Articulated Trucks	0	0	0	0	0	-	13	21	0	0	0	34	-	5	0	0	0	5	-	0	0	0	0	0	0	-	39
% Articulated Trucks	0%	0%	0%	0%	-	-	0.4%	0.5%	0%	0%	0%	0.4%	-	0.2%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-	0.3%
Buses	0	0	0	0	0	-	17	36	0	0	0	53	-	96	3	0	0	99	-	0	6	0	0	0	6	-	158
% Buses	0%	0%	0%	0%	-	-	0.6%	0.8%	0%	0%	0%	0.6%	-	3.0%	0.3%	0%	0%	2.2%	-	0%	0.6%	0%	0%	0%	0.5%	-	1.1%
Bicycles on Road	0	0	0	0	0	-	0	3	0	0	0	3	-	2	1	0	0	3	-	0	1	0	0	0	1	-	7
% Bicycles on Road	0%	0%	0%	0%	-	-	0%	0.1%	0%	0%	0%	0%	-	0.1%	0.1%	0%	0%	0.1%	-	0%	0.1%	0%	0%	0%	0.1%	-	0.1%
Pedestrians	-	-	-	-	-	19	-	-	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	63.3%	-	-	-	-	-	-	83.3%	-	-	-	-	-	33.3%	-	-	-	-	-	-	60.0%	-
Bicycles on Crosswalk	-	-	-	-	-	11	-	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	36.7%	-	-	-	-	-	-	16.7%	-	-	-	-	-	66.7%	-	-	-	-	-	-	40.0%	-

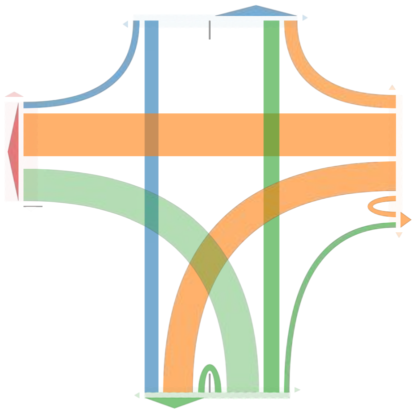
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

	PCEs
Cars	1
Light Goo	14
Buses	18
Single Un	47

[N] EARLE OVINGTON BLVD

Total: 3244

In: 1112 Out: 2132



3

2

940

4484

2891

1

2

1

Out: 4017 In: 4542

Total: 8559

[S] EARLE OVINGTON BLVD

Leg	CHARLES LINDBERGH BLVD						CHARLES LINDBERGH BLVD							EARLE OVINGTON BLVD						EARLE OVINGTON BLVD							
Direction	Eastbound						Westbound							Northbound						Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2023-09-12 7:30AM	0	0	0	0	0	1	84	185	11	0	9	289	0	160	33	0	3	196	0	0	9	1	0	0	10	0	495
7:45AM	0	0	0	0	0	2	110	193	40	0	6	349	0	159	63	0	5	227	0	0	21	0	0	2	23	0	599
8:00AM	0	0	0	0	0	3	86	188	61	0	18	353	0	166	125	0	7	298	0	0	29	1	0	2	32	0	683
8:15AM	0	0	0	0	0	4	85	242	132	0	26	485	0	134	169	0	5	308	0	0	39	0	0	2	41	0	834
Total	0	0	0	0	0	10	365	808	244	0	59	1476	0	619	390	0	20	1029	0	0	98	2	0	6	106	0	2611
% Approach	0%	0%	0%	0%	-	-	24.7%	54.7%	16.5%	0%	4.0%	-	-	60.2%	37.9%	0%	1.9%	-	-	0%	92.5%	1.9%	0%	5.7%	-	-	-
% Total	0%	0%	0%	0%	0%	-	14.0%	30.9%	9.3%	0%	2.3%	56.5%	-	23.7%	14.9%	0%	0.8%	39.4%	-	0%	3.8%	0.1%	0%	0.2%	4.1%	-	-
PHF	-	-	-	-	-	-	0.830	0.835	0.462	-	0.567	0.761	-	0.932	0.577	-	0.714	0.835	-	-	0.622	0.500	-	0.750	0.640	-	0.782
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	0	-	1
% Motorcycles	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-	0%
Cars	0	0	0	0	0	-	329	757	239	0	58	1383	-	559	374	0	19	952	-	0	91	2	0	6	99	-	2434
% Cars	0%	0%	0%	0%	-	-	90.1%	93.7%	98.0%	0%	98.3%	93.7%	-	90.3%	95.9%	0%	95.0%	92.5%	-	0%	92.9%	100%	0%	100%	93.4%	-	93.2%
Light Goods Vehicles	0	0	0	0	0	-	16	31	3	0	1	51	-	32	12	0	1	45	-	0	3	0	0	0	3	-	99
% Light Goods Vehicles	0%	0%	0%	0%	-	-	4.4%	3.8%	1.2%	0%	1.7%	3.5%	-	5.2%	3.1%	0%	5.0%	4.4%	-	0%	3.1%	0%	0%	0%	2.8%	-	3.8%
Single-Unit Trucks	0	0	0	0	0	-	8	8	2	0	0	18	-	8	0	0	0	8	-	0	0	0	0	0	0	-	26
% Single-Unit Trucks	0%	0%	0%	0%	-	-	2.2%	1.0%	0.8%	0%	0%	1.2%	-	1.3%	0%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	0%	-	1.0%
Articulated Trucks	0	0	0	0	0	-	7	0	0	0	0	7	-	2	0	0	0	2	-	0	0	0	0	0	0	-	9
% Articulated Trucks	0%	0%	0%	0%	-	-	1.9%	0%	0%	0%	0%	0.5%	-	0.3%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	0.3%
Buses	0	0	0	0	0	-	5	12	0	0	0	17	-	18	3	0	0	21	-	0	3	0	0	0	3	-	41
% Buses	0%	0%	0%	0%	-	-	1.4%	1.5%	0%	0%	0%	1.2%	-	2.9%	0.8%	0%	0%	2.0%	-	0%	3.1%	0%	0%	0%	2.8%	-	1.6%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	1	-	1
% Bicycles on Road	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	1.0%	0%	0%	0%	0.9%	-	0%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	60.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	40.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

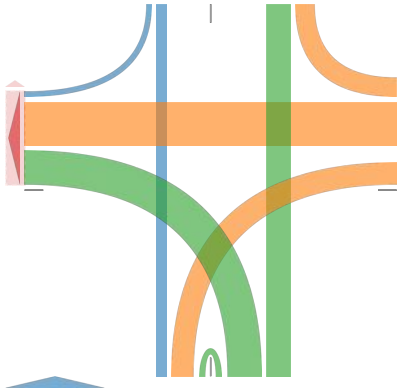
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

				Earle Ovington Blvd N&S				Charles Lindbergh Blvd E&W		
1	Forced Peak (7:30 AM - 8:30 AM			1				0		
2434				1051				1383		
1386				672				714		
1222				376				846		
423				94				329		
738				432				306		
	6204	Total PCEs			2626	Total PCEs			3578	Total PCEs

[N] EARLE OVINGTON BLVD

Total: 799

In: 106 Out: 693



303
808
365

Out: 483 In: 1029

Total: 1512

[S] EARLE OVINGTON BLVD

Leg / Direction	CHARLES LINDBERGH BLVD Eastbound						CHARLES LINDBERGH BLVD Westbound						EARLE OVINGTON BLVD Northbound						EARLE OVINGTON BLVD Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2023-09-12 7:45AM	0	0	0	0	0	2	110	193	40	0	6	349	0	159	63	0	5	227	0	0	21	0	0	2	23	0	599
8:00AM	0	0	0	0	0	3	86	188	61	0	18	353	0	166	125	0	7	298	0	0	29	1	0	2	32	0	683
8:15AM	0	0	0	0	0	4	85	242	132	0	26	485	0	134	169	0	5	308	0	0	39	0	0	2	41	0	834
8:30AM	0	0	0	0	0	0	83	222	38	0	22	365	0	121	68	0	8	197	0	0	33	3	0	1	37	0	599
Total	0	0	0	0	0	9	364	845	271	0	72	1552	0	580	425	0	25	1030	0	0	122	4	0	7	133	0	2715
% Approach	0%	0%	0%	0%	-	-	23.5%	54.4%	17.5%	0%	4.6%	-	-	56.3%	41.3%	0%	2.4%	-	-	0%	91.7%	3.0%	0%	5.3%	-	-	-
% Total	0%	0%	0%	0%	0%	-	13.4%	31.1%	10.0%	0%	2.7%	57.2%	-	21.4%	15.7%	0%	0.9%	37.9%	-	0%	4.5%	0.1%	0%	0.3%	4.9%	-	-
PHF	-	-	-	-	-	-	0.827	0.873	0.513	-	0.692	0.800	-	0.873	0.629	-	0.781	0.836	-	-	0.782	0.333	-	0.875	0.811	-	0.814
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%
Cars	0	0	0	0	0	-	340	796	266	0	70	1472	-	537	411	0	24	972	-	0	117	3	0	7	127	-	2571
% Cars	0%	0%	0%	0%	-	-	93.4%	94.2%	98.2%	0%	97.2%	94.8%	-	92.6%	96.7%	0%	96.0%	94.4%	-	0%	95.9%	75.0%	0%	100%	95.5%	-	94.7%
Light Goods Vehicles	0	0	0	0	0	-	11	30	3	0	1	45	-	28	12	0	1	41	-	0	2	1	0	0	3	-	89
% Light Goods Vehicles	0%	0%	0%	0%	-	-	3.0%	3.6%	1.1%	0%	1.4%	2.9%	-	4.8%	2.8%	0%	4.0%	4.0%	-	0%	1.6%	25.0%	0%	0%	2.3%	-	3.3%
Single-Unit Trucks	0	0	0	0	0	-	6	8	2	0	1	17	-	6	0	0	0	6	-	0	0	0	0	0	0	-	23
% Single-Unit Trucks	0%	0%	0%	0%	-	-	1.6%	0.9%	0.7%	0%	1.4%	1.1%	-	1.0%	0%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	0%	-	0.8%
Articulated Trucks	0	0	0	0	0	-	3	1	0	0	0	4	-	0	0	0	0	0	-	0	0	0	0	0	0	-	4
% Articulated Trucks	0%	0%	0%	0%	-	-	0.8%	0.1%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.1%
Buses	0	0	0	0	0	-	4	10	0	0	0	14	-	9	2	0	0	11	-	0	3	0	0	0	3	-	28
% Buses	0%	0%	0%	0%	-	-	1.1%	1.2%	0%	0%	0%	0.9%	-	1.6%	0.5%	0%	0%	1.1%	-	0%	2.5%	0%	0%	0%	2.3%	-	1.0%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
% Pedestrians	-	-	-	-	-	66.7%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	33.3%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

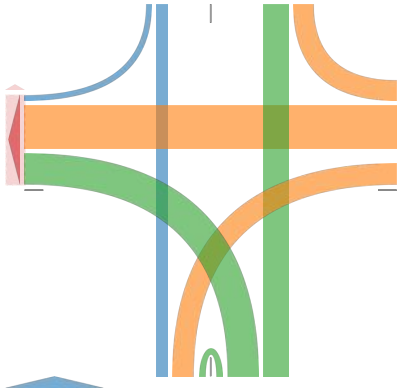
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

	AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour					
2571						
1246						
1081						
188						
504						
5590	Total PCEs					

[N] EARLE OVINGTON BLVD

Total: 901

In: 133 Out: 768



343
845
364

Out: 511 In: 1030
Total: 1541

[S] EARLE OVINGTON BLVD

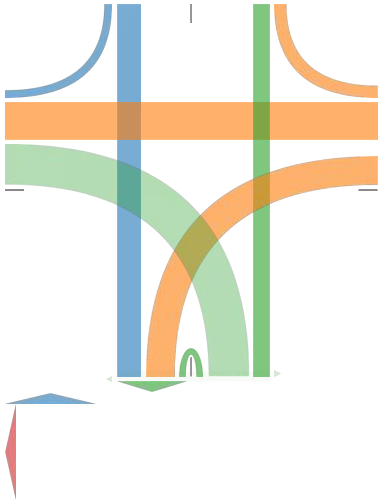
Leg / Direction	CHARLES LINDBERGH BLVD Eastbound						CHARLES LINDBERGH BLVD Westbound						EARLE OVINGTON BLVD Northbound						EARLE OVINGTON BLVD Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2023-09-12 3:15PM	0	0	0	0	0	0	73	80	11	0	4	168	0	107	27	0	4	138	1	0	27	0	0	2	29	0	335
3:30PM	0	0	0	0	0	0	67	114	15	0	6	202	0	127	40	0	1	168	0	0	39	2	0	8	49	0	419
3:45PM	0	0	0	0	0	0	85	133	23	0	14	255	0	131	43	0	6	180	1	0	122	13	0	2	137	0	572
4:00PM	0	0	0	0	0	0	78	83	13	0	5	179	0	92	31	0	4	127	0	0	52	3	0	2	57	0	363
Total	0	0	0	0	0	0	303	410	62	0	29	804	0	457	141	0	15	613	2	0	240	18	0	14	272	0	1689
% Approach	0%	0%	0%	0%	-	-	37.7%	51.0%	7.7%	0%	3.6%	-	-	74.6%	23.0%	0%	2.4%	-	-	0%	88.2%	6.6%	0%	5.1%	-	-	-
% Total	0%	0%	0%	0%	0%	-	17.9%	24.3%	3.7%	0%	1.7%	47.6%	-	27.1%	8.3%	0%	0.9%	36.3%	-	0%	14.2%	1.1%	0%	0.8%	16.1%	-	-
PHF	-	-	-	-	-	-	0.891	0.771	0.674	-	0.518	0.788	-	0.872	0.820	-	0.625	0.851	-	-	0.492	0.346	-	0.438	0.496	-	0.738
Motorcycles	0	0	0	0	0	-	1	2	0	0	0	3	-	0	0	0	0	0	-	0	0	0	0	0	0	-	3
% Motorcycles	0%	0%	0%	0%	-	-	0.3%	0.5%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.2%
Cars	0	0	0	0	0	-	276	388	61	0	28	753	-	411	136	0	14	561	-	0	237	18	0	14	269	-	1583
% Cars	0%	0%	0%	0%	-	-	91.1%	94.6%	98.4%	0%	96.6%	93.7%	-	89.9%	96.5%	0%	93.3%	91.5%	-	0%	98.8%	100%	0%	100%	98.9%	-	93.7%
Light Goods Vehicles	0	0	0	0	0	-	15	9	1	0	1	26	-	18	5	0	1	24	-	0	1	0	0	0	1	-	51
% Light Goods Vehicles	0%	0%	0%	0%	-	-	5.0%	2.2%	1.6%	0%	3.4%	3.2%	-	3.9%	3.5%	0%	6.7%	3.9%	-	0%	0.4%	0%	0%	0%	0.4%	-	3.0%
Single-Unit Trucks	0	0	0	0	0	-	8	5	0	0	0	13	-	0	0	0	0	0	-	0	1	0	0	0	1	-	14
% Single-Unit Trucks	0%	0%	0%	0%	-	-	2.6%	1.2%	0%	0%	0%	1.6%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0%	0.4%	-	0.8%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	-	-	0%	0.2%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.1%
Buses	0	0	0	0	0	-	3	5	0	0	0	8	-	28	0	0	0	28	-	0	1	0	0	0	1	-	37
% Buses	0%	0%	0%	0%	-	-	1.0%	1.2%	0%	0%	0%	1.0%	-	6.1%	0%	0%	0%	4.6%	-	0%	0.4%	0%	0%	0%	0.4%	-	2.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3	PM Peak (3:15 PM - 4:15 PM)				
1583					
714					
658					
47					
666					
3671	Total PCEs				

[N] EARLE OVINGTON BLVD

Total: 504
In: 272 Out: 232



91
410
303
1 1
Out: 558 In: 613
Total: 1171
[S] EARLE OVINGTON BLVD

7- Earle Ovington Blvd at Charles Lindbergh ... - TMC
Sat Feb 11, 2023
Full Length (11 AM-3 PM, 4 PM-11 PM)
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1038911, Location: 40.723048, -73.593534

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

	PCEs
Cars	1
Light Goo	14
Buses	18
Single Un	47

Leg	Charles Lindbergh Blvd EB						Nassau Coliseum Access						Earle Ovington Blvd						Earle Ovington Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2023-02-11 11:00AM	50	3	60	0	113	0	0	0	4	0	4	0	0	77	0	0	0	77	0	1	59	0	4	0	64	0	258
11:15AM	41	0	43	0	84	0	0	0	9	0	9	0	0	108	2	0	0	110	0	0	52	0	7	0	59	0	262
11:30AM	45	0	68	0	113	0	2	0	5	0	7	0	0	84	0	0	0	84	0	0	64	0	3	0	67	0	271
11:45AM	62	0	63	0	125	0	0	0	0	0	0	0	0	102	0	0	0	102	0	0	53	0	3	0	56	0	283
Hourly Total	198	3	234	0	435	0	2	0	18	0	20	0	0	371	2	0	0	373	0	1	228	0	17	0	246	0	1074
12:00PM	66	1	68	0	135	0	0	0	7	0	7	1	0	134	0	2	0	136	0	1	60	0	2	0	63	0	341
12:15PM	56	1	50	0	107	0	0	0	4	0	4	1	0	127	0	0	0	127	0	0	73	0	4	0	77	0	315
12:30PM	81	0	78	0	159	0	0	0	0	0	0	0	0	109	1	1	0	111	0	2	73	0	6	0	81	0	351
12:45PM	55	0	71	0	126	0	0	0	1	0	1	0	0	151	3	0	0	154	0	1	39	0	8	0	48	0	329
Hourly Total	258	2	267	0	527	0	0	0	12	0	12	2	0	521	4	3	0	528	0	4	245	0	20	0	269	0	1336
1:00PM	50	0	70	0	120	0	0	0	5	0	5	0	0	125	2	0	0	127	0	1	59	0	4	0	64	0	316
1:15PM	55	0	80	0	135	0	0	0	0	0	0	2	0	111	1	0	0	112	0	3	64	0	5	0	72	0	319
1:30PM	57	0	65	0	122	0	0	0	1	0	1	0	0	135	2	0	0	137	0	2	84	0	6	0	92	0	352
1:45PM	53	0	80	0	133	0	1	0	4	0	5	0	0	116	3	0	0	119	0	2	82	1	11	0	96	0	353
Hourly Total	215	0	295	0	510	0	1	0	10	0	11	2	0	487	8	0	0	495	0	8	289	1	26	0	324	0	1340
2:00PM	56	1	99	0	156	0	1	0	0	0	1	1	0	116	2	1	1	120	0	4	55	0	10	0	69	0	346
2:15PM	45	0	75	0	120	0	1	0	4	0	5	0	0	121	4	0	0	125	0	3	56	0	3	0	62	0	312
2:30PM	45	2	61	0	108	0	2	0	4	0	6	0	0	101	0	0	0	101	0	3	44	0	7	0	54	0	269
2:45PM	39	0	70	0	109	0	0	0	1	0	1	0	0	99	2	0	0	101	0	3	49	0	6	0	58	0	269
Hourly Total	185	3	305	0	493	0	4	0	9	0	13	1	0	437	8	1	1	447	0	13	204	0	26	0	243	0	1196
4:00PM	60	2	74	0	136	0	1	0	3	0	4	0	0	72	1	0	0	73	0	6	59	0	5	0	70	0	283
4:15PM	52	3	71	0	126	0	0	0	5	0	5	0	0	110	2	0	1	113	0	2	63	0	6	0	71	0	315
4:30PM	52	1	47	0	100	0	0	0	4	0	4	1	0	113	3	0	0	116	0	2	40	0	4	0	46	0	266
4:45PM	39	0	61	0	100	0	3	0	6	0	9	0	0	102	11	0	2	115	0	10	59	0	4	0	73	0	297
Hourly Total	203	6	253	0	462	0	4	0	18	0	22	1	0	397	17	0	3	417	0	20	221	0	19	0	260	0	1161
5:00PM	39	0	73	0	112	1	8	0	7	0	15	1	0	96	6	1	0	103	0	2	63	0	8	0	73	0	303
5:15PM	31	2	67	0	100	0	6	0	7	0	13	0	0	97	11	0	1	109	0	7	56	0	2	0	65	0	287
5:30PM	55	0	52	0	107	0	2	0	5	0	7	1	0	97	20	0	0	117	0	4	48	0	4	0	56	0	287
5:45PM	39	5	67	0	111	0	1	0	1	0	2	0	0	86	22	0	0	108	0	12	50	0	7	0	69	0	290
Hourly Total	164	7	259	0	430	1	17	0	20	0	37	2	0	376	59	1	1	437	0	25	217	0	21	0	263	0	1167
6:00PM	31	4	45	0	80	0	1	0	4	0	5	0	0	79	6	0	0	85	0	10	37	0	2	0	49	0	219
6:15PM	38	6	53	0	97	0	0	0	4	0	4	0	0	104	4	1	0	109	0	14	48	0	1	0	63	0	273
6:30PM	31	2	44	0	77	0	1	0	0	0	1	0	0	82	6	0	0	88	0	2	55	0	3	0	60	1	226
6:45PM	33	6	51	0	90	0	0	0	4	0	4	0	0	98	18	0	0	116	0	16	41	0	3	0	60	0	270
Hourly Total	133	18	193	0	344	0	2	0	12	0	14	0	0	363	34	1	0	398	0	42	181	0	9	0	232	1	988
7:00PM	17	13	40	0	70	0	0	0	3	1	4	0	0	82	12	0	1	95	0	12	43	0	2	0	57	0	226
7:15PM	26	11	48	0	85	0	0	0	4	0	4	0	0	72	3	0	0	75	0	6	40	0	0	0	46	0	210
Leg	Charles Lindbergh Blvd EB						Nassau Coliseum Access						Earle Ovington Blvd						Earle Ovington Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
7:30PM	16	4	27	0	47	0	0	0	0	0	0	0	0	55	0	0	0	55	0	3	37	0	0	0	40	0	142
7:45PM	11	1	36	0	48	0	1	0	0	0	1	0	0	71	1	0	0	72	0	0	30	0	3	0	33	0	154
Hourly Total	70	29	151	0	250	0	1	0	7	1	9	0	0	280	16	0	1	297	0	21	150	0	5	0	176	0	732
8:00PM	33	0	42	0	75	0	2	0	7	1	10	0	0	55	2	0	0	57	0	0	28	0	5	0	33	0	175
8:15PM	12	0	37	0	49	0	1	0	2	0	3	0	0	83	0	0	0	83	0	0	26	0	2	0	28	1	163
8:30PM	16	1	31	0	48	0	6	0	4	0	10	0	0	78	0	0	0	78	0	0	23	0	2	0	25	0	161
8:45PM	9	0	36	0	45	0	6	0	20	0	26	0	0	70	0	0	0	70	0	0	21	0	1	0	22	0	163
Hourly Total	70	1	146	0	217	0	15	0	33	1	49	0	0	286	2	0	0	288	0	0	98	0	10	0	108	1	662
9:00PM	17	0	44	0	61	0	1	0	6	0	7	0	0	50	1	0	0	51	0	0	25	0	1	0	26	0	145
9:15PM	18	1	31	0	50	1	1	0	6	0	7	0	0	48	0	0	0	48	0	0	27	0	2	0	29	0	134
9:30PM	16	0	38	0	54	1	2	0	13	0	15	0	0	35	1	0	0	36	0	0	23	0	1	0	24	0	129
9:45PM	20	0	36	0	56	0	6	1	3	0	10	0	0	27	0	0	0	27	0	2	19	1	0	0	22	0	115
Hourly Total	71	1	149	0	221	2	10	1	28	0	39	0	0	160	2	0	0	162	0	2	94	1	4	0	101	0	523
10:00PM	13	1	44	0	58	0	18	0	99	0	117	0	0	35	1	0	0	36	0	0	18	0	0	0	18	0	229
10:15PM	12	0	26	0	38	0	21	0	69	0	90	0	0	34	4	0	0	38	0	1	18	0	1	0	20	0	186
10:30PM	6	0	23	0	29	0	19	0	35	0	54	1	0	28	2	0	0	30	0	0	27	0	0	0	27	0	140
10:45PM	5	0	21	0	26	0	8	0	33	0	41	0	0	23	1	0	0	24	0	0	19	0	0	0	19	0	110
Hourly Total	36	1	114	0	151	0	66	0	236	0	302	1	0	120	8	0	0	128	0	1	82	0	1	0	84	0	665
Total	1603	71	2366	0	4040	3	122	1	403	2	528	9	0	3798	160	6	6	3970	0	137	2009	2	158	0	2306	2	10844
% Approach	39.7%	1.8%	58.6%	0%	-		23.1%	0.2%	76.3%	0.4%	-		0%	95.7%	4.0%	0.2%	0.2%	-		5.9%	87.1%	0.1%	6.9%	0%	-	-	
% Total	14.8%	0.7%	21.8%	0%	37.3%		1.1%	0%	3.7%	0%	4.9%		0%	35.0%	1.5%	0.1%	0.1%	36.6%		1.3%	18.5%	0%	1.5%	0%	21.3%	-	-
Motorcycles	2	0	1	0	3		0	0	0	0	0		0	2	0	0	0	2		0	0	0	0	0	0	-	5
% Motorcycles	0.1%	0%	0%	0%	0.1%		0%	0%	0%	0%	0%		0%	0.1%	0%	0%	0%	0.1%		0%	0%	0%	0%	0%	0%	-	0%
Cars	1513	68	2248	0	3829		119	1	387	2	509		0	3535	156	6	6	3703		119	1878	2	155	0	2154	-	10195
% Cars	94.4%	95.8%	95.0%	0%	94.8%		97.5%	100%	96.0%	100%	96.4%		0%	93.1%	97.5%	100%	100%	93.3%		86.9%	93.5%	100%	98.1%	0%	93.4%	-	94.0%
Light Goods Vehicles	73	2	67	0	142		3	0	12	0	15		0	174	3	0	0	177		17	121	0	3	0	141	-	475
% Light Goods Vehicles	4.6%	2.8%	2.8%	0%	3.5%		2.5%	0%	3.0%	0%	2.8%		0%	4.6%	1.9%	0%	0%	4.5%		12.4%	6.0%	0%	1.9%	0%	6.1%	-	4.4%
Single-Unit Trucks	5	1	18	0	24		0	0	1	0	1		0	48	1	0	0	49		0	7	0	0	0	7	-	81
% Single-Unit Trucks	0.3%	1.4%	0.8%	0%	0.6%		0%	0%	0.2%	0%	0.2%		0%	1.3%	0.6%	0%	0%	1.2%		0%	0.3%	0%	0%	0%	0.3%	-	0.7%
Articulated Trucks	2	0	4	0	6		0	0	0	0	0		0	2	0	0	0	2		0	1	0	0	0	1	-	9
% Articulated Trucks	0.1%	0%	0.2%	0%	0.1%		0%	0%	0%	0%	0%		0%	0.1%	0%	0%	0%	0.1%		0%	0%	0%	0%	0%	0%	-	0.1%
Buses	8	0	28	0	36		0	0	2	0	2		0	37	0	0	0	37		1	2	0	0	0	3	-	78
% Buses	0.5%	0%	1.2%	0%	0.9%		0%	0%	0.5%	0%	0.4%		0%	1.0%	0%	0%	0%	0.9%		0.7%	0.1%	0%	0%	0%	0.1%	-	0.7%
Bicycles on Road	0	0	0	0	0		0	0	1	0	1		0	0	0	0	0	0		0	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%		0%	0%	0.2%	0%	0.2%		0%	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	33.3%	-	-	-	-	-	44.4%	-	-	-	-	-	-		-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	66.7%	-	-	-	-	-	55.6%	-	-	-	-	-	-		-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

7- Earle Ovington Blvd at Charles Lindbergh … - TMC
Sat Feb 11, 2023
Midday Peak (WKND) (1 PM - 2 PM)
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1038911, Location: 40.723048, -73.593534

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	Charles Lindbergh Blvd EB						Nassau Coliseum Access						Earle Ovington Blvd							Earle Ovington Blvd							
Direction	Eastbound						Westbound						Northbound							Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped	L	T	R	U	RR	App	Ped*	Int
2023-02-11 1:00PM	50	0	70	0	120	0	0	0	5	0	5	0	0	125	2	0	0	127	0	1	59	0	4	0	64	0	316
1:15PM	55	0	80	0	135	0	0	0	0	0	0	2	0	111	1	0	0	112	0	3	64	0	5	0	72	0	319
1:30PM	57	0	65	0	122	0	0	0	1	0	1	0	0	135	2	0	0	137	0	2	84	0	6	0	92	0	352
1:45PM	53	0	80	0	133	0	1	0	4	0	5	0	0	116	3	0	0	119	0	2	82	1	11	0	96	0	353
Total	215	0	295	0	510	0	1	0	10	0	11	2	0	487	8	0	0	495	0	8	289	1	26	0	324	0	1340
% Approach	42.2%	0%	57.8%	0%	-	-	9.1%	0%	90.9%	0%	-	-	0%	98.4%	1.6%	0%	0%	-	-	2.5%	89.2%	0.3%	8.0%	0%	-	-	-
% Total	16.0%	0%	22.0%	0%	38.1%	-	0.1%	0%	0.7%	0%	0.8%	-	0%	36.3%	0.6%	0%	0%	36.9%	-	0.6%	21.6%	0.1%	1.9%	0%	24.2%	-	-
PHF	0.943	-	0.922	-	0.944	-	0.250	-	0.500	-	0.550	-	-	0.902	0.667	-	-	0.903	-	0.667	0.860	0.250	0.591	-	0.844	-	0.949
Motorcycles	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	1	1
% Motorcycles	0.5%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.1%	
Cars	201	0	281	0	482	-	1	0	10	0	11	-	0	464	8	0	0	472	-	8	276	1	26	0	311	-	1276	1276
% Cars	93.5%	0%	95.3%	0%	94.5%	-	100%	0%	100%	0%	100%	-	0%	95.3%	100%	0%	0%	95.4%	-	100%	95.5%	100%	100%	0%	96.0%	-	95.2%	
Light Goods Vehicles	10	0	6	0	16	-	0	0	0	0	0	-	0	13	0	0	0	13	-	0	12	0	0	0	12	-	41	574
% Light Goods Vehicles	4.7%	0%	2.0%	0%	3.1%	-	0%	0%	0%	0%	0%	-	0%	2.7%	0%	0%	0%	2.6%	-	0%	4.2%	0%	0%	0%	3.7%	-	3.1%	
Single-Unit Trucks	1	0	6	0	7	-	0	0	0	0	0	-	0	8	0	0	0	8	-	0	0	0	0	0	0	-	15	705
% Single-Unit Trucks	0.5%	0%	2.0%	0%	1.4%	-	0%	0%	0%	0%	0%	-	0%	1.6%	0%	0%	0%	1.6%	-	0%	0%	0%	0%	0%	0%	-	1.1%	
Articulated Trucks	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1	0	0	0	1	-	2	94
% Articulated Trucks	0%	0%	0.3%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0%	0.3%	-	0.1%	
Buses	2	0	1	0	3	-	0	0	0	0	0	-	0	2	0	0	0	2	-	0	0	0	0	0	0	-	5	90
% Buses	0.9%	0%	0.3%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	-	0.4%	
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

2740	PCE Total

Earle Ovington Blvd N&S		
0		
783		
350		
376		
47		
36		
	1592	PCE Total

Charles Lindbergh Blvd EB		
1		
482		
224		
329		
47		
54		
	1137	PCE Total

Nassau Coliseum Access Westbound		
0		
11		
0		
0		
0		
0		
	11	PCE Total

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right on red, T: Thru, U: U-Turn

7- Earle Ovington Blvd at Charles Lindbergh … - TMC
Sat Feb 11, 2023
PM Peak (WKND), Forced Peak (1:15 PM - 2:15 PM) - Overall Peak Hour
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1038911, Location: 40.723048, -73.593534

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	Charles Lindbergh Blvd EB						Nassau Coliseum Access						Earle Ovington Blvd							Earle Ovington Blvd							
Direction	Eastbound						Westbound						Northbound							Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2023-02-11 1:15PM	55	0	80	0	135	0	0	0	0	0	0	2	0	111	1	0	0	112	0	3	64	0	5	0	72	0	319
1:30PM	57	0	65	0	122	0	0	0	1	0	1	0	0	135	2	0	0	137	0	2	84	0	6	0	92	0	352
1:45PM	53	0	80	0	133	0	1	0	4	0	5	0	0	116	3	0	0	119	0	2	82	1	11	0	96	0	353
2:00PM	56	1	99	0	156	0	1	0	0	0	1	1	0	116	2	1	1	120	0	4	55	0	10	0	69	0	346
Total	221	1	324	0	546	0	2	0	5	0	7	3	0	478	8	1	1	488	0	11	285	1	32	0	329	0	1370
% Approach	40.5%	0.2%	59.3%	0%	-	-	28.6%	0%	71.4%	0%	-	-	0%	98.0%	1.6%	0.2%	0.2%	-	-	3.3%	86.6%	0.3%	9.7%	0%	-	-	-
% Total	16.1%	0.1%	23.6%	0%	39.9%	-	0.1%	0%	0.4%	0%	0.5%	-	0%	34.9%	0.6%	0.1%	0.1%	35.6%	-	0.8%	20.8%	0.1%	2.3%	0%	24.0%	-	-
PHF	0.969	0.250	0.818	-	0.875	-	0.500	-	0.313	-	0.350	-	-	0.885	0.667	0.250	0.250	0.891	-	0.688	0.848	0.250	0.727	-	0.857	-	0.970
Motorcycles	1	0	0	0	1	-	0	0	0	0	0	-	0	1	0	0	0	1	-	0	0	0	0	0	0	-	2	2
% Motorcycles	0.5%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	0.1%	
Cars	206	1	308	0	515	-	2	0	5	0	7	-	0	450	8	1	1	460	-	10	271	1	31	0	313	-	1295	1295
% Cars	93.2%	100%	95.1%	0%	94.3%	-	100%	0%	100%	0%	100%	-	0%	94.1%	100%	100%	100%	94.3%	-	90.9%	95.1%	100%	96.9%	0%	95.1%	-	94.5%	
Light Goods Vehicles	11	0	8	0	19	-	0	0	0	0	0	-	0	16	0	0	0	16	-	1	13	0	1	0	15	-	50	700
% Light Goods Vehicles	5.0%	0%	2.5%	0%	3.5%	-	0%	0%	0%	0%	0%	-	0%	3.3%	0%	0%	0%	3.3%	-	9.1%	4.6%	0%	3.1%	0%	4.6%	-	3.6%	
Single-Unit Trucks	2	0	5	0	7	-	0	0	0	0	0	-	0	8	0	0	0	8	-	0	0	0	0	0	0	-	15	705
% Single-Unit Trucks	0.9%	0%	1.5%	0%	1.3%	-	0%	0%	0%	0%	0%	-	0%	1.7%	0%	0%	0%	1.6%	-	0%	0%	0%	0%	0%	0%	-	1.1%	
Articulated Trucks	0	0	2	0	2	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1	0	0	0	1	-	3	141
% Articulated Trucks	0%	0%	0.6%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0%	0.3%	-	0.2%	
Buses	1	0	1	0	2	-	0	0	0	0	0	-	0	3	0	0	0	3	-	0	0	0	0	0	0	-	5	90
% Buses	0.5%	0%	0.3%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	0%	-	0.4%	
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

2933	PCE Total

Earle Ovington Blvd N&S		
1		
773		
434		
376		
47		
54		
	1685	PCE Total

Charles Lindbergh Blvd EB		
1		
515		
266		
329		
94		
36		
	1241	PCE Total

Nassau Coliseum Access Westbound		
0		
7		
0		
0		
0		
0		
	7	PCE Total

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Leg	CHARLES LINDBERGH BLVD						CHARLES LINDBERGH BLVD						JAMES DOOLITTLE BLVD						PERIMETER RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-12 7:00AM	0	72	4	0	76	0	0	162	32	0	194	0	0	0	10	0	10	0	0	0	8	0	8	0	288
7:15AM	0	85	3	0	88	1	0	204	20	0	224	0	0	0	8	0	8	2	0	0	10	0	10	0	330
7:30AM	0	129	4	0	133	0	0	291	45	0	336	0	0	0	11	0	11	1	0	0	8	0	8	0	488
7:45AM	0	116	4	0	120	0	0	344	73	0	417	0	0	0	11	0	11	1	0	0	14	0	14	0	562
Hourly Total	0	402	15	0	417	1	0	1001	170	0	1171	0	0	0	40	0	40	4	0	0	40	0	40	0	1668
8:00AM	0	120	9	0	129	0	0	368	99	0	467	0	0	0	16	0	16	0	0	0	23	0	23	0	635
8:15AM	0	145	7	0	152	0	0	473	203	0	676	0	0	0	10	0	10	0	0	0	40	0	40	0	878
8:30AM	0	119	10	0	129	0	0	370	76	0	446	0	0	0	13	0	13	0	0	0	24	0	24	0	612
8:45AM	0	107	10	0	117	0	0	402	39	0	441	0	0	0	13	0	13	0	0	0	5	0	5	0	576
Hourly Total	0	491	36	0	527	0	0	1613	417	0	2030	0	0	0	52	0	52	0	0	0	92	0	92	0	2701
9:00AM	0	85	6	0	91	0	0	311	31	0	342	0	0	0	11	0	11	1	0	0	5	0	5	0	449
9:15AM	0	81	6	0	87	0	0	278	41	0	319	0	0	0	4	0	4	0	0	0	15	0	15	0	425
9:30AM	0	108	3	0	111	0	0	314	106	0	420	0	0	0	6	0	6	0	0	0	33	0	33	0	570
9:45AM	0	185	7	0	192	0	0	324	163	0	487	0	0	0	8	0	8	0	0	0	104	0	104	0	791
Hourly Total	0	459	22	0	481	0	0	1227	341	0	1568	0	0	0	29	0	29	1	0	0	157	0	157	0	2235
3:00PM	0	214	3	0	217	0	0	140	9	0	149	0	0	0	7	0	7	0	0	0	50	0	50	0	423
3:15PM	0	207	5	0	212	0	0	171	18	0	189	0	0	0	6	0	6	1	0	0	50	0	50	0	457
3:30PM	0	228	9	0	237	0	0	199	33	0	232	0	0	0	8	0	8	0	0	0	74	0	74	0	551
3:45PM	0	382	2	0	384	0	0	249	29	0	278	0	0	0	15	0	15	0	0	0	161	0	161	0	838
Hourly Total	0	1031	19	0	1050	0	0	759	89	0	848	0	0	0	36	0	36	1	0	0	335	0	335	0	2269
4:00PM	0	350	7	0	357	0	0	167	20	0	187	0	0	0	11	0	11	0	0	0	66	0	66	0	621
4:15PM	0	344	5	0	349	0	0	143	12	0	155	0	0	0	8	0	8	0	0	0	32	0	32	0	544
4:30PM	0	334	6	0	340	0	0	157	22	0	179	0	0	0	8	0	8	0	0	0	19	0	19	0	546
4:45PM	0	380	15	0	395	0	0	201	14	0	215	0	0	0	8	0	8	1	0	0	43	0	43	0	661
Hourly Total	0	1408	33	0	1441	0	0	668	68	0	736	0	0	0	35	0	35	1	0	0	160	0	160	0	2372
5:00PM	0	479	6	0	485	0	0	239	29	0	268	0	0	0	8	0	8	0	0	0	75	0	75	0	836
5:15PM	0	426	4	0	430	0	0	195	50	0	245	0	0	0	6	0	6	0	0	0	91	0	91	0	772
5:30PM	0	320	10	0	330	0	0	206	24	0	230	0	0	0	12	0	12	0	0	0	42	0	42	0	614
5:45PM	0	245	6	0	251	0	0	260	9	0	269	0	0	0	21	0	21	0	0	0	9	0	9	0	550
Hourly Total	0	1470	26	0	1496	0	0	900	112	0	1012	0	0	0	47	0	47	0	0	0	217	0	217	0	2772
6:00PM	0	253	7	0	260	0	0	214	18	0	232	0	0	0	7	0	7	0	0	0	10	0	10	0	509
6:15PM	0	187	9	0	196	0	0	206	14	0	220	0	0	0	11	0	11	0	0	0	12	0	12	0	439
6:30PM	0	196	2	0	198	0	0	170	11	0	181	0	0	0	14	0	14	0	0	0	40	0	40	0	433
6:45PM	0	182	11	0	193	0	0	140	16	0	156	0	0	0	12	0	12	0	0	0	45	0	45	0	406
Hourly Total	0	818	29	0	847	0	0	730	59	0	789	0	0	0	44	0	44	0	0	0	107	0	107	0	1787
7:00PM	0	138	6	0	144	0	0	154	9	0	163	0	0	0	9	0	9	0	0	0	26	0	26	0	342
7:15PM	0	142	1	0	143	0	0	128	2	0	130	0	0	0	9	0	9	0	0	0	16	0	16	1	298
Leg	CHARLES LINDBERGH BLVD						CHARLES LINDBERGH BLVD						JAMES DOOLITTLE BLVD						PERIMETER RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
7:30PM	0	156	9	0	165	0	0	162	0	0	162	0	0	0	7	0	7	0	0	0	37	0	37	0	371
7:45PM	0	133	6	0	139	0	0	122	12	0	134	0	0	0	12	0	12	0	0	0	23	0	23	0	308
Hourly Total	0	569	22	0	591	0	0	566	23	0	589	0	0	0	37	0	37	0	0	0	102	0	102	1	1319
8:00PM	0	171	9	0	180	0	0	92	7	0	99	0	0	0	3	0	3	0	0	0	37	0	37	0	319
8:15PM	0	155	7	0	162	0	0	93	10	0	103	0	0	0	4	0	4	0	0	0	75	0	75	0	344
8:30PM	0	148	5	0	153	0	0	97	2	0	99	0	0	0	3	0	3	0	0	0	41	0	41	0	296
8:45PM	0	91	6	0	97	0	0	96	7	0	103	0	0	0	7	0	7	0	0	0	22	0	22	0	229
Hourly Total	0	565	27	0	592	0	0	378	26	0	404	0	0	0	17	0	17	0	0	0	175	0	175	0	1188
9:00PM	0	99	1	0	100	0	0	55	2	0	57	0	0	0	7	0	7	0	0	0	20	0	20	0	184
9:15PM	0	61	6	0	67	0	0	58	1	0	59	0	0	0	6	0	6	0	0	0	9	0	9	0	141
9:30PM	0	82	3	0	85	0	0	57	1	0	58	0	0	0	2	0	2	0	0	0	5	0	5	0	150
9:45PM	0	57	4	0	61	0	0	48	1	0	49	0	0	0	4	0	4	0	0	0	17	0	17	0	131
Hourly Total	0	299	14	0	313	0	0	218	5	0	223	0	0	0	19	0	19	0	0	0	51	0	51	0	606
10:00PM	0	52	7	0	59	0	0	50	1	0	51	0	0	0	1	0	1	0	0	0	6	0	6	0	117
10:15PM	0	32	3	0	35	0	0	41	0	0	41	0	0	0	4	0	4	0	0	0	3	0	3	0	83
10:30PM	0	25	6	0	31	0	0	40	0	0	40	0	0	0	3	0	3	0	0	0	0	0	0	0	74
10:45PM	0	30	1	0	31	0	0	38	0	0	38	0	0	0	3	0	3	0	0	0	2	0	2	0	74
Hourly Total	0	139	17	0	156	0	0	169	1	0	170	0	0	0	11	0	11	0	0	0	11	0	11	0	348
Total	0	7651	260	0	7911	1	0	8229	1311	0	9540	0	0	0	367	0	367	7	0	0	1447	0	1447	1	19265
% Approach	0%	96.7%	3.3%	0%	-	-	0%	86.3%	13.7%	0%	-	-	0%	0%	100%	0%	-	-	0%	0%	100%	0%	-	-	-
% Total	0%	39.7%	1.3%	0%	41.1%	-	0%	42.7%	6.8%	0%	49.5%	-	0%	0%	1.9%	0%	1.9%	-	0%	0%	7.5%	0%	7.5%	-	-
Motorcycles	0	9	0	0	9	-	0	13	1	0	14	-	0	0	0	0	0	-	0	0	1	0	1	-	24
% Motorcycles	0%	0.1%	0%	0%	0.1%	-	0%	0.2%	0.1%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0.1%	0%	0.1%	-	0.1%
Cars	0	7286	239	0	7525	-	0	7673	1256	0	8929	-	0	0	353	0	353	-	0	0	1412	0	1412	-	18219
% Cars	0%	95.2%	91.9%	0%	95.1%	-	0%	93.2%	95.8%	0%	93.6%	-	0%	0%	96.2%	0%	96.2%	-	0%	0%	97.6%	0%	97.6%	-	94.6%
Light Goods Vehicles	0	153	8	0	161	-	0	341	46	0	387	-	0	0	6	0	6	-	0	0	24	0	24	-	578
% Light Goods Vehicles	0%	2.0%	3.1%	0%	2.0%	-	0%	4.1%	3.5%	0%	4.1%	-	0%	0%	1.6%	0%	1.6%	-	0%	0%	1.7%	0%	1.7%	-	3.0%
Single-Unit Trucks	0	115	5	0	120	-	0	116	7	0	123	-	0	0	7	0	7	-	0	0	8	0	8	-	258
% Single-Unit Trucks	0%	1.5%	1.9%	0%	1.5%	-	0%	1.4%	0.5%	0%	1.3%	-	0%	0%	1.9%	0%	1.9%	-	0%	0%	0.6%	0%	0.6%	-	1.3%
Articulated Trucks	0	36	0	0	36	-	0	36	0	0	36	-	0	0	0	0	0	-	0	0	0	0	0	-	72
% Articulated Trucks	0%	0.5%	0%	0%	0.5%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.4%
Buses	0	52	7	0	59	-	0	49	0	0	49	-	0	0	1	0	1	-	0	0	2	0	2	-	111
% Buses	0%	0.7%	2.7%	0%	0.7%	-	0%	0.6%	0%	0%	0.5%	-	0%	0%	0.3%	0%	0.3%	-	0%	0%	0.1%	0%	0.1%	-	0.6%
Bicycles on Road	0	0	1	0	1	-	0	1	1	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Bicycles on Road	0%	0%	0.4%	0%	0%	-	0%	0%	0.1%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	100%	-

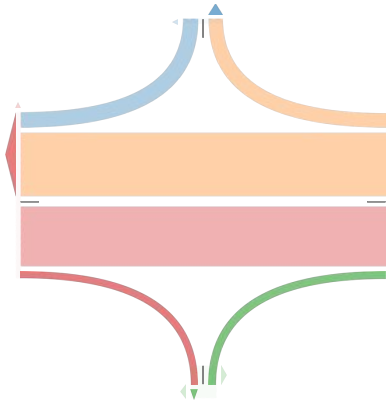
	PCEs
Cars	1
Light Goods	14
Buses	18
Single Unit & Articul	47

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

[N] PERIMETER RD

Total: 2758

In: 1447 Out: 1311



1
1311
8229

7651
260
4
3
Out: 260 In: 367
Total: 627

[S] JAMES DOOLITTLE BLVD

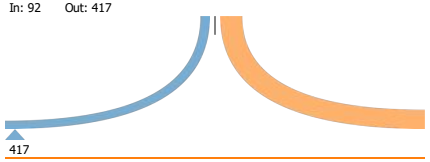
Leg	CHARLES LINDBERGH BLVD						CHARLES LINDBERGH BLVD						JAMES DOOLITTLE BLVD						PERIMETER RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-12 8:00AM	0	120	9	0	129	0	0	368	99	0	467	0	0	0	16	0	16	0	0	0	23	0	23	0	635
8:15AM	0	145	7	0	152	0	0	473	203	0	676	0	0	0	10	0	10	0	0	0	40	0	40	0	878
8:30AM	0	119	10	0	129	0	0	370	76	0	446	0	0	0	13	0	13	0	0	0	24	0	24	0	612
8:45AM	0	107	10	0	117	0	0	402	39	0	441	0	0	0	13	0	13	0	0	0	5	0	5	0	576
Total	0	491	36	0	527	0	0	1613	417	0	2030	0	0	0	52	0	52	0	0	0	92	0	92	0	2701
% Approach	0%	93.2%	6.8%	0%	-	-	0%	79.5%	20.5%	0%	-	-	0%	0%	100%	0%	-	-	0%	0%	100%	0%	-	-	-
% Total	0%	18.2%	1.3%	0%	19.5%	-	0%	59.7%	15.4%	0%	75.2%	-	0%	0%	1.9%	0%	1.9%	-	0%	0%	3.4%	0%	3.4%	-	-
PHF	-	0.847	0.900	-	0.867	-	-	0.853	0.514	-	0.751	-	-	-	0.813	-	0.813	-	-	-	0.575	-	0.575	-	0.769
Motorcycles	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Cars	0	442	35	0	477	-	0	1535	401	0	1936	-	0	0	52	0	52	-	0	0	92	0	92	-	2557
% Cars	0%	90.0%	97.2%	0%	90.5%	-	0%	95.2%	96.2%	0%	95.4%	-	0%	0%	100%	0%	100%	-	0%	0%	100%	0%	100%	-	94.7%
Light Goods Vehicles	0	21	0	0	21	-	0	48	15	0	63	-	0	0	0	0	0	-	0	0	0	0	0	-	84
% Light Goods Vehicles	0%	4.3%	0%	0%	4.0%	-	0%	3.0%	3.6%	0%	3.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	3.1%
Single-Unit Trucks	0	15	0	0	15	-	0	17	1	0	18	-	0	0	0	0	0	-	0	0	0	0	0	-	33
% Single-Unit Trucks	0%	3.1%	0%	0%	2.8%	-	0%	1.1%	0.2%	0%	0.9%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.2%
Articulated Trucks	0	4	0	0	4	-	0	5	0	0	5	-	0	0	0	0	0	-	0	0	0	0	0	-	9
% Articulated Trucks	0%	0.8%	0%	0%	0.8%	-	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%
Buses	0	9	1	0	10	-	0	7	0	0	7	-	0	0	0	0	0	-	0	0	0	0	0	-	17
% Buses	0%	1.8%	2.8%	0%	1.9%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.6%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

		Charles Lindbergh Blvd E&W			James Doolittle Blvd Northbound			Perimeter Rd Southbound		
1		1			0			0		
2557		2413			52			92		
1176		1176			0			0		
1551		1551			0			0		
423		423			0			0		
306		306			0			0		
PCE Total	6014	PCE Total	5870		PCE Total	52		PCE Total	92	

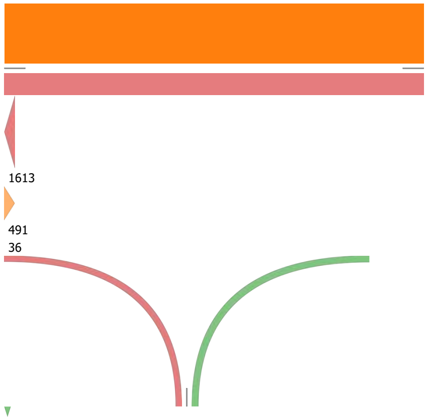
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

[N] PERIMETER RD

Total: 509
In: 92 Out: 417



417



Out: 36 In: 52
Total: 88

[S] JAMES DOOLITTLE BLVD

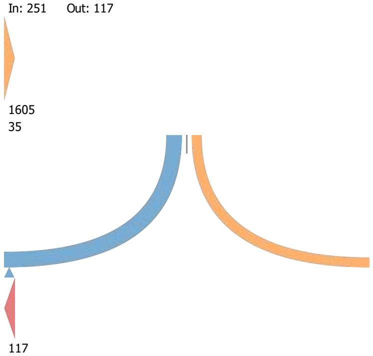
Leg Direction	CHARLES LINDBERGH BLVD Eastbound						CHARLES LINDBERGH BLVD Westbound						JAMES DOOLITTLE BLVD Northbound						PERIMETER RD Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-12 4:45PM	0	380	15	0	395	0	0	201	14	0	215	0	0	0	8	0	8	1	0	0	43	0	43	0	661
5:00PM	0	479	6	0	485	0	0	239	29	0	268	0	0	0	8	0	8	0	0	0	75	0	75	0	836
5:15PM	0	426	4	0	430	0	0	195	50	0	245	0	0	0	6	0	6	0	0	0	91	0	91	0	772
5:30PM	0	320	10	0	330	0	0	206	24	0	230	0	0	0	12	0	12	0	0	0	42	0	42	0	614
Total	0	1605	35	0	1640	0	0	841	117	0	958	0	0	0	34	0	34	1	0	0	251	0	251	0	2883
% Approach	0%	97.9%	2.1%	0%	-	-	0%	87.8%	12.2%	0%	-	-	0%	0%	100%	0%	-	-	0%	0%	100%	0%	-	-	-
% Total	0%	55.7%	1.2%	0%	56.9%	-	0%	29.2%	4.1%	0%	33.2%	-	0%	0%	1.2%	0%	1.2%	-	0%	0%	8.7%	0%	8.7%	-	-
PHF	-	0.838	0.583	-	0.845	-	-	0.880	0.585	-	0.894	-	-	-	0.708	-	0.708	-	-	-	0.690	-	0.690	-	0.862
Motorcycles	0	1	0	0	1	-	0	1	1	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Motorcycles	0%	0.1%	0%	0%	0.1%	-	0%	0.1%	0.9%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Cars	0	1566	30	0	1596	-	0	768	109	0	877	-	0	0	31	0	31	-	0	0	248	0	248	-	2752
% Cars	0%	97.6%	85.7%	0%	97.3%	-	0%	91.3%	93.2%	0%	91.5%	-	0%	0%	91.2%	0%	91.2%	-	0%	0%	98.8%	0%	98.8%	-	95.5%
Light Goods Vehicles	0	24	2	0	26	-	0	60	4	0	64	-	0	0	1	0	1	-	0	0	0	0	0	-	91
% Light Goods Vehicles	0%	1.5%	5.7%	0%	1.6%	-	0%	7.1%	3.4%	0%	6.7%	-	0%	0%	2.9%	0%	2.9%	-	0%	0%	0%	0%	0%	-	3.2%
Single-Unit Trucks	0	10	1	0	11	-	0	7	3	0	10	-	0	0	2	0	2	-	0	0	3	0	3	-	26
% Single-Unit Trucks	0%	0.6%	2.9%	0%	0.7%	-	0%	0.8%	2.6%	0%	1.0%	-	0%	0%	5.9%	0%	5.9%	-	0%	0%	1.2%	0%	1.2%	-	0.9%
Articulated Trucks	0	1	0	0	1	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	0	3	2	0	5	-	0	3	0	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	8
% Buses	0%	0.2%	5.7%	0%	0.3%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

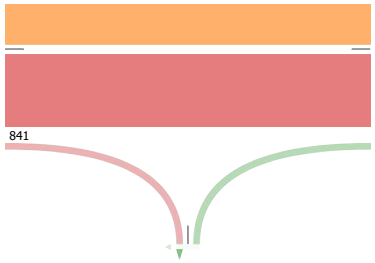
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

		Charles Lindbergh Blvd E&W			James Doolittle Blvd Northbound			Perimeter Rd Southbound		
3		3			0			0		
2752		2473			31			248		
1274		1260			14			0		
1222		987			94			141		
141		141			0			0		
144		144			0			0		
	5536		5008	PCE Total		139	PCE Total		389	PCE Total

[N] PERIMETER RD

Total: 368
In: 251 Out: 117





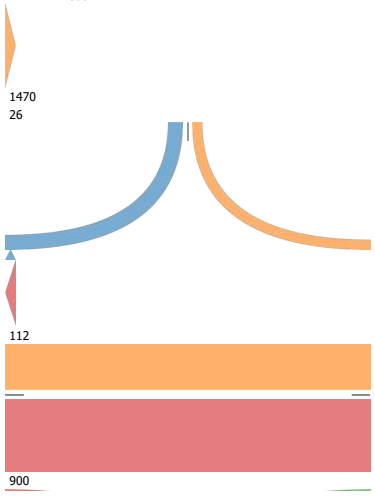
[S] JAMES DOOLITTLE BLVD

Leg	CHARLES LINDBERGH BLVD						CHARLES LINDBERGH BLVD						JAMES DOOLITTLE BLVD						PERIMETER RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-12 5:00PM	0	479	6	0	485	0	0	239	29	0	268	0	0	0	8	0	8	0	0	0	75	0	75	0	836
5:15PM	0	426	4	0	430	0	0	195	50	0	245	0	0	0	6	0	6	0	0	0	91	0	91	0	772
5:30PM	0	320	10	0	330	0	0	206	24	0	230	0	0	0	12	0	12	0	0	0	42	0	42	0	614
5:45PM	0	245	6	0	251	0	0	260	9	0	269	0	0	0	21	0	21	0	0	0	9	0	9	0	550
Total	0	1470	26	0	1496	0	0	900	112	0	1012	0	0	0	47	0	47	0	0	0	217	0	217	0	2772
% Approach	0%	98.3%	1.7%	0%	-	-	0%	88.9%	11.1%	0%	-	-	0%	0%	100%	0%	-	-	0%	0%	100%	0%	-	-	-
% Total	0%	53.0%	0.9%	0%	54.0%	-	0%	32.5%	4.0%	0%	36.5%	-	0%	0%	1.7%	0%	1.7%	-	0%	0%	7.8%	0%	7.8%	-	-
PHF	-	0.767	0.650	-	0.771	-	-	0.865	0.560	-	0.941	-	-	-	0.560	-	0.560	-	-	-	0.596	-	0.596	-	0.829
Motorcycles	0	1	0	0	1	-	0	1	1	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Motorcycles	0%	0.1%	0%	0%	0.1%	-	0%	0.1%	0.9%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Cars	0	1431	22	0	1453	-	0	833	105	0	938	-	0	0	43	0	43	-	0	0	214	0	214	-	2648
% Cars	0%	97.3%	84.6%	0%	97.1%	-	0%	92.6%	93.8%	0%	92.7%	-	0%	0%	91.5%	0%	91.5%	-	0%	0%	98.6%	0%	98.6%	-	95.5%
Light Goods Vehicles	0	19	1	0	20	-	0	51	3	0	54	-	0	0	1	0	1	-	0	0	0	0	0	-	75
% Light Goods Vehicles	0%	1.3%	3.8%	0%	1.3%	-	0%	5.7%	2.7%	0%	5.3%	-	0%	0%	2.1%	0%	2.1%	-	0%	0%	0%	0%	0%	-	2.7%
Single-Unit Trucks	0	14	1	0	15	-	0	11	3	0	14	-	0	0	3	0	3	-	0	0	3	0	3	-	35
% Single-Unit Trucks	0%	1.0%	3.8%	0%	1.0%	-	0%	1.2%	2.7%	0%	1.4%	-	0%	0%	6.4%	0%	6.4%	-	0%	0%	1.4%	0%	1.4%	-	1.3%
Articulated Trucks	0	1	0	0	1	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	0	4	2	0	6	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	8
% Buses	0%	0.3%	7.7%	0%	0.4%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

		Charles Lindbergh Blvd E&W			James Doolittle Blvd Northbound			Perimeter Rd Southbound		
3		3			0			0		
2648		2391			43			214		
1050		1036			14			0		
1645		1363			141			141		
141		141			0			0		
144		144			0			0		
	5631		5078	PCE Total		198	PCE Total		355	PCE Total

[N] PERIMETER RD



Out: 26 In: 47
Total: 73
[S] JAMES DOOLITTLE BLVD

Leg	CHARLES LINDBERGH BLVD				CHARLES LINDBERGH BLVD				JAMES DOOLITTLE BLVD				PERIMETER RD				
Direction	Eastbound				Westbound				Northbound				Southbound				
Time	T	R	App	Ped*	T	R	App	Ped*	R	U	App	Ped*	R	U	App	Ped*	Int
2023-09-09 11:00AM	76	6	82	1	103	4	107	1	20	0	20	0	7	0	7	0	216
11:15AM	66	3	69	0	107	1	108	0	9	0	9	0	3	0	3	1	189
11:30AM	86	7	93	1	115	3	118	0	9	0	9	0	13	0	13	0	233
11:45AM	78	5	83	0	103	3	106	0	6	0	6	0	16	0	16	0	211
Hourly Total	306	21	327	2	428	11	439	1	44	0	44	0	39	0	39	1	849
12:00PM	78	6	84	0	115	2	117	0	10	0	10	0	13	0	13	0	224
12:15PM	102	4	106	0	105	1	106	0	9	0	9	1	15	0	15	0	236
12:30PM	102	20	122	0	110	2	112	0	14	0	14	0	19	0	19	0	267
12:45PM	98	11	109	0	119	5	124	0	17	0	17	0	12	0	12	0	262
Hourly Total	380	41	421	0	449	10	459	0	50	0	50	1	59	0	59	0	989
1:00PM	91	7	98	0	111	2	113	0	11	0	11	0	17	0	17	0	239
1:15PM	96	9	105	0	108	2	110	0	11	0	11	0	9	0	9	0	235
1:30PM	106	12	118	1	126	3	129	0	5	0	5	0	13	0	13	1	265
1:45PM	77	9	86	0	135	2	137	0	18	0	18	1	16	0	16	0	257
Hourly Total	370	37	407	1	480	9	489	0	45	0	45	1	55	0	55	1	996
2:00PM	71	7	78	0	93	1	94	0	5	0	5	0	21	0	21	0	198
2:15PM	87	9	96	0	119	1	120	0	13	0	13	0	5	0	5	0	234
2:30PM	94	8	102	0	101	2	103	0	12	0	12	0	5	0	5	0	222
2:45PM	96	11	107	0	106	1	107	0	10	0	10	0	3	0	3	0	227
Hourly Total	348	35	383	0	419	5	424	0	40	0	40	0	34	0	34	0	881
4:00PM	132	9	141	0	106	1	107	0	12	0	12	0	5	0	5	0	265
4:15PM	87	6	93	0	110	0	110	0	14	0	14	1	4	0	4	0	221
4:30PM	92	5	97	0	108	2	110	0	14	0	14	0	6	0	6	0	227
4:45PM	77	5	82	0	130	0	130	0	20	0	20	0	1	0	1	0	233
Hourly Total	388	25	413	0	454	3	457	0	60	0	60	1	16	0	16	0	946
5:00PM	69	9	78	0	128	1	129	0	12	0	12	0	2	0	2	0	221
5:15PM	84	6	90	0	133	1	134	0	9	0	9	1	4	0	4	0	237
5:30PM	82	16	98	0	158	2	160	0	17	0	17	0	4	0	4	0	279
5:45PM	68	17	85	0	194	0	194	0	19	0	19	0	5	0	5	2	303
Hourly Total	303	48	351	0	613	4	617	0	57	0	57	1	15	0	15	2	1040
6:00PM	69	32	101	0	184	0	184	0	15	0	15	1	0	0	0	0	300
6:15PM	78	46	124	0	196	1	197	0	12	0	12	6	1	0	1	1	334
6:30PM	87	61	148	0	176	1	177	0	11	0	11	0	5	0	5	0	341
6:45PM	75	66	141	0	140	2	142	0	14	0	14	0	3	0	3	0	300
Hourly Total	309	205	514	0	696	4	700	0	52	0	52	7	9	0	9	1	1275
7:00PM	72	84	156	0	198	0	198	0	13	0	13	0	4	0	4	0	371
7:15PM	66	48	114	0	176	2	178	0	14	0	14	0	2	0	2	3	308

Leg	CHARLES LINDBERGH BLVD				CHARLES LINDBERGH BLVD				JAMES DOOLITTLE BLVD				PERIMETER RD				
Direction	Eastbound				Westbound				Northbound				Southbound				
Time	T	R	App	Ped*	T	R	App	Ped*	R	U	App	Ped*	R	U	App	Ped*	Int
7:30PM	56	23	79	0	107	1	108	0	12	0	12	1	4	0	4	0	203
7:45PM	53	13	66	0	93	0	93	0	6	0	6	0	3	0	3	0	168
Hourly Total	247	168	415	0	574	3	577	0	45	0	45	1	13	0	13	3	1050
8:00PM	43	5	48	0	91	0	91	0	9	0	9	0	2	0	2	0	150
8:15PM	72	7	79	0	86	1	87	0	12	0	12	0	4	0	4	0	182
8:30PM	70	12	82	0	94	1	95	0	3	0	3	0	3	0	3	0	183
8:45PM	66	8	74	0	60	1	61	0	5	0	5	0	2	0	2	0	142
Hourly Total	251	32	283	0	331	3	334	0	29	0	29	0	11	0	11	0	657
9:00PM	87	7	94	0	81	1	82	0	4	0	4	3	4	0	4	0	184
9:15PM	89	6	95	0	55	0	55	0	8	0	8	0	0	0	0	0	158
9:30PM	55	5	60	0	51	0	51	0	9	0	9	0	2	0	2	0	122
9:45PM	115	2	117	0	38	0	38	0	8	0	8	0	2	0	2	1	165
Hourly Total	346	20	366	0	225	1	226	0	29	0	29	3	8	0	8	1	629
10:00PM	541	8	549	0	65	1	66	0	16	0	16	0	5	0	5	0	636
10:15PM	270	17	287	0	64	0	64	0	22	0	22	0	2	0	2	0	375
10:30PM	124	7	131	0	59	1	60	0	21	0	21	0	2	0	2	0	214
10:45PM	64	2	66	0	45	1	46	0	10	0	10	0	1	0	1	0	123
Hourly Total	999	34	1033	0	233	3	236	0	69	0	69	0	10	0	10	0	1348
Total	4247	666	4913	3	4902	56	4958	1	520	0	520	15	269	0	269	9	10660
% Approach	86.4%	13.6%	-	-	98.9%	1.1%	-	-	100%	0%	-	-	100%	0%	-	-	-
% Total	39.8%	6.2%	46.1%	-	46.0%	0.5%	46.5%	-	4.9%	0%	4.9%	-	2.5%	0%	2.5%	-	-
Motorcycles	15	0	15	-	16	0	16	-	0	0	0	-	0	0	0	-	31
% Motorcycles	0.4%	0%	0.3%	-	0.3%	0%	0.3%	-	0%	0%	0%	-	0%	0%	0%	-	0.3%
Cars	3932	635	4567	-	4548	46	4594	-	498	0	498	-	265	0	265	-	9924
% Cars	92.6%	95.3%	93.0%	-	92.8%	82.1%	92.7%	-	95.8%	0%	95.8%	-	98.5%	0%	98.5%	-	93.1%
Light Goods Vehicles	239	16	255	-	275	7	282	-	7	0	7	-	4	0	4	-	548
% Light Goods Vehicles	5.6%	2.4%	5.2%	-	5.6%	12.5%	5.7%	-	1.3%	0%	1.3%	-	1.5%	0%	1.5%	-	5.1%
Single-Unit Trucks	46	1	47	-	46	1	47	-	1	0	1	-	0	0	0	-	95
% Single-Unit Trucks	1.1%	0.2%	1.0%	-	0.9%	1.8%	0.9%	-	0.2%	0%	0.2%	-	0%	0%	0%	-	0.9%
Articulated Trucks	6	2	8	-	10	0	10	-	0	0	0	-	0	0	0	-	18
% Articulated Trucks	0.1%	0.3%	0.2%	-	0.2%	0%	0.2%	-	0%	0%	0%	-	0%	0%	0%	-	0.2%
Buses	9	12	21	-	7	2	9	-	14	0	14	-	0	0	0	-	44
% Buses	0.2%	1.8%	0.4%	-	0.1%	3.6%	0.2%	-	2.7%	0%	2.7%	-	0%	0%	0%	-	0.4%
Bicycles on Road	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%
Pedestrians	-	-	-	3	-	-	-	1	-	-	-	3	-	-	-	2	
% Pedestrians	-	-	-	100%	-	-	-	100%	-	-	-	20.0%	-	-	-	22.2%	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-	-	-	12	-	-	-	7	
% Bicycles on Crosswalk	-	-	-	0%	-	-	-	0%	-	-	-	80.0%	-	-	-	77.8%	-

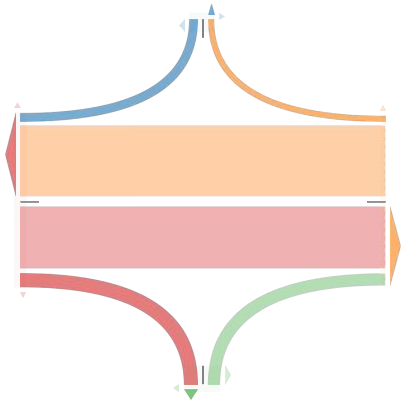
	PCEs
Cars	1
Light Goods	14
Buses	18
Single Unit & Artic	47

*Pedestrians and Bicycles on Crosswalk. R: Right, T: Thru, U: U-Turn

[N] PERIMETER RD

Total: 325

In: 269 Out: 56



7 2

56
4902
4247
666
12
3
Out: 666 In: 520
Total: 1186

[S] JAMES DOOLITTLE BLVD

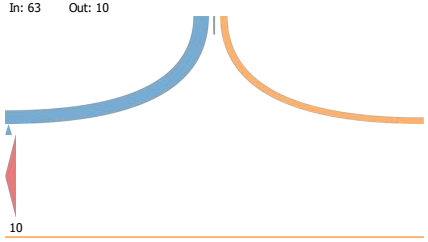
Leg / Direction	CHARLES LINDBERGH BLVD Eastbound				CHARLES LINDBERGH BLVD Westbound				JAMES DOOLITTLE BLVD Northbound				PERIMETER RD Southbound				
Time	T	R	App	Ped*	T	R	App	Ped*	R	U	App	Ped*	R	U	App	Ped*	Int
2023-09-09 12:15PM	102	4	106	0	105	1	106	0	9	0	9	1	15	0	15	0	236
12:30PM	102	20	122	0	110	2	112	0	14	0	14	0	19	0	19	0	267
12:45PM	98	11	109	0	119	5	124	0	17	0	17	0	12	0	12	0	262
1:00PM	91	7	98	0	111	2	113	0	11	0	11	0	17	0	17	0	239
Total	393	42	435	0	445	10	455	0	51	0	51	1	63	0	63	0	1004
% Approach	90.3%	9.7%	-	-	97.8%	2.2%	-	-	100%	0%	-	-	100%	0%	-	-	-
% Total	39.1%	4.2%	43.3%	-	44.3%	1.0%	45.3%	-	5.1%	0%	5.1%	-	6.3%	0%	6.3%	-	-
PHF	0.963	0.525	0.891	-	0.935	0.500	0.917	-	0.750	-	0.750	-	0.829	-	0.829	-	0.940
Motorcycles	1	0	1	-	2	0	2	-	0	0	0	-	0	0	0	-	3
% Motorcycles	0.3%	0%	0.2%	-	0.4%	0%	0.4%	-	0%	0%	0%	-	0%	0%	0%	-	0.3%
Cars	364	36	400	-	405	9	414	-	50	0	50	-	63	0	63	-	927
% Cars	92.6%	85.7%	92.0%	-	91.0%	90.0%	91.0%	-	98.0%	0%	98.0%	-	100%	0%	100%	-	92.3%
Light Goods Vehicles	14	3	17	-	28	1	29	-	1	0	1	-	0	0	0	-	47
% Light Goods Vehicles	3.6%	7.1%	3.9%	-	6.3%	10.0%	6.4%	-	2.0%	0%	2.0%	-	0%	0%	0%	-	4.7%
Single-Unit Trucks	8	0	8	-	8	0	8	-	0	0	0	-	0	0	0	-	16
% Single-Unit Trucks	2.0%	0%	1.8%	-	1.8%	0%	1.8%	-	0%	0%	0%	-	0%	0%	0%	-	1.6%
Articulated Trucks	3	0	3	-	1	0	1	-	0	0	0	-	0	0	0	-	4
% Articulated Trucks	0.8%	0%	0.7%	-	0.2%	0%	0.2%	-	0%	0%	0%	-	0%	0%	0%	-	0.4%
Buses	3	3	6	-	1	0	1	-	0	0	0	-	0	0	0	-	7
% Buses	0.8%	7.1%	1.4%	-	0.2%	0%	0.2%	-	0%	0%	0%	-	0%	0%	0%	-	0.7%
Bicycles on Road	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%
Pedestrians	-	-	-	0	-	-	-	0	-	-	-	1	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-

			Charles Lindbergh Blvd E&W			James Doolittle Blvd Northbound			Perimeter Rd Southbound	
3			3			0			0	
927			814			50			63	
658			644			14			0	
752			752			0			0	
188			188			0			0	
126			126			0			0	
PCE Total	2654		PCE Total	2527		PCE Total	64		PCE Total	63

*Pedestrians and Bicycles on Crosswalk. R: Right, T: Thru, U: U-Turn

[N] PERIMETER RD

Total: 73
In: 63 Out: 10



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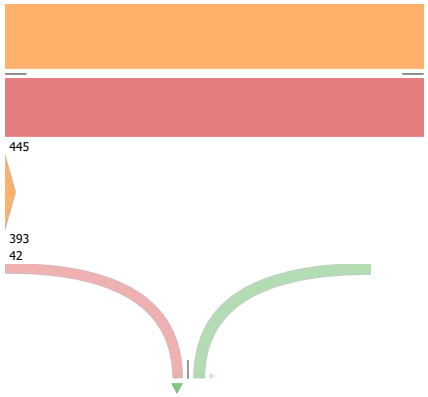


Out: 42 In: 51

Total: 93

[S] JAMES DOOLITTLE BLVD

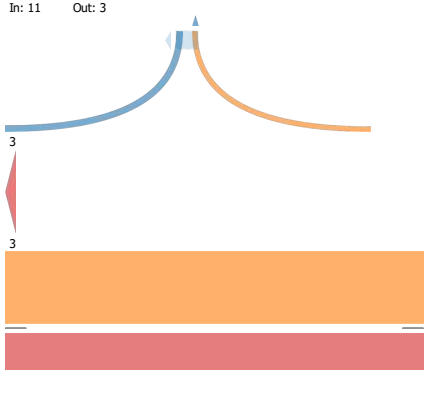
Leg / Direction	CHARLES LINDBERGH BLVD Eastbound				CHARLES LINDBERGH BLVD Westbound				JAMES DOOLITTLE BLVD Northbound				PERIMETER RD Southbound				
Time	T	R	App	Ped*	T	R	App	Ped*	R	U	App	Ped*	R	U	App	Ped*	Int
2023-09-09 7:15PM	66	48	114	0	176	2	178	0	14	0	14	0	2	0	2	3	308
7:30PM	56	23	79	0	107	1	108	0	12	0	12	1	4	0	4	0	203
7:45PM	53	13	66	0	93	0	93	0	6	0	6	0	3	0	3	0	168
8:00PM	43	5	48	0	91	0	91	0	9	0	9	0	2	0	2	0	150
Total	218	89	307	0	467	3	470	0	41	0	41	1	11	0	11	3	829
% Approach	71.0%	29.0%	-	-	99.4%	0.6%	-	-	100%	0%	-	-	100%	0%	-	-	-
% Total	26.3%	10.7%	37.0%	-	56.3%	0.4%	56.7%	-	4.9%	0%	4.9%	-	1.3%	0%	1.3%	-	-
PHF	0.826	0.464	0.673	-	0.663	0.375	0.660	-	0.732	-	0.732	-	0.688	-	0.688	-	0.673
Motorcycles	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0
% Motorcycles	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%
Cars	209	85	294	-	440	2	442	-	39	0	39	-	10	0	10	-	785
% Cars	95.9%	95.5%	95.8%	-	94.2%	66.7%	94.0%	-	95.1%	0%	95.1%	-	90.9%	0%	90.9%	-	94.7%
Light Goods Vehicles	9	2	11	-	21	1	22	-	1	0	1	-	1	0	1	-	35
% Light Goods Vehicles	4.1%	2.2%	3.6%	-	4.5%	33.3%	4.7%	-	2.4%	0%	2.4%	-	9.1%	0%	9.1%	-	4.2%
Single-Unit Trucks	0	0	0	-	4	0	4	-	0	0	0	-	0	0	0	-	4
% Single-Unit Trucks	0%	0%	0%	-	0.9%	0%	0.9%	-	0%	0%	0%	-	0%	0%	0%	-	0.5%
Articulated Trucks	0	1	1	-	2	0	2	-	0	0	0	-	0	0	0	-	3
% Articulated Trucks	0%	1.1%	0.3%	-	0.4%	0%	0.4%	-	0%	0%	0%	-	0%	0%	0%	-	0.4%
Buses	0	1	1	-	0	0	0	-	1	0	1	-	0	0	0	-	2
% Buses	0%	1.1%	0.3%	-	0%	0%	0%	-	2.4%	0%	2.4%	-	0%	0%	0%	-	0.2%
Bicycles on Road	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%
Pedestrians	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-	-	-	1	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. R: Right, T: Thru, U: U-Turn

[N] PERIMETER RD

Total: 14

In: 11 Out: 3



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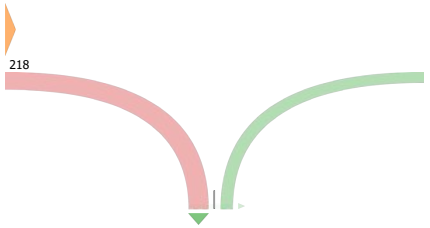


218

89

1

Out: 89 In: 41

Total: 130

[S] JAMES DOOLITTLE BLVD

Leg	CHARLES LINDBERGH BLVD				CHARLES LINDBERGH BLVD				JAMES DOOLITTLE BLVD				PERIMETER RD				
Direction	Eastbound				Westbound				Northbound				Southbound				
Time	T	R	App	Ped*	T	R	App	Ped*	R	U	App	Ped*	R	U	App	Ped*	Int
2023-09-09 9:45PM	115	2	117	0	38	0	38	0	8	0	8	0	2	0	2	1	165
10:00PM	541	8	549	0	65	1	66	0	16	0	16	0	5	0	5	0	636
10:15PM	270	17	287	0	64	0	64	0	22	0	22	0	2	0	2	0	375
10:30PM	124	7	131	0	59	1	60	0	21	0	21	0	2	0	2	0	214
Total	1050	34	1084	0	226	2	228	0	67	0	67	0	11	0	11	1	1390
% Approach	96.9%	3.1%	-	-	99.1%	0.9%	-	-	100%	0%	-	-	100%	0%	-	-	-
% Total	75.5%	2.4%	78.0%	-	16.3%	0.1%	16.4%	-	4.8%	0%	4.8%	-	0.8%	0%	0.8%	-	-
PHF	0.485	0.500	0.494	-	0.869	0.500	0.864	-	0.761	-	0.761	-	0.550	-	0.550	-	0.546
Motorcycles	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0
% Motorcycles	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%
Cars	1004	33	1037	-	217	2	219	-	64	0	64	-	11	0	11	-	1331
% Cars	95.6%	97.1%	95.7%	-	96.0%	100%	96.1%	-	95.5%	0%	95.5%	-	100%	0%	100%	-	95.8%
Light Goods Vehicles	43	0	43	-	8	0	8	-	3	0	3	-	0	0	0	-	54
% Light Goods Vehicles	4.1%	0%	4.0%	-	3.5%	0%	3.5%	-	4.5%	0%	4.5%	-	0%	0%	0%	-	3.9%
Single-Unit Trucks	2	0	2	-	1	0	1	-	0	0	0	-	0	0	0	-	3
% Single-Unit Trucks	0.2%	0%	0.2%	-	0.4%	0%	0.4%	-	0%	0%	0%	-	0%	0%	0%	-	0.2%
Articulated Trucks	0	1	1	-	0	0	0	-	0	0	0	-	0	0	0	-	1
% Articulated Trucks	0%	2.9%	0.1%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0.1%
Buses	1	0	1	-	0	0	0	-	0	0	0	-	0	0	0	-	1
% Buses	0.1%	0%	0.1%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0.1%
Bicycles on Road	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%
Pedestrians	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

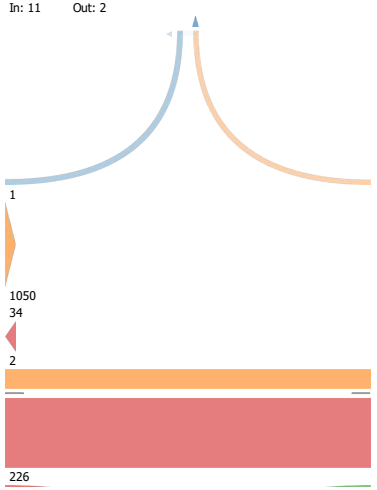
*Pedestrians and Bicycles on Crosswalk. R: Right, T: Thru, U: U-Turn

			Charles Lindbergh Blvd E&W			James Doolittle Blvd Northbound			Perimeter Rd Southbound	
0			0			0			0	
1331			1256			64			11	
756			714			42			0	
141			141			0			0	
47			47			0			0	
18			18			0			0	
	2293		2176	PCE Total		106	PCE Total			11

[N] PERIMETER RD

Total: 13

In: 11 Out: 2



1

1050

34

2

226

Out: 34 In: 67
Total: 101
[S] JAMES DOOLITTLE BLVD

9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC

Tue Sep 12, 2023
Full Length (7 AM-10 AM, 3 PM-11 PM)
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1107199, Location: 40.726058, -73.58737

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

Leg	CHARLES LINDBERGH BLVD						CHARLES LINDBERGH BLVD						JAMES DOOLITTLE BLVD						PERIMETER RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-12 7:00AM	0	72	4	0	**76**	0	0	162	32	0	**194**	0	0	0	10	0	**10**	0	0	0	8	0	**8**	0	**288**
7:15AM	0	85	3	0	**88**	1	0	204	20	0	**224**	0	0	0	8	0	**8**	2	0	0	10	0	**10**	0	**330**
7:30AM	0	129	4	0	**133**	0	0	291	45	0	**336**	0	0	0	11	0	**11**	1	0	0	8	0	**8**	0	**488**
7:45AM	0	116	4	0	**120**	0	0	344	73	0	**417**	0	0	0	11	0	**11**	1	0	0	14	0	**14**	0	**562**
Hourly Total	0	402	15	0	**417**	1	0	1001	170	0	**1171**	0	0	0	40	0	**40**	4	0	0	40	0	**40**	0	**1668**
8:00AM	0	120	9	0	**129**	0	0	368	99	0	**467**	0	0	0	16	0	**16**	0	0	0	23	0	**23**	0	**635**
8:15AM	0	145	7	0	**152**	0	0	473	203	0	**676**	0	0	0	10	0	**10**	0	0	0	40	0	**40**	0	**878**
8:30AM	0	119	10	0	**129**	0	0	370	76	0	**446**	0	0	0	13	0	**13**	0	0	0	24	0	**24**	0	**612**
8:45AM	0	107	10	0	**117**	0	0	402	39	0	**441**	0	0	0	13	0	**13**	0	0	0	5	0	**5**	0	**576**
Hourly Total	0	491	36	0	**527**	0	0	1613	417	0	**2030**	0	0	0	52	0	**52**	0	0	0	92	0	**92**	0	**2701**
9:00AM	0	85	6	0	**91**	0	0	311	31	0	**342**	0	0	0	11	0	**11**	1	0	0	5	0	**5**	0	**449**
9:15AM	0	81	6	0	**87**	0	0	278	41	0	**319**	0	0	0	4	0	**4**	0	0	0	15	0	**15**	0	**425**
9:30AM	0	108	3	0	**111**	0	0	314	106	0	**420**	0	0	0	6	0	**6**	0	0	0	33	0	**33**	0	**570**
9:45AM	0	185	7	0	**192**	0	0	324	163	0	**487**	0	0	0	8	0	**8**	0	0	0	104	0	**104**	0	**791**
Hourly Total	0	459	22	0	**481**	0	0	1227	341	0	**1568**	0	0	0	29	0	**29**	1	0	0	157	0	**157**	0	**2235**
3:00PM	0	214	3	0	**217**	0	0	140	9	0	**149**	0	0	0	7	0	**7**	0	0	0	50	0	**50**	0	**423**
3:15PM	0	207	5	0	**212**	0	0	171	18	0	**189**	0	0	0	6	0	**6**	1	0	0	50	0	**50**	0	**457**
3:30PM	0	228	9	0	**237**	0	0	199	33	0	**232**	0	0	0	8	0	**8**	0	0	0	74	0	**74**	0	**551**
3:45PM	0	382	2	0	**384**	0	0	249	29	0	**278**	0	0	0	15	0	**15**	0	0	0	161	0	**161**	0	**838**
Hourly Total	0	1031	19	0	**1050**	0	0	759	89	0	**848**	0	0	0	36	0	**36**	1	0	0	335	0	**335**	0	**2269**
4:00PM	0	350	7	0	**357**	0	0	167	20	0	**187**	0	0	0	11	0	**11**	0	0	0	66	0	**66**	0	**621**
4:15PM	0	344	5	0	**349**	0	0	143	12	0	**155**	0	0	0	8	0	**8**	0	0	0	32	0	**32**	0	**544**
4:30PM	0	334	6	0	**340**	0	0	157	22	0	**179**	0	0	0	8	0	**8**	0	0	0	19	0	**19**	0	**546**
4:45PM	0	380	15	0	**395**	0	0	201	14	0	**215**	0	0	0	8	0	**8**	1	0	0	43	0	**43**	0	**661**
Hourly Total	0	1408	33	0	**1441**	0	0	668	68	0	**736**	0	0	0	35	0	**35**	1	0	0	160	0	**160**	0	**2372**
5:00PM	0	479	6	0	**485**	0	0	239	29	0	**268**	0	0	0	8	0	**8**	0	0	0	75	0	**75**	0	**836**
5:15PM	0	426	4	0	**430**	0	0	195	50	0	**245**	0	0	0	6	0	**6**	0	0	0	91	0	**91**	0	**772**
5:30PM	0	320	10	0	**330**	0	0	206	24	0	**230**	0	0	0	12	0	**12**	0	0	0	42	0	**42**	0	**614**
5:45PM	0	245	6	0	**251**	0	0	260	9	0	**269**	0	0	0	21	0	**21**	0	0	0	9	0	**9**	0	**550**
Hourly Total	0	1470	26	0	**1496**	0	0	900	112	0	**1012**	0	0	0	47	0	**47**	0	0	0	217	0	**217**	0	**2772**
6:00PM	0	253	7	0	**260**	0	0	214	18	0	**232**	0	0	0	7	0	**7**	0	0	0	10	0	**10**	0	**509**
6:15PM	0	187	9	0	**196**	0	0	206	14	0	**220**	0	0	0	11	0	**11**	0	0	0	12	0	**12**	0	**439**
6:30PM	0	196	2	0	**198**	0	0	170	11	0	**181**	0	0	0	14	0	**14**	0	0	0	40	0	**40**	0	**433**
6:45PM	0	182	11	0	**193**	0	0	140	16	0	**156**	0	0	0	12	0	**12**	0	0	0	45	0	**45**	0	**406**
Hourly Total	0	818	29	0	**847**	0	0	730	59	0	**789**	0	0	0	44	0	**44**	0	0	0	107	0	**107**	0	**1787**
7:00PM	0	138	6	0	**144**	0	0	154	9	0	**163**	0	0	0	9	0	**9**	0	0	0	26	0	**26**	0	**342**
7:15PM	0	142	1	0	**143**	0	0	128	2	0	**130**	0	0	0	9	0	**9**	0	0	0	16	0	**16**	1	**298**

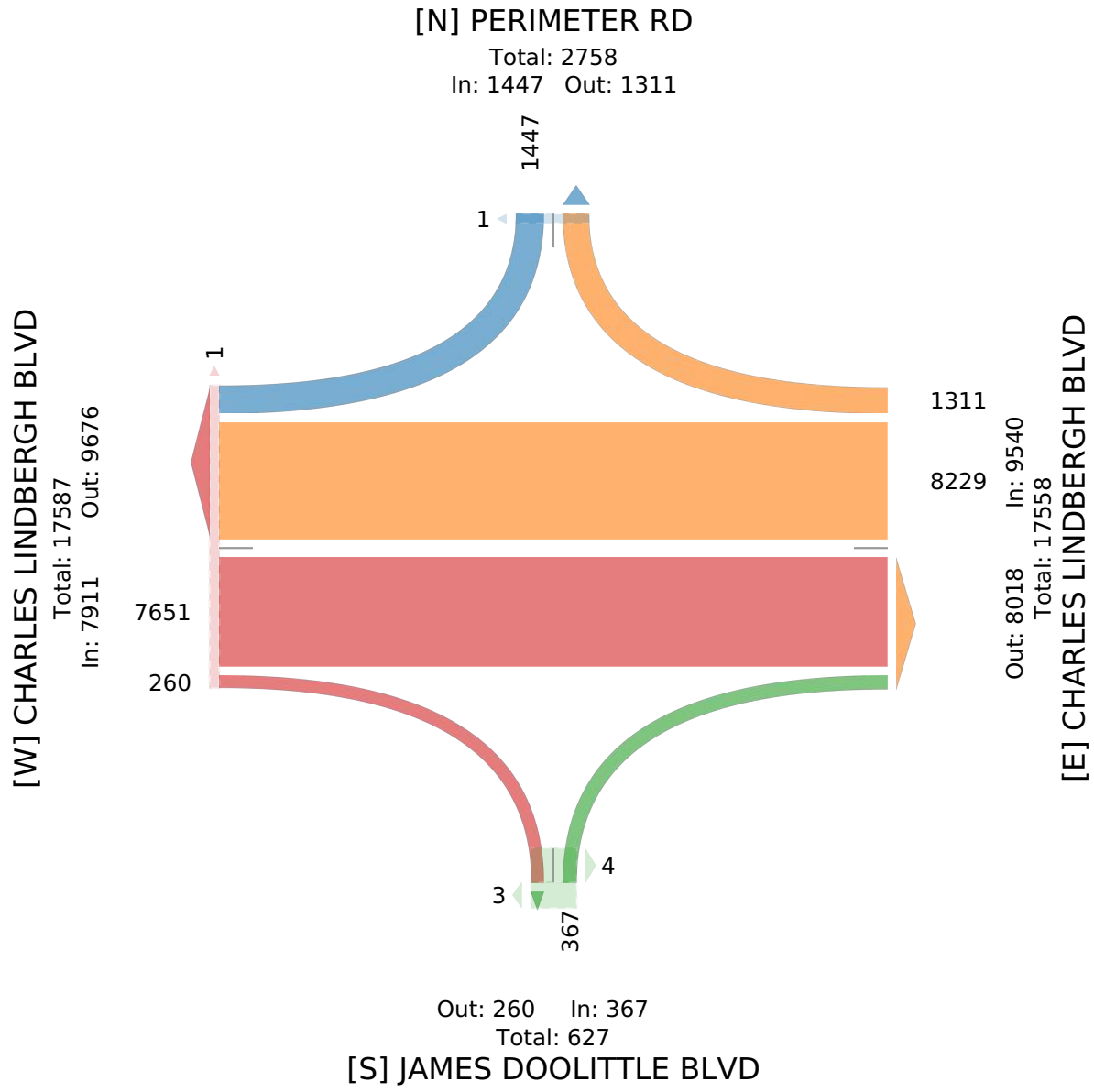
Leg	CHARLES LINDBERGH BLVD						CHARLES LINDBERGH BLVD						JAMES DOOLITTLE BLVD						PERIMETER RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
7:30PM	0	156	9	0	**165**	0	0	162	0	0	**162**	0	0	0	7	0	**7**	0	0	0	37	0	**37**	0	**371**
7:45PM	0	133	6	0	**139**	0	0	122	12	0	**134**	0	0	0	12	0	**12**	0	0	0	23	0	**23**	0	**308**
Hourly Total	0	569	22	0	**591**	0	0	566	23	0	**589**	0	0	0	37	0	**37**	0	0	0	102	0	**102**	1	**1319**
8:00PM	0	171	9	0	**180**	0	0	92	7	0	**99**	0	0	0	3	0	**3**	0	0	0	37	0	**37**	0	**319**
8:15PM	0	155	7	0	**162**	0	0	93	10	0	**103**	0	0	0	4	0	**4**	0	0	0	75	0	**75**	0	**344**
8:30PM	0	148	5	0	**153**	0	0	97	2	0	**99**	0	0	0	3	0	**3**	0	0	0	41	0	**41**	0	**296**
8:45PM	0	91	6	0	**97**	0	0	96	7	0	**103**	0	0	0	7	0	**7**	0	0	0	22	0	**22**	0	**229**
Hourly Total	0	565	27	0	**592**	0	0	378	26	0	**404**	0	0	0	17	0	**17**	0	0	0	175	0	**175**	0	**1188**
9:00PM	0	99	1	0	**100**	0	0	55	2	0	**57**	0	0	0	7	0	**7**	0	0	0	20	0	**20**	0	**184**
9:15PM	0	61	6	0	**67**	0	0	58	1	0	**59**	0	0	0	6	0	**6**	0	0	0	9	0	**9**	0	**141**
9:30PM	0	82	3	0	**85**	0	0	57	1	0	**58**	0	0	0	2	0	**2**	0	0	0	5	0	**5**	0	**150**
9:45PM	0	57	4	0	**61**	0	0	48	1	0	**49**	0	0	0	4	0	**4**	0	0	0	17	0	**17**	0	**131**
Hourly Total	0	299	14	0	**313**	0	0	218	5	0	**223**	0	0	0	19	0	**19**	0	0	0	51	0	**51**	0	**606**
10:00PM	0	52	7	0	**59**	0	0	50	1	0	**51**	0	0	0	1	0	**1**	0	0	0	6	0	**6**	0	**117**
10:15PM	0	32	3	0	**35**	0	0	41	0	0	**41**	0	0	0	4	0	**4**	0	0	0	3	0	**3**	0	**83**
10:30PM	0	25	6	0	**31**	0	0	40	0	0	**40**	0	0	0	3	0	**3**	0	0	0	0	0	**0**	0	**74**
10:45PM	0	30	1	0	**31**	0	0	38	0	0	**38**	0	0	0	3	0	**3**	0	0	0	2	0	**2**	0	**74**
Hourly Total	0	139	17	0	**156**	0	0	169	1	0	**170**	0	0	0	11	0	**11**	0	0	0	11	0	**11**	0	**348**
Total	0	7651	260	0	**7911**	1	0	8229	1311	0	**9540**	0	0	0	367	0	**367**	7	0	0	1447	0	**1447**	1	**19265**
% Approach	0%	96.7%	3.3%	0%	**-**	-	0%	86.3%	13.7%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0%	0%	100%	0%	**-**	-	-
% Total	0%	39.7%	1.3%	0%	**41.1%**	-	0%	42.7%	6.8%	0%	**49.5%**	-	0%	0%	1.9%	0%	**1.9%**	-	0%	0%	7.5%	0%	**7.5%**	-	-
Motorcycles	0	9	0	0	**9**	-	0	13	1	0	**14**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	24
% Motorcycles	0%	0.1%	0%	0%	**0.1%**	-	0%	0.2%	0.1%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.1%	0%	**0.1%**	-	0.1%
Cars	0	7286	239	0	**7525**	-	0	7673	1256	0	**8929**	-	0	0	353	0	**353**	-	0	0	1412	0	**1412**	-	18219
% Cars	0%	95.2%	91.9%	0%	**95.1%**	-	0%	93.2%	95.8%	0%	**93.6%**	-	0%	0%	96.2%	0%	**96.2%**	-	0%	0%	97.6%	0%	**97.6%**	-	94.6%
Light Goods Vehicles	0	153	8	0	**161**	-	0	341	46	0	**387**	-	0	0	6	0	**6**	-	0	0	24	0	**24**	-	578
% Light Goods Vehicles	0%	2.0%	3.1%	0%	**2.0%**	-	0%	4.1%	3.5%	0%	**4.1%**	-	0%	0%	1.6%	0%	**1.6%**	-	0%	0%	1.7%	0%	**1.7%**	-	3.0%
Single-Unit Trucks	0	115	5	0	**120**	-	0	116	7	0	**123**	-	0	0	7	0	**7**	-	0	0	8	0	**8**	-	258
% Single-Unit Trucks	0%	1.5%	1.9%	0%	**1.5%**	-	0%	1.4%	0.5%	0%	**1.3%**	-	0%	0%	1.9%	0%	**1.9%**	-	0%	0%	0.6%	0%	**0.6%**	-	1.3%
Articulated Trucks	0	36	0	0	**36**	-	0	36	0	0	**36**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	72
% Articulated Trucks	0%	0.5%	0%	0%	**0.5%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Buses	0	52	7	0	**59**	-	0	49	0	0	**49**	-	0	0	1	0	**1**	-	0	0	2	0	**2**	-	111
% Buses	0%	0.7%	2.7%	0%	**0.7%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	0.3%	0%	**0.3%**	-	0%	0%	0.1%	0%	**0.1%**	-	0.6%
Bicycles on Road	0	0	1	0	**1**	-	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Bicycles on Road	0%	0%	0.4%	0%	**0%**	-	0%	0%	0.1%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC

Tue Sep 12, 2023
Full Length (7 AM-10 AM, 3 PM-11 PM)
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1107199, Location: 40.726058, -73.58737

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US



9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC

Tue Sep 12, 2023
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1107199, Location: 40.726058, -73.58737

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

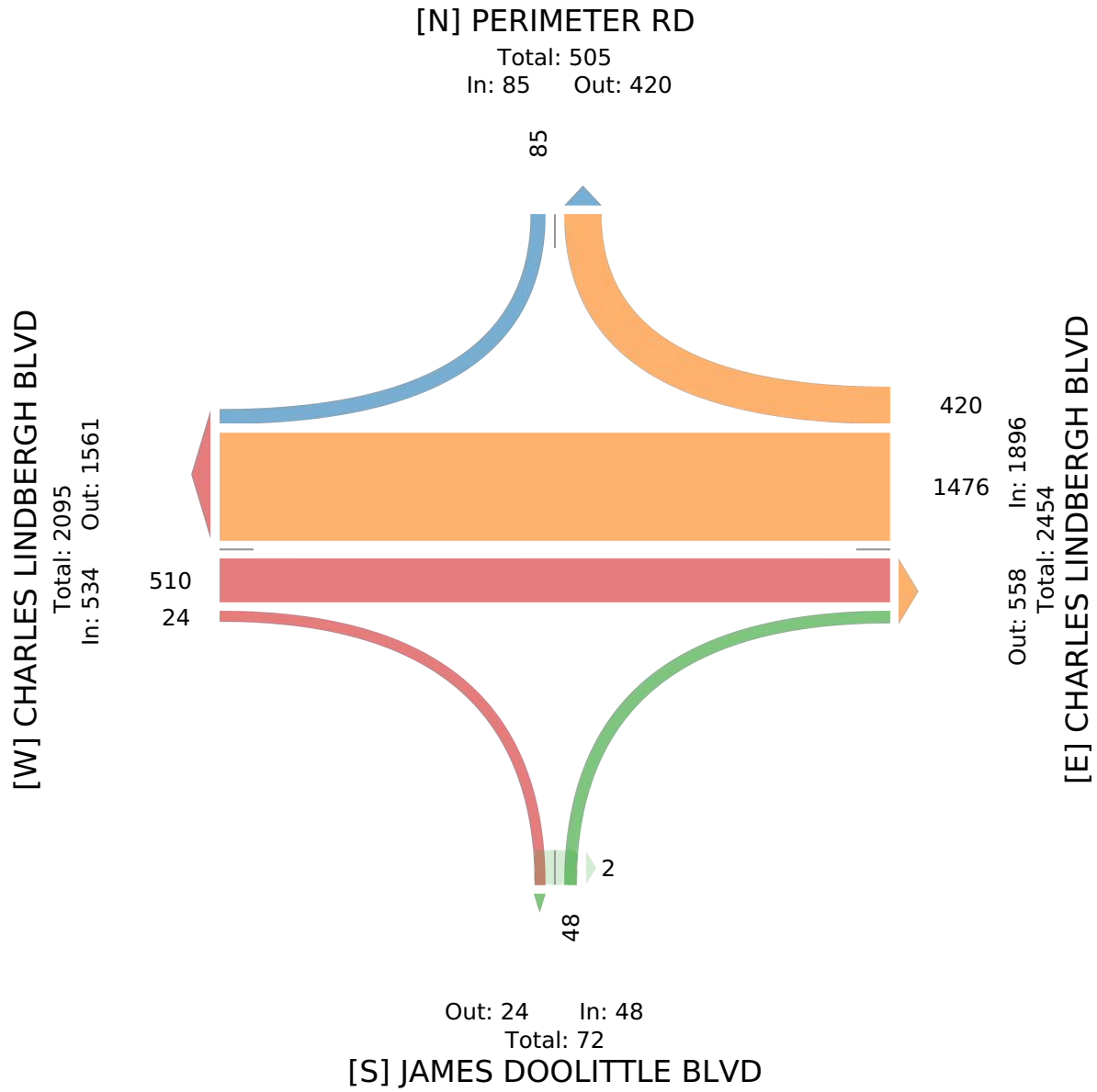
Leg / Direction	CHARLES LINDBERGH BLVD Eastbound						CHARLES LINDBERGH BLVD Westbound						JAMES DOOLITTLE BLVD Northbound						PERIMETER RD Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-09-12 7:30AM	0	129	4	0	**133**	0	0	291	45	0	**336**	0	0	0	11	0	**11**	1	0	0	8	0	**8**	0	**488**
7:45AM	0	116	4	0	**120**	0	0	344	73	0	**417**	0	0	0	11	0	**11**	1	0	0	14	0	**14**	0	**562**
8:00AM	0	120	9	0	**129**	0	0	368	99	0	**467**	0	0	0	16	0	**16**	0	0	0	23	0	**23**	0	**635**
8:15AM	0	145	7	0	**152**	0	0	473	203	0	**676**	0	0	0	10	0	**10**	0	0	0	40	0	**40**	0	**878**
Total	0	510	24	0	**534**	0	0	1476	420	0	**1896**	0	0	0	48	0	**48**	2	0	0	85	0	**85**	0	**2563**
% Approach	0%	95.5%	4.5%	0%	**-**	-	0%	77.8%	22.2%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0%	0%	100%	0%	**-**	-	-
% Total	0%	19.9%	0.9%	0%	**20.8%**	-	0%	57.6%	16.4%	0%	**74.0%**	-	0%	0%	1.9%	0%	**1.9%**	-	0%	0%	3.3%	0%	**3.3%**	-	-
PHF	-	0.879	0.667	-	**0.878**	-	-	0.780	0.517	-	**0.701**	-	-	-	0.750	-	**0.750**	-	-	-	0.531	-	**0.531**	-	0.730
Motorcycles	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Motorcycles	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Cars	0	447	24	0	**471**	-	0	1379	403	0	**1782**	-	0	0	44	0	**44**	-	0	0	84	0	**84**	-	2381
% Cars	0%	87.6%	100%	0%	**88.2%**	-	0%	93.4%	96.0%	0%	**94.0%**	-	0%	0%	91.7%	0%	**91.7%**	-	0%	0%	98.8%	0%	**98.8%**	-	92.9%
Light Goods Vehicles	0	27	0	0	**27**	-	0	54	16	0	**70**	-	0	0	3	0	**3**	-	0	0	1	0	**1**	-	101
% Light Goods Vehicles	0%	5.3%	0%	0%	**5.1%**	-	0%	3.7%	3.8%	0%	**3.7%**	-	0%	0%	6.3%	0%	**6.3%**	-	0%	0%	1.2%	0%	**1.2%**	-	3.9%
Single-Unit Trucks	0	18	0	0	**18**	-	0	18	1	0	**19**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	38
% Single-Unit Trucks	0%	3.5%	0%	0%	**3.4%**	-	0%	1.2%	0.2%	0%	**1.0%**	-	0%	0%	2.1%	0%	**2.1%**	-	0%	0%	0%	0%	**0%**	-	1.5%
Articulated Trucks	0	4	0	0	**4**	-	0	7	0	0	**7**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	11
% Articulated Trucks	0%	0.8%	0%	0%	**0.7%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Buses	0	14	0	0	**14**	-	0	17	0	0	**17**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	31
% Buses	0%	2.7%	0%	0%	**2.6%**	-	0%	1.2%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC

Tue Sep 12, 2023
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1107199, Location: 40.726058, -73.58737

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US



9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC

Tue Sep 12, 2023
AM Peak (8 AM - 9 AM)
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1107199, Location: 40.726058, -73.58737

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

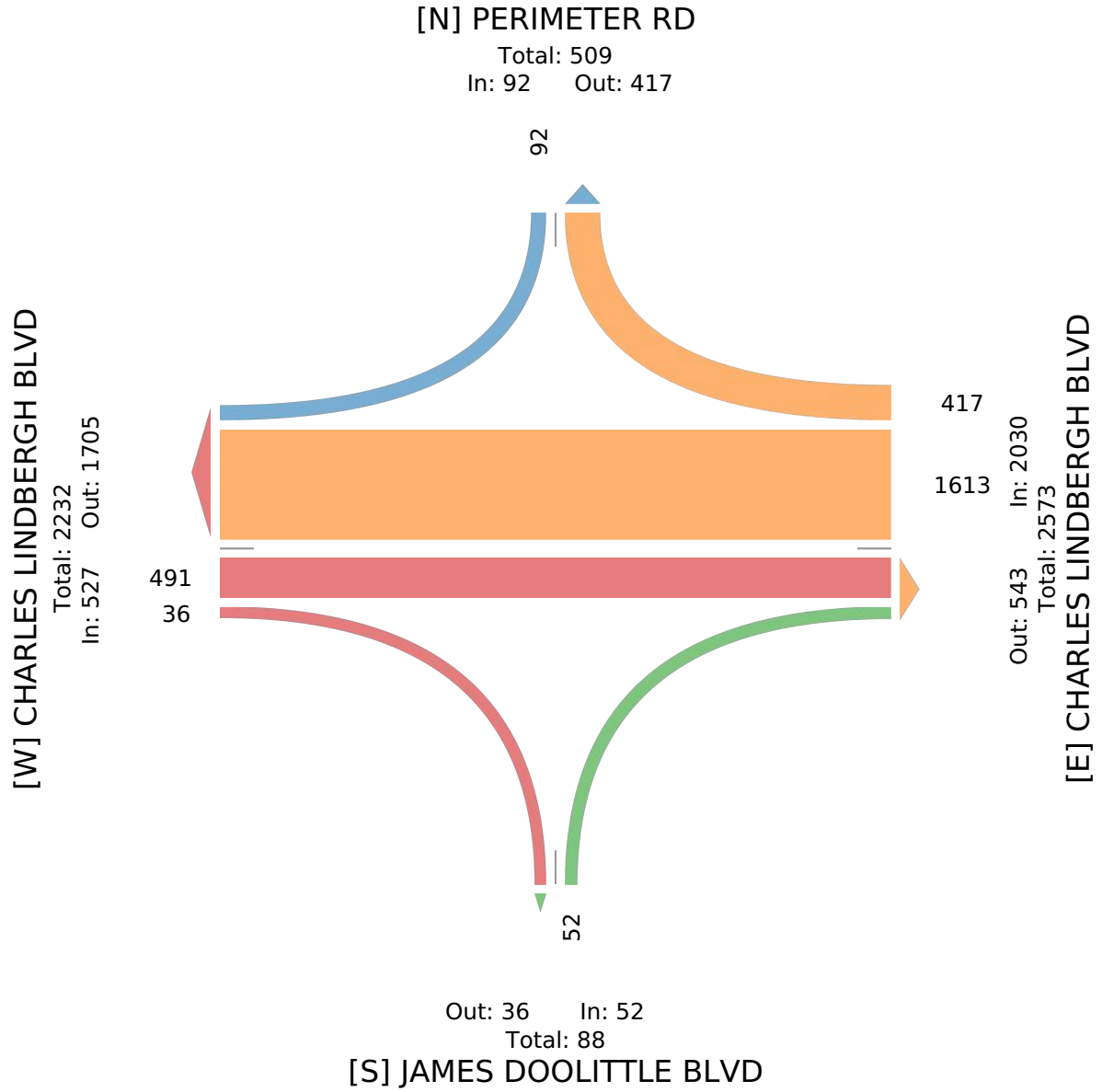
Leg	CHARLES LINDBERGH BLVD						CHARLES LINDBERGH BLVD						JAMES DOOLITTLE BLVD						PERIMETER RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-09-12 8:00AM	0	120	9	0	**129**	0	0	368	99	0	**467**	0	0	0	16	0	**16**	0	0	0	23	0	**23**	0	**635**
8:15AM	0	145	7	0	**152**	0	0	473	203	0	**676**	0	0	0	10	0	**10**	0	0	0	40	0	**40**	0	**878**
8:30AM	0	119	10	0	**129**	0	0	370	76	0	**446**	0	0	0	13	0	**13**	0	0	0	24	0	**24**	0	**612**
8:45AM	0	107	10	0	**117**	0	0	402	39	0	**441**	0	0	0	13	0	**13**	0	0	0	5	0	**5**	0	**576**
Total	0	491	36	0	**527**	0	0	1613	417	0	**2030**	0	0	0	52	0	**52**	0	0	0	92	0	**92**	0	**2701**
% Approach	0%	93.2%	6.8%	0%	**-**	-	0%	79.5%	20.5%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0%	0%	100%	0%	**-**	-	-
% Total	0%	18.2%	1.3%	0%	**19.5%**	-	0%	59.7%	15.4%	0%	**75.2%**	-	0%	0%	1.9%	0%	**1.9%**	-	0%	0%	3.4%	0%	**3.4%**	-	-
PHF	-	0.847	0.900	-	**0.867**	-	-	0.853	0.514	-	**0.751**	-	-	-	0.813	-	**0.813**	-	-	-	0.575	-	**0.575**	-	0.769
Motorcycles	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Motorcycles	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Cars	0	442	35	0	**477**	-	0	1535	401	0	**1936**	-	0	0	52	0	**52**	-	0	0	92	0	**92**	-	2557
% Cars	0%	90.0%	97.2%	0%	**90.5%**	-	0%	95.2%	96.2%	0%	**95.4%**	-	0%	0%	100%	0%	**100%**	-	0%	0%	100%	0%	**100%**	-	94.7%
Light Goods Vehicles	0	21	0	0	**21**	-	0	48	15	0	**63**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	84
% Light Goods Vehicles	0%	4.3%	0%	0%	**4.0%**	-	0%	3.0%	3.6%	0%	**3.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	3.1%
Single-Unit Trucks	0	15	0	0	**15**	-	0	17	1	0	**18**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	33
% Single-Unit Trucks	0%	3.1%	0%	0%	**2.8%**	-	0%	1.1%	0.2%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Articulated Trucks	0	4	0	0	**4**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	9
% Articulated Trucks	0%	0.8%	0%	0%	**0.8%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses	0	9	1	0	**10**	-	0	7	0	0	**7**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	17
% Buses	0%	1.8%	2.8%	0%	**1.9%**	-	0%	0.4%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC

Tue Sep 12, 2023
AM Peak (8 AM - 9 AM)
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1107199, Location: 40.726058, -73.58737

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US



9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC

Tue Sep 12, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1107199, Location: 40.726058, -73.58737

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

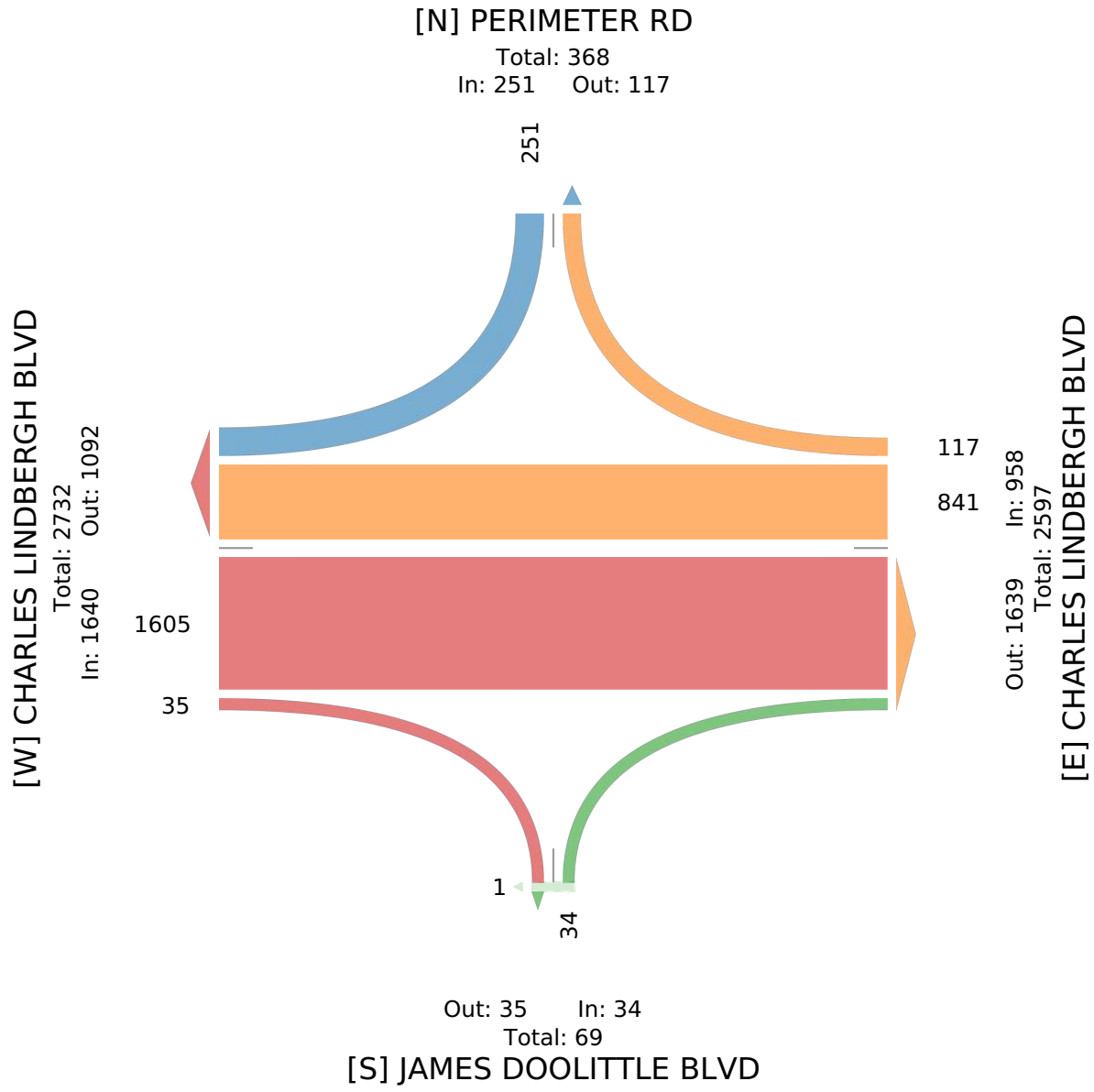
Leg	CHARLES LINDBERGH BLVD						CHARLES LINDBERGH BLVD						JAMES DOOLITTLE BLVD						PERIMETER RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-09-12 4:45PM	0	380	15	0	**395**	0	0	201	14	0	**215**	0	0	0	8	0	**8**	1	0	0	43	0	**43**	0	**661**
5:00PM	0	479	6	0	**485**	0	0	239	29	0	**268**	0	0	0	8	0	**8**	0	0	0	75	0	**75**	0	**836**
5:15PM	0	426	4	0	**430**	0	0	195	50	0	**245**	0	0	0	6	0	**6**	0	0	0	91	0	**91**	0	**772**
5:30PM	0	320	10	0	**330**	0	0	206	24	0	**230**	0	0	0	12	0	**12**	0	0	0	42	0	**42**	0	**614**
Total	0	1605	35	0	**1640**	0	0	841	117	0	**958**	0	0	0	34	0	**34**	1	0	0	251	0	**251**	0	**2883**
% Approach	0%	97.9%	2.1%	0%	**-**	-	0%	87.8%	12.2%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0%	0%	100%	0%	**-**	-	-
% Total	0%	55.7%	1.2%	0%	**56.9%**	-	0%	29.2%	4.1%	0%	**33.2%**	-	0%	0%	1.2%	0%	**1.2%**	-	0%	0%	8.7%	0%	**8.7%**	-	-
PHF	-	0.838	0.583	-	**0.845**	-	-	0.880	0.585	-	**0.894**	-	-	-	0.708	-	**0.708**	-	-	-	0.690	-	**0.690**	-	0.862
Motorcycles	0	1	0	0	**1**	-	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Motorcycles	0%	0.1%	0%	0%	**0.1%**	-	0%	0.1%	0.9%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Cars	0	1566	30	0	**1596**	-	0	768	109	0	**877**	-	0	0	31	0	**31**	-	0	0	248	0	**248**	-	2752
% Cars	0%	97.6%	85.7%	0%	**97.3%**	-	0%	91.3%	93.2%	0%	**91.5%**	-	0%	0%	91.2%	0%	**91.2%**	-	0%	0%	98.8%	0%	**98.8%**	-	95.5%
Light Goods Vehicles	0	24	2	0	**26**	-	0	60	4	0	**64**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	91
% Light Goods Vehicles	0%	1.5%	5.7%	0%	**1.6%**	-	0%	7.1%	3.4%	0%	**6.7%**	-	0%	0%	2.9%	0%	**2.9%**	-	0%	0%	0%	0%	**0%**	-	3.2%
Single-Unit Trucks	0	10	1	0	**11**	-	0	7	3	0	**10**	-	0	0	2	0	**2**	-	0	0	3	0	**3**	-	26
% Single-Unit Trucks	0%	0.6%	2.9%	0%	**0.7%**	-	0%	0.8%	2.6%	0%	**1.0%**	-	0%	0%	5.9%	0%	**5.9%**	-	0%	0%	1.2%	0%	**1.2%**	-	0.9%
Articulated Trucks	0	1	0	0	**1**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses	0	3	2	0	**5**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	8
% Buses	0%	0.2%	5.7%	0%	**0.3%**	-	0%	0.4%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC

Tue Sep 12, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1107199, Location: 40.726058, -73.58737

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US



9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC

Sat Sep 9, 2023
Full Length (11 AM-3 PM, 4 PM-11 PM)
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1104546, Location: 40.725986, -73.587454

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

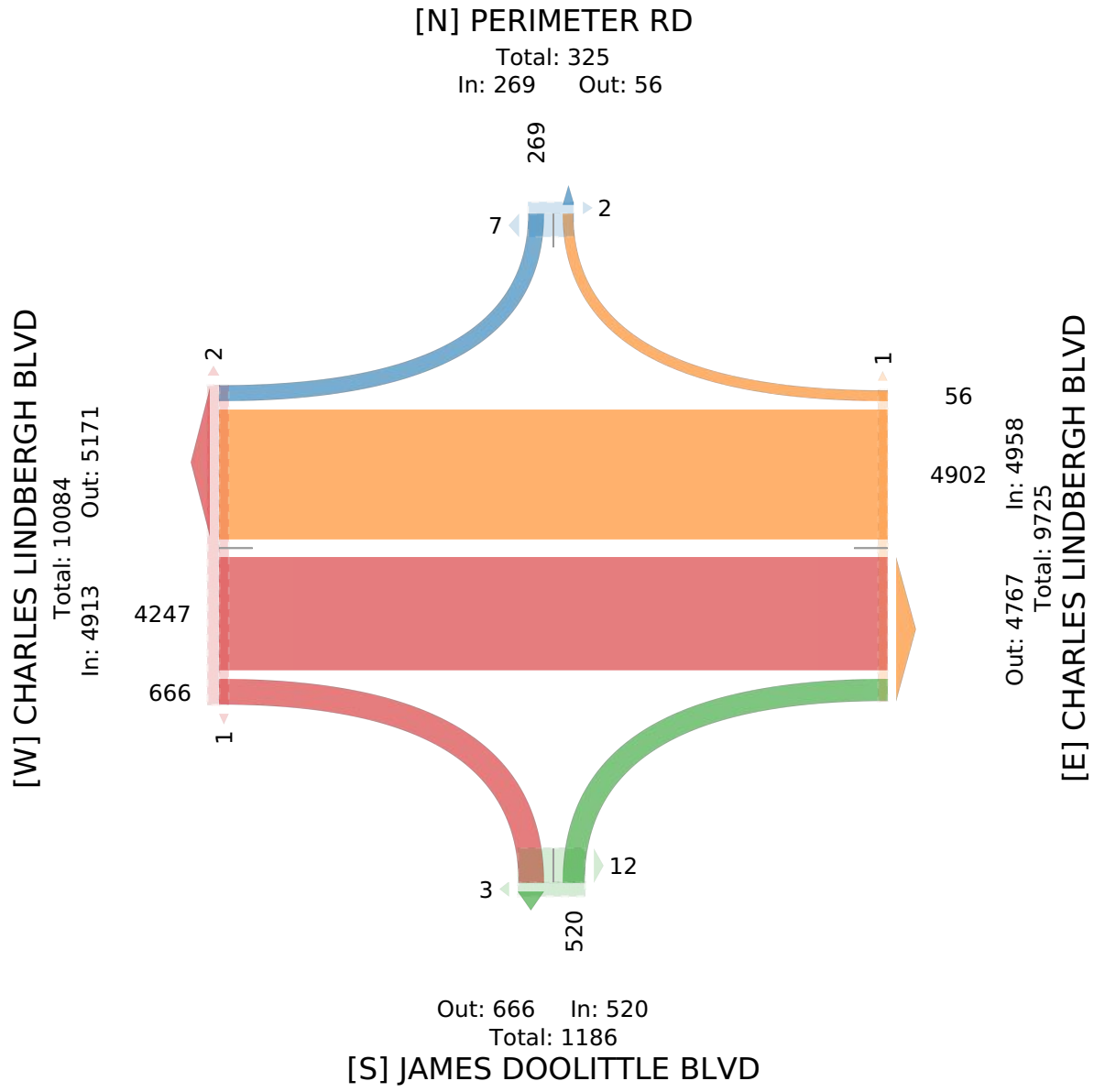
Leg	CHARLES LINDBERGH BLVD				CHARLES LINDBERGH BLVD				JAMES DOOLITTLE BLVD				PERIMETER RD				
Direction	Eastbound				Westbound				Northbound				Southbound				
Time	T	R	**App**	Ped*	T	R	**App**	Ped*	R	U	**App**	Ped*	R	U	**App**	Ped*	**Int**
2023-09-09 11:00AM	76	6	**82**	1	103	4	**107**	1	20	0	**20**	0	7	0	**7**	0	**216**
11:15AM	66	3	**69**	0	107	1	**108**	0	9	0	**9**	0	3	0	**3**	1	**189**
11:30AM	86	7	**93**	1	115	3	**118**	0	9	0	**9**	0	13	0	**13**	0	**233**
11:45AM	78	5	**83**	0	103	3	**106**	0	6	0	**6**	0	16	0	**16**	0	**211**
Hourly Total	306	21	**327**	2	428	11	**439**	1	44	0	**44**	0	39	0	**39**	1	**849**
12:00PM	78	6	**84**	0	115	2	**117**	0	10	0	**10**	0	13	0	**13**	0	**224**
12:15PM	102	4	**106**	0	105	1	**106**	0	9	0	**9**	1	15	0	**15**	0	**236**
12:30PM	102	20	**122**	0	110	2	**112**	0	14	0	**14**	0	19	0	**19**	0	**267**
12:45PM	98	11	**109**	0	119	5	**124**	0	17	0	**17**	0	12	0	**12**	0	**262**
Hourly Total	380	41	**421**	0	449	10	**459**	0	50	0	**50**	1	59	0	**59**	0	**989**
1:00PM	91	7	**98**	0	111	2	**113**	0	11	0	**11**	0	17	0	**17**	0	**239**
1:15PM	96	9	**105**	0	108	2	**110**	0	11	0	**11**	0	9	0	**9**	0	**235**
1:30PM	106	12	**118**	1	126	3	**129**	0	5	0	**5**	0	13	0	**13**	1	**265**
1:45PM	77	9	**86**	0	135	2	**137**	0	18	0	**18**	1	16	0	**16**	0	**257**
Hourly Total	370	37	**407**	1	480	9	**489**	0	45	0	**45**	1	55	0	**55**	1	**996**
2:00PM	71	7	**78**	0	93	1	**94**	0	5	0	**5**	0	21	0	**21**	0	**198**
2:15PM	87	9	**96**	0	119	1	**120**	0	13	0	**13**	0	5	0	**5**	0	**234**
2:30PM	94	8	**102**	0	101	2	**103**	0	12	0	**12**	0	5	0	**5**	0	**222**
2:45PM	96	11	**107**	0	106	1	**107**	0	10	0	**10**	0	3	0	**3**	0	**227**
Hourly Total	348	35	**383**	0	419	5	**424**	0	40	0	**40**	0	34	0	**34**	0	**881**
4:00PM	132	9	**141**	0	106	1	**107**	0	12	0	**12**	0	5	0	**5**	0	**265**
4:15PM	87	6	**93**	0	110	0	**110**	0	14	0	**14**	1	4	0	**4**	0	**221**
4:30PM	92	5	**97**	0	108	2	**110**	0	14	0	**14**	0	6	0	**6**	0	**227**
4:45PM	77	5	**82**	0	130	0	**130**	0	20	0	**20**	0	1	0	**1**	0	**233**
Hourly Total	388	25	**413**	0	454	3	**457**	0	60	0	**60**	1	16	0	**16**	0	**946**
5:00PM	69	9	**78**	0	128	1	**129**	0	12	0	**12**	0	2	0	**2**	0	**221**
5:15PM	84	6	**90**	0	133	1	**134**	0	9	0	**9**	1	4	0	**4**	0	**237**
5:30PM	82	16	**98**	0	158	2	**160**	0	17	0	**17**	0	4	0	**4**	0	**279**
5:45PM	68	17	**85**	0	194	0	**194**	0	19	0	**19**	0	5	0	**5**	2	**303**
Hourly Total	303	48	**351**	0	613	4	**617**	0	57	0	**57**	1	15	0	**15**	2	**1040**
6:00PM	69	32	**101**	0	184	0	**184**	0	15	0	**15**	1	0	0	**0**	0	**300**
6:15PM	78	46	**124**	0	196	1	**197**	0	12	0	**12**	6	1	0	**1**	1	**334**
6:30PM	87	61	**148**	0	176	1	**177**	0	11	0	**11**	0	5	0	**5**	0	**341**
6:45PM	75	66	**141**	0	140	2	**142**	0	14	0	**14**	0	3	0	**3**	0	**300**
Hourly Total	309	205	**514**	0	696	4	**700**	0	52	0	**52**	7	9	0	**9**	1	**1275**
7:00PM	72	84	**156**	0	198	0	**198**	0	13	0	**13**	0	4	0	**4**	0	**371**
7:15PM	66	48	**114**	0	176	2	**178**	0	14	0	**14**	0	2	0	**2**	3	**308**

Leg	CHARLES LINDBERGH BLVD				CHARLES LINDBERGH BLVD				JAMES DOOLITTLE BLVD				PERIMETER RD				
Direction	Eastbound				Westbound				Northbound				Southbound				
Time	T	R	**App**	Ped*	T	R	**App**	Ped*	R	U	**App**	Ped*	R	U	**App**	Ped*	**Int**
7:30PM	56	23	**79**	0	107	1	**108**	0	12	0	**12**	1	4	0	**4**	0	**203**
7:45PM	53	13	**66**	0	93	0	**93**	0	6	0	**6**	0	3	0	**3**	0	**168**
Hourly Total	247	168	**415**	0	574	3	**577**	0	45	0	**45**	1	13	0	**13**	3	**1050**
8:00PM	43	5	**48**	0	91	0	**91**	0	9	0	**9**	0	2	0	**2**	0	**150**
8:15PM	72	7	**79**	0	86	1	**87**	0	12	0	**12**	0	4	0	**4**	0	**182**
8:30PM	70	12	**82**	0	94	1	**95**	0	3	0	**3**	0	3	0	**3**	0	**183**
8:45PM	66	8	**74**	0	60	1	**61**	0	5	0	**5**	0	2	0	**2**	0	**142**
Hourly Total	251	32	**283**	0	331	3	**334**	0	29	0	**29**	0	11	0	**11**	0	**657**
9:00PM	87	7	**94**	0	81	1	**82**	0	4	0	**4**	3	4	0	**4**	0	**184**
9:15PM	89	6	**95**	0	55	0	**55**	0	8	0	**8**	0	0	0	**0**	0	**158**
9:30PM	55	5	**60**	0	51	0	**51**	0	9	0	**9**	0	2	0	**2**	0	**122**
9:45PM	115	2	**117**	0	38	0	**38**	0	8	0	**8**	0	2	0	**2**	1	**165**
Hourly Total	346	20	**366**	0	225	1	**226**	0	29	0	**29**	3	8	0	**8**	1	**629**
10:00PM	541	8	**549**	0	65	1	**66**	0	16	0	**16**	0	5	0	**5**	0	**636**
10:15PM	270	17	**287**	0	64	0	**64**	0	22	0	**22**	0	2	0	**2**	0	**375**
10:30PM	124	7	**131**	0	59	1	**60**	0	21	0	**21**	0	2	0	**2**	0	**214**
10:45PM	64	2	**66**	0	45	1	**46**	0	10	0	**10**	0	1	0	**1**	0	**123**
Hourly Total	999	34	**1033**	0	233	3	**236**	0	69	0	**69**	0	10	0	**10**	0	**1348**
Total	4247	666	**4913**	3	4902	56	**4958**	1	520	0	**520**	15	269	0	**269**	9	**10660**
% Approach	86.4%	13.6%	**-**	-	98.9%	1.1%	**-**	-	100%	0%	**-**	-	100%	0%	**-**	-	-
% Total	39.8%	6.2%	**46.1%**	-	46.0%	0.5%	**46.5%**	-	4.9%	0%	**4.9%**	-	2.5%	0%	**2.5%**	-	-
Motorcycles	15	0	**15**	-	16	0	**16**	-	0	0	**0**	-	0	0	**0**	-	31
% Motorcycles	0.4%	0%	**0.3%**	-	0.3%	0%	**0.3%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0.3%
Cars	3932	635	**4567**	-	4548	46	**4594**	-	498	0	**498**	-	265	0	**265**	-	9924
% Cars	92.6%	95.3%	**93.0%**	-	92.8%	82.1%	**92.7%**	-	95.8%	0%	**95.8%**	-	98.5%	0%	**98.5%**	-	93.1%
Light Goods Vehicles	239	16	**255**	-	275	7	**282**	-	7	0	**7**	-	4	0	**4**	-	548
% Light Goods Vehicles	5.6%	2.4%	**5.2%**	-	5.6%	12.5%	**5.7%**	-	1.3%	0%	**1.3%**	-	1.5%	0%	**1.5%**	-	5.1%
Single-Unit Trucks	46	1	**47**	-	46	1	**47**	-	1	0	**1**	-	0	0	**0**	-	95
% Single-Unit Trucks	1.1%	0.2%	**1.0%**	-	0.9%	1.8%	**0.9%**	-	0.2%	0%	**0.2%**	-	0%	0%	**0%**	-	0.9%
Articulated Trucks	6	2	**8**	-	10	0	**10**	-	0	0	**0**	-	0	0	**0**	-	18
% Articulated Trucks	0.1%	0.3%	**0.2%**	-	0.2%	0%	**0.2%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0.2%
Buses	9	12	**21**	-	7	2	**9**	-	14	0	**14**	-	0	0	**0**	-	44
% Buses	0.2%	1.8%	**0.4%**	-	0.1%	3.6%	**0.2%**	-	2.7%	0%	**2.7%**	-	0%	0%	**0%**	-	0.4%
Bicycles on Road	0	0	**0**	-	0	0	**0**	-	0	0	**0**	-	0	0	**0**	-	0
% Bicycles on Road	0%	0%	**0%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	3	-	-	-	1	-	-	-	3	-	-	-	2	
% Pedestrians	-	-	-	100%	-	-	-	100%	-	-	-	20.0%	-	-	-	22.2%	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-	-	-	12	-	-	-	7	
% Bicycles on Crosswalk	-	-	-	0%	-	-	-	0%	-	-	-	80.0%	-	-	-	77.8%	-

*Pedestrians and Bicycles on Crosswalk. R: Right, T: Thru, U: U-Turn

9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC
Sat Sep 9, 2023
Full Length (11 AM-3 PM, 4 PM-11 PM)
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1104546, Location: 40.725986, -73.587454

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US



9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC

Sat Sep 9, 2023
Midday Peak (WKND) (12:15 PM - 1:15 PM)
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1104546, Location: 40.725986, -73.587454

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

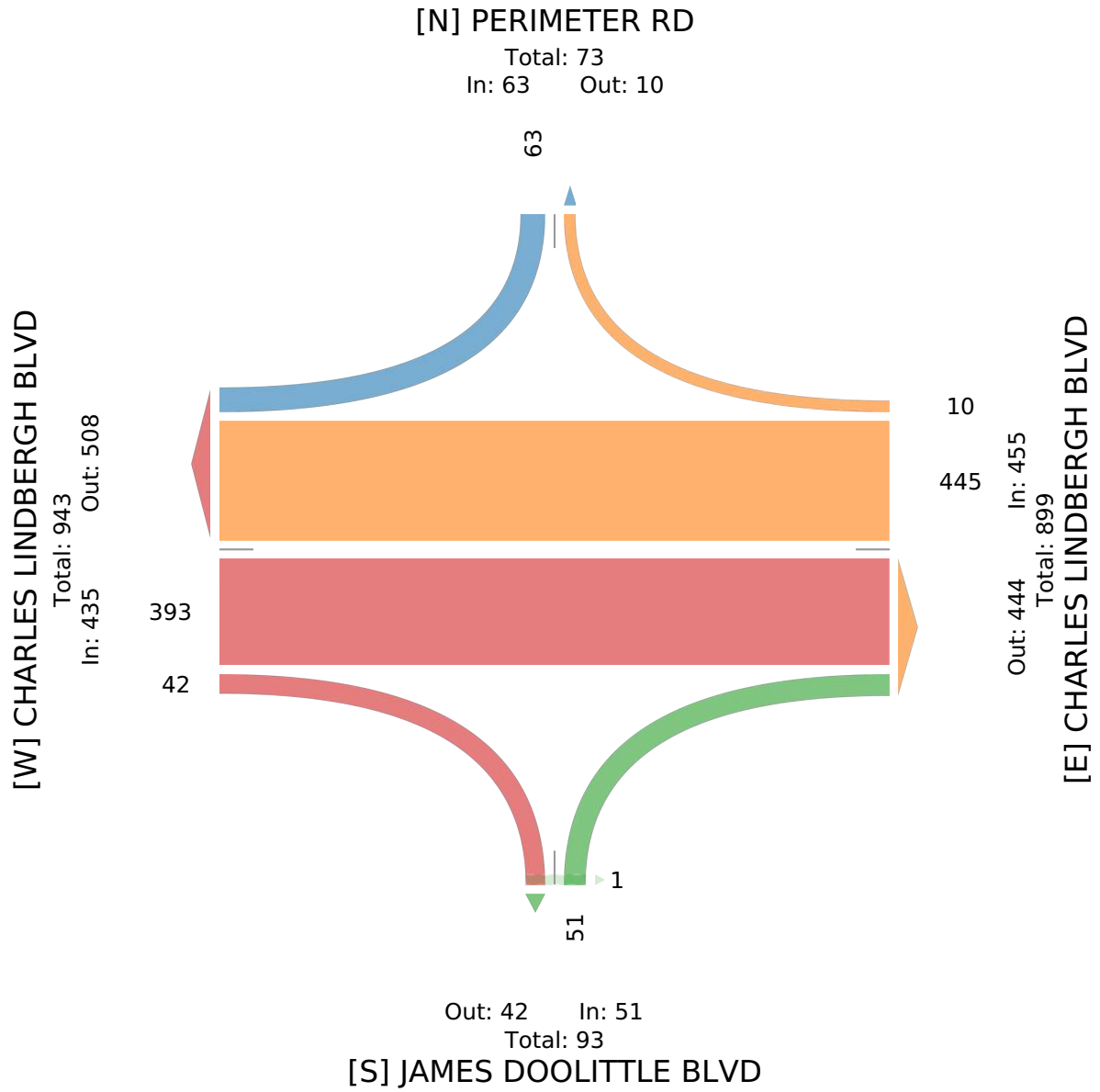
Leg / Direction	CHARLES LINDBERGH BLVD Eastbound				CHARLES LINDBERGH BLVD Westbound				JAMES DOOLITTLE BLVD Northbound				PERIMETER RD Southbound				
Time	T	R	**App**	Ped*	T	R	**App**	Ped*	R	U	**App**	Ped*	R	U	**App**	Ped*	**Int**
2023-09-09 12:15PM	102	4	**106**	0	105	1	**106**	0	9	0	**9**	1	15	0	**15**	0	**236**
12:30PM	102	20	**122**	0	110	2	**112**	0	14	0	**14**	0	19	0	**19**	0	**267**
12:45PM	98	11	**109**	0	119	5	**124**	0	17	0	**17**	0	12	0	**12**	0	**262**
1:00PM	91	7	**98**	0	111	2	**113**	0	11	0	**11**	0	17	0	**17**	0	**239**
Total	393	42	**435**	0	445	10	**455**	0	51	0	**51**	1	63	0	**63**	0	**1004**
% Approach	90.3%	9.7%	**-**	-	97.8%	2.2%	**-**	-	100%	0%	**-**	-	100%	0%	**-**	-	-
% Total	39.1%	4.2%	**43.3%**	-	44.3%	1.0%	**45.3%**	-	5.1%	0%	**5.1%**	-	6.3%	0%	**6.3%**	-	-
PHF	0.963	0.525	**0.891**	-	0.935	0.500	**0.917**	-	0.750	-	**0.750**	-	0.829	-	**0.829**	-	0.940
Motorcycles	1	0	**1**	-	2	0	**2**	-	0	0	**0**	-	0	0	**0**	-	3
% Motorcycles	0.3%	0%	**0.2%**	-	0.4%	0%	**0.4%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0.3%
Cars	364	36	**400**	-	405	9	**414**	-	50	0	**50**	-	63	0	**63**	-	927
% Cars	92.6%	85.7%	**92.0%**	-	91.0%	90.0%	**91.0%**	-	98.0%	0%	**98.0%**	-	100%	0%	**100%**	-	92.3%
Light Goods Vehicles	14	3	**17**	-	28	1	**29**	-	1	0	**1**	-	0	0	**0**	-	47
% Light Goods Vehicles	3.6%	7.1%	**3.9%**	-	6.3%	10.0%	**6.4%**	-	2.0%	0%	**2.0%**	-	0%	0%	**0%**	-	4.7%
Single-Unit Trucks	8	0	**8**	-	8	0	**8**	-	0	0	**0**	-	0	0	**0**	-	16
% Single-Unit Trucks	2.0%	0%	**1.8%**	-	1.8%	0%	**1.8%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	1.6%
Articulated Trucks	3	0	**3**	-	1	0	**1**	-	0	0	**0**	-	0	0	**0**	-	4
% Articulated Trucks	0.8%	0%	**0.7%**	-	0.2%	0%	**0.2%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0.4%
Buses	3	3	**6**	-	1	0	**1**	-	0	0	**0**	-	0	0	**0**	-	7
% Buses	0.8%	7.1%	**1.4%**	-	0.2%	0%	**0.2%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0.7%
Bicycles on Road	0	0	**0**	-	0	0	**0**	-	0	0	**0**	-	0	0	**0**	-	0
% Bicycles on Road	0%	0%	**0%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	0	-	-	-	0	-	-	-	1	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. R: Right, T: Thru, U: U-Turn

9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC

Sat Sep 9, 2023
Midday Peak (WKND) (12:15 PM - 1:15 PM)
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1104546, Location: 40.725986, -73.587454

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US



9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC

Sat Sep 9, 2023
Forced Peak (7:15 PM - 8:15 PM)
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1104546, Location: 40.725986, -73.587454

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

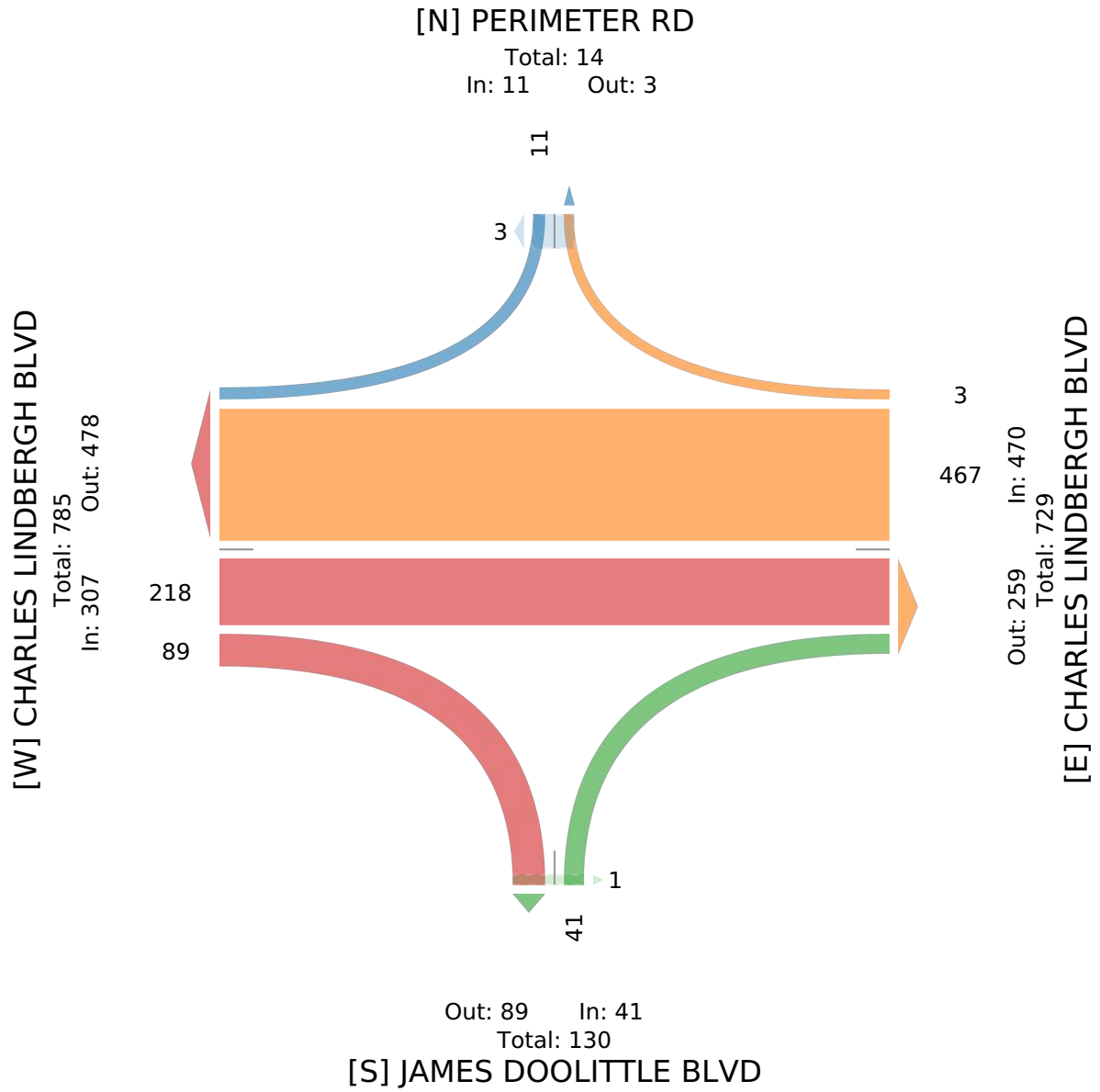
Leg / Direction	CHARLES LINDBERGH BLVD Eastbound				CHARLES LINDBERGH BLVD Westbound				JAMES DOOLITTLE BLVD Northbound				PERIMETER RD Southbound				
Time	T	R	**App**	Ped*	T	R	**App**	Ped*	R	U	**App**	Ped*	R	U	**App**	Ped*	**Int**
2023-09-09 7:15PM	66	48	**114**	0	176	2	**178**	0	14	0	**14**	0	2	0	**2**	3	**308**
7:30PM	56	23	**79**	0	107	1	**108**	0	12	0	**12**	1	4	0	**4**	0	**203**
7:45PM	53	13	**66**	0	93	0	**93**	0	6	0	**6**	0	3	0	**3**	0	**168**
8:00PM	43	5	**48**	0	91	0	**91**	0	9	0	**9**	0	2	0	**2**	0	**150**
Total	218	89	**307**	0	467	3	**470**	0	41	0	**41**	1	11	0	**11**	3	**829**
% Approach	71.0%	29.0%	**-**	-	99.4%	0.6%	**-**	-	100%	0%	**-**	-	100%	0%	**-**	-	-
% Total	26.3%	10.7%	**37.0%**	-	56.3%	0.4%	**56.7%**	-	4.9%	0%	**4.9%**	-	1.3%	0%	**1.3%**	-	-
PHF	0.826	0.464	**0.673**	-	0.663	0.375	**0.660**	-	0.732	-	**0.732**	-	0.688	-	**0.688**	-	0.673
Motorcycles	0	0	**0**	-	0	0	**0**	-	0	0	**0**	-	0	0	**0**	-	0
% Motorcycles	0%	0%	**0%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%
Cars	209	85	**294**	-	440	2	**442**	-	39	0	**39**	-	10	0	**10**	-	785
% Cars	95.9%	95.5%	**95.8%**	-	94.2%	66.7%	**94.0%**	-	95.1%	0%	**95.1%**	-	90.9%	0%	**90.9%**	-	94.7%
Light Goods Vehicles	9	2	**11**	-	21	1	**22**	-	1	0	**1**	-	1	0	**1**	-	35
% Light Goods Vehicles	4.1%	2.2%	**3.6%**	-	4.5%	33.3%	**4.7%**	-	2.4%	0%	**2.4%**	-	9.1%	0%	**9.1%**	-	4.2%
Single-Unit Trucks	0	0	**0**	-	4	0	**4**	-	0	0	**0**	-	0	0	**0**	-	4
% Single-Unit Trucks	0%	0%	**0%**	-	0.9%	0%	**0.9%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0.5%
Articulated Trucks	0	1	**1**	-	2	0	**2**	-	0	0	**0**	-	0	0	**0**	-	3
% Articulated Trucks	0%	1.1%	**0.3%**	-	0.4%	0%	**0.4%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0.4%
Buses	0	1	**1**	-	0	0	**0**	-	1	0	**1**	-	0	0	**0**	-	2
% Buses	0%	1.1%	**0.3%**	-	0%	0%	**0%**	-	2.4%	0%	**2.4%**	-	0%	0%	**0%**	-	0.2%
Bicycles on Road	0	0	**0**	-	0	0	**0**	-	0	0	**0**	-	0	0	**0**	-	0
% Bicycles on Road	0%	0%	**0%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-	-	-	1	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. R: Right, T: Thru, U: U-Turn

9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC

Sat Sep 9, 2023
Forced Peak (7:15 PM - 8:15 PM)
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1104546, Location: 40.725986, -73.587454

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US



9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC

Sat Sep 9, 2023
PM Peak (WKND) (9:45 PM - 10:45 PM) - Overall Peak Hour
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1104546, Location: 40.725986, -73.587454

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

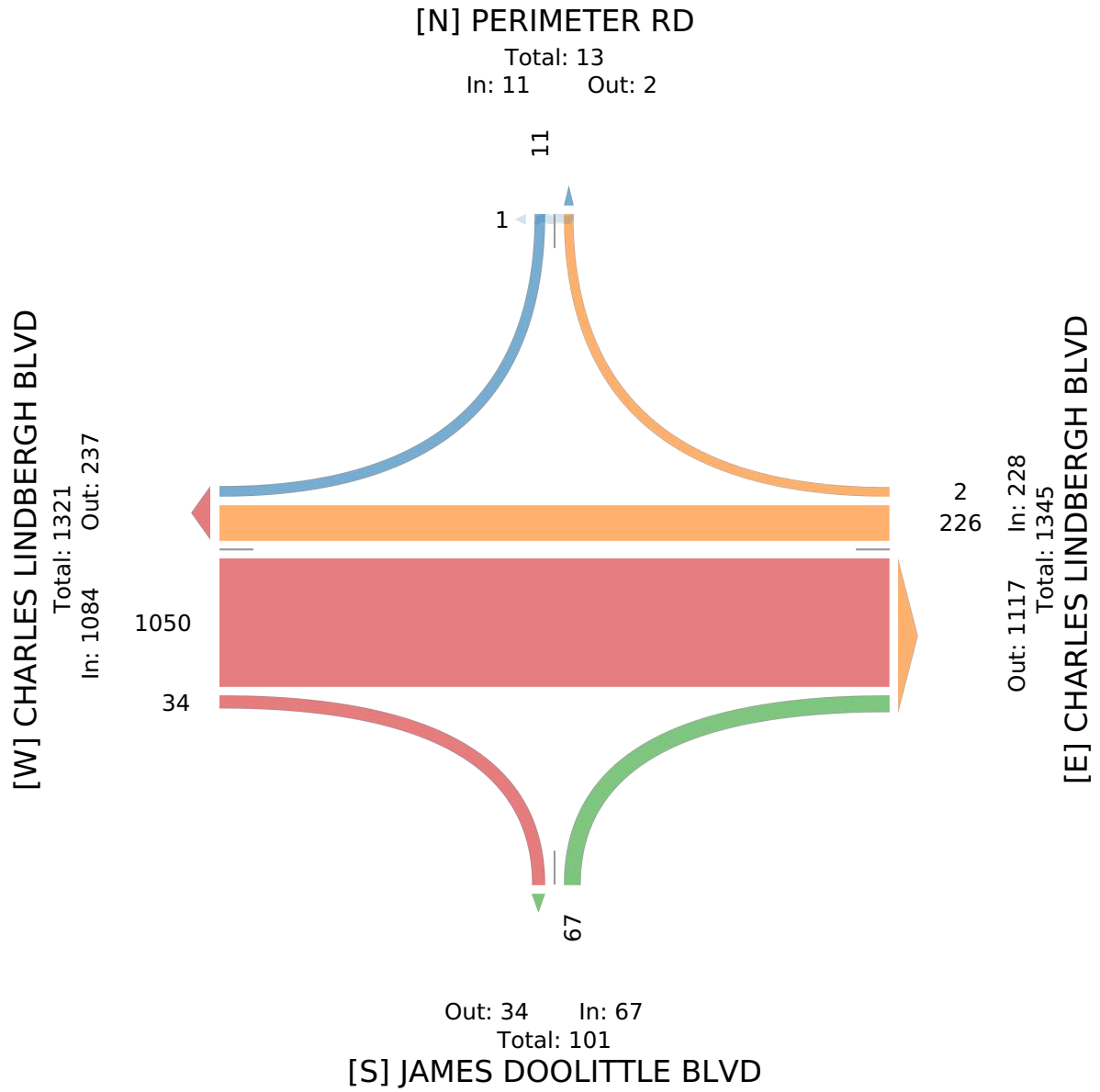
Leg / Direction	CHARLES LINDBERGH BLVD Eastbound				CHARLES LINDBERGH BLVD Westbound				JAMES DOOLITTLE BLVD Northbound				PERIMETER RD Southbound				
Time	T	R	**App**	Ped*	T	R	**App**	Ped*	R	U	**App**	Ped*	R	U	**App**	Ped*	**Int**
2023-09-09 9:45PM	115	2	**117**	0	38	0	**38**	0	8	0	**8**	0	2	0	**2**	1	**165**
10:00PM	541	8	**549**	0	65	1	**66**	0	16	0	**16**	0	5	0	**5**	0	**636**
10:15PM	270	17	**287**	0	64	0	**64**	0	22	0	**22**	0	2	0	**2**	0	**375**
10:30PM	124	7	**131**	0	59	1	**60**	0	21	0	**21**	0	2	0	**2**	0	**214**
Total	1050	34	**1084**	0	226	2	**228**	0	67	0	**67**	0	11	0	**11**	1	**1390**
% Approach	96.9%	3.1%	**-**	-	99.1%	0.9%	**-**	-	100%	0%	**-**	-	100%	0%	**-**	-	-
% Total	75.5%	2.4%	**78.0%**	-	16.3%	0.1%	**16.4%**	-	4.8%	0%	**4.8%**	-	0.8%	0%	**0.8%**	-	-
PHF	0.485	0.500	**0.494**	-	0.869	0.500	**0.864**	-	0.761	-	**0.761**	-	0.550	-	**0.550**	-	0.546
Motorcycles	0	0	**0**	-	0	0	**0**	-	0	0	**0**	-	0	0	**0**	-	0
% Motorcycles	0%	0%	**0%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%
Cars	1004	33	**1037**	-	217	2	**219**	-	64	0	**64**	-	11	0	**11**	-	1331
% Cars	95.6%	97.1%	**95.7%**	-	96.0%	100%	**96.1%**	-	95.5%	0%	**95.5%**	-	100%	0%	**100%**	-	95.8%
Light Goods Vehicles	43	0	**43**	-	8	0	**8**	-	3	0	**3**	-	0	0	**0**	-	54
% Light Goods Vehicles	4.1%	0%	**4.0%**	-	3.5%	0%	**3.5%**	-	4.5%	0%	**4.5%**	-	0%	0%	**0%**	-	3.9%
Single-Unit Trucks	2	0	**2**	-	1	0	**1**	-	0	0	**0**	-	0	0	**0**	-	3
% Single-Unit Trucks	0.2%	0%	**0.2%**	-	0.4%	0%	**0.4%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0.2%
Articulated Trucks	0	1	**1**	-	0	0	**0**	-	0	0	**0**	-	0	0	**0**	-	1
% Articulated Trucks	0%	2.9%	**0.1%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0.1%
Buses	1	0	**1**	-	0	0	**0**	-	0	0	**0**	-	0	0	**0**	-	1
% Buses	0.1%	0%	**0.1%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0.1%
Bicycles on Road	0	0	**0**	-	0	0	**0**	-	0	0	**0**	-	0	0	**0**	-	0
% Bicycles on Road	0%	0%	**0%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. R: Right, T: Thru, U: U-Turn

9&10.Charles Lindbergh Boulevard EB/WB at Ja... - TMC

Sat Sep 9, 2023
PM Peak (WKND) (9:45 PM - 10:45 PM) - Overall Peak Hour
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1104546, Location: 40.725986, -73.587454

Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

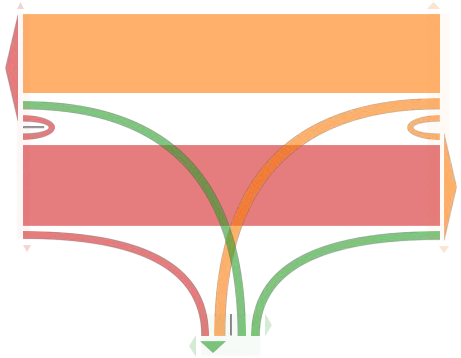


Leg	Hempstead Tpke						Hempstead Tpke					Cunningham Ave						
Direction	Eastbound						Westbound					Northbound						
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R	U	RR	App	Ped*	Int
2023-02-14 7:00AM	356	7	1	0	364	0	20	251	0	271	0	6	3	0	7	16	0	651
7:15AM	348	9	3	0	360	0	16	359	0	375	1	16	14	0	3	33	0	768
7:30AM	462	9	0	1	472	1	15	384	1	400	0	19	17	0	2	38	2	910
7:45AM	413	9	1	0	423	0	16	500	1	517	0	18	8	0	2	28	1	968
Hourly Total	1579	34	5	1	1619	1	67	1494	2	1563	1	59	42	0	14	115	3	3297
8:00AM	311	6	1	0	318	0	11	363	3	377	3	15	16	0	4	35	2	730
8:15AM	307	9	2	0	318	0	12	423	2	437	1	10	12	0	3	25	1	780
8:30AM	345	8	2	0	355	0	13	414	2	429	0	16	13	0	8	37	0	821
8:45AM	337	4	0	0	341	0	14	459	0	473	0	12	12	0	3	27	1	841
Hourly Total	1300	27	5	0	1332	0	50	1659	7	1716	4	53	53	0	18	124	4	3172
9:00AM	284	9	1	0	294	0	13	503	0	516	0	9	4	0	4	17	4	827
9:15AM	240	12	0	0	252	0	16	496	1	513	0	17	11	0	4	32	1	797
9:30AM	341	7	0	1	349	0	12	357	1	370	0	14	9	0	3	26	0	745
9:45AM	262	8	1	0	271	0	10	324	2	336	1	13	4	0	6	23	1	630
Hourly Total	1127	36	2	1	1166	0	51	1680	4	1735	1	53	28	0	17	98	6	2999
3:00PM	395	9	1	1	406	1	22	336	1	359	1	7	11	0	7	25	1	790
3:15PM	325	6	2	1	334	0	31	405	3	439	0	22	8	0	2	32	0	805
3:30PM	448	3	2	0	453	0	30	320	0	350	1	14	9	0	1	24	0	827
3:45PM	399	5	0	0	404	0	38	428	0	466	2	12	13	0	0	25	1	895
Hourly Total	1567	23	5	2	1597	1	121	1489	4	1614	4	55	41	0	10	106	2	3317
4:00PM	481	10	1	0	492	0	25	410	2	437	1	14	4	0	6	24	6	953
4:15PM	552	13	2	0	567	0	26	408	1	435	1	19	9	0	3	31	5	1033
4:30PM	391	8	1	0	400	0	34	355	3	392	2	12	14	0	4	30	11	822
4:45PM	424	7	2	0	433	0	33	369	1	403	1	11	10	0	1	22	9	858
Hourly Total	1848	38	6	0	1892	0	118	1542	7	1667	5	56	37	0	14	107	31	3666
5:00PM	495	9	0	0	504	0	34	379	0	413	1	11	11	0	6	28	8	945
5:15PM	457	13	0	1	471	0	33	386	0	419	1	13	7	0	6	26	1	916
5:30PM	380	9	2	4	395	0	38	385	0	423	2	9	4	0	5	18	6	836
5:45PM	405	8	2	1	416	0	41	445	0	486	0	17	13	0	7	37	2	939
Hourly Total	1737	39	4	6	1786	0	146	1595	0	1741	4	50	35	0	24	109	17	3636
6:00PM	408	8	0	0	416	0	36	356	1	393	0	9	14	0	1	24	2	833
6:15PM	409	12	0	1	422	0	20	375	0	395	1	3	5	0	6	14	4	831
6:30PM	348	7	3	1	359	0	29	348	0	377	2	13	12	0	4	29	5	765
6:45PM	293	14	1	0	308	0	27	289	0	316	1	7	5	0	5	17	0	641
Hourly Total	1458	41	4	2	1505	0	112	1368	1	1481	4	32	36	0	16	84	11	3070
7:00PM	339	4	0	0	343	0	16	251	0	267	0	9	8	0	2	19	0	629
7:15PM	269	12	0	0	281	0	24	238	0	262	2	8	3	0	4	15	0	558
Leg	Hempstead Tpke						Hempstead Tpke					Cunningham Ave						
Direction	Eastbound						Westbound					Northbound						
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R	U	RR	App	Ped*	Int
7:30PM	258	1	4	0	263	0	24	232	0	256	1	8	4	0	3	15	1	534
7:45PM	286	7	1	0	294	2	21	194	1	216	0	5	12	0	1	18	1	528
Hourly Total	1152	24	5	0	1181	2	85	915	1	1001	3	30	27	0	10	67	2	2249
8:00PM	320	8	0	0	328	0	19	202	0	221	0	10	8	0	0	18	2	567
8:15PM	345	7	3	0	355	0	20	187	1	208	0	5	10	0	3	18	3	581
8:30PM	218	7	1	0	226	0	28	157	0	185	1	10	4	0	3	17	0	428
8:45PM	156	9	5	0	170	0	24	177	0	201	0	6	9	0	4	19	0	390
Hourly Total	1039	31	9	0	1079	0	91	723	1	815	1	31	31	0	10	72	5	1966
9:00PM	171	2	3	0	176	0	28	158	0	186	0	3	3	0	6	12	0	374
9:15PM	146	3	2	0	151	0	14	156	0	170	0	3	9	0	3	15	0	336
9:30PM	162	0	2	0	164	0	12	129	0	141	0	6	4	0	2	12	0	317
9:45PM	153	4	1	0	158	0	13	135	0	148	0	5	4	0	3	12	0	318
Hourly Total	632	9	8	0	649	0	67	578	0	645	0	17	20	0	14	51	0	1345
10:00PM	129	4	0	0	133	0	19	151	0	170	0	1	2	0	3	6	0	309
10:15PM	161	5	0	0	166	0	13	162	0	175	0	3	0	0	7	10	1	351
10:30PM	136	2	1	0	139	1	13	120	0	133	0	6	0	0	2	8	0	280
10:45PM	117	1	2	0	120	0	12	122	0	134	0	4	1	0	0	5	0	259
Hourly Total	543	12	3	0	558	1	57	555	0	612	0	14	3	0	12	29	1	1199
Total	13982	314	56	12	14364	5	965	13598	27	14590	27	450	353	0	159	962	82	29916
% Approach	97.3%	2.2%	0.4%	0.1%	-	-	6.6%	93.2%	0.2%	-	-	46.8%	36.7%	0%	16.5%	-	-	-
% Total	46.7%	1.0%	0.2%	0%	48.0%	-	3.2%	45.5%	0.1%	48.8%	-	1.5%	1.2%	0%	0.5%	3.2%	-	-
Motorcycles	3	0	0	0	3	-	1	3	0	4	-	0	0	0	0	0	-	7
% Motorcycles	0%	0%	0%	0%	0%	-	0.1%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Cars	12906	304	54	12	13276	-	930	12507	26	13463	-	425	339	0	157	921	-	27660
% Cars	92.3%	96.8%	96.4%	100%	92.4%	-	96.4%	92.0%	96.3%	92.3%	-	94.4%	96.0%	0%	98.7%	95.7%	-	92.5%
Light Goods Vehicles	627	6	1	0	634	-	31	660	1	692	-	16	6	0	2	24	-	1350
% Light Goods Vehicles	4.5%	1.9%	1.8%	0%	4.4%	-	3.2%	4.9%	3.7%	4.7%	-	3.6%	1.7%	0%	1.3%	2.5%	-	4.5%
Single-Unit Trucks	236	2	1	0	239	-	0	230	0	230	-	4	3	0	0	7	-	476
% Single-Unit Trucks	1.7%	0.6%	1.8%	0%	1.7%	-	0%	1.7%	0%	1.6%	-	0.9%	0.8%	0%	0%	0.7%	-	1.6%
Articulated Trucks	51	0	0	0	51	-	0	42	0	42	-	0	0	0	0	0	-	93
% Articulated Trucks	0.4%	0%	0%	0%	0.4%	-	0%	0.3%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.3%
Buses	158	2	0	0	160	-	3	156	0	159	-	5	5	0	0	10	-	329
% Buses	1.1%	0.6%	0%	0%	1.1%	-	0.3%	1.1%	0%	1.1%	-	1.1%	1.4%	0%	0%	1.0%	-	1.1%
Bicycles on Road	1	0	0	0	1	-	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	5	-	-	-	-	26	-	-	-	-	-	81	

	PCEs
Cars	1
Light Goods	1.4
Buses	1.8
Single Unit & Artict	1.7

% Pedestrians	-	-	-	-	-	100%	-	-	-	-	96.3%	-	-	-	-	-	98.8%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	3.7%	-	-	-	-	-	1.2%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn



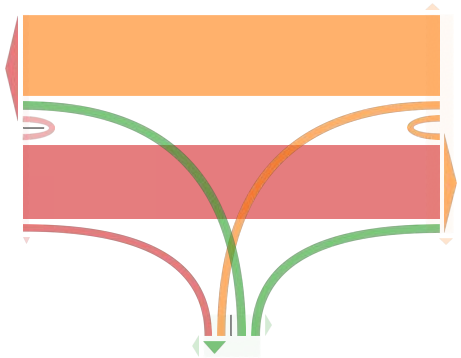
13598
965
27
56
13982
326
41
41
Out: 1291 In: 962
Total: 2253

[S] Cunningham Ave

Leg Direction	Hempstead Tpke Eastbound						Hempstead Tpke Westbound					Cunningham Ave Northbound						
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R	U	RR	App	Ped*	Int
2023-02-14 7:30AM	462	9	0	1	472	1	15	384	1	400	0	19	17	0	2	38	2	910
7:45AM	413	9	1	0	423	0	16	500	1	517	0	18	8	0	2	28	1	968
8:00AM	311	6	1	0	318	0	11	363	3	377	3	15	16	0	4	35	2	730
8:15AM	307	9	2	0	318	0	12	423	2	437	1	10	12	0	3	25	1	780
Total	1493	33	4	1	1531	1	54	1670	7	1731	4	62	53	0	11	126	6	3388
% Approach	97.5%	2.2%	0.3%	0.1%	-	-	3.1%	96.5%	0.4%	-	-	49.2%	42.1%	0%	8.7%	-	-	-
% Total	44.1%	1.0%	0.1%	0%	45.2%	-	1.6%	49.3%	0.2%	51.1%	-	1.8%	1.6%	0%	0.3%	3.7%	-	-
PHF	0.808	0.917	0.500	0.250	0.811	-	0.844	0.835	0.583	0.837	-	0.816	0.779	-	0.688	0.829	-	0.875
Motorcycles	1	0	0	0	1	-	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Cars	1319	31	4	1	1355	-	53	1512	6	1571	-	59	50	0	10	119	-	3045
% Cars	88.3%	93.9%	100%	100%	88.5%	-	98.1%	90.5%	85.7%	90.8%	-	95.2%	94.3%	0%	90.9%	94.4%	-	89.9%
Light Goods Vehicles	99	1	0	0	100	-	1	92	1	94	-	2	1	0	1	4	-	198
% Light Goods Vehicles	6.6%	3.0%	0%	0%	6.5%	-	1.9%	5.5%	14.3%	5.4%	-	3.2%	1.9%	0%	9.1%	3.2%	-	5.8%
Single-Unit Trucks	18	0	0	0	18	-	0	35	0	35	-	0	1	0	0	1	-	54
% Single-Unit Trucks	1.2%	0%	0%	0%	1.2%	-	0%	2.1%	0%	2.0%	-	0%	1.9%	0%	0%	0.8%	-	1.6%
Articulated Trucks	6	0	0	0	6	-	0	10	0	10	-	0	0	0	0	0	-	16
% Articulated Trucks	0.4%	0%	0%	0%	0.4%	-	0%	0.6%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0.5%
Buses	50	1	0	0	51	-	0	21	0	21	-	1	1	0	0	2	-	74
% Buses	3.3%	3.0%	0%	0%	3.3%	-	0%	1.3%	0%	1.2%	-	1.6%	1.9%	0%	0%	1.6%	-	2.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	4	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

			Hempstead Tpke E&W		Cunningham Ave Northbound	
1			1		0	
3045			2926		119	
2772			2716		56	
2538			2491		47	
752			752		0	
1332			1296		36	
PCE Total	10440		PCE Total	10182	PCE Total	258



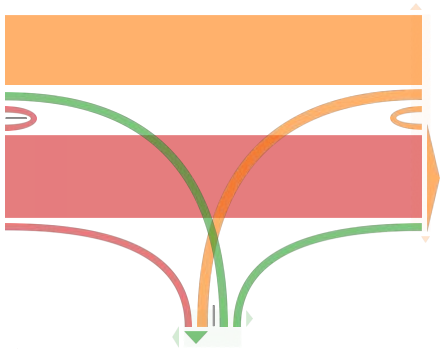
1670
54
7
4
1493
34
3
3
Out: 88 In: 126
Total: 214

[S] Cunningham Ave

Leg Direction	Hempstead Tpke Eastbound						Hempstead Tpke Westbound					Cunningham Ave Northbound						
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R	U	RR	App	Ped*	Int
2023-02-14 3:30PM	448	3	2	0	453	0	30	320	0	350	1	14	9	0	1	24	0	827
3:45PM	399	5	0	0	404	0	38	428	0	466	2	12	13	0	0	25	1	895
4:00PM	481	10	1	0	492	0	25	410	2	437	1	14	4	0	6	24	6	953
4:15PM	552	13	2	0	567	0	26	408	1	435	1	19	9	0	3	31	5	1033
Total	1880	31	5	0	1916	0	119	1566	3	1688	5	59	35	0	10	104	12	3708
% Approach	98.1%	1.6%	0.3%	0%	-	-	7.0%	92.8%	0.2%	-	-	56.7%	33.7%	0%	9.6%	-	-	-
% Total	50.7%	0.8%	0.1%	0%	51.7%	-	3.2%	42.2%	0.1%	45.5%	-	1.6%	0.9%	0%	0.3%	2.8%	-	-
PHF	0.851	0.596	0.625	-	0.845	-	0.783	0.915	0.375	0.906	-	0.776	0.673	-	0.417	0.839	-	0.897
Motorcycles	1	0	0	0	1	-	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Cars	1722	30	5	0	1757	-	115	1425	3	1543	-	55	33	0	10	98	-	3398
% Cars	91.6%	96.8%	100%	0%	91.7%	-	96.6%	91.0%	100%	91.4%	-	93.2%	94.3%	0%	100%	94.2%	-	91.6%
Light Goods Vehicles	101	1	0	0	102	-	4	101	0	105	-	1	1	0	0	2	-	209
% Light Goods Vehicles	5.4%	3.2%	0%	0%	5.3%	-	3.4%	6.4%	0%	6.2%	-	1.7%	2.9%	0%	0%	1.9%	-	5.6%
Single-Unit Trucks	28	0	0	0	28	-	0	14	0	14	-	0	0	0	0	0	-	42
% Single-Unit Trucks	1.5%	0%	0%	0%	1.5%	-	0%	0.9%	0%	0.8%	-	0%	0%	0%	0%	0%	-	1.1%
Articulated Trucks	5	0	0	0	5	-	0	3	0	3	-	0	0	0	0	0	-	8
% Articulated Trucks	0.3%	0%	0%	0%	0.3%	-	0%	0.2%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.2%
Buses	23	0	0	0	23	-	0	23	0	23	-	3	1	0	0	4	-	50
% Buses	1.2%	0%	0%	0%	1.2%	-	0%	1.5%	0%	1.4%	-	5.1%	2.9%	0%	0%	3.8%	-	1.3%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	5	-	-	-	-	-	12	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

			Hempstead Tpke E&W		Cunningham Ave Northbound	
1			1		0	
3398			3300		98	
2926			2898		28	
1974			1974		0	
376			376		0	
900			828		72	
PCE Total	9575	PCE Total	9377	PCE Total	198	



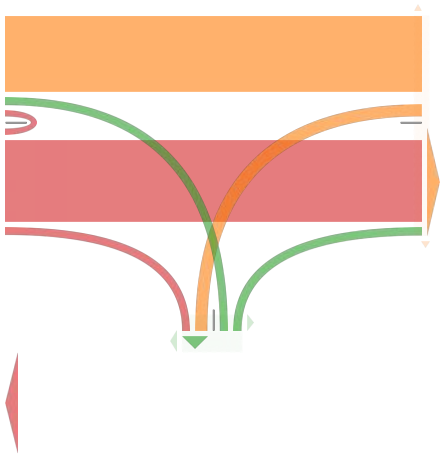
1566
119
3
5
1880
31
5
7
Out: 150 In: 104
Total: 254

[S] Cunningham Ave

Leg	Hempstead Tpke						Hempstead Tpke					Cunningham Ave						
Direction	Eastbound						Westbound					Northbound						
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R	U	RR	App	Ped*	Int
2023-02-14 5:00PM	495	9	0	0	504	0	34	379	0	413	1	11	11	0	6	28	8	945
5:15PM	457	13	0	1	471	0	33	386	0	419	1	13	7	0	6	26	1	916
5:30PM	380	9	2	4	395	0	38	385	0	423	2	9	4	0	5	18	6	836
5:45PM	405	8	2	1	416	0	41	445	0	486	0	17	13	0	7	37	2	939
Total	1737	39	4	6	1786	0	146	1595	0	1741	4	50	35	0	24	109	17	3636
% Approach	97.3%	2.2%	0.2%	0.3%	-	-	8.4%	91.6%	0%	-	-	45.9%	32.1%	0%	22.0%	-	-	-
% Total	47.8%	1.1%	0.1%	0.2%	49.1%	-	4.0%	43.9%	0%	47.9%	-	1.4%	1.0%	0%	0.7%	3.0%	-	-
PHF	0.877	0.750	0.500	0.375	0.885	-	0.890	0.896	-	0.896	-	0.735	0.673	-	0.857	0.736	-	0.962
Motorcycles	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Cars	1640	39	4	6	1689	-	142	1497	0	1639	-	46	33	0	23	102	-	3430
% Cars	94.4%	100%	100%	100%	94.6%	-	97.3%	93.9%	0%	94.1%	-	92.0%	94.3%	0%	95.8%	93.6%	-	94.3%
Light Goods Vehicles	61	0	0	0	61	-	4	67	0	71	-	2	1	0	1	4	-	136
% Light Goods Vehicles	3.5%	0%	0%	0%	3.4%	-	2.7%	4.2%	0%	4.1%	-	4.0%	2.9%	0%	4.2%	3.7%	-	3.7%
Single-Unit Trucks	20	0	0	0	20	-	0	16	0	16	-	1	1	0	0	2	-	38
% Single-Unit Trucks	1.2%	0%	0%	0%	1.1%	-	0%	1.0%	0%	0.9%	-	2.0%	2.9%	0%	0%	1.8%	-	1.0%
Articulated Trucks	1	0	0	0	1	-	0	3	0	3	-	0	0	0	0	0	-	4
% Articulated Trucks	0.1%	0%	0%	0%	0.1%	-	0%	0.2%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	14	0	0	0	14	-	0	12	0	12	-	1	0	0	0	1	-	27
% Buses	0.8%	0%	0%	0%	0.8%	-	0%	0.8%	0%	0.7%	-	2.0%	0%	0%	0%	0.9%	-	0.7%
Bicycles on Road	1	0	0	0	1	-	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	4	-	-	-	-	-	17	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

			Hempstead Tpke E&W	Cunningham Ave Northbound	
0			0	0	
3430			3328	102	
1904			1848	56	
1786			1692	94	
188			188	0	
486			468	18	
PCE Total	7794		PCE Total 7524	PCE Total 270	

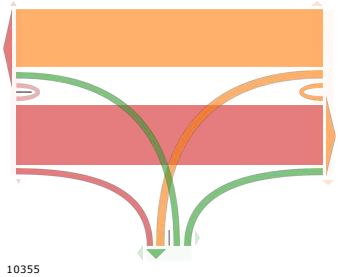


1595
146
4
1737
45
7
10
Out: 191 In: 109
Total: 300
[S] Cunningham Ave

Leg	Hempstead Tpke						Hempstead Tpke						Cunningham Ave							
Direction	Eastbound						Westbound						Northbound							
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R	U	RR	App	Ped*	Int		
2023-02-11 11:00AM	289	10	2	0	301	0	10	234	1	245	0	11	8	0	6	25	1	571	Cars	1
11:15AM	242	8	1	0	251	0	24	223	2	249	0	9	8	0	3	20	1	520	Light Goods	14
11:30AM	272	10	2	0	284	0	21	239	0	260	0	11	5	0	4	20	1	564	Buses	18
11:45AM	241	6	1	1	249	0	14	226	0	240	6	20	14	0	1	35	7	524	Single Unit & Artic	47
Hourly Total	1044	34	6	1	1085	0	69	922	3	994	6	51	35	0	14	100	10	2179		
12:00PM	288	10	1	0	299	0	21	244	2	267	6	12	5	0	6	23	5	589		
12:15PM	282	11	1	1	295	0	15	274	2	291	1	10	14	0	2	26	3	612		
12:30PM	286	13	0	0	299	0	17	262	0	279	0	15	12	0	1	28	0	606		
12:45PM	310	12	2	0	324	0	21	248	0	269	1	9	17	0	0	26	1	619		
Hourly Total	1166	46	4	1	1217	0	74	1028	4	1106	8	46	48	0	9	103	9	2426		
1:00PM	296	14	6	1	317	0	20	241	1	262	1	14	14	0	4	32	1	611		
1:15PM	353	17	2	0	372	1	26	300	1	327	0	7	7	0	4	18	1	717		
1:30PM	341	11	1	0	353	0	17	321	2	340	3	13	15	0	6	34	5	727		
1:45PM	289	12	0	0	301	0	16	320	3	339	0	15	14	0	4	33	2	673		
Hourly Total	1279	54	9	1	1343	1	79	1182	7	1268	4	49	50	0	18	117	9	2728		
2:00PM	290	13	2	0	305	1	15	279	2	296	0	9	8	0	5	22	1	623		
2:15PM	277	14	2	0	293	0	19	326	0	345	0	15	9	0	8	32	5	670		
2:30PM	265	9	3	1	278	0	18	227	0	245	0	10	3	0	5	18	2	541		
2:45PM	278	5	2	0	285	0	24	289	2	315	1	4	10	0	3	17	0	617		
Hourly Total	1110	41	9	1	1161	1	76	1121	4	1201	1	38	30	0	21	89	8	2451		
4:00PM	287	6	0	0	293	0	19	265	2	286	1	6	6	0	2	14	0	593		
4:15PM	400	8	0	0	408	2	13	303	3	319	0	8	12	0	8	28	2	755		
4:30PM	333	8	3	1	345	0	18	302	2	322	0	7	16	0	2	25	2	692		
4:45PM	300	4	1	1	306	0	21	259	1	281	2	8	5	0	2	15	3	602		
Hourly Total	1320	26	4	2	1352	2	71	1129	8	1208	3	29	39	0	14	82	7	2642		
5:00PM	298	10	2	0	310	0	31	263	0	294	2	6	3	0	8	17	3	621		
5:15PM	301	10	1	1	313	0	20	280	1	301	0	12	6	0	1	19	0	633		
5:30PM	270	10	1	1	282	0	21	313	0	334	0	9	9	0	4	22	1	638		
5:45PM	251	10	0	0	261	0	25	319	1	345	0	7	3	0	7	17	2	623		
Hourly Total	1120	40	4	2	1166	0	97	1175	2	1274	2	34	21	0	20	75	6	2515		
6:00PM	280	7	0	0	287	0	31	254	0	285	1	11	6	0	7	24	1	596		
6:15PM	274	6	3	0	283	0	16	301	0	317	2	10	6	0	4	20	2	620		
6:30PM	267	8	1	0	276	0	22	252	1	275	4	15	12	0	3	30	5	581		
6:45PM	236	6	0	0	242	0	18	246	0	264	3	9	8	0	1	18	3	524		
Hourly Total	1057	27	4	0	1088	0	87	1053	1	1141	10	45	32	0	15	92	11	2321		
7:00PM	237	1	3	2	243	0	19	247	0	266	0	8	7	0	4	19	0	528		
7:15PM	215	5	3	0	223	0	14	209	0	223	1	11	6	0	3	20	0	466		

Leg	Hempstead Tpke						Hempstead Tpke						Cunningham Ave						
Direction	Eastbound						Westbound						Northbound						
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R	U	RR	App	Ped*	Int	
7:30PM	191	8	2	0	201	3	14	226	3	243	0	3	3	0	9	15	0	459	
7:45PM	181	7	2	0	190	0	16	176	0	192	0	9	7	0	2	18	0	400	
Hourly Total	824	21	10	2	857	3	63	858	3	924	1	31	23	0	18	72	0	1853	
8:00PM	190	7	2	1	200	0	18	171	0	189	0	7	13	0	2	22	0	411	
8:15PM	230	3	3	0	236	0	14	183	0	197	0	5	2	0	2	9	0	442	
8:30PM	205	5	3	0	213	0	15	165	0	180	0	8	8	0	7	23	0	416	
8:45PM	211	6	2	0	219	0	21	146	1	168	0	5	5	0	0	10	2	397	
Hourly Total	836	21	10	1	868	0	68	665	1	734	0	25	28	0	11	64	2	1666	
9:00PM	162	4	2	0	168	0	14	134	1	149	0	4	4	0	1	9	0	326	
9:15PM	142	6	3	0	151	0	5	148	1	154	0	5	1	0	5	11	1	316	
9:30PM	128	2	5	0	135	0	11	158	0	169	0	5	3	0	1	9	0	313	
9:45PM	110	4	3	0	117	0	9	120	0	129	0	5	1	0	2	8	0	254	
Hourly Total	542	16	13	0	571	0	39	560	2	601	0	19	9	0	9	37	1	1209	
10:00PM	143	3	1	1	148	0	22	167	1	190	0	3	3	0	4	10	0	348	
10:15PM	137	2	3	1	143	0	15	183	0	198	2	5	5	0	4	14	0	355	
10:30PM	137	4	1	0	142	0	13	165	0	178	0	5	5	0	5	15	0	335	
10:45PM	120	3	1	0	124	0	10	147	0	157	1	4	5	0	6	15	0	296	
Hourly Total	537	12	6	2	557	0	60	662	1	723	3	17	18	0	19	54	0	1334	
Total	10835	338	79	13	11265	7	783	10355	36	11174	38	384	333	0	168	885	63	23324	
% Approach	96.2%	3.0%	0.7%	0.1%	-	-	7.0%	92.7%	0.3%	-	-	43.4%	37.6%	^-	19.0%	-	-	-	
% Total	46.5%	1.4%	0.3%	0.1%	48.3%	-	3.4%	44.4%	0.2%	47.9%	-	1.6%	1.4%	^-	0.7%	3.8%	-	-	
Motorcycles	3	0	0	0	3	-	0	4	0	4	-	0	0	0	0	0	-	7	
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	^-	0%	0%	-	0%	
Cars	10184	322	78	13	10597	-	734	9610	35	10379	-	363	321	0	165	849	-	21825	
% Cars	94.0%	95.3%	98.7%	100%	94.1%	-	93.7%	92.8%	97.2%	92.9%	-	94.5%	96.4%	^-	98.2%	95.9%	-	93.6%	
Light Goods Vehicles	495	13	0	0	508	-	49	573	1	623	-	14	11	0	3	28	-	1159	
% Light Goods Vehicles	4.6%	3.8%	0%	0%	4.5%	-	6.3%	5.5%	2.8%	5.6%	-	3.6%	3.3%	^-	1.8%	3.2%	-	5.0%	
Single-Unit Trucks	96	2	1	0	99	-	0	111	0	111	-	7	1	0	0	8	-	218	
% Single-Unit Trucks	0.9%	0.6%	1.3%	0%	0.9%	-	0%	1.1%	0%	1.0%	-	1.8%	0.3%	^-	0%	0.9%	-	0.9%	
Articulated Trucks	20	0	0	0	20	-	0	14	0	14	-	0	0	0	0	0	-	34	
% Articulated Trucks	0.2%	0%	0%	0%	0.2%	-	0%	0.1%	0%	0.1%	-	0%	0%	^-	0%	0%	-	0.1%	
Buses	37	0	0	0	37	-	0	40	0	40	-	0	0	0	0	0	-	77	
% Buses	0.3%	0%	0%	0%	0.3%	-	0%	0.4%	0%	0.4%	-	0%	0%	^-	0%	0%	-	0.3%	
Bicycles on Road	0	1	0	0	1	-	0	3	0	3	-	0	0	0	0	0	-	4	
% Bicycles on Road	0%	0.3%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	^-	0%	0%	-	0%	
Pedestrians	-	-	-	-	-	7	-	-	-	-	38	-	-	-	-	-	62	-	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	98.4%	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	1	-	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	1.6%	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn



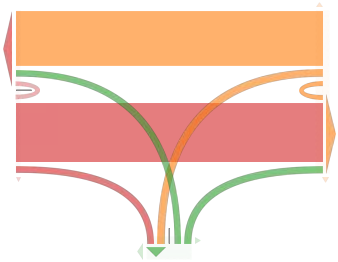
10355
783
36
79
10835
351
30
33
Out: 1134 In: 885
Total: 2019

[S] Cunningham Ave

Leg	Hempstead Tpke						Hempstead Tpke						Cunningham Ave						
Direction	Eastbound						Westbound						Northbound						
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R	U	RR	App	Ped*	Int	
2023-02-11 1:00PM	296	14	6	1	317	0	20	241	1	262	1	14	14	0	4	32	1	611	
1:15PM	353	17	2	0	372	1	26	300	1	327	0	7	7	0	4	18	1	717	
1:30PM	341	11	1	0	353	0	17	321	2	340	3	13	15	0	6	34	5	727	
1:45PM	289	12	0	0	301	0	16	320	3	339	0	15	14	0	4	33	2	673	
Total	1279	54	9	1	1343	1	79	1182	7	1268	4	49	50	0	18	117	9	2728	
% Approach	95.2%	4.0%	0.7%	0.1%	-	-	6.2%	93.2%	0.6%	-	-	41.9%	42.7%	^-	15.4%	-	-	-	
% Total	46.9%	2.0%	0.3%	0%	49.2%	-	2.9%	43.3%	0.3%	46.5%	-	1.8%	1.8%	^-	0.7%	4.3%	-	-	
PHF	0.906	0.794	0.375	0.250	0.903	-	0.760	0.920	0.583	0.932	-	0.817	0.833	-	0.750	0.860	-	0.938	
Motorcycles	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	^-	0%	0%	-	0%	
Cars	1175	52	9	1	1237	-	71	1086	7	1164	-	47	48	0	18	113	-	2514	2514
% Cars	91.9%	96.3%	100%	100%	92.1%	-	89.9%	91.9%	100%	91.8%	-	95.9%	96.0%	^-	100%	96.6%	-	92.2%	
Light Goods Vehicles	79	1	0	0	80	-	8	79	0	87	-	0	2	0	0	2	-	169	2366
% Light Goods Vehicles	6.2%	1.9%	0%	0%	6.0%	-	10.1%	6.7%	0%	6.9%	-	0%	4.0%	^-	0%	1.7%	-	6.2%	
Single-Unit Trucks	18	1	0	0	19	-	0	14	0	14	-	2	0	0	0	2	-	35	1645
% Single-Unit Trucks	1.4%	1.9%	0%	0%	1.4%	-	0%	1.2%	0%	1.1%	-	4.1%	0%	^-	0%	1.7%	-	1.3%	
Articulated Trucks	3	0	0	0	3	-	0	0	0	0	-	0	0	0	0	0	-	3	141
% Articulated Trucks	0.2%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0%	0%	^-	0%	0%	-	0.1%	
Buses	4	0	0	0	4	-	0	2	0	2	-	0	0	0	0	0	-	6	108
% Buses	0.3%	0%	0%	0%	0.3%	-	0%	0.2%	0%	0.2%	-	0%	0%	^-	0%	0%	-	0.2%	
Bicycles on Road	0	0	0	0	0	-	0	1	0	1	-	0	0	0	0	0	-	1	
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0.1%	-	0%	0%	^-	0%	0%	-	0%	
Pedestrians	-	-	-	-	-	1	-	-	-	-	4	-	-	-	-	-	9	-	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	100%	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	0%	-	

		Hempstead Tpke E&W		Cunningham Ave Northbound	
		0		0	
PCE Total	6774	PCE Total	6539	PCE Total	235

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn



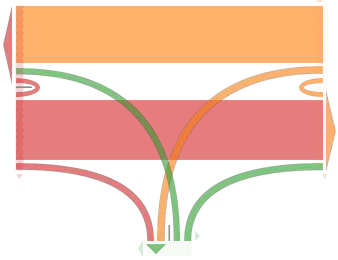
1182
79
7
9
1279
55
2
7
Out: 134 In: 117
Total: 251

[S] Cunningham Ave

Leg / Direction	Hempstead Tpke Eastbound						Hempstead Tpke Westbound					Cunningham Ave Northbound						
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R	U	RR	App	Ped*	Int
2023-02-11 1:15PM	353	17	2	0	372	1	26	300	1	327	0	7	7	0	4	18	1	717
1:30PM	341	11	1	0	353	0	17	321	2	340	3	13	15	0	6	34	5	727
1:45PM	289	12	0	0	301	0	16	320	3	339	0	15	14	0	4	33	2	673
2:00PM	290	13	2	0	305	1	15	279	2	296	0	9	8	0	5	22	1	623
Total	1273	53	5	0	1331	2	74	1220	8	1302	3	44	44	0	19	107	9	2740
% Approach	95.6%	4.0%	0.4%	0%	-	-	5.7%	93.7%	0.6%	-	-	41.1%	41.1%	0%	17.8%	-	-	-
% Total	46.5%	1.9%	0.2%	0%	48.6%	-	2.7%	44.5%	0.3%	47.5%	-	1.6%	1.6%	0%	0.7%	3.9%	-	-
PHF	0.902	0.779	0.625	-	0.894	-	0.712	0.949	0.667	0.957	-	0.733	0.733	-	0.792	0.787	-	0.942
Motorcycles	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Cars	1169	51	5	0	1225	-	68	1115	8	1191	-	43	43	0	19	105	-	2521
% Cars	91.8%	96.2%	100%	0%	92.0%	-	91.9%	91.4%	100%	91.5%	-	97.7%	97.7%	0%	100%	98.1%	-	92.0%
Light Goods Vehicles	73	1	0	0	74	-	6	85	0	91	-	0	1	0	0	1	-	166
% Light Goods Vehicles	5.7%	1.9%	0%	0%	5.6%	-	8.1%	7.0%	0%	7.0%	-	0%	2.3%	0%	0%	0.9%	-	6.1%
Single-Unit Trucks	24	1	0	0	25	-	0	16	0	16	-	1	0	0	0	1	-	42
% Single-Unit Trucks	1.9%	1.9%	0%	0%	1.9%	-	0%	1.3%	0%	1.2%	-	2.3%	0%	0%	0%	0.9%	-	1.5%
Articulated Trucks	3	0	0	0	3	-	0	1	0	1	-	0	0	0	0	0	-	4
% Articulated Trucks	0.2%	0%	0%	0%	0.2%	-	0%	0.1%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	4	0	0	0	4	-	0	2	0	2	-	0	0	0	0	0	-	6
% Buses	0.3%	0%	0%	0%	0.3%	-	0%	0.2%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.2%
Bicycles on Road	0	0	0	0	0	-	0	1	0	1	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	3	-	-	-	-	-	9	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	0%	-

			Hempstead Tpke E&W		Cunningham Ave Northbound	
0			0		0	
2521			2416		105	
2324			2310		14	
1974			1927		47	
188			188		0	
108			108		0	
PCE Total	7115	PCE Total	6949	PCE Total	166	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn



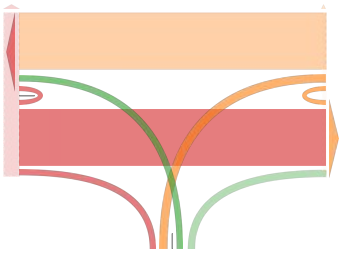
1220
74
8
5
1273
53
3
6
Out: 127 In: 107
Total: 234

[S] Cunningham Ave

Leg / Direction	Hempstead Tpke Eastbound						Hempstead Tpke Westbound					Cunningham Ave Northbound						
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R	U	RR	App	Ped*	Int
2023-02-11 7:15PM	215	5	3	0	223	0	14	209	0	223	1	11	6	0	3	20	0	466
7:30PM	191	8	2	0	201	3	14	226	3	243	0	3	3	0	9	15	0	459
7:45PM	181	7	2	0	190	0	16	176	0	192	0	9	7	0	2	18	0	400
8:00PM	190	7	2	1	200	0	18	171	0	189	0	7	13	0	2	22	0	411
Total	777	27	9	1	814	3	62	782	3	847	1	30	29	0	16	75	0	1736
% Approach	95.5%	3.3%	1.1%	0.1%	-	-	7.3%	92.3%	0.4%	-	-	40.0%	38.7%	0%	21.3%	-	-	-
% Total	44.8%	1.6%	0.5%	0.1%	46.9%	-	3.6%	45.0%	0.2%	48.8%	-	1.7%	1.7%	0%	0.9%	4.3%	-	-
PHF	0.903	0.844	0.750	0.250	0.913	-	0.861	0.865	0.250	0.871	-	0.682	0.558	-	0.444	0.852	-	0.931
Motorcycles	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Cars	744	26	9	1	780	-	61	748	3	812	-	29	29	0	16	74	-	1666
% Cars	95.8%	96.3%	100%	100%	95.8%	-	98.4%	95.7%	100%	95.9%	-	96.7%	100%	0%	100%	98.7%	-	96.0%
Light Goods Vehicles	26	1	0	0	27	-	1	24	0	25	-	1	0	0	0	1	-	53
% Light Goods Vehicles	3.3%	3.7%	0%	0%	3.3%	-	1.6%	3.1%	0%	3.0%	-	3.3%	0%	0%	0%	1.3%	-	3.1%
Single-Unit Trucks	2	0	0	0	2	-	0	3	0	3	-	0	0	0	0	0	-	5
% Single-Unit Trucks	0.3%	0%	0%	0%	0.2%	-	0%	0.4%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.3%
Articulated Trucks	2	0	0	0	2	-	0	2	0	2	-	0	0	0	0	0	-	4
% Articulated Trucks	0.3%	0%	0%	0%	0.2%	-	0%	0.3%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.2%
Buses	3	0	0	0	3	-	0	5	0	5	-	0	0	0	0	0	-	8
% Buses	0.4%	0%	0%	0%	0.4%	-	0%	0.6%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0.5%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	3	-	-	-	-	1	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-	-

			Hempstead Tpke E&W		Cunningham Ave Northbound	
0			0		0	
1666			1592		74	
742			728		14	
235			235		0	
188			188		0	
144			144		0	
PCE Total	2975	PCE Total	2887	PCE Total	88	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn



782
62
3
9
777
28
Out: 90 In: 75
Total: 165
[S] Cunningham Ave

New York State Department of Transportation Classification Count Average Weekday Data Report

ROAD #: CR CRC63 ROAD NAME: E OVINGTON BLVD YEAR: 2019 STATION: COUNTY NAME: Nas

REGION CODE: 0

FROM: NY 24

TO: C LINBURGH BLVD

REF-MARKER:

END MILEPOINT: 0057 NO. OF LANES: 6

FUNC-CLASS: 16 HPMS NO:

STATION NO: 8302 LION#:

COUNT TAKEN BY: ORG CODE: TTG INITIALS: AD

PROCESSED BY: ORG CODE: DOT INITIALS: DW BATCH ID: DOT-R10C31bTTG5196

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	8543	9645	18188
NUMBER OF AXLES	17309	19485	36793
% HEAVY VEHICLES (F4-F13)	4.16%	3.62%	3.87%
% TRUCKS AND BUSES (F3-F13)	13.38%	9.99%	11.58%
AXLE CORRECTION FACTOR	0.99	0.99	0.99

	PCEs
Cars	1
Light Goods	14
Buses	18
Single Unit & A	47

VEHICLE CLASS		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES		2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	2	38	3	0	0	0	0	0	0	0	0	0	0	**43**
	2:00	1	21	1	0	0	0	0	0	0	0	0	0	0	**23**
	3:00	0	16	1	2	0	0	0	0	0	0	0	0	0	**19**
	4:00	1	11	2	2	0	0	0	0	0	0	0	0	0	**16**
	5:00	0	28	4	0	1	0	0	0	0	0	0	0	0	**33**
	6:00	0	40	6	1	2	3	0	0	0	0	0	0	0	**52**
	7:00	2	124	15	2	4	1	0	0	0	0	0	0	0	**148**
	8:00	3	336	55	4	6	3	0	0	1	0	0	0	0	**408**
	9:00	2	686	64	6	13	4	0	2	3	0	0	0	0	**780**
	10:00	0	904	57	7	11	3	1	0	0	0	0	0	0	**983**
DIRECTION	11:00	1	561	48	7	12	6	2	1	3	1	0	0	0	**642**
North	12:00	1	363	45	8	14	10	1	0	1	1	0	0	0	**444**
	13:00	0	383	46	6	14	7	0	0	1	0	0	0	0	**457**
	14:00	1	471	51	7	15	5	1	0	0	2	0	0	0	**553**
	15:00	1	455	44	8	11	4	1	1	1	1	0	0	0	**527**
	16:00	1	418	60	4	12	4	1	0	1	1	0	0	0	**502**
	17:00	0	491	68	5	10	7	0	1	1	3	0	0	0	**586**
	18:00	1	412	49	6	12	2	0	2	0	2	0	0	0	**486**
	19:00	0	464	53	5	6	1	1	1	1	0	0	0	0	**532**
	20:00	0	389	34	3	7	1	0	0	1	0	0	0	0	**435**
	21:00	0	302	32	4	6	0	0	0	0	0	0	0	0	**344**
	22:00	1	206	22	2	1	0	0	0	0	0	0	0	0	**232**
	23:00	0	162	16	3	1	0	0	0	0	0	0	0	0	**182**
	24:00	0	101	12	3	0	0	0	0	0	0	0	0	0	**116**
TOTAL VEHICLES		**18**	**7382**	**788**	**95**	**158**	**61**	**8**	**8**	**14**	**11**	**0**	**0**	**0**	**8543**
TOTAL AXLES		36	14764	1576	238	316	183	32	28	70	66	0	0	0	17309
	1:00	0	122	6	0	1	0	0	0	0	0	0	0	0	**129**
ENDING HOUR	2:00	0	48	2	0	0	0	0	0	1	0	0	0	0	**51**
	3:00	1	22	1	1	0	0	0	0	0	0	0	0	0	**25**
	4:00	1	17	1	0	0	0	0	0	0	0	0	0	0	**19**
	5:00	0	29	3	3	1	2	0	0	0	0	0	0	0	**38**
	6:00	0	26	3	17	0	0	0	0	0	0	0	0	0	**46**
	7:00	0	54	6	9	4	3	0	1	2	0	0	0	0	**79**
	8:00	0	133	28	8	8	6	0	0	1	2	0	0	0	**186**
	9:00	2	257	38	6	15	4	0	2	2	2	0	0	0	**328**
	10:00	1	372	45	5	14	2	0	2	0	0	0	0	0	**441**
	11:00	0	380	38	5	23	5	0	0	0	1	0	0	0	**452**
DIRECTION	12:00	1	365	32	7	12	5	0	1	0	1	0	0	0	**424**
South	13:00	1	527	30	7	11	5	1	1	0	1	0	0	0	**584**
	14:00	0	607	37	5	10	2	0	0	0	2	0	0	0	**663**
	15:00	1	520	42	8	9	2	0	1	1	1	0	0	0	**585**
	16:00	0	558	41	11	9	1	0	1	1	0	0	0	0	**622**
	17:00	2	818	56	9	16	2	0	0	0	1	0	0	0	**904**
	18:00	5	965	50	3	4	2	0	0	0	0	0	0	0	**1029**
	19:00	2	890	46	4	5	1	1	1	0	0	0	0	0	**950**
	20:00	1	575	40	3	4	0	0	1	0	0	0	0	0	**624**
	21:00	0	455	21	4	1	0	0	1	0	0	0	0	0	**482**
	22:00	1	392	26	3	2	1	0	0	0	0	0	0	0	**425**
	23:00	2	341	15	3	1	0	0	0	0	0	0	0	0	**362**
	24:00	0	187	8	2	0	0	0	0	0	0	0	0	0	**197**
TOTAL VEHICLES		**21**	**8660**	**615**	**123**	**150**	**43**	**2**	**12**	**8**	**11**	**0**	**0**	**0**	**9645**

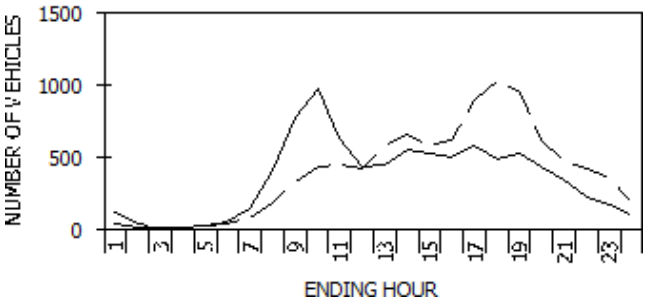
Car	Light Goods	Buses
41	0	0
22	0	0
17	0	36
13	0	36
32	14	0
46	28	18
139	56	36
391	84	72
750	182	108
961	154	126
609	168	126
408	196	144
429	196	108
522	210	126
499	154	144
478	168	72
559	140	90
461	168	108
517	84	90
423	98	54
334	84	72
228	14	36
178	14	54
113	0	54
128	14	0
50	0	0
23	0	18
18	0	0
32	14	54
29	0	306
60	56	162
161	112	144
295	210	108
417	196	90
418	322	90
397	168	126
557	154	126
644	140	90
562	126	144
599	126	198
874	224	162
1015	56	54
936	70	72
615	56	54
476	14	72
418	28	54
356	14	54
195	0	36

TOTAL AXLES	42	17320	1230	308	300	129	8	42	40	66	0	0	0	19485
GRAND TOTAL VEHICLES	**39**	**16042**	**1403**	**218**	**308**	**104**	**10**	**20**	**22**	**22**	**0**	**0**	**0**	**18188**
GRAND TOTAL AXLES	78	32084	2806	545	616	312	40	70	110	132	0	0	0	36794

VEHICLE CLASSIFICATION CODES:

F1. Motorcycles F2. Autos*

TRAFFIC FLOW BY DIRECTION



F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes* F4. Buses

F5. 2 Axle, 6-Tire Single Unit Trucks F6. 3 Axle Single Unit Trucks

F7. 4 or More Axle Single Unit Trucks

F8. 4 or Less Axle Vehicles, One Unit is a Truck

F9. 5 Axle Double Unit Vehicles, One Unit is a Truck F10. 6 or More Double Unit Vehicles, One Unit is a Truck F11. 5 or Less Axle Multi-Unit Trucks

F12. 6 Axle Multi-Unit Trucks

F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS FUNCTIONAL CLASS CODES:

RURAL URBAN SYSTEM

--- North - -South

PEAK HOUR DATA

01 11 PRINCIPAL ARTERIAL-INTERSTATE

02 12 PRINCIPAL ARTERIAL-EXPRESSWAY

02 14 PRINCIPAL ARTERIAL-OTHER

06 16 MINOR ARTERIAL

07 17 MAJOR COLLECTOR

08 17 MINOR COLLECTOR

09 19 LOCAL SYSTEM

SOURCE: NYSDOT DATA SERVICES BUREAU

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	**10**	**983**	**A.M.**	**10**	**1424**
South	**18**	**1029**	**P.M.**	**18**	**1515**

Attachment C

Motor Vehicle Traffic Related Noise Study Projections – 2030 No Build, 2030 With Build

EXISTING CONDITIONS - TRAFFIC COUNT, PASSENGER CAR EQUIVALENTS (PCES) AND FUTURE PROJECTIONS

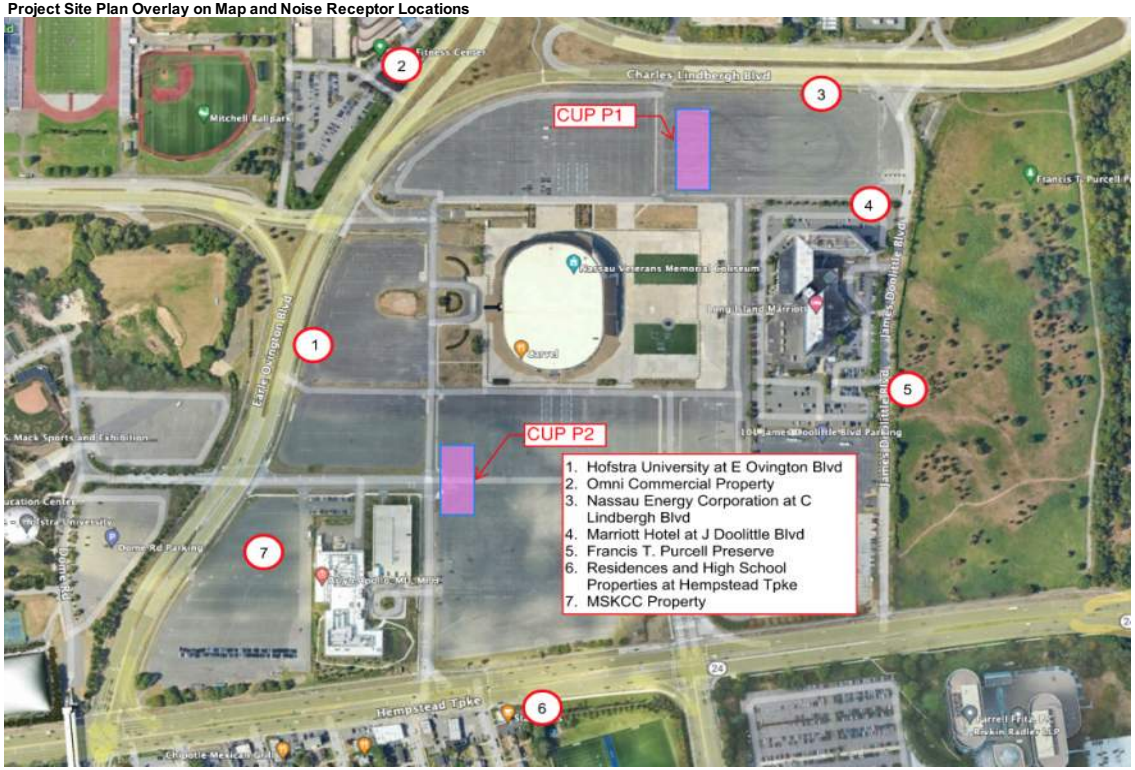
Project: Sands New York Integrated Resort
Projections: 2030 No Build
2030 With Build

Results of the noise monitoring program (at measurement/receptor locations are reported as existing conditions in the environmental assesment
To arrive at Future No Action/2030 No Build and Future With Action/2030 Build noise condition the results of the Future No Action/2030 No Build and Future With Action/2030 Build traffic analysis are used to compute total Noise PCEs passing each receptor site.
From the existing and Future No Action/2030 No Build and Future With Action/2030 Build traffic data, existing and Future No Action/2030 No Build and Future With Action/2030 Build No Build are used to compute total noise PCEs passing each receptor site.

Notes:
Data from traffic counts and locations of counts have been coordinated and coorelated with our noise study receptor locations
Traffic counts were assessed and extrapolated as necessary to correlate with site noise measurements
Worst case conditions have been assessed per our projection calculations

PCEs are calculated as follows:
Each automobile, motorcycle or light truck: 1 Noise PCEs
Each medium truck (light goods): 13 Noise PCEs
Each bus: 18 Noise PCEs
Each heavy truck (single unit & Articulated Truck): 47 Noise PCEs

Project Site Plan Overlay on Map and Noise Receptor Locations



Average Existing Weekday Noise Receptor (Baseline) Sound Levels

	Average Existing Weekday Sound Levels	
	Average Weekday Daytime (7AM – 10PM)	Average Weekday Nighttime (10PM – 7AM)
Receptor	Leq	Leq
1 - Hofstra University at E Ovington Blvd	70	62
2 – Omni Commercial Property	65	56
3 – Nassau Energy Corporation	74	65
4 – Marriott Hotel at J Doolittle Blvd	60	53
5 – Francis T. Purcell Preserve	59	53
6 – Residences and High School Properties at Hempstead Tpke	67	63
7 – MSKCC Property	59	53

Highest Existing Weekday Noise Receptor Sound Levels

	Highest Existing Weekday Sound Levels	
	Highest Daytime Weekday	Highest Nighttime Weekday
Receptor	Leq	Leq
1 - Hofstra University at E Ovington Blvd	74.9 (8:00AM – 9:00AM)	69 (6:00AM – 7:00AM)
2 – Omni Commercial Property	67 (8:00AM – 9:00AM)	63 (6:00AM – 7:00AM)
3 – Nassau Energy Corporation	78 (11:00AM – 12:00PM)	71 (6:00AM – 7:00AM)
4 – Marriott Hotel at J Doolittle Blvd	62 (7:00AM – 8:00AM)	59 (6:00AM – 7:00AM)
5 – Francis T. Purcell Preserve	61 (1:00PM – 2:00PM)	58 (6:00AM – 7:00AM)
6 – Residences and High School Properties at Hempstead Tpke	70 (4:00PM – 5:00PM)	68 (6:00AM – 7:00AM)
7 – MSKCC Property	63 (8:00AM – 9:00AM)	58 (6:00AM – 7:00AM)

Average Existing Weekend Noise Receptor (Baseline) Sound Levels

	Average Existing Weekend Sound Levels	
	Average Weekend Daytime (7AM – 10PM)	Average Weekend Nighttime (10PM – 7AM)
Receptor	Leq	Leq
1 - Hofstra University at E Ovington Blvd	68	61
2 – Omni Commercial Property	61	54
3 – Nassau Energy Corporation	70	62
4 – Marriott Hotel at J Doolittle Blvd	57	51
5 – Francis T. Purcell Preserve	57	51
6 – Residences and High School Properties at Hempstead Tpke	66	62
7 – MSKCC Property	59	53

Highest Existing Weekend Noise Receptor Sound Levels

	Highest Existing Weekend Sound Levels	
	Highest Daytime Weekend	Highest Nighttime Weekend
Receptor	Leq	Leq
1 - Hofstra University at E Ovington Blvd	72 (7:00PM – 8:00PM)	66 (10:00PM – 11:00PM)
2 – Omni Commercial Property	64 (2:00PM – 3:00PM)	58 (10:00PM – 11:00PM)
3 – Nassau Energy Corporation	72 (12:00PM – 1:00PM)	67 (10:00PM – 11:00PM)
4 – Marriott Hotel at J Doolittle Blvd	61 (11:00AM – 12:00PM)	55 (10:00PM – 11:00PM)
5 – Francis T. Purcell Preserve	60 (5:00PM – 6:00PM)	56 (10:00PM – 11:00PM)
6 – Residences and High School Properties at Hempstead Tpke	70 (2:00PM – 3:00PM)	65 (10:00PM – 11:00PM)
7 – MSKCC Property	64 (11:00AM – 12:00PM)	59 (10:00PM – 11:00PM)

PROJECTION CALCULATIONS - 2030 No Build, 2030 With Build

FNA NL = 10log(NA PCE/ E PCE) + E NL
FNA NL: future no action noise level
NA PCE: no action noise PCEs
E PCE: existing noise PCEs
E NL: existing noise level

Traffic Noise Projection Results (Highest Weekday Daytime Sound Levels)

	Existing		2030 No Build (NB)		2030 With Build (WB)	
Receptor	PCEs	LAeq	NB PCEs	LAeq	WB PCEs	LAeq
1 - Hofstra University at E Ovington Blvd	5263	74.9	5532	75.1	6624	75.9
2 – Omni Commercial Property	6204	67.0	6509	67.2	7457	67.8
3 – Nassau Energy Corporation	6014	77.8	6310	78.0	7228	78.9
4 – Marriott Hotel at J Doolittle Blvd	249	62.0	263	62.2	317	63.0
5 – Francis T. Purcell Preserve	198	61.0	209	61.2	252	62.0
6 – Residences and High School Properties at Hempstead Tpke	10440	69.8	10994	70.0	12877	70.7
7 – MSKCC Property	2626	63.0	2760	63.2	3305	64.0

Traffic Noise Projection Results (Highest Weekday Nighttime Sound Levels)

	Existing		2030 No Build (NB)		2030 With Build (WB)	
Receptor	PCEs	LAeq	NB PCEs	LAeq	WB PCEs	LAeq
1 - Hofstra University at E Ovington Blvd	1450	69.3	1524	69.5	1824	70.3
2 – Omni Commercial Property	2253	62.6	2363	62.8	2707	63.4
3 – Nassau Energy Corporation	1257	71.0	1318	71.2	1510	71.8
4 – Marriott Hotel at J Doolittle Blvd	125	59.0	132	59.2	159	60.0
5 – Francis T. Purcell Preserve	106	58.3	112	58.5	135	59.3
6 – Residences and High School Properties at Hempstead Tpke	6587	67.8	6936	68.0	8125	68.7
7 – MSKCC Property	812	57.9	853	58.1	1021	58.9

Traffic Noise Projection Results (Highest Weekend Daytime Sound Levels)

	Existing		2030 No Build (NB)		2030 With Build (WB)	
Receptor	PCEs	LAeq	NB PCEs	LAeq	WB PCEs	LAeq
1 - Hofstra University at E Ovington Blvd	2848	71.5	2967	71.7	6518	75.1
2 – Omni Commercial Property	2933	63.9	3056	64.1	4684	65.9
3 – Nassau Energy Corporation	2654	72.1	2765	72.3	4238	74.1
4 – Marriott Hotel at J Doolittle Blvd	443	60.7	472	61.0	642	62.3
5 – Francis T. Purcell Preserve	352	59.7	375	60.0	628	62.2
6 – Residences and High School Properties at Hempstead Tpke	9743	69.5	10375	69.8	13866	71.0
7 – MSKCC Property	3625	64.4	3780	64.6	4892	65.7

Traffic Noise Projection Results (Highest Weekend Nighttime Sound Levels)

	Existing		2030 No Build (NB)		2030 With Build (WB)	
Receptor	PCEs	LAeq	NB PCEs	LAeq	WB PCEs	LAeq
1 - Hofstra University at E Ovington Blvd	841	66.2	875	66.4	1924	69.8
2 – Omni Commercial Property	808	58.3	843	58.3	1896	62.0
3 – Nassau Energy Corporation	748	66.6	780	66.8	1755	70.3
4 – Marriott Hotel at J Doolittle Blvd	114	54.8	121	55.1	203	57.3
5 – Francis T. Purcell Preserve	143	55.8	153	56.1	256	58.3
6 – Residences and High School Properties at Hempstead Tpke	3704	65.3	3937	65.6	6470	67.7
7 – MSKCC Property	998	58.8	1040	59.0	1347	62.4

Attachment D

Stationary Sources Noise Projections – 2030 No Build, 2030 With Build Proposed Equipment Sound Data, Cut Sheets and Acoustic Attenuation Options

Trinity Consultants | CERAMI | Longman Lindsey

Stationary Sources Study

Noise propagation attenuation per distance per industry standards calculation as noted in texts such as Handbook of Noise Controln by Harris, Cyril and Environmental and architectural acoustics by Rindel, Jens Holger Maekawa, Z. Lord, Peter

Receptor Location	Distance Attunuation (dB)	Dominant Noise Source
1 - Hofstra University at E Ovington Blvd	35	CUP2
2 – Omni Commercial Property	38	CUP1
3 – Nassau Energy Corporation at C Lindbergh Blvd	33	CUP1
4 – Marriott Hotel at J Doolittle Blvd	35	CUP1
5 – Francis T. Purcell Preserve	38	CUP1
6 – Residences and High School Properties at Hempstead Tpke	37	CUP2
7 – MSKCC Property	36	CUP2

Stationary Source Sound Levels at CUP1 & CUP2 based on Proposed Equipment Sound Data
Maximum Sound Pressure Levels measured at 5 feet (dBA) 83

Notes: CUPS and building mechanical equipment is proposed to meet current manufacturers' acoustic standards
Attenuation to incorporates acoustic attenuation (silencers etc.) as needed

Projected Contribution of Stationary Sources to Receptors (dBA)

1 - Hofstra University at E Ovington Blvd	48
2 – Omni Commercial Property	45
3 – Nassau Energy Corporation at C Lindbergh Blvd	49
4 – Marriott Hotel at J Doolittle Blvd	48
5 – Francis T. Purcell Preserve	45
6 – Residences and High School Properties at Hempstead Tpke	46
7 – MSKCC Property	47

Average Weekday Daytime CUPs and Building Mechanical Equipment Sound Levels (dBA)

Receptor Location	Existing	2030 No Build	2030 Build	delta
1 - Hofstra University at E Ovington Blvd	70	70	70	-
2 – Omni Commercial Property	65	65	65	-
3 – Nassau Energy Corporation at C Lindbergh Blvd	74	74	74	-
4 – Marriott Hotel at J Doolittle Blvd	60	60	60	-
5 – Francis T. Purcell Preserve	59	59	59	-
6 – Residences and High School Properties at Hempstead Tpke	67	67	67	-
7 – MSKCC Property	59	59	59	-

Average Weekend Daytime CUPs and Building Mechanical Equipment Sound Levels (dBA)

Receptor Location	Existing	2030 No Build	2030 Build	delta
1 - Hofstra University at E Ovington Blvd	68	68	68	-
2 – Omni Commercial Property	61	61	61	-
3 – Nassau Energy Corporation at C Lindbergh Blvd	70	70	70	-
4 – Marriott Hotel at J Doolittle Blvd	57	57	58	+1
5 – Francis T. Purcell Preserve	57	57	57	-
6 – Residences and High School Properties at Hempstead Tpke	66	66	66	-
7 – MSKCC Property	59	59	59	-

Average Weekday Nighttime CUPs and Building Mechanical Equipment Sound Levels (dBA)

Receptor Location	Existing	2030 No Build	2030 Build	delta
1 - Hofstra University at E Ovington Blvd	62	62	62	-
2 – Omni Commercial Property	56	56	56	-
3 – Nassau Energy Corporation at C Lindbergh Blvd	65	65	65	-
4 – Marriott Hotel at J Doolittle Blvd	53	53	54	+1
5 – Francis T. Purcell Preserve	53	53	54	+1
6 – Residences and High School Properties at Hempstead Tpke	63	63	63	-
7 – MSKCC Property	53	53	54	+1

Average Weekend Nighttime CUPs and Building Mechanical Equipment Sound Levels (dBA)

Receptor Location	Existing	2030 No Build	2030 Build	delta
1 - Hofstra University at E Ovington Blvd	61	61	61	-
2 – Omni Commercial Property	54	54	55	+1
3 – Nassau Energy Corporation at C Lindbergh Blvd	62	62	62	-
4 – Marriott Hotel at J Doolittle Blvd	51	51	53	+2
5 – Francis T. Purcell Preserve	51	51	53	+1
6 – Residences and High School Properties at Hempstead Tpke	62	62	62	-
7 – MSKCC Property	53	53	54	+1

Configuration

Model: NYP1800A4°J70000

Code	NYP
Size	1800
Version	A - High efficiency
System type	4 - 4-pipe systems
Coils	° - Copper pipes and aluminium fins
Fans	J - Inverter
Power supply	7 - 460V/3/60Hz with circuit breakers
User side pump	00 - No
DHW side pump	00 - No

Images are for reference purposes only and may not represent exactly the configured model in this document.

Notes

Data shown is calculated without soft-starter and/or power factor correction devices.
ETL certification in progress
Preliminary data

Selection data

Cooling		
Capacity	ton	119.2
Input power	kW	160.2
Input current	A	236
EER	Btu/W	8.92
IPLV.SI	Btu/W	16.92
Height above sea level	ft	0
Dry bulb air inlet temperature	°F	95.0
Inlet water temperature	°F	52.0
Outlet water temperature	°F	40.0
Propylene glycol	%	40
Water flow rate	gpm	261.3
Pressure drops	ft H2O	8.6
Fouling factor	(h ft² °F)/Btu	0

IPLV.IP calculated as per AHRI standard 550/590.
IPLV.SI calculated as per AHRI standard 551/591.

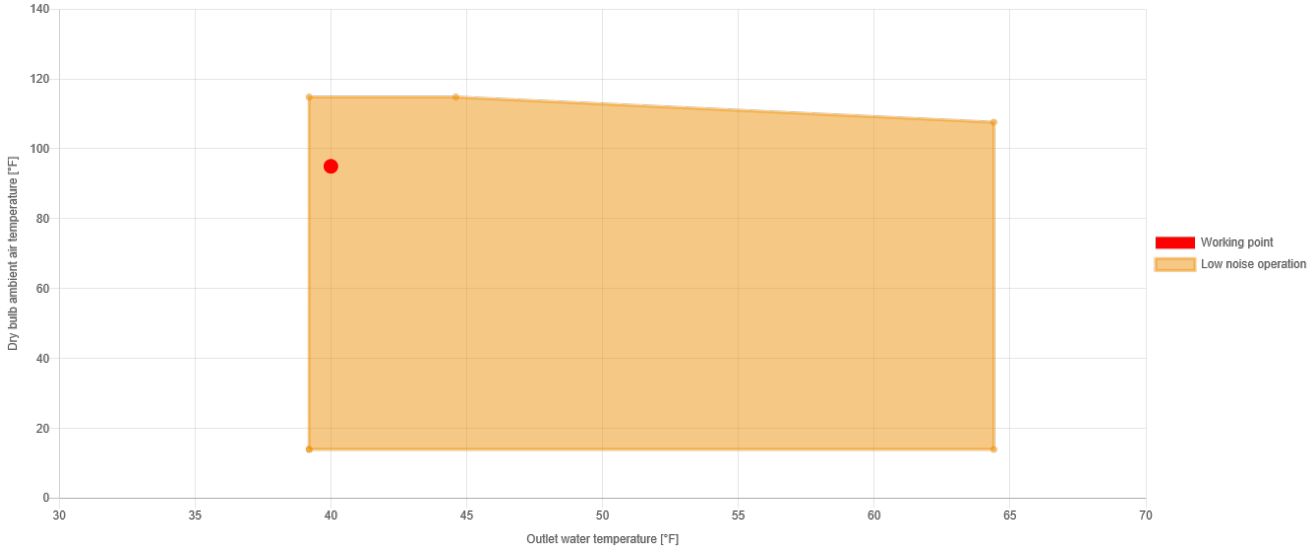
Heating		
Capacity	Btu/h	1,055,396
Input power	kW	143.1
Input current	A	218
COP	kW/kW	2.16
Dry bulb ambient air temperature	°F	10.0
Wet bulb ambient air temperature	°F	8.6
Inlet water temperature	°F	93.0
Outlet water temperature	°F	105.0
Propylene glycol	%	40
Water flow rate	gpm	190.5
Pressure drops	ft H2O	3.81
Fouling factor	(h ft² °F)/Btu	0

Simultaneous operation		
Cooling capacity	ton	120.4
Heating capacity	Btu/h	1,969,222
Input power	kW	135.0
Input current	A	199
TER	kW/kW	7.41

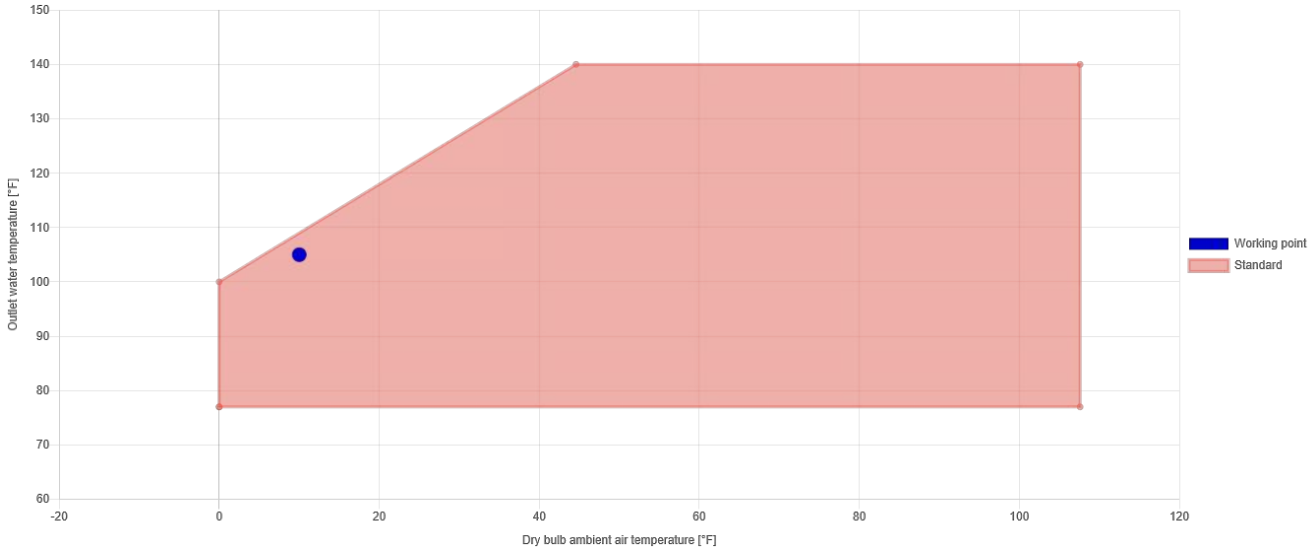
		Cooling	Heating
Inlet water temperature	°F	51.8	84.4
Outlet water temperature	°F	40.0	105.0
Propylene glycol	%	40	40
Water flow rate	gpm	261.3	190.8
Pressure drops	ft H2O	8.6	3.81
Fouling factor	(h ft² °F)/Btu	0	0

Working field

Cooling



Heating



General data

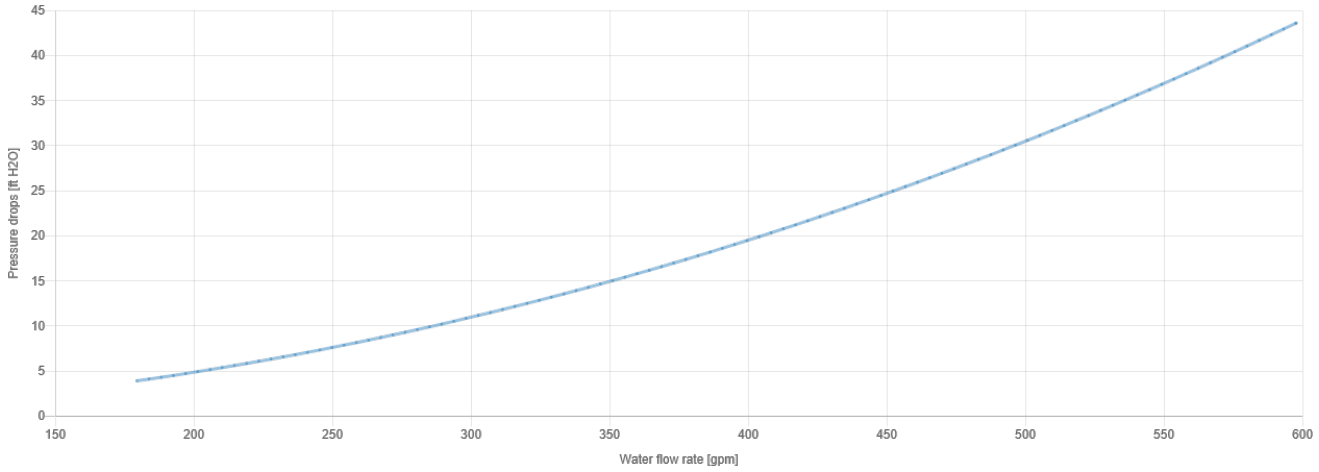
Refrigerant circuit data		
Refrigerant		R454B
Driver		On-Off
Compressor type		Scroll
Number of compressors	n.	4
Number of cooling circuits	n.	2

Refrigerant gas charge	C1	lb	110.23
	C2	lb	110.23
Oil charge	C1	US gal	3
	C2	US gal	3

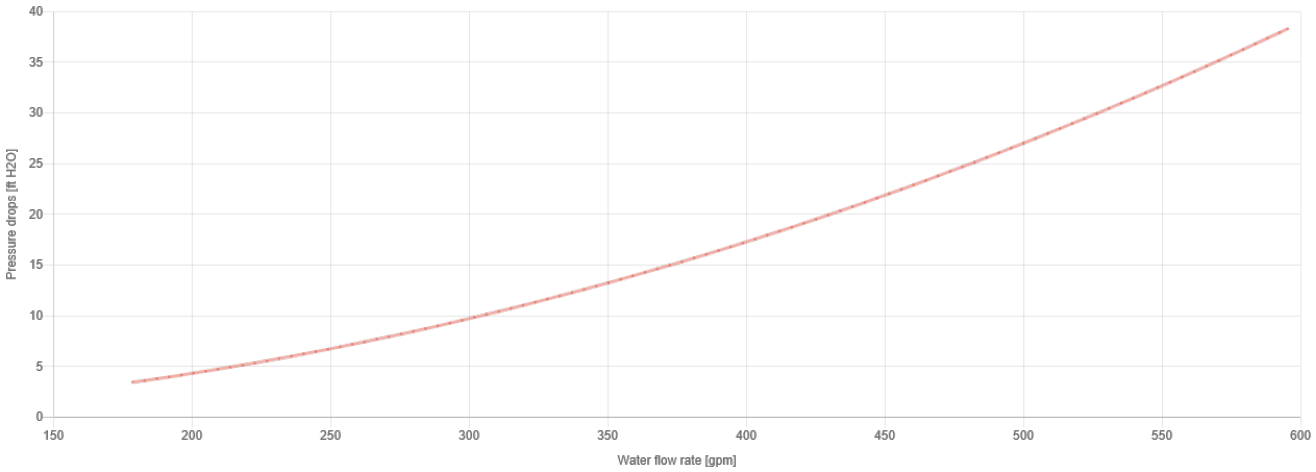
Fan group data (Cooling)			
Driver			Inverter modulation
Fan type			Axial
Number of fans		n.	10
Air flow rate		cfm	111,829.8

Fan group data (Heating)			
Driver			Inverter modulation
Fan type			Axial
Number of fans		n.	10
Air flow rate		cfm	100,058.2

Water circuit data			
Exchanger type			Plate
Number of exchangers		n.	1
Connections type			Grooved joints
Water connections	inlet	Ø	3"
	outlet	Ø	3"

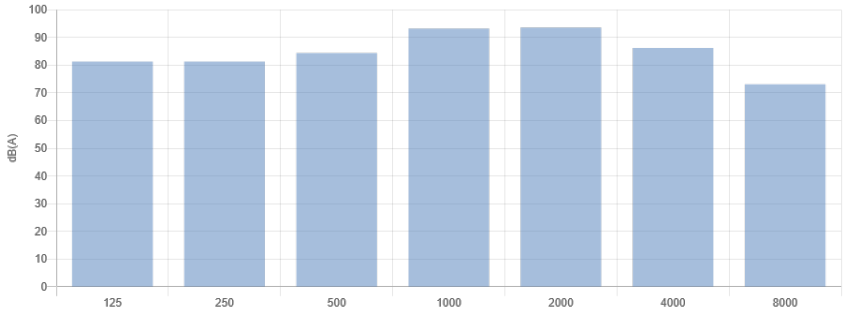


Water circuit data (recovery side)			
Exchanger type			Plate
Number of exchangers		n.	2
Connections type			Grooved joints
Water connections	inlet	Ø	3"
	outlet	Ø	3"



Sound data (nominal cooling data)		
Sound power - Lw	dB(A)	97.3
Sound pressure at 32.81 ft	dB(A)	64.7

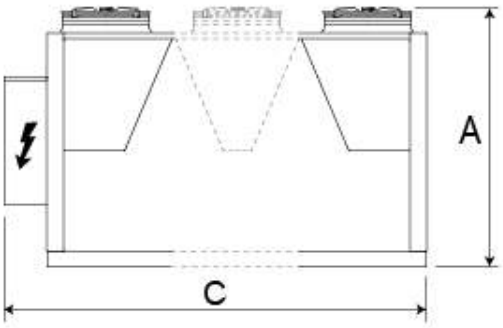
Hz	Lw [dB]	Lw [dB(A)]
125	97.4	81.3
250	89.9	81.3
500	87.6	84.4
1000	93.2	93.2
2000	92.4	93.6
4000	85.2	86.2
8000	74.2	73.1

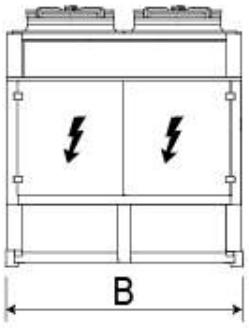


The sound levels are given at full load, without pumps (if available) and at nominal conditions (air temperature: 95.0 °F, water temperature (in/out): 54.0/44.0 °F).

Electric data		
Locked Rotor Amps (LRA)	A	737.91
Minimum Circuit Ampacity (MCA)	A	450.00
Maximum Overcurrent Protection (MOP)	A	500.00
Power supply		460V/3/60Hz with circuit breakers

Dimensions and weights		
A - Height	in	96.46
B - Width	in	86.61
C - Length	in	250
Empty weight	lb	14,330.04
Shipping weight	lb	14,330.04





Sound Estimate

Air Source Heat Pumps

Equipment Cut Sheets with Sound Levels Data/Testing

Job: FossilX-LT8

Engineer:

The estimated sound data for this job was calculated using 16, 'Whispair 800-EC 100% FOSSIL-X' fans, 8, 'FOSSIL-X-50Y' compressors, and 0 pumps. The 'A-Weighted Sound Power levels are shown below.'

A-Weighted Sound Power

Frequency (Hz)

63	125	250	500	1000	2000	4000	8000	Total
64	75	83	90	95	91	88	77	98

The above sound data is not tested data, rather it is calculated for a free field area using the sound levels of each component published by the respective manufacturer base on ARI and ANSI standards. These are not certified ratings and there has been no consideration taken into account regarding the directional affects or affects from the surroundings of the actual job site installation. This data is to be used for informational purposes only.

Air Source Heat Pumps

Equipment Cut Sheets with
Sound Levels Data/Testing

TECHNICAL
SYSTEMS
DIVISION RAE CORPORATION

[redacted]

Factory Witness Test Submittal

PR: 142771

4/28/2022

Account Managers: [redacted]

Project Engineer:

Gil-Bar Industries
Kelley Krueger
Sara Sinclair

TECHNICAL SYSTEMS
DIVISION RAE CORPORATION

Program Overview and Approach

The Technical Systems scope of this project includes these specific testing procedures:

1. Alarm Functionality Test
2. Compressor vibration test
3. Acoustical test

Primary Alarm Functionality Test:

1. High pressure alarm.
    a. While operating one circuit in cooling mode, airflow across the outdoor coil will be blocked causing high refrigerant pressure. Short circuiting contacts to trigger the alarm is not acceptable.
    b. Confirm the high-pressure safety properly, disables the circuit, and indicates an alarm.
2. Low pressure alarm.
    a. While operating one circuit in cooling mode, simulate a low evaporator pressure situation by restricting refrigerant flow. Short circuiting contacts to trigger the alarm is not acceptable.
    b. Confirm the low-pressure safety functions properly, disables the circuit, and indicates an alarm.

Compressor Vibration Test:

One ASHP will be subjected to a compressor vibration test as part of its factory QA/QC process. This test will be performed at the Technical Systems factory testing facility in Pryor, Oklahoma. The ASHP will be located in an open-air outdoor environment. The compressors will be operated to identify possible harmonic frequencies in the ASHP structure. Fluid temperature and ambient temperature will be recorded but are not controlled during this test.

The ASHP will be connected to the Technical Systems testing stand, filled with water, and a hot water heat load provided. Circuits will be operated in cooling mode.

Measurement device to be Emerson CSI 2140 Vibration Analyzer and 100mv/g magnetically applied accelerometer.

Vibration Testing Process:

1. Vibration sensors will be mounted to the compressors. Each compressor will be functionally operated at their fully loaded condition. Each circuit will be operated sequentially until all 7 circuits have been tested. Access permitting, measurements will be taken within both the vertical and horizontal axis.
2. The resulting measurements will be evaluated visually for any indication of excessive vibration.
3. Should an indication be seen, then a diagnostic Bump Test will be performed to identify any possible harmonic with the device or structure. If a harmonic is found, then the root cause and potential fix will be evaluated.

During the vibration test, the ASHP will be mounted on temporary rollers and block supports resting on a concrete floor. The quantity and location of the supports will not duplicate field conditions, so results may change once final installation is complete.

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ASHP Acoustical Test:

One ASHP will be subjected to an acoustical test per the following procedure and diagrams. Test location will be the Technical Systems factory testing facility in Pryor, Oklahoma. The ASHP will be located in an open-air outdoor environment on a solid concrete pad. Fluid temperature and ambient temperature are not controlled during this test.

The ASHP will be connected to the Technical Systems testing stand. The test stand pumps will flow the appropriate GPM of pure water. A hot water boiler bank will apply a heat load. Circuits will be operated in cooling mode. Three circuits will be operated together at one time with each circuit operating at full compressor load. Test will be performed sequentially until all circuits have been tested.

Sound measurements will be taken in full 8 octave band, dBa. Before beginning the acoustical test, ambient sound will be measured at each location with all chiller operation off. The sound measurement locations are shown in Figure 4 and Figure 5. Measurement device to be Bruel and Kjaer model 2270 Sound Level Meter.

After testing is complete, ambient influence will be evaluated and mathematical corrections made if necessary. Final results will be assembled into a formal report.

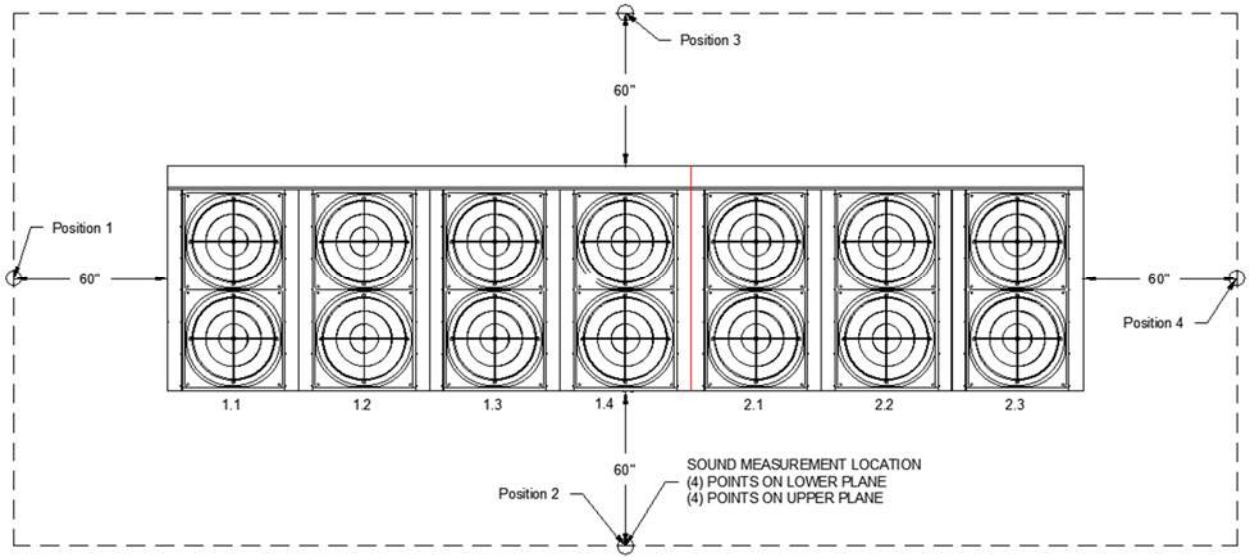

Figure 4: Plan View Acoustical Measurement Location

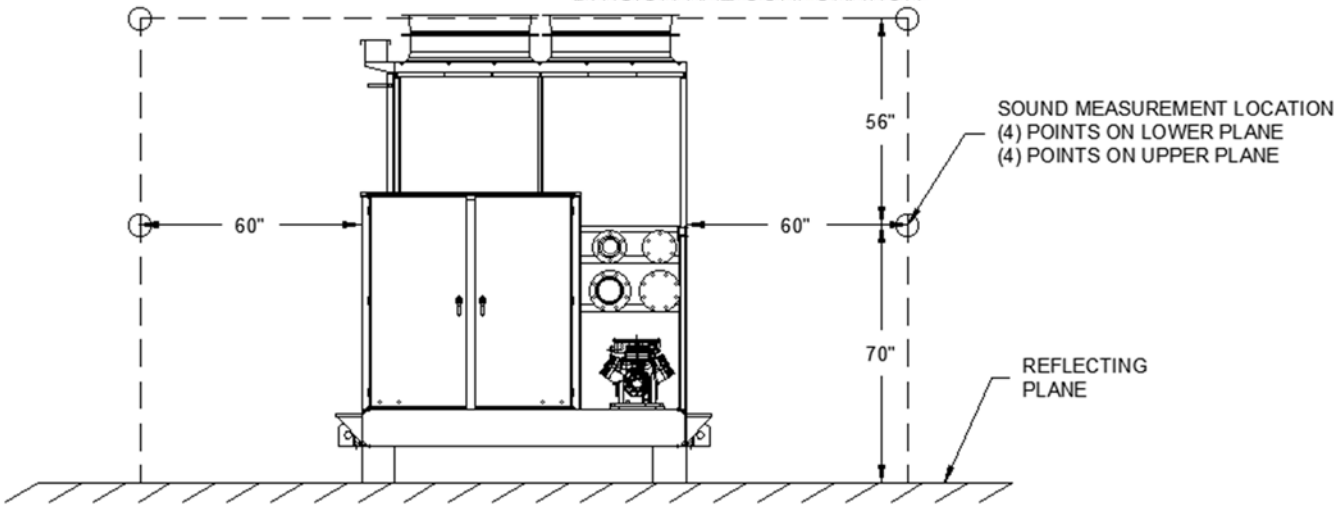

Figure 5: Elevation View Acoustical Measurement Location

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Factory Witness Test Verification Checklist

Project Name: [redacted]

Unit Model: 30A5-350-7

Unit Serial Number: 142771-001-002

Checklist to be completed by the Technical Systems supervising technician to confirm the individual steps of the testing process have been completed. Ambient and fluid temperatures are not recorded or precisely controlled during these functionality tests. Circuits are manually enabled to ensure the correct modules are operating according to the needs of the test.

Acoustical test results will be provided within 1-2 weeks as a final report including the measured values at each point, corrected for the ambient measurements.

Primary Alarm Functionality Test:

High Pressure Alarm

- One circuit operating in cooling mode. Fan speed controlled via module controller according to head pressure. Record current high pressure safety set point.
  - ☑ Yes
- Head pressure will be artificially forced to increase by manually reducing the maximum fan speed. For safety of the system components, this will be done at a slow and controlled rate.
  - ☑ Yes
- Witness head pressure through the face of the controller. Confirm safety trip when pressure rises above set point. Confirm module shut down.
  - ☑ Yes
- View alarm status indication on the ASHP controller.
  - ☑ Yes

Low Pressure Alarm

- One circuit operating in cooling mode. Fan speed controlled via module controller according to head pressure. Record current low pressure safety set point.
  - ☑ Yes
- Suction pressure will be artificially forced to reduce by increasing the expansion valve superheat set point. This will force the CHW expansion valve to close and the suction pressure to lower. For safety of the system components, this will be done at a slow and controlled rate.
  - ☑ Yes
- Witness suction pressure through the face of the controller. Confirm safety trip when pressure falls below set point. Confirm module shut down.
  - ☑ Yes
- View alarm status indication on the ASHP on board controller.
  - ☑ Yes

Alarm Functionality Test Complete:

Supervising Technician: _____

Compressor Vibration Test:

- One ASHP supported over concrete by temporary rollers and support blocks.
- One circuit operating in cooling mode. All other circuits disabled in Service Mode.
- Circuits will be tested one at a time. Apply vibration sensor to compressor and view resulting measurements. If no indications of harmonic are present, then switch mode on the next circuit to enable operation and disable the previous circuit by placing into Service Mode.

- Confirm no indication of potential harmonic. Should an indication of harmonic be seen, then perform a diagnostic bump test to identify potential source.

Harmonic Measurement Checklist

Circuit ID#	Test Pass	Bump Required	Notes:
1.1	☑ Yes	☐ Yes, ☑ No	
1.2	☑ Yes	☐ Yes, ☑ No	
1.3	☑ Yes	☐ Yes, ☑ No	
1.4	☑ Yes	☐ Yes, ☑ No	
2.1	☑ Yes	☐ Yes, ☑ No	
2.2	☑ Yes	☐ Yes, ☑ No	
2.3	☑ Yes	☐ Yes, ☑ No	

Compressor Vibration test complete:

Supervising Technician: _____

ASHP Acoustical Test:

- One ASHP located in open area and supported over concrete by temporary rollers and support blocks.
  - ☑ Yes
- Ambient measurements taken at each of the four locations indicated in the drawing. Sensor held at standing height.
  - ☑ Position 1
  - ☑ Position 2
  - ☑ Position 3
  - ☑ Position 4
- Enable ASHP to begin operation in cooling mode. Operate the appropriate circuits according to the position being measured. Maximum of 3 circuits in operation at one time.
  - The fan speed will be manually fixed to match the intended design speed, thus more accurately emulating the design conditions.

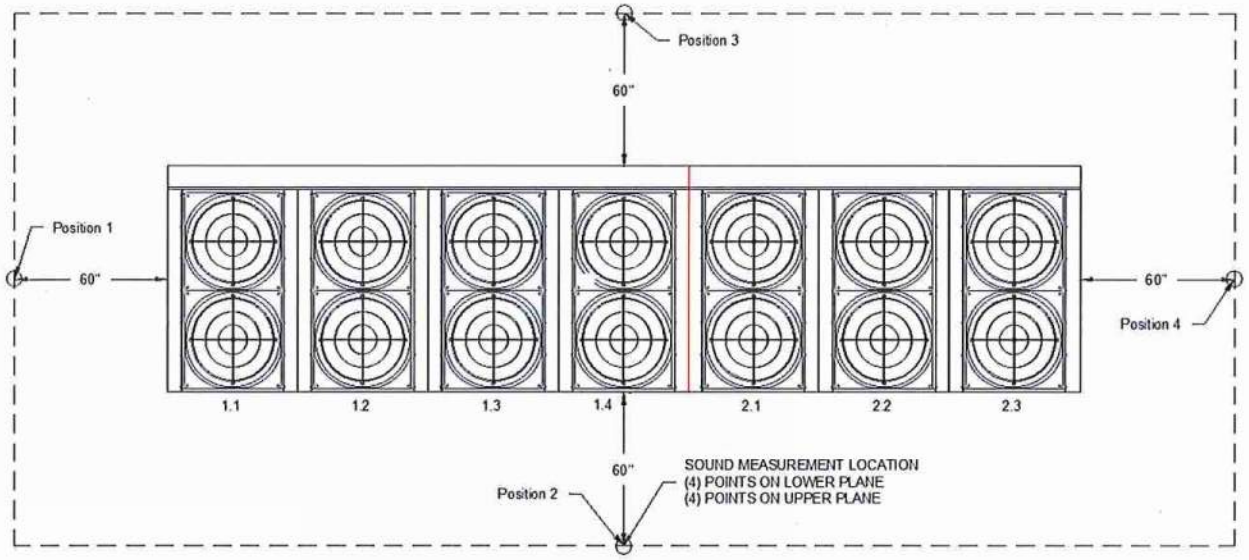
- Record sound pressure using calibrated sound meter in full octave format in dBa. Each position includes two measurement points, Elevation 1 and elevation 2.

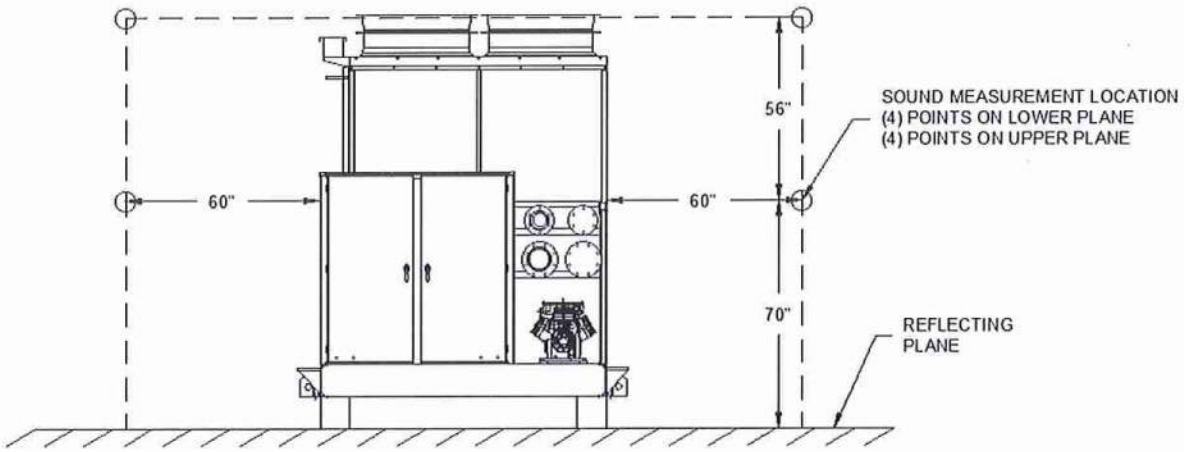
Measurement Checklist

Position	Elevation	Modules Running	Measured
1	Low	1.1, 1.2, 1.3	☑ Yes
1	High	1.1, 1.2, 1.3	☑ Yes
2	Low	1.3, 1.4, 2.1	☑ Yes
2	High	1.3, 1.4, 2.1	☑ Yes
3	Low	1.3, 1.4, 2.1	☑ Yes
3	High	1.3, 1.4, 2.1	☑ Yes
4	Low	2.1, 2.2, 2.3	☑ Yes
4	High	2.1, 2.2, 2.3	☑ Yes

Acoustical test complete

Supervising Technician: _____




56"
60"
60"
70"
SOUND MEASUREMENT LOCATION
(4) POINTS ON LOWER PLANE
(4) POINTS ON UPPER PLANE
REFLECTING
PLANE

TECHNICAL SYSTEMS
DIVISION RAE CORPORATION

142771 - Pr[redacted] Sound Test Results

4/28/2022

Submittal Test Points			Ambient Corrected "A" Weighted Sound Pressure at 5Ft								
Position	**Elevation**	**Modules Running**	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**8000**	**Total**
1	Low	1.1, 1.2, 1.3	70.3	67.0	67.9	66.1	68.2	63.8	47.8	50.6	75.5
1	High	1.1, 1.2, 1.3	45.5	61.5	66.4	66.1	67.1	61.9	54.8	44.2	72.3
2	Low	1.3, 1.4, 2.1	48.0	67.9	69.4	71.5	77.1	72.6	62.7	58.1	80.0
2	High	1.3, 1.4, 2.1	45.8	62.7	66.3	73.4	76.6	69.5	60.1	54.7	79.2
3	Low	1.3, 1.4, 2.1	52.0	57.9	65.4	70.0	72.0	67.1	54.0	53.7	75.5
3	High	1.3, 1.4, 2.1	40.0	62.3	65.9	67.2	69.7	65.2	50.7	49.7	73.8
4	Low	2.1, 2.2, 2.3	49.1	61.1	66.8	68.9	69.8	66.7	59.3	55.6	74.7
4	High	2.1, 2.2, 2.3	40.8	64.1	67.7	66.5	69.5	65.2	61.0	52.9	74.3

Customer Requested 100% Fan			Ambient Corrected "A" Weighted Sound Pressure at 5Ft								
Position	**Elevation**	**Modules Running**	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**8000**	**Total**
3	Low	1.2, 1.3, 1.4	52.3	61.9	67.7	71.4	73.2	69.1	63.0	57.2	77.3

Field Services

Asset Reliability

Customer: RAE Corp.

Location: Pryor, OK

Point of Contact: Jarred Walker

Date: 04/05/22

R.O. Number: 69491

Technician: John Couch II

Job Description: Vibration Analysis

Equipment Used: CSI 2140

Last Calibration: February 15, 2022

Vibration Report

Evans Enterprises

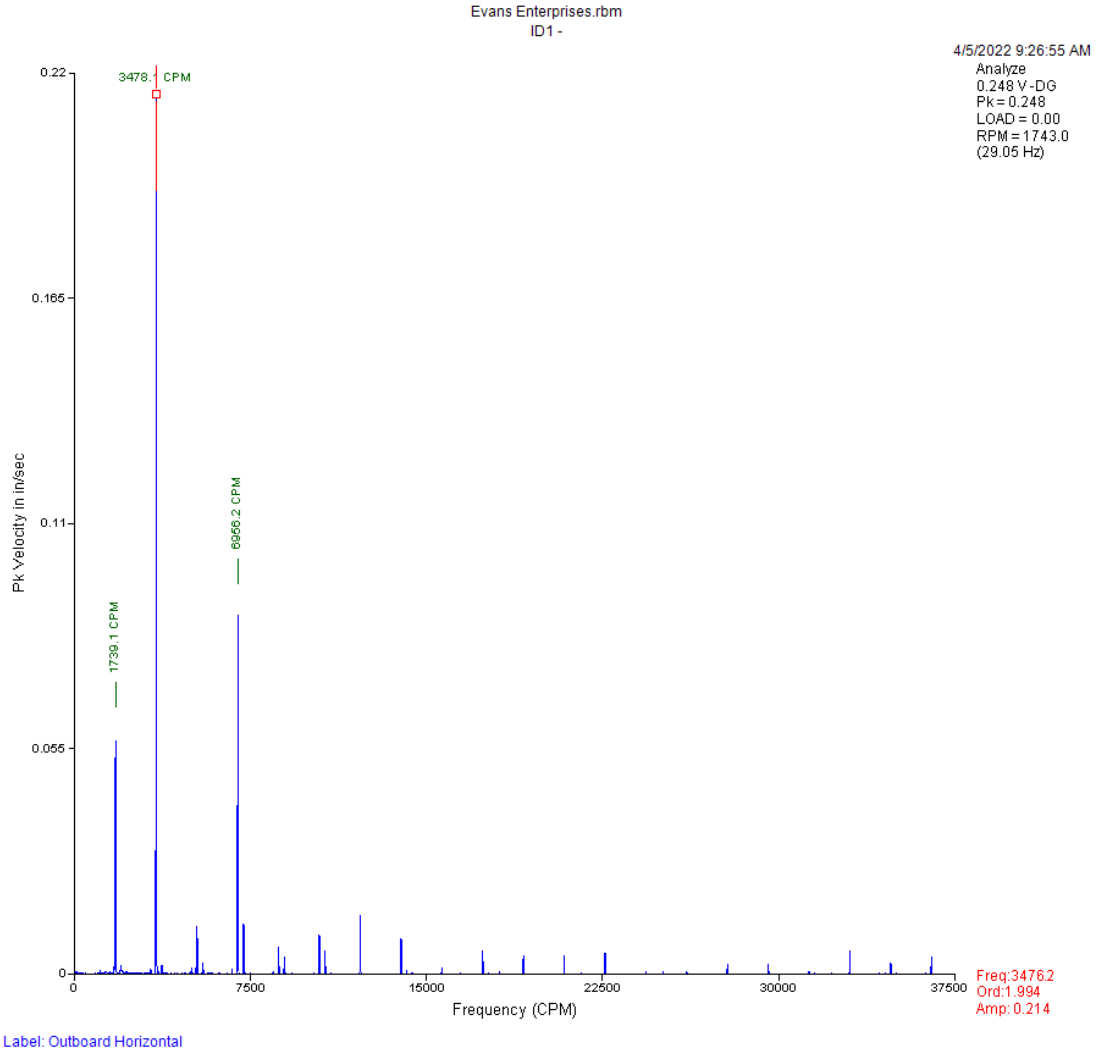
2002 Southwest Blvd

Tulsa, OK 74107

918-587-1566

WWW.GOEVANS.COM

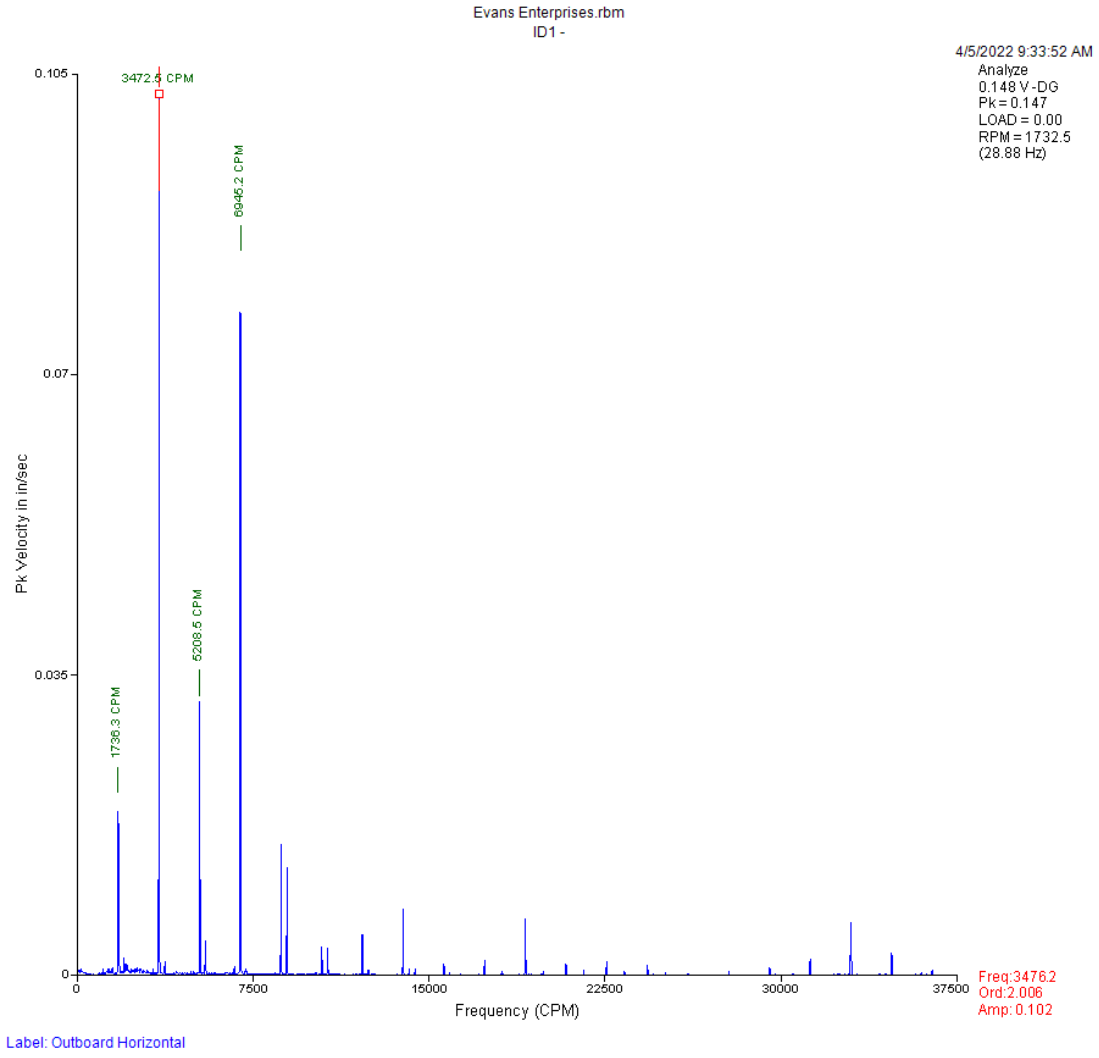
Compressor C1 2.1.1	
Point Identification	**Measured Velocity (IPS Peak)**
Motor Outboard Horizontal	**0.248 IPS**
Motor Outboard Vertical	**0.105 IPS**
Motor Outboard Axial	**0.035 IPS**



Observations & Recommendations

Vibration data was collected on the outboard end of the unit while the compressor was loaded. The vibration in the compressor is currently at a warning level with the dominant peak in the spectral data at 2x the running speed.

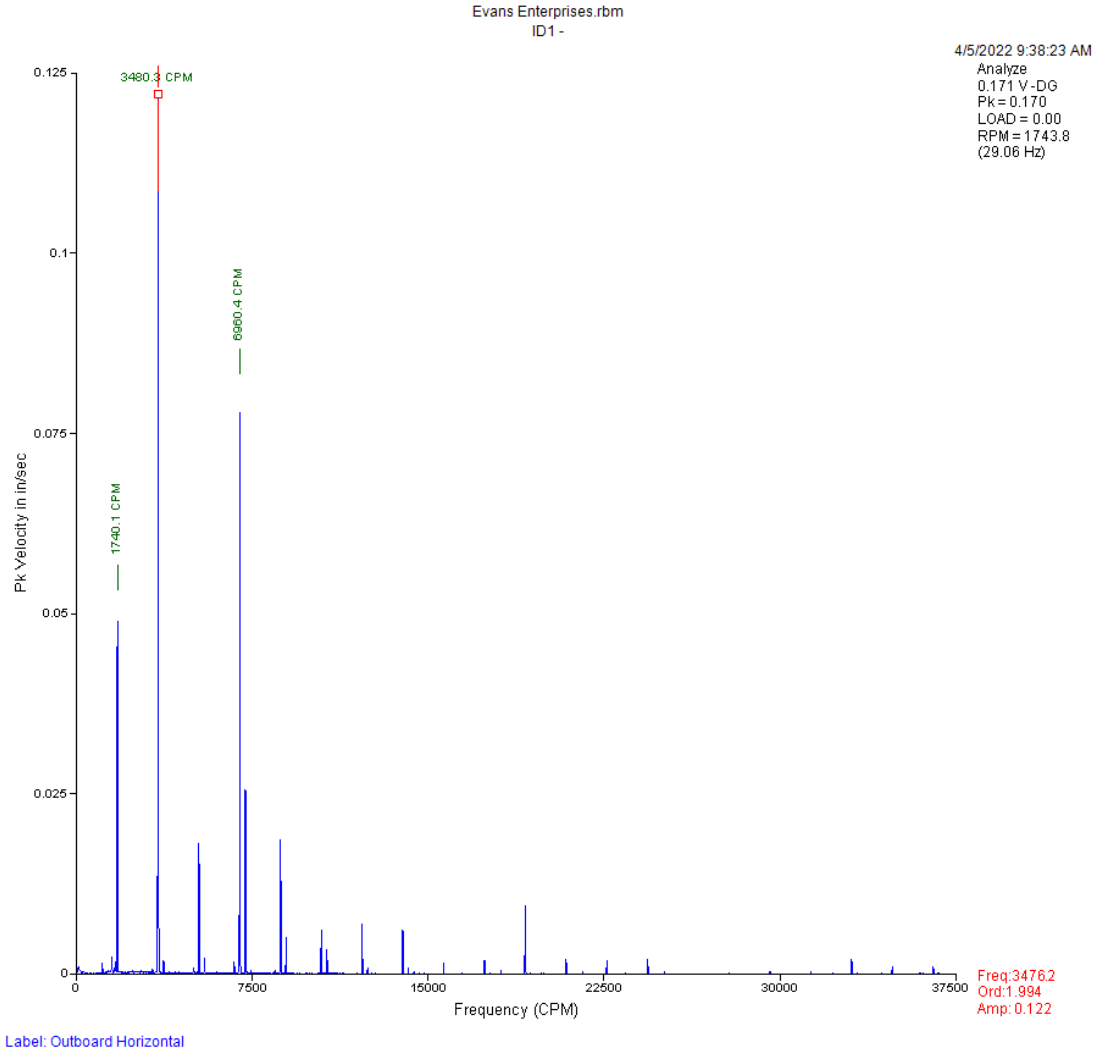
Compressor C1 2.1.2	
Point Identification	**Measured Velocity (IPS Peak)**
Motor Outboard Horizontal	**0.148 IPS**
Motor Outboard Vertical	**0.124 IPS**
Motor Outboard Axial	**0.038 IPS**



Observations & Recommendations

The vibration is currently at an acceptable level. No action is recommended at this time.

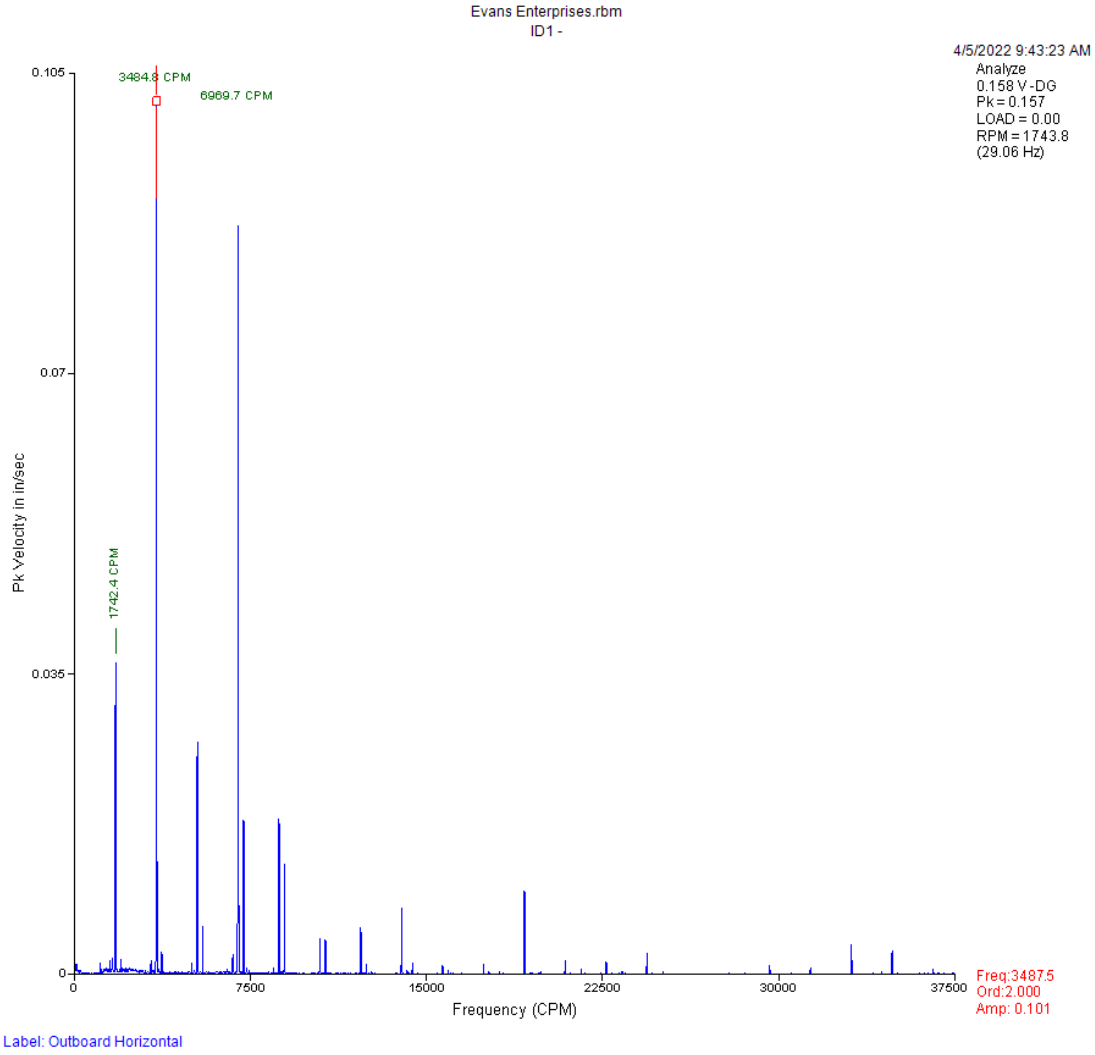
Compressor C1 2.1.3	
Point Identification	**Measured Velocity (IPS Peak)**
Motor Outboard Horizontal	**0.171 IPS**
Motor Outboard Vertical	**0.094 IPS**
Motor Outboard Axial	**0.026 IPS**



Observations & Recommendations

The vibration is currently at an acceptable level. No action is recommended at this time.

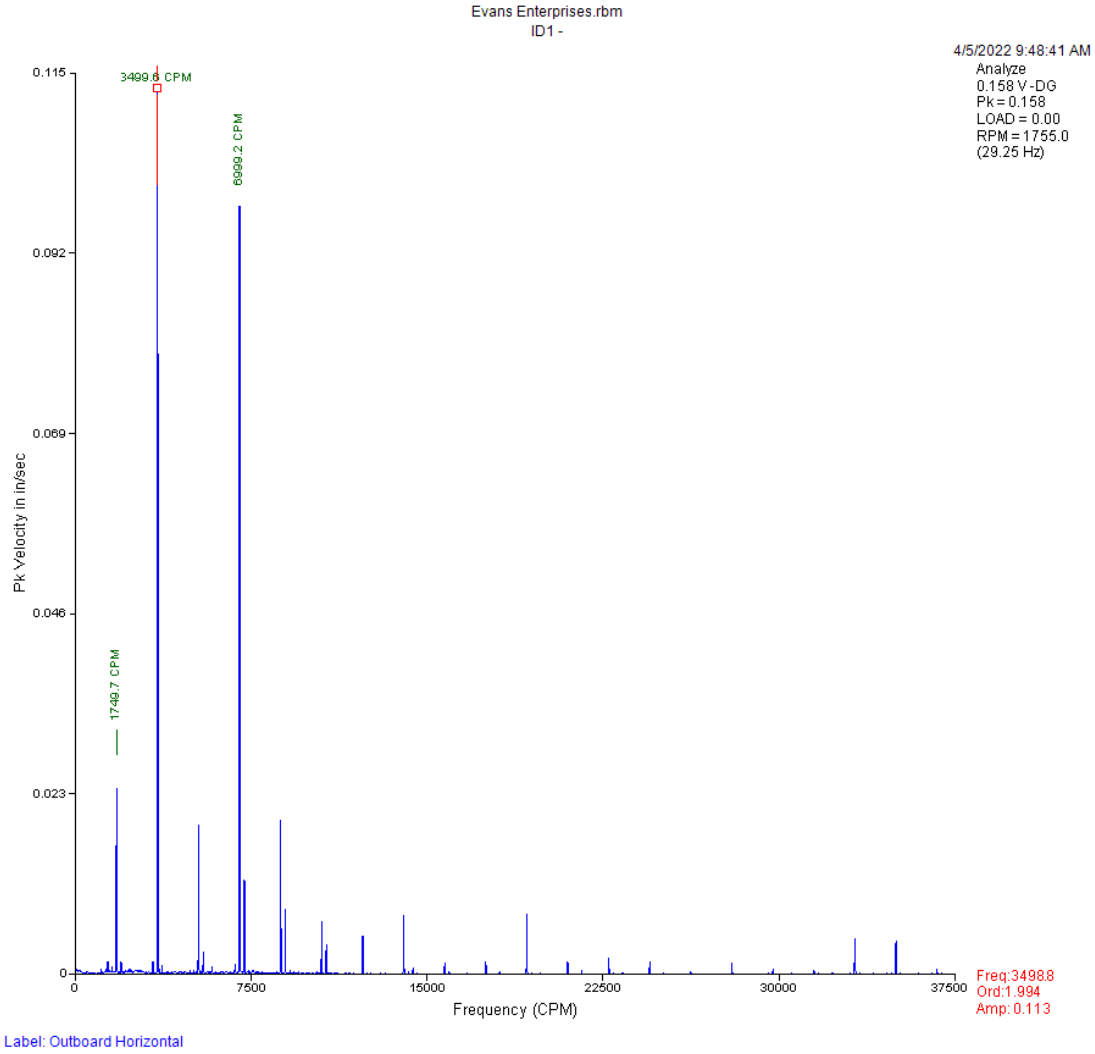
Compressor C1 2.1.4	
Point Identification	**Measured Velocity (IPS Peak)**
Motor Outboard Horizontal	**0.158 IPS**
Motor Outboard Vertical	**0.118 IPS**
Motor Outboard Axial	**0.032 IPS**



Observations & Recommendations

The vibration is currently at an acceptable level. No action is recommended at this time.

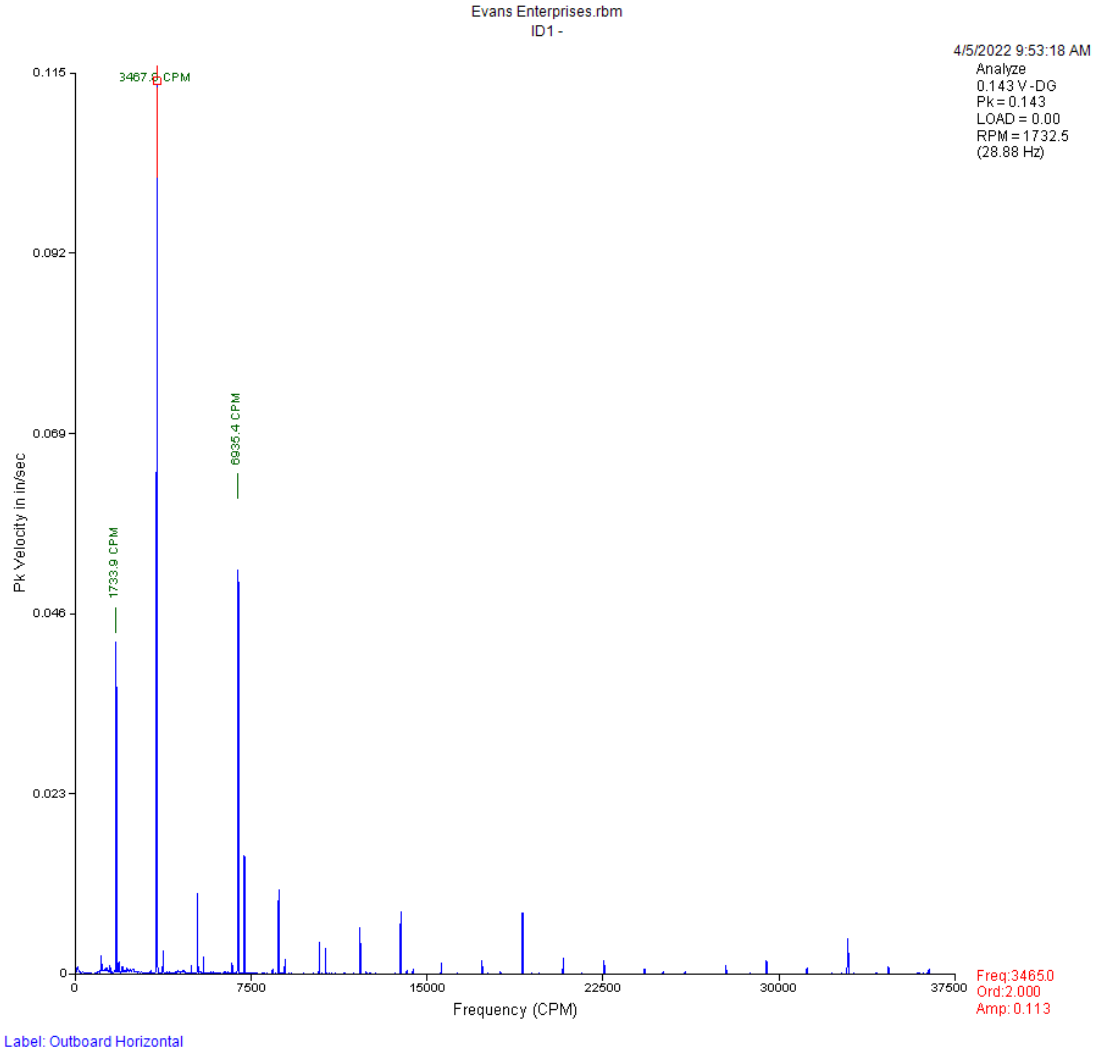
Compressor C1 2.2.1	
Point Identification	**Measured Velocity (IPS Peak)**
Motor Outboard Horizontal	**0.158 IPS**
Motor Outboard Vertical	**0.109 IPS**
Motor Outboard Axial	**0.028 IPS**



Observations & Recommendations

The vibration is currently at an acceptable level. No action is recommended at this time.

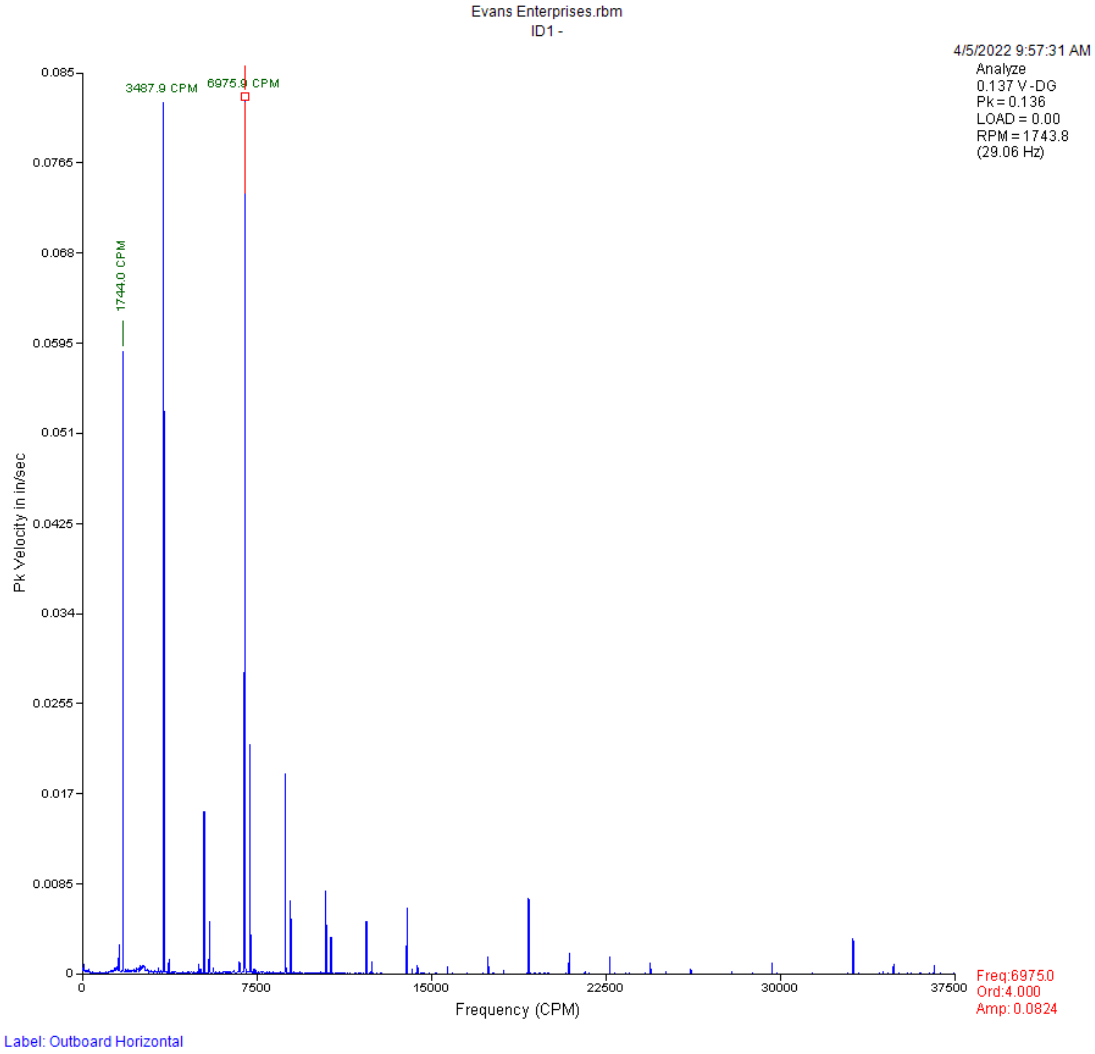
Compressor C1 2.2.2	
Point Identification	**Measured Velocity (IPS Peak)**
Motor Outboard Horizontal	**0.143 IPS**
Motor Outboard Vertical	**0.072 IPS**
Motor Outboard Axial	**0.029 IPS**



Observations & Recommendations

The vibration is currently at an acceptable level. No action is recommended at this time.

Compressor C1 2.2.3	
Point Identification	**Measured Velocity (IPS Peak)**
Motor Outboard Horizontal	**0.137 IPS**
Motor Outboard Vertical	**0.095 IPS**
Motor Outboard Axial	**0.044 IPS**



Observations & Recommendations

The vibration is currently at an acceptable level. No action is recommended at this time.

TECHNICAL
SYSTEMS
DIVISION RAE CORPORATION

Calibration Certificates

TEZZCO

1810 Military Rd. Suite 100

Buffalo, NY 14217

Phone: 716-652-5440 - Fax: 716-655-3334

CALIBRATION CERTIFICATE

Calibration Cert# 420215.B **Tag#** 127909

Model: CSI 2140-4 **S/N:** B21401205513 **Software Ver:** 1.3.12.3 **Rev:** 09

	CH A	CH B	CH C	CH D
Accelerometer Gain Factor	1.0068	1.0025	1.0037	1.0008
Accelerometer Offset Factor	-0.0004	-0.0004	-0.0001	-0.0001
~~Volts AC Gain Factor~~	0.9986	0.9984	0.9995	1.0003
Volts AC Offset Factor	.0000	.0000	0.0000	0.0000
Volts DC Gain Factor	0.9986	0.9984	0.9995	1.0003
Volts DC Offset Factor	0.0124	0.0238	0.0279	0.0088
Tach Gain Factor	0.9912	0.9912	0.9912	0.9912
Tach DC Offset Factor	-0.0859	-0.0859	-0.0859	-0.0859

Anthony Cipoletti

Calibration Date: 15-Feb-22

Calibration Due: 14-Feb-23

(TEZZCO Form TZ2140-SM) See TEZZCO Form TZ2140-LG for Reference Source Equipment NIST Calibration Reference Information

HBK HOTTINGER BRÜEL & KJÆR
The Calibration Laboratory
Skodsborgvej 307, DK-2850 Nærum, Denmark

ilac-MRA DANAK
CAL Reg.No. 307
Member of EA MLA

CERTIFICATE OF CALIBRATION

No: CDK2105749 Page 1 of 12

CALIBRATION OF

Sound Level Meter:	Brüel & Kjær Type 2270	No: 3029955	Id: -
Microphone:	Brüel & Kjær Type 4189	No: 3293253	
PreAmplifier:	Brüel & Kjær Type ZC-0032	No: 31036	
Calibrator:	None		
Software version:	BZ7222 Version 4.7.6	Pattern Approval:	-
Instruction manual:	BE1712-22		

CUSTOMER

RAE Corporation
4492 Hunt St.
74361 Pryor
Oklahoma, United States

CALIBRATION CONDITIONS

Preconditioning: 4 hours at 23°C ± 3°C

Environment conditions: *See actual values in sections.*

SPECIFICATIONS

The Sound Level Meter Brüel & Kjær Type 2270 has been calibrated in accordance with the requirements as specified in IEC 61672-1:2013 class 1. Procedures from IEC 61672-3:2013 were used to perform the periodic tests. The accreditation assures the traceability to the international units system SI.

PROCEDURE

The measurements have been performed with the assistance of Brüel & Kjær Sound Level Meter Calibration System 3630 with application software type 7763 (version 8.3 - DB: 8.30) by using procedure B&K proc 2270, 4189 (IEC 61672:2013).

RESULTS

Calibration Mode: **Calibration as received.**

The reported expanded uncertainty is based on the standard uncertainty multiplied by a coverage factor $k = 2$ providing a level of confidence of approximately 95 %. The uncertainty evaluation has been carried out in accordance with EA-4/02 from elements originating from the standards, calibration method, effect of environmental conditions and any short time contribution from the device under calibration.

Date of calibration: 2021-08-11

Date of issue: 2021-08-11

M. Önder
Mikail Önder
Calibration Technician

Erik Bruus
Approved Signatory

HBK HOTTINGER BRÜEL & KJÆR
The Calibration Laboratory
Skodsborgvej 307, DK-2850 Nærum, Denmark

1. Calibration Note

n/a

2. Summary

4.1. Preliminary inspection	Passed
4.2. WindScreen check	Passed
4.3. Environmental conditions, Prior to calibration	Passed
4.4. Reference information	Passed
4.5. Indication at the calibration check frequency	Passed
4.6. Acoustical signal tests of a frequency weighting, C weighting	Passed
4.7. Self-generated noise, Microphone installed	Passed
4.8. Self-generated noise, Electrical	Passed
4.9. Electrical signal tests of frequency weightings, A weighting	Passed
4.10. Electrical signal tests of frequency weightings, C weighting	Passed
4.11. Electrical signal tests of frequency weightings, Z weighting	Passed
4.12. Frequency and time weightings at 1 kHz	Passed
4.13. Long-term stability, Reference	Passed
4.14. Level linearity on the reference level range, Upper	Passed
4.15. Level linearity on the reference level range, Lower	Passed
4.16. Toneburst response, Time-weighting Fast	Passed
4.17. Toneburst response, Time-weighting Slow	Passed
4.18. Toneburst response, LAE	Passed
4.19. C-weighted peak sound level, 8 kHz	Passed
4.20. C-weighted peak sound level, 500 Hz	Passed
4.21. Overload indication	Passed
4.22. Long-term stability, 1. relative	Passed
4.23. High-level stability	Passed
4.24. Long-term stability, 2. relative	Passed
4.25. Environmental conditions, Following calibration	Passed

Conformance to a performance specification is demonstrated when the following criteria are both satisfied: (a) a measured deviation from a design goal does not exceed the applicable acceptance limit and (b) the corresponding uncertainty of measurement does not exceed the corresponding maximum-permitted uncertainty of measurement given in IEC 61672-1:2013 for the same coverage probability of 95 %.

The sound level meter submitted for testing successfully completed the periodic tests of IEC 61672-3:2013, for the environmental conditions under which the tests were performed.
However, no general statement or conclusion can be made about conformance of the sound level meter to the full specifications of IEC 61672-1:2013 because (a) evidence was not publicly available, from an independent testing organization responsible for pattern approvals, to demonstrate that the model of sound level meter fully conformed to the class 1 specifications in IEC 61672-1:2013 or correction data for acoustical test of frequency weighting were not provided in the Instruction Manual and (b) because the periodic tests of IEC 61672-3:2013 cover only a limited subset of the specifications in IEC 61672-1:2013.

CERTIFICATE OF CALIBRATION

3. Instruments

	Instrument	Inventory No.
Generator	Brüel & Kjær, Type 3560	123560014
Voltmeter	Agilent, Type 34970A	142101017
AmplifierDivider	Brüel & Kjær, Type 3111	123111004
Calibrator	Brüel & Kjær, Type 4226	124226018
Adaptor	Brüel & Kjær, Type WA-0302-B 15 pF	150503009

4. Measurements

4.1. Preliminary inspection

Visually inspect instrument, and operate all relevant controls. (clause 5)

	Result	
Visual inspection	OK	

4.2. WindScreen check

Verify automatic windscreen detection functionality if windscreen is supplied by customer. (N/A indicates that no applicable windscreen was supplied)

	Status	
WindScreen	N/A	

4.3. Environmental conditions, Prior to calibration

Actual environmental conditions prior to calibration. (clause 7)

	Expected	Accept - Limit	Accept + Limit	Measured	
				[Deg / kPa / % RH]	
Air temperature	23.00	-3.00	3.00	23.30	
Air pressure	101.30	-21.30	3.70	101.22	
Relative humidity	50.00	-25.00	20.00	53.00	

4.4. Reference information

Information about reference range, level and channel. (clause 22.h + 22.m)

	Value	
	[dB SPL]	
Reference sound pressure level	94	
Reference level range	140	
Channel number	1	

4.5. Indication at the calibration check frequency

Measure and adjust sound level meter using the supplied calibrator. (clause 10 + 22.m)

	Expected	Measured	Uncertainty	
	[dB SPL / Hz]	[dB SPL / Hz]	[dB / Hz]	
Calibration check frequency (in-house calibrator)	1000.00	1000.00	1.00	
Initial indication (in-house calibrator)	94.44	94.34	0.20	
Adjusted indication (in-house calibrator)	94.44	94.37	0.20	

4.6. Acoustical signal tests of a frequency weighting, C weighting

Frequency weightings measured acoustically with a calibrated multi-frequency sound calibrator. Averaging time is 10 seconds, and the result is the average of 2 measurements. (clause 12)

	Coupler Pressure Lc	Mic. Correction C4226	Body Influence	Expected	Measured	Accept - Limit	Accept + Limit	Deviation	Uncertainty	
	[dB SPL]	[dB]	[dB]	[dB SPL]	[dB SPL]	[dB]	[dB]	[dB]	[dB]	
1000Hz, Ref. (1st)	94.47	0.10	-0.07	94.44	94.38	-0.7	0.7	-0.06	0.25	
1000Hz, Ref. (2nd)	94.47	0.10	-0.07	94.44	94.38	-0.7	0.7	-0.06	0.25	
1000Hz, Ref. (Average)	94.47	0.10	-0.07	94.44	94.38	-0.7	0.7	-0.06	0.25	
125.89Hz (1st)	94.46	0.00	0.00	94.27	94.27	-1.0	1.0	0.00	0.25	
125.89Hz (2nd)	94.46	0.00	0.00	94.27	94.27	-1.0	1.0	0.00	0.25	
125.89Hz (Average)	94.46	0.00	0.00	94.27	94.27	-1.0	1.0	0.00	0.25	
7943.3Hz (1st)	94.14	2.80	-0.08	88.43	88.04	-2.5	1.5	-0.39	0.52	
7943.3Hz (2nd)	94.14	2.80	-0.08	88.43	88.04	-2.5	1.5	-0.39	0.52	
7943.3Hz (Average)	94.14	2.80	-0.08	88.43	88.04	-2.5	1.5	-0.39	0.52	

4.7. Self-generated noise, Microphone installed

Self-generated noise measured with microphone submitted for periodic testing. Averaging time is 30 seconds. An anechoic chamber is used to isolate environmental noise.
The level of self-generated noise is reported for information only and is not used to assess conformance to a requirement. (clause 11.1)

	Max	Measured	Uncertainty	
	[dB SPL]	[dB SPL]	[dB]	
A weighted	17.70	16.91	0.50	

4.8. Self-generated noise, Electrical

Self-generated noise measured in most sensitive range, with electrical substitution for microphone, according to manufactures specifications.
The level of self-generated noise is reported for information only and is not used to assess conformance to a requirement. (clause 11.2)

	Max	Measured	Uncertainty	
	[dB SPL]	[dB SPL]	[dB]	
A weighted	13.60	12.70	0.30	
C weighted	14.30	12.90	0.30	
Z weighted	19.40	17.95	0.30	

4.9. Electrical signal tests of frequency weightings, A weighting

Frequency response measured with electrical signal relative to level at 1 kHz in reference range. (clause 13)
Electrical and acoustical response and body influence corrections are adjusted with the respective correction values at the reference frequency, in accordance with clause 13.6

	Input Level	Expected	Measured	Response Corr.	Body Influence	Corr. Measured	Accept - Limit	Accept + Limit	Deviation	Uncertainty	
	[dBV]	[dB SPL]	[dB SPL]	[dB]	[dB]	[dB SPL]	[dB]	[dB]	[dB]	[dB]	
1000Hz, Ref.	-24.60	95.00	95.00	0.00	0.00	95.00	-0.5	0.5	0.00	0.12	
63.096Hz	1.60	95.00	95.06	0.00	0.07	95.13	-1.0	1.0	0.13	0.12	
125.89Hz	-8.50	95.00	95.03	0.00	0.07	95.10	-1.0	1.0	0.10	0.12	
251.19Hz	-16.00	95.00	94.98	0.00	0.14	95.12	-1.0	1.0	0.12	0.12	
501.19Hz	-21.40	95.00	94.97	0.00	0.29	95.26	-1.0	1.0	0.26	0.12	
1995.3Hz	-25.80	95.00	95.01	-0.01	-0.02	94.98	-1.0	1.0	-0.02	0.12	
3981.1Hz	-25.60	95.00	95.00	-0.02	-0.02	94.96	-1.0	1.0	-0.04	0.12	
7943.3Hz	-23.50	95.00	95.00	0.00	-0.01	94.99	-2.5	1.5	-0.01	0.12	
15849Hz	-18.00	95.00	94.10	0.87	0.18	95.15	-16.0	2.5	0.15	0.12	

4.10. Electrical signal tests of frequency weightings, C weighting

Frequency response measured with electrical signal relative to level at 1 kHz in reference range. (clause 13)
Electrical and acoustical response and body influence corrections are adjusted with the respective correction values at the reference frequency, in accordance with clause 13.6

	Input Level	Expected	Measured	Response Corr.	Body Influence	Corr. Measured	Accept - Limit	Accept + Limit	Deviation	Uncertainty	
	[dBV]	[dB SPL]	[dB SPL]	[dB]	[dB]	[dB SPL]	[dB]	[dB]	[dB]	[dB]	
1000Hz, Ref.	-24.60	95.00	95.00	0.00	0.00	95.00	-0.5	0.5	0.00	0.12	
63.096Hz	-23.80	95.00	95.02	0.00	0.07	95.09	-1.0	1.0	0.09	0.12	
125.89Hz	-24.40	95.00	95.05	0.00	0.07	95.12	-1.0	1.0	0.12	0.12	
251.19Hz	-24.60	95.00	95.01	0.00	0.14	95.15	-1.0	1.0	0.15	0.12	
501.19Hz	-24.60	95.00	95.03	0.00	0.29	95.32	-1.0	1.0	0.32	0.12	
1995.3Hz	-24.40	95.00	95.04	-0.01	-0.02	95.01	-1.0	1.0	0.01	0.12	
3981.1Hz	-23.80	95.00	95.01	-0.02	-0.02	94.97	-1.0	1.0	-0.03	0.12	
7943.3Hz	-21.60	95.00	95.00	0.00	-0.01	94.99	-2.5	1.5	-0.01	0.12	
15849Hz	-16.10	95.00	94.08	0.87	0.18	95.13	-16.0	2.5	0.13	0.12	

4.11. Electrical signal tests of frequency weightings, Z weighting

Frequency response measured with electrical signal relative to level at 1 kHz in reference range. (clause 13)
Electrical and acoustical response and body influence corrections are adjusted with the respective correction values at the reference frequency, in accordance with clause 13.6

	Input Level	Expected	Measured	Response Corr.	Body Influence	Corr. Measured	Accept - Limit	Accept + Limit	Deviation	Uncertainty	
	[dBV]	[dB SPL]	[dB SPL]	[dB]	[dB]	[dB SPL]	[dB]	[dB]	[dB]	[dB]	
1000Hz, Ref.	-24.60	95.00	95.00	0.00	0.00	95.00	-0.5	0.5	0.00	0.12	
63.096Hz	-24.60	95.00	95.04	0.00	0.07	95.11	-1.0	1.0	0.11	0.12	
125.89Hz	-24.60	95.00	95.02	0.00	0.07	95.09	-1.0	1.0	0.09	0.12	
251.19Hz	-24.60	95.00	95.01	0.00	0.14	95.15	-1.0	1.0	0.15	0.12	
501.19Hz	-24.60	95.00	95.00	0.00	0.29	95.29	-1.0	1.0	0.29	0.12	
1995.3Hz	-24.60	95.00	95.01	-0.01	-0.02	94.98	-1.0	1.0	-0.02	0.12	
3981.1Hz	-24.60	95.00	95.03	-0.02	-0.02	94.99	-1.0	1.0	-0.01	0.12	
7943.3Hz	-24.60	95.00	95.00	0.00	-0.01	94.99	-2.5	1.5	-0.01	0.12	
15849Hz	-24.60	95.00	94.13	0.87	0.18	95.18	-16.0	2.5	0.18	0.12	

4.12. Frequency and time weightings at 1 kHz

Frequency and time weighting measured at 1 kHz with electrical signal in reference range. Measured relative to A-weighted and Fast response. (clause 14)

	Expected	Measured	Accept - Limit	Accept + Limit	Deviation	Uncertainty	
	[dB SPL]	[dB SPL]	[dB]	[dB]	[dB]	[dB]	
LAF, Ref.	94.00	94.00	-0.5	0.5	0.00	0.12	
LCF	94.00	94.00	-0.2	0.2	0.00	0.12	
LZF	94.00	94.00	-0.2	0.2	0.00	0.12	
LAS	94.00	93.96	-0.1	0.1	-0.04	0.12	
LAeq	94.00	94.00	-0.1	0.1	0.00	0.12	

4.13. Long-term stability, Reference

Long-term stability over 25 to 35 minutes, with steady 1kHz signal at reference level. (clause 15)
Adjusting to reference level indication.

	Measured	Accept - Limit	Accept + Limit	Deviation	Timestamp	Uncertainty	
	[dB SPL]	[dB]	[dB]	[dB]		[dB]	
Reference	94.00	-0.5	0.5	0.00	2021-08-11 09:16:28	0.10	

HBK HOTTINGER BRÜEL & KJÆR
The Calibration Laboratory
Skodsborgvej 307, DK-2850 Nærum, Denmark

4.14. Level linearity on the reference level range, Upper

Level linearity in reference range, measured at 8 kHz until overload. (clause 16)

	Expected	Measured	Accept - Limit	Accept + Limit	Deviation	Uncertainty	
	[dB SPL]	[dB SPL]	[dB]	[dB]	[dB]	[dB]	
94 dB	94.00	94.00	-0.2	0.2	0.00	0.13	
99 dB	99.00	99.00	-0.8	0.8	0.00	0.13	
104 dB	104.00	104.00	-0.8	0.8	0.00	0.13	
109 dB	109.00	109.01	-0.8	0.8	0.01	0.13	
114 dB	114.00	114.02	-0.8	0.8	0.02	0.13	
119 dB	119.00	119.02	-0.8	0.8	0.02	0.13	
124 dB	124.00	124.02	-0.8	0.8	0.02	0.13	
129 dB	129.00	129.03	-0.8	0.8	0.03	0.13	
134 dB	134.00	134.02	-0.8	0.8	0.02	0.13	
135 dB	135.00	135.03	-0.8	0.8	0.03	0.13	
136 dB	136.00	136.02	-0.8	0.8	0.02	0.13	
137 dB	137.00	137.02	-0.8	0.8	0.02	0.13	
138 dB	138.00	138.02	-0.8	0.8	0.02	0.13	
139 dB	139.00	139.02	-0.8	0.8	0.02	0.13	
140 dB	140.00	140.02	-0.8	0.8	0.02	0.13	

4.15. Level linearity on the reference level range, Lower

Level linearity in reference range, measured at 8 kHz down to lower limit, or until underrange. (clause 16)

	Expected	Measured	Accept - Limit	Accept + Limit	Deviation	Uncertainty	
	[dB SPL]	[dB SPL]	[dB]	[dB]	[dB]	[dB]	
94 dB	94.00	94.00	-0.2	0.2	0.00	0.13	
89 dB	89.00	88.99	-0.8	0.8	-0.01	0.13	
84 dB	84.00	84.00	-0.8	0.8	0.00	0.13	
79 dB	79.00	79.00	-0.8	0.8	0.00	0.13	
74 dB	74.00	74.00	-0.8	0.8	0.00	0.13	
69 dB	69.00	69.00	-0.8	0.8	0.00	0.13	
64 dB	64.00	64.00	-0.8	0.8	0.00	0.13	
59 dB	59.00	59.00	-0.8	0.8	0.00	0.13	
54 dB	54.00	54.01	-0.8	0.8	0.01	0.13	
49 dB	49.00	49.01	-0.8	0.8	0.01	0.13	
44 dB	44.00	44.02	-0.8	0.8	0.02	0.13	
39 dB	39.00	39.03	-0.8	0.8	0.03	0.24	
34 dB	34.00	34.06	-0.8	0.8	0.06	0.24	
30 dB	30.00	30.11	-0.8	0.8	0.11	0.24	
29 dB	29.00	29.13	-0.8	0.8	0.13	0.24	
28 dB	28.00	28.17	-0.8	0.8	0.17	0.24	
27 dB	27.00	27.20	-0.8	0.8	0.20	0.24	
26 dB	26.00	26.23	-0.8	0.8	0.23	0.24	
25 dB	25.00	25.33	-0.8	0.8	0.33	0.24	

4.16. Toneburst response, Time-weighting Fast

Response to 4 kHz toneburst measured in reference range, relative to continuous signal. (clause 18)

	Expected	Measured	Accept - Limit	Accept + Limit	Deviation	Uncertainty	
	[dB SPL]	[dB SPL]	[dB]	[dB]	[dB]	[dB]	
Continuous, Ref.	137.00	137.00	-0.5	0.5	0.00	0.12	
200 ms Burst	136.00	136.00	-0.5	0.5	0.00	0.12	
2 ms Burst	119.00	118.93	-1.5	1.0	-0.07	0.12	
0.25 ms Burst	110.00	109.86	-3.0	1.0	-0.14	0.12	

4.17. Toneburst response, Time-weighting Slow

Response to 4 kHz toneburst measured in reference range, relative to continuous signal. (clause 18)

	Expected	Measured	Accept - Limit	Accept + Limit	Deviation	Uncertainty	
	[dB SPL]	[dB SPL]	[dB]	[dB]	[dB]	[dB]	
Continuous, Ref.	137.00	137.00	-0.5	0.5	0.00	0.12	
200 ms Burst	129.60	129.60	-0.5	0.5	0.00	0.12	
2 ms Burst	110.00	109.99	-3.0	1.0	-0.01	0.12	

4.18. Toneburst response, LAE

Response to 4 kHz toneburst measured in reference range, relative to continuous signal. (clause 18)

	Expected	Measured	Accept - Limit	Accept + Limit	Deviation	Uncertainty	
	[dB SPL]	[dB SPL]	[dB]	[dB]	[dB]	[dB]	
Continuous, Ref.	137.00	137.00	-0.5	0.5	0.00	0.12	
200 ms Burst	130.00	129.99	-0.5	0.5	-0.01	0.12	
2 ms Burst	110.00	109.95	-1.5	1.0	-0.05	0.12	
0.25 ms Burst	101.00	100.84	-3.0	1.0	-0.16	0.12	

4.19. C-weighted peak sound level, 8 kHz

Peak-response to a 8 kHz single-cycle sine measured in least-sensitive range, relative to continuous signal. (clause 19)

	Expected	Measured	Accept - Limit	Accept + Limit	Deviation	Uncertainty	
	[dB SPL]	[dB SPL]	[dB]	[dB]	[dB]	[dB]	
Continuous, Ref.	132.00	132.00	-0.5	0.5	0.00	0.09	
Single Sine	135.40	135.46	-2.0	2.0	0.06	0.20	

4.20. C-weighted peak sound level, 500 Hz

Peak-response to a 500 Hz half-cycle sine measured in least-sensitive range, relative to continuous signal. (clause 19)

	Expected	Measured	Accept - Limit	Accept + Limit	Deviation	Uncertainty	
	[dB SPL]	[dB SPL]	[dB]	[dB]	[dB]	[dB]	
Continuous, Ref.	135.00	135.00	-0.5	0.5	0.00	0.09	
Half-sine, Positive	137.40	137.11	-1.0	1.0	-0.29	0.12	
Half-sine, Negative	137.40	137.11	-1.0	1.0	-0.29	0.12	

4.21. Overload indication

Overload indication in the least sensitive range determined with a 4 kHz positive/negative half-cycle signal. (clause 20)

	Measured / Input Level	Accept - Limit	Accept + Limit	Deviation	Uncertainty	
	[dB SPL]	[dB]	[dB]	[dB]	[dB]	
Continuous	140.00	-0.5	0.5	0.00	0.20	
Half-sine, Positive	141.30	-10.0	10.0	1.30	0.20	
Half-sine, Negative	141.70	-10.0	10.0	1.70	0.20	
Difference	141.70	-1.5	1.5	0.40	0.24	

4.22. Long-term stability, 1, relative

Long-term stability over 25 to 35 minutes, with steady 1kHz signal at reference level. (clause 15)
Relative to prior adjustment to reference level indication.

	Measured	Accept - Limit	Accept + Limit	Deviation	Timestamp	Uncertainty	
	[dB SPL / Min]	[dB / Min]	[dB / Min]	[dB / Min]		[dB]	
Measurement	94.00	-0.1	0.1	0.00	2021-08-11 09:32:37	0.10	
Time passed	16.10	0.0	35.0	16.10	0	0.00	

HBK HOTTINGER BRÜEL & KJÆR
The Calibration Laboratory
Skodsborgvej 307, DK-2850 Nærum, Denmark

4.23. High-level stability

High-level stability over 5 minutes, with steady 1kHz signal, 1dB below upper boundary. (clause 21)

	Measured	Accept - Limit	Accept + Limit	Deviation	Uncertainty	
	[dB SPL]	[dB]	[dB]	[dB]	[dB]	
High-level, Ref.	139.00	-0.5	0.5	0.00	0.10	
High-level, after 5min	139.00	-0.1	0.1	0.00	0.10	

4.24. Long-term stability, 2. relative

Long-term stability over 25 to 35 minutes, with steady 1kHz signal at reference level. (clause 15)
Relative to prior adjustment to reference level indication.

	Measured	Accept - Limit	Accept + Limit	Deviation	Timestamp	Uncertainty	
	[dB SPL/ Min]	[dB / Min]	[dB / Min]	[dB / Min]		[dB]	
Wait	25.00	25.0	120.0	25.00	0	0.00	
Measurement	94.00	-0.1	0.1	0.00	2021-08-11 09:41:53	0.10	

4.25. Environmental conditions, Following calibration

Actual environmental conditions following calibration. (clause 7)

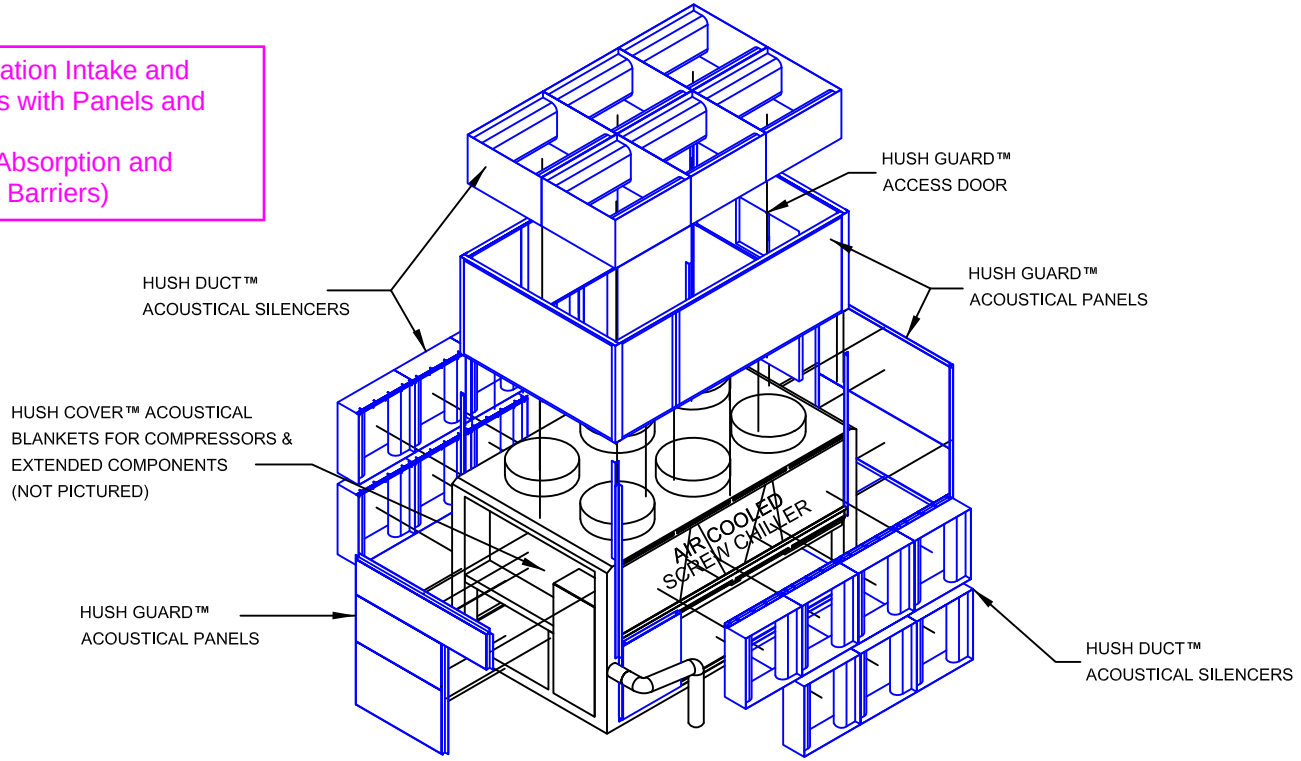
	Expected	Accept - Limit	Accept + Limit	Measured	
				[Deg / kPa / % RH]	
Air temperature	23.00	-3.00	3.00	23.40	
Air pressure	101.30	-21.30	3.70	101.23	
Relative humidity	50.00	-25.00	20.00	53.00	

HBK HOTTINGER BRÜEL & KJÆR
The Calibration Laboratory
Skodsborgvej 307, DK-2850 Nærum, Denmark

DANAK

DANAK is the national accreditation body in Denmark in compliance with EU regulation No. 765/2008. DANAK participates in the multilateral agreements for testing and calibration under European co-operation for Accreditation (EA) and under International Laboratory Accreditation Cooperation (ILAC) based on peerevaluation. Accredited test reports and calibration certificates issued by laboratories accredited by DANAK are recognized cross border by members of EA and ILAC equal to test reports and calibration certificates issued by these members' accredited laboratories.
The use of the accreditation mark on test reports and calibration certificates or reference to accreditation, documents that the service is provided as an accredited service under the company's DANAK accreditation.

Acoustic Attenuation Intake and Silencer Options with Panels and Wraps
(Incorporating Absorption and Sound Blocking Barriers)



CHILLER NOISE REDUCTION SYSTEM

HUSHCORE® ***SUMMIT™ HDE 3I-2E*** Chiller Noise Reduction System:

a. Shall consist of HUSH GUARD™ Acoustical Panels, HUSH DUCT™ Acoustical Silencers & HUSH COVER™ Acoustical Blankets
   1. HUSH GUARD™ Acoustical Panels shall consist of a sandwich construction of galvanized steel outside and inside skins with acoustical insulation fill. The acoustical panels shall surround the condenser fans in a barrier wall configuration and also shall be used as "blank-off" panels for the ends of the specified chiller(s). One (1) Acoustical Access Panel shall be provided as indicated in detail.
   2. HUSH DUCT™ Acoustical Silencers (Extended Length) shall be constructed of galvanized steel outside skins with perforated galvanized steel "baffle" skins filled with acoustical insulation. The silencers shall be mounted to the condenser and compressor section openings on each side of the chiller (intake).
   3. HUSH DUCT™ Acoustical Silencers (Standard Length) shall be constructed of galvanized steel outside skins with perforated galvanized steel "baffle" skins filled with acoustical insulation. The silencers shall be placed inside the condenser section HUSH GUARD™ Acoustical Panel Barrier wall enclosure (discharge).
   4. HUSH COVER™ Acoustical Blankets shall consist of barriers and absorbers with finished mass of 3.0 lbs. per sq.ft., with Velcro flaps for connecting panels together (Stainless Steel Wire Tie's are NOT acceptable). The blankets shall cover Compressors and/or extended components (discharge line, suction line and oil separators).
b. The complete system shall meet chiller manufacturers published data pertaining to heat loss of compressors, condenser fan airflow, and ensure minimal “de-rating” of chiller performance.
c. The complete system shall meet all environmental conditions such as temperature, wind, shrinkage, UV-rays, and moisture.
d. OEM Factory Acoustical Packages by the Chiller Manufacturer are not acceptable.
e. Products and Systems shall be by BRD Noise and Vibration Control, Inc., Wind Gap, PA - (610) 863-6300, www.HUSHCORE.net.

ACOUSTICAL PERFORMANCE

a. To assure optimized aerodynamic and acoustic performance as well as proper integration and coordination of the final installation, the HUSHCORE® System shall be supplied by the chiller unit manufacturer as part of a complete package.
b. All Noise Control Materials Manufacturer's shall deliver a complete submittal of the HUSHCORE® System in compliance with the acoustical performance as listed in this specification. Please contact BRD Noise and Vibration Control, Inc. (610) 863-6300 for acoustical compliance and noise reductions as listed below for the applicable project.
   1. When operating at worst case noise conditions, the chiller with prescribed noise treatments shall not exceed [ ] dBA at a distance of [ ].
   2. Acoustical readings shall be provided by the chiller manufacturer after completed installation. Readings shall be conducted by a qualified acoustical consultant.
   3. Chiller Sound Power (Lw), including the specified HUSHCORE® System, shall not exceed the following octave band sound levels:

Freq. (Hz)	63	125	250	500	1000	2000	4000	8000
Sound Power (Lw)	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

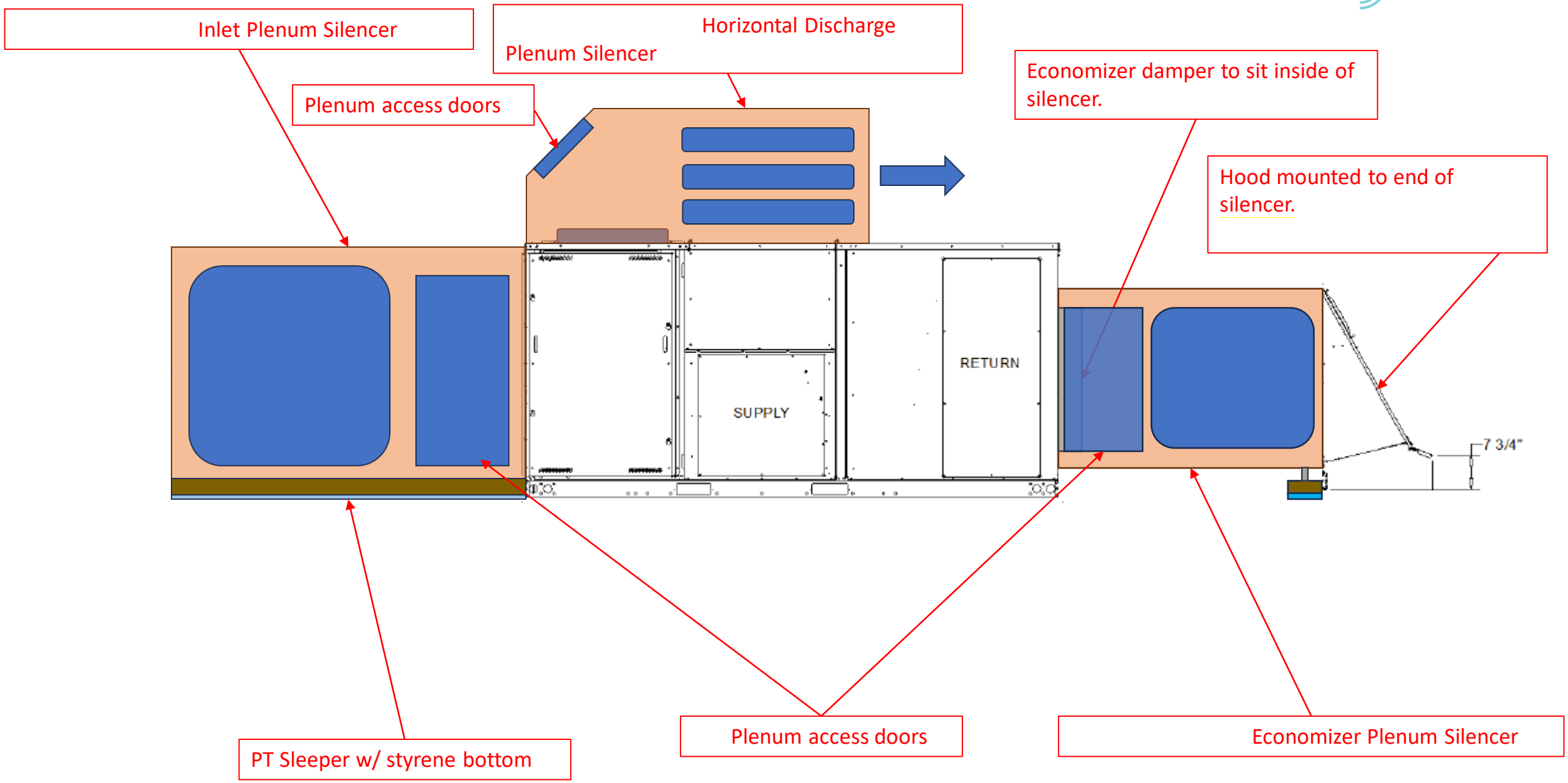
-- CHILLER NOISE CONTROL DETAIL --

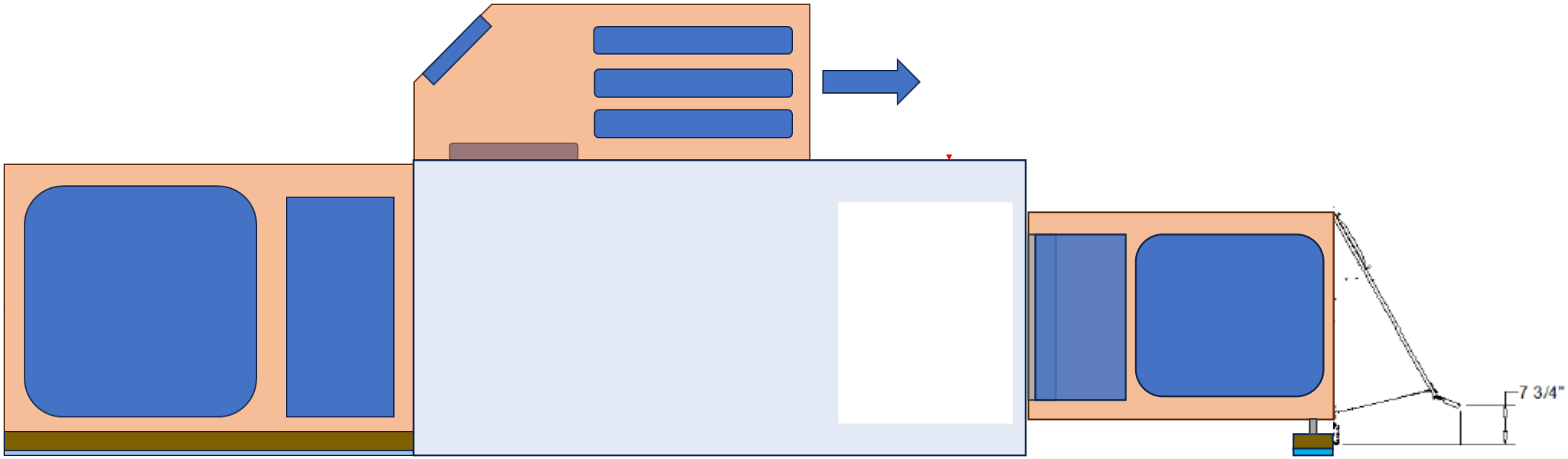
Acoustic Attenuation Intake and Silencer Options with Panels and Wraps
(Incorporating Absorption and Sound Blocking Barriers)

PARKLANE

Concept Design

Rev. August 18, 2023

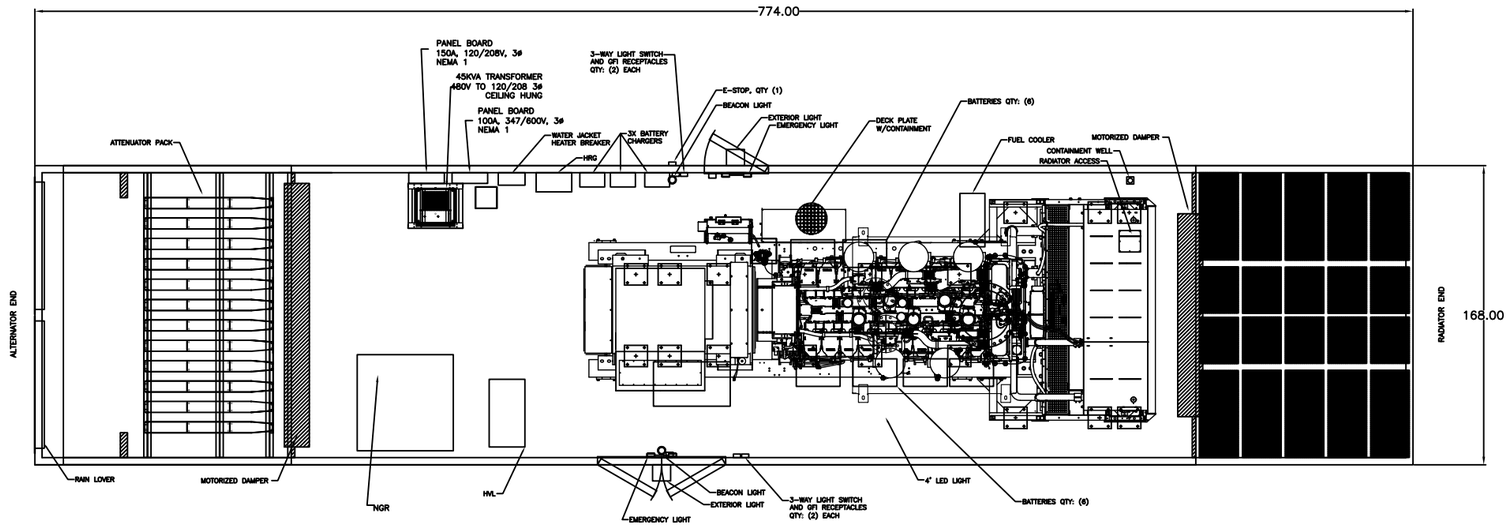

Inlet Plenum Silencer
Horizontal Discharge Plenum Silencer
Plenum access doors
Economizer damper to sit inside of silencer.
Hood mounted to end of silencer.
SUPPLY
RETURN
7 3/4"
PT Sleeper w/ styrene bottom
Plenum access doors
Economizer Plenum Silencer
Elevation Detail

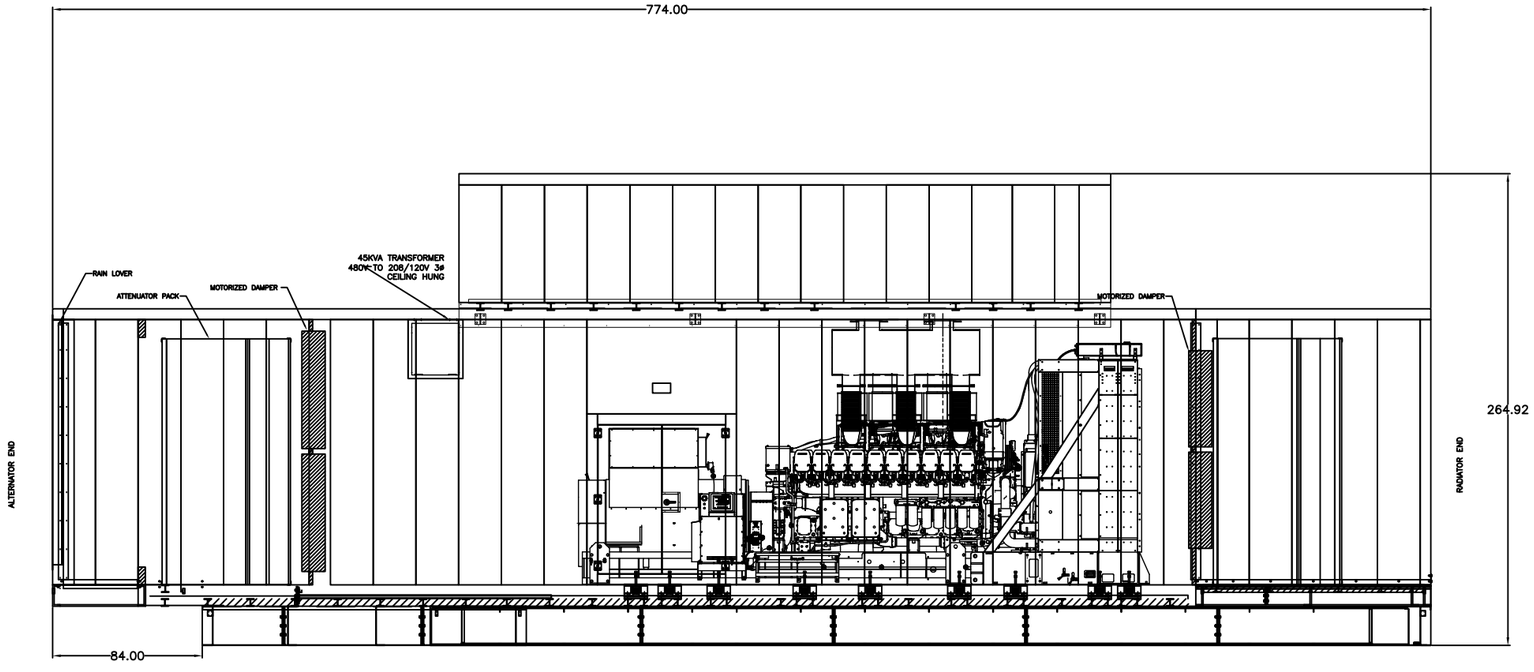

7 3/4"

Solution Example

Emergency Generator

Equipment Cut Sheets with
Sound Levels Data/Testing





NOTES:

1. ENCLOSURE USE– GENERATOR: 4000KW KD4000 13.2kV, 3ø, 4W+G
   - GENERATOR WEIGHT: 75,178 LBS.
   - MATERIAL: 14GA GALVANNEALED
   - TYPE: SOUND ATTENUATED, WALK–IN
   - DOORS: 2 W/ STAINLESS LIFT OFF HINGES
   - DOOR HOLDS: 180°
   - DOOR SIZE: 72W X 84H DOUBLE DOOR, AND 36W X 84H SINGLE DOOR
   - DOOR LATCH TYPE: KEY LOCKABLE WITH NFPA CRASH BAR HARDWARE
2. TOTAL AIRFLOW REQUIRED: 157,120 CFM
3. ENCLOSURE IS DESIGNED TO REDUCE SOURCE NOISE TO APPROXIMATELY 75dBA @ 23 FT. BASED ON FREE–FIELD CONDITIONS.
   –STARTING MECHANICAL SOUND NOT TO EXCEED: 100.3dBA @ 23 FT.
4. INSULATION: 4" MINERAL WOOL
5. APPROX. WEIGHT: 190,000 LBS.

DRAWING FOR QUOTING PURPOSES ONLY

REV.	REVISION DESCRIPTION	DATE	BY
-	-	-	-

CERTIFICATIONS

- ☐ UL CLASSIFIED ENCLOSURE PACKAGE
- ☐ IBC CERTIFICATION
- ☐ SEISMIC CERTIFICATION

ROBINSON
CUSTOM ENCLOSURES
A DIVISION OF ROBINSON METAL, INC.
1740 EISENHOWER DRIVE
P.O. BOX 5905
DE PERE, WI 54115–5905
(920) 490–3250 (MAIN)
(920) 617–3308 (FAX)

CUSTOMER NAME: CN

PROJECT NAME: PN

TITLE: ELEVATION DRAWING | DRAWING #: TBD

GENSET DWG #: GENNUM | JOB #: TBD | QUOTE #: QN

SHEET #:	DATE:	DRAWN BY	FLATS BY	PROJ MAN.
1 of 1	XX/XX/XX	DSGNR	FB	PM

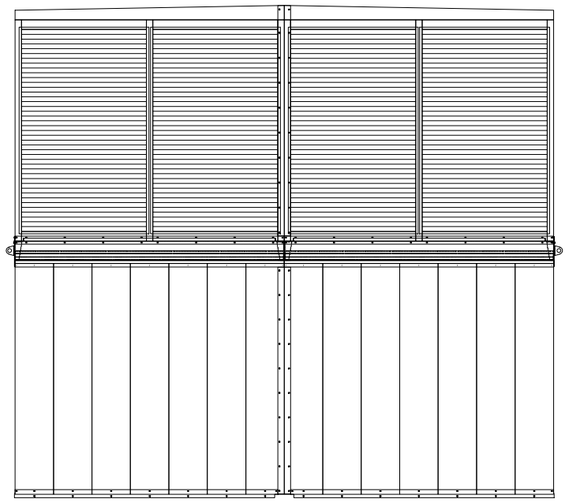
- ☐ APPROVED AS DRAWN
- ☐ APPROVED AS NOTED
- ☐ REVISE AS NOTED, RESUBMIT

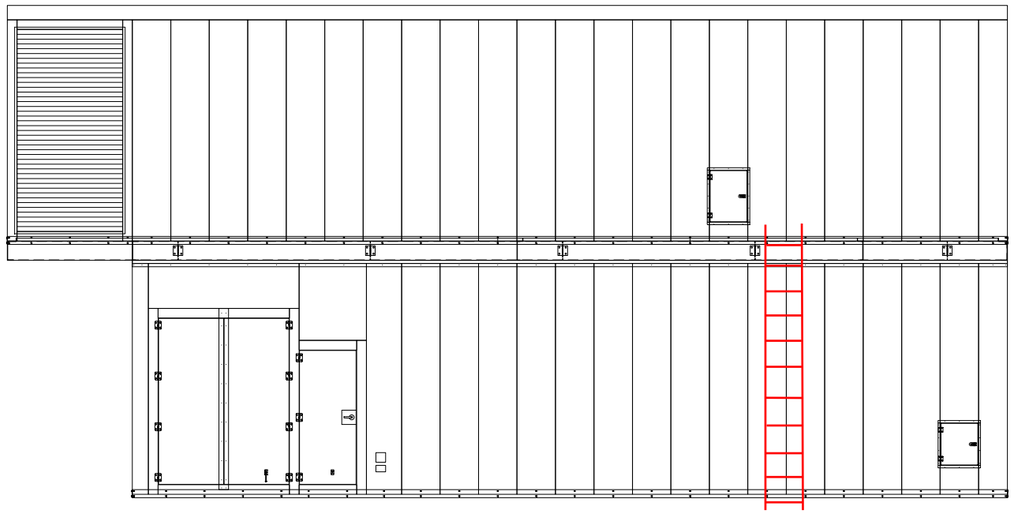
SIGNATURE _____ DATE _____

Emergency Generator

Equipment Cut Sheets with
Sound Levels Data/Testing

SHEET INDEX





IBC CERTIFICATION

WIND LOAD RATING = 115 MPH
ROOF LOAD RATING = 50 P.S.F.
FLOOR LOAD RATING = 200 P.S.F.

UNIT IS DESIGNED TO THESE CODES:

-2010 BUILDING CODE OF NEW YORK
-2008 NATIONAL ELECTRICAL CODE
-NFPA30, NFPA37, NFPA110

REV.	REVISION DESCRIPTION	DATE	BY
E	MISC. REV PER 5/5 EMAIL	5/7/14	HB
D	MISC. REV PER 4/24 MEETING	4/28/14	HB
C	RELOCATED NGR AND INSERTED NEW 15KV DRAWINGS	4/15/14	HB
B1	CLARIFY EQUIPMENT LABELING	3/20/14	HB
A	MISC. REVISIONS PER MEETING/EMAILS, INSERTED NEW RADIATOR DRAWING	2/21/14	HB

APPROVED AS DRAWN ☐
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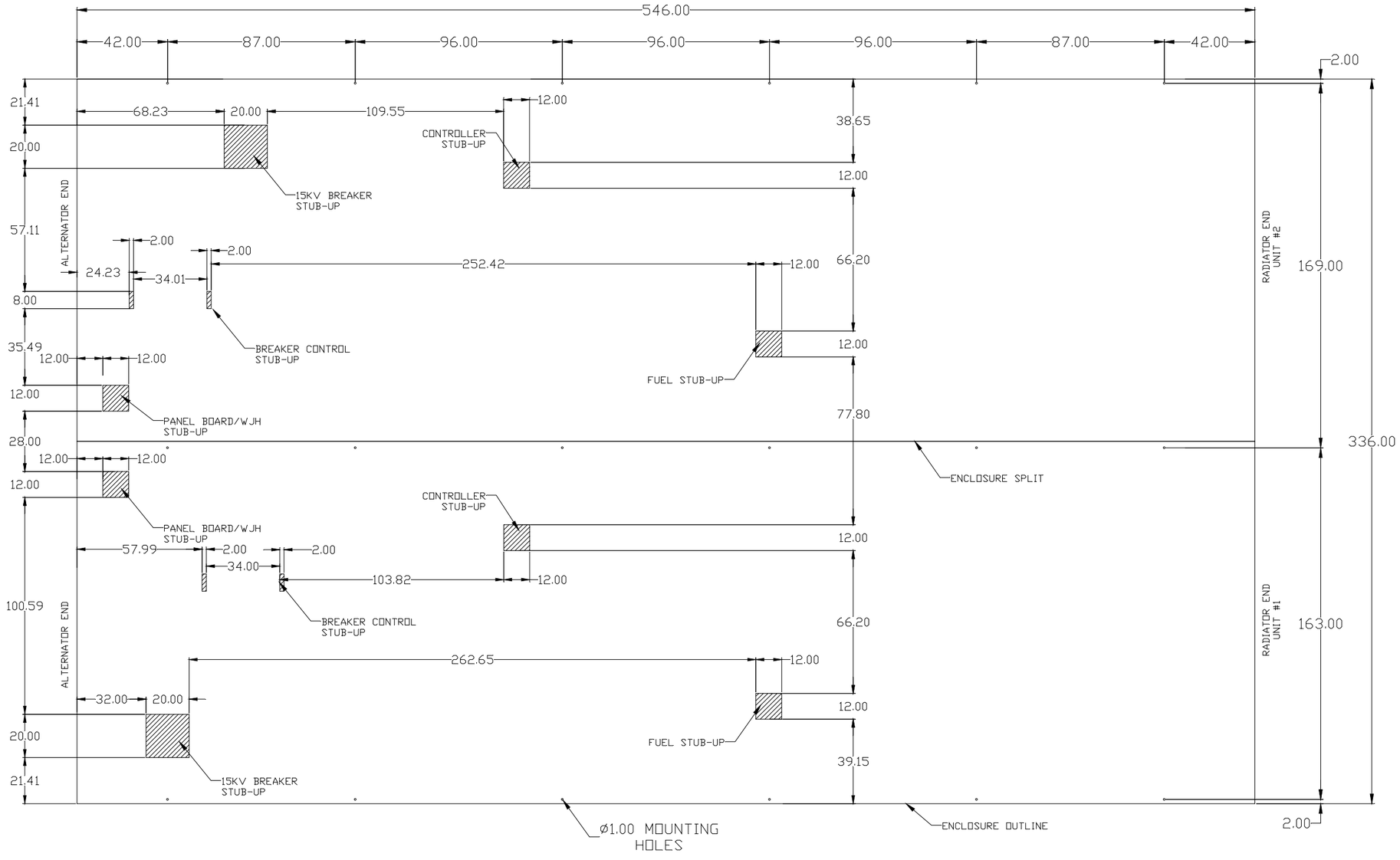

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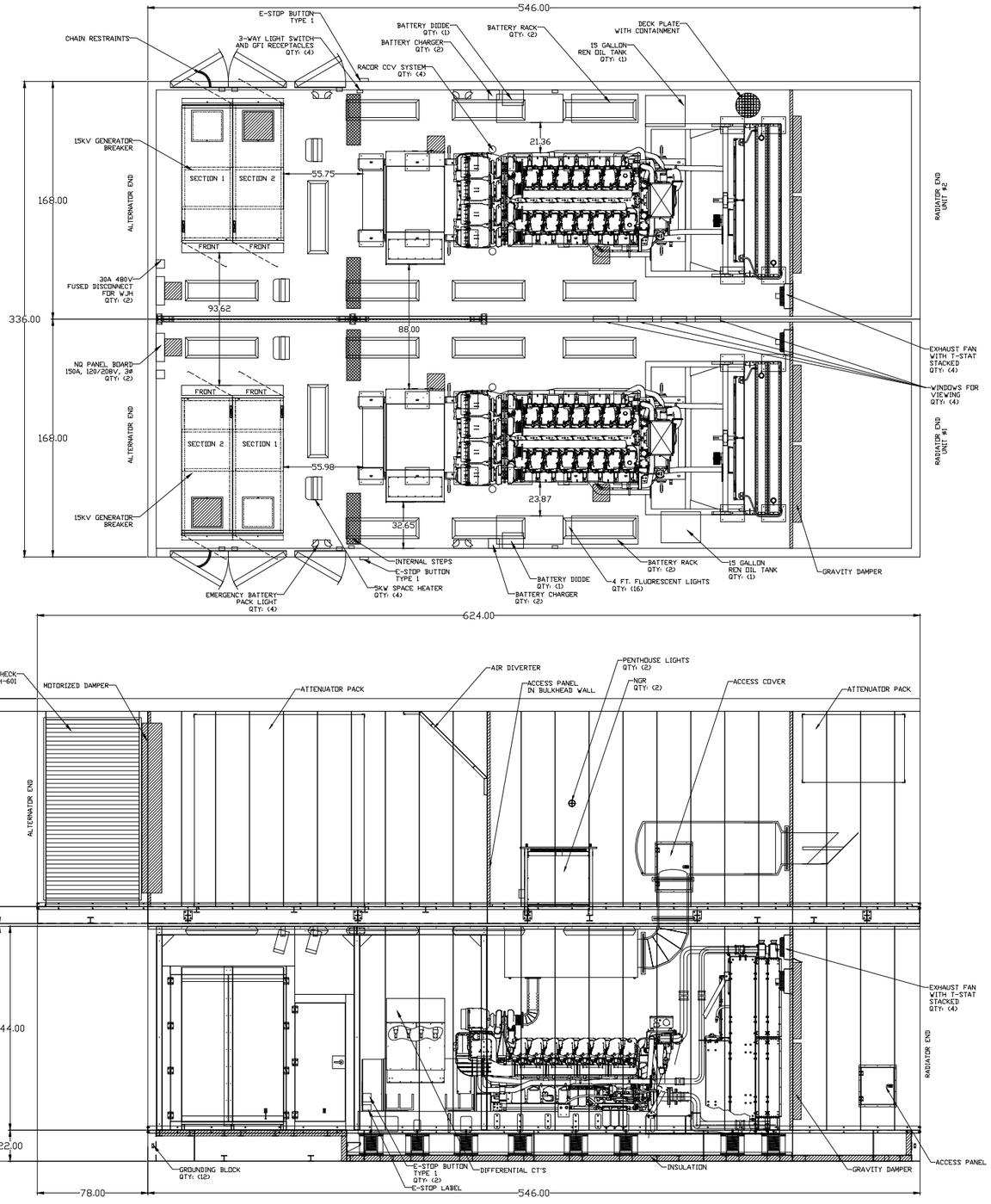

NOTES:

1. ENCLOSURE USE- GENERATOR: (2) 2725KW PRIME C175
   - GENERATOR WEIGHT: 54,700 LBS. EACH
   - MATERIAL: .125" 3003 ALUMINUM
   - TYPE: SOUND ATTENUATED, WALK-IN
   - DOORS: 6 W/ STAINLESS LIFT OFF HINGES
   - DOOR SIZE: (2) 36W X 84H, (2) 82W X 84H DOUBLE DOOR
   - DOOR LATCH TYPE: (2) KEY LOCKABLE WITH NFPA CRASHBAR HARDWARE
     (2) PAD/KEY LOCKABLE SAFE GUARD LATCH WITH RELEASE HANDLE
2. TOTAL AIRFLOW REQUIRED: 108,476 CFM EACH
3. THE DUAL ENCLOSURE IS DESIGNED TO REDUCE SOURCE NOISE TO APPROXIMATELY 75dBA AT 25 FEET, ANY POINT AROUND THE PERIMETER, 5 FT. ABOVE GRADE BOTH ENGINES RUNNING BASED ON FREE-FIELD CONDITIONS.
   -STARTING MECHANICAL SOUND NOT TO EXCEED: 101dBA AT 23 FEET
4. INSULATION: 6" MINERAL WOOL LOWER ENCLOSURE
   4" MINERAL WOOL PENTHOUSE
5. LINING: PERFORATED ALUMINUM
6. BASE TYPE: SKID
7. ESTIMATED SHIPPING WEIGHT UNIT #1 ENCLOSURE: 103,000 LBS.
   ESTIMATED SHIPPING DIMENSIONS UNIT #1 ENCLOSURE: 546L X 170.63W X 168H
   ESTIMATED SHIPPING WEIGHT UNIT #1 PENTHOUSE: 37,050 LBS.
   ESTIMATED SHIPPING DIMENSIONS UNIT #1 PENTHOUSE: 624L X 173.63W X 159H
   ESTIMATED SHIPPING WEIGHT UNIT #2 ENCLOSURE: 103,000 LBS.
   ESTIMATED SHIPPING DIMENSIONS UNIT #2 ENCLOSURE: 546L X 170.63W X 168H
   ESTIMATED SHIPPING WEIGHT UNIT #2 PENTHOUSE: 37,050 LBS.
   ESTIMATED SHIPPING DIMENSIONS UNIT #2 PENTHOUSE: 624L X 173.63W X 159H
   ESTIMATED TOTAL WEIGHT: 280,100 LBS.
8. ENCLOSURE EXTERIOR COLOR: _____ (REFER TO COLOR CHART)
   _____ RUBBER COMPOSITE ROOF
   _____ TANK/SKID
9. SILENCER (RCE SUPPLIED)
   -MAKE: GTE EXHAUST
   -MODEL: 516-C2-6120-2-FM-60035
   A205-5122-2-61604
10. ISOLATORS (RCE SUPPLIED)
    -MAKE: VMC GROUP
    -MODEL: MSS-4D-5210N1
    -QTY: 16

INTERNAL EQUIPMENT:

RCE SUPPLY	CUSTOMER SUPPLY	
MOUNT/WIRE	4	BATTERY CHARGER
WIRE	X	WATER JACKET HEATER
MOUNT/WIRE	2	BATTERY DIODE
WIRE	X	ALTERNATOR HEATER
2		NQ PANEL BOARD 150A, 120/208V, 3ø
16		INTERIOR LIGHTS 4 FT. FLUORESCENT
2		VAPOR PROOF INCANDESCENT LIGHT IN PENTHOUSE
4		EMERGENCY BATTERY PACK LIGHTS (#ELM654)
4		3-WAY LIGHT SWITCHES IN W.P BOXES
4		GFI RECEPTACLES IN W.P BOXES
4		12" EXHAUST FAN WITH T-STAT
2		E-STOP BUTTON (TYPE 1)
MOUNT/WIRE	2	FREE-STANDING 15KV BREAKER, NEMA 3R
X		ALL WIRING IN RIGID CONDUIT
MOUNT/PIPE	12	CAT FWS FUEL/WATER SEPARATOR
X		RACOR CCV SYSTEM
2		NEUTRAL GROUNDING RESISTORS
2		FIRE LINK VALVES
2		24VDC NORMALLY CLOSED SOLENOID VALVES (MAGNATROL)
4		BALL VALVES WITH POSITION CONTACTS
2		30 AMP 480V FUSED DISCONNECT
MOUNT/WIRE	6	DIFFERENTIAL CT'S
4		5KW SPACE HEATERS
2		15 GAL. REN OIL TANKS
2		SINGLE SWITCH IN PENTHOUSE

REV.	REVISION DESCRIPTION	DATE	BY
E	MISC. REV PER 5/5 EMAIL	5/7/14	HB
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C	RELOCATED NGR AND INSERTED NEW 15KV DRAWINGS	4/15/14	HB
B1	CLARIFY EQUIPMENT LABELING	3/20/14	HB
A	MISC. REVISIONS PER MEETING/EMAILS, INSERTED NEW RADIATOR DRAWING	2/21/14	HB

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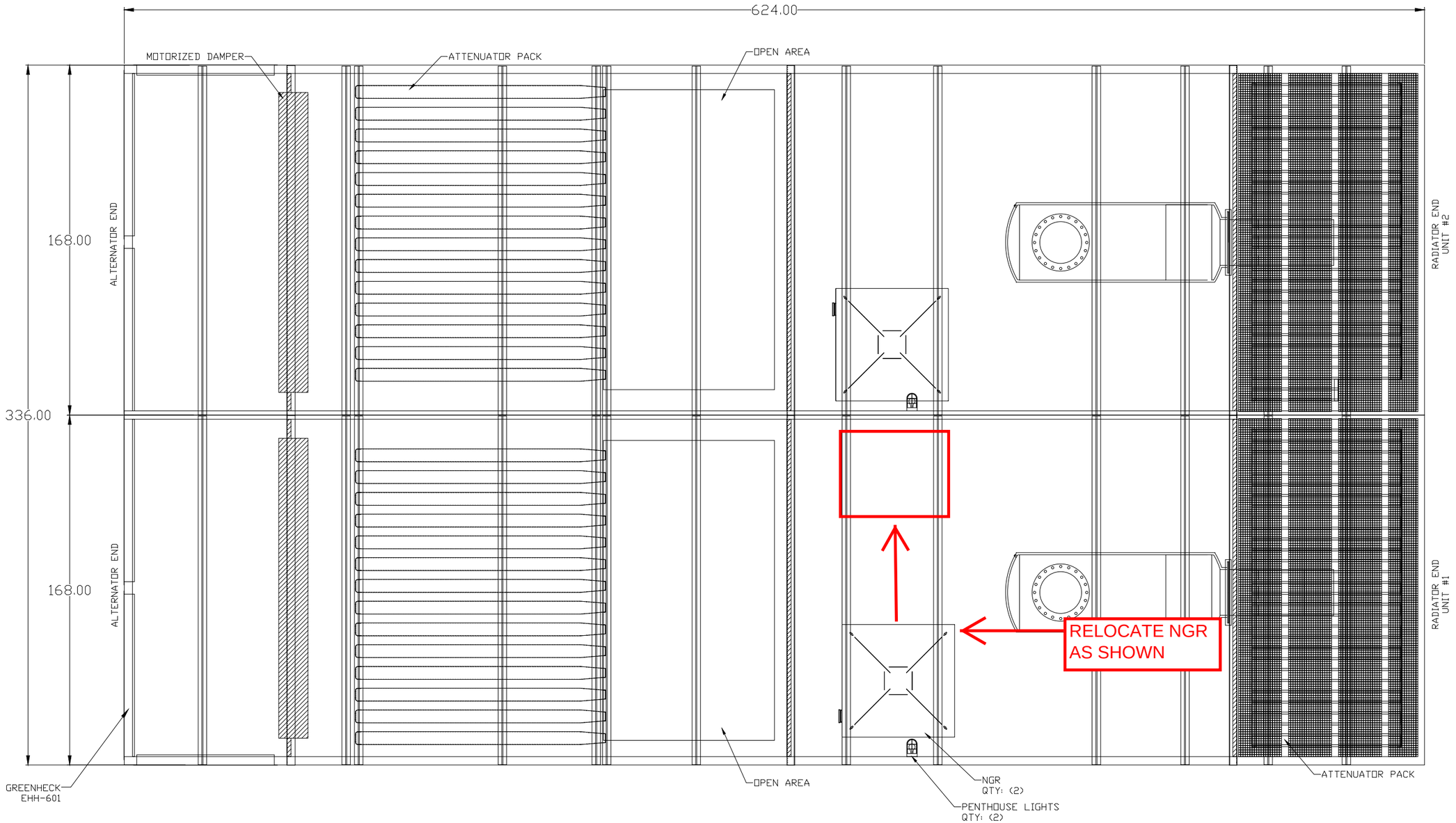

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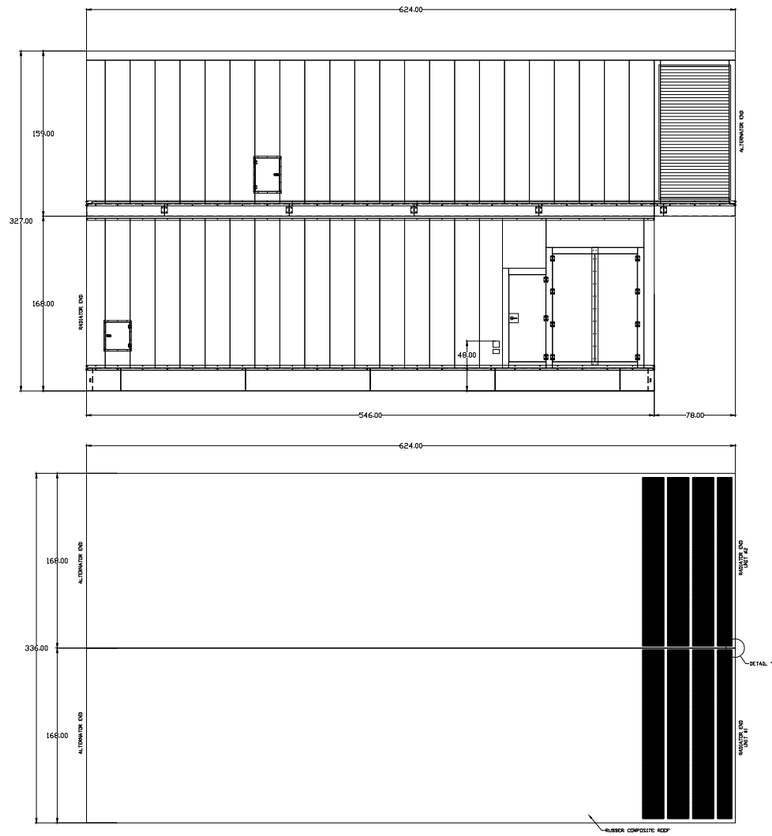
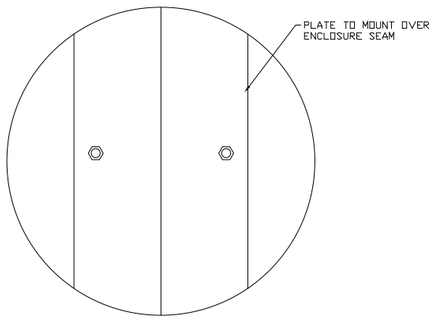
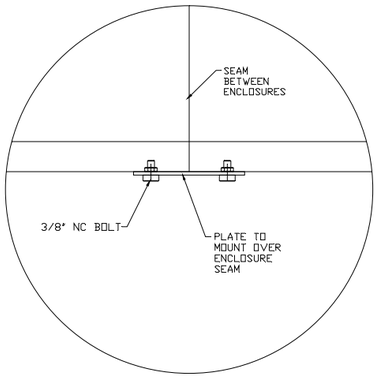
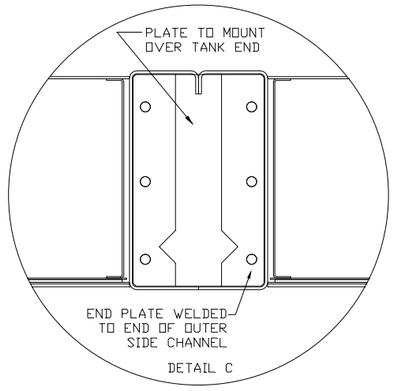




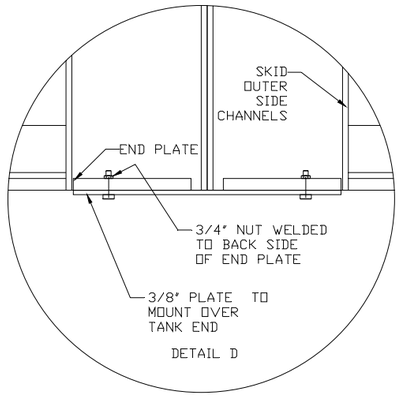
DETAIL A - SCALE 8X



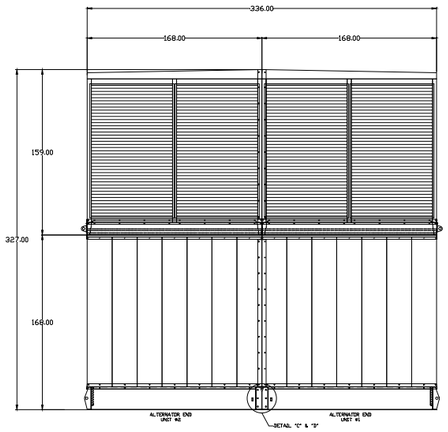
SEE DETAIL B - SCALE 8X

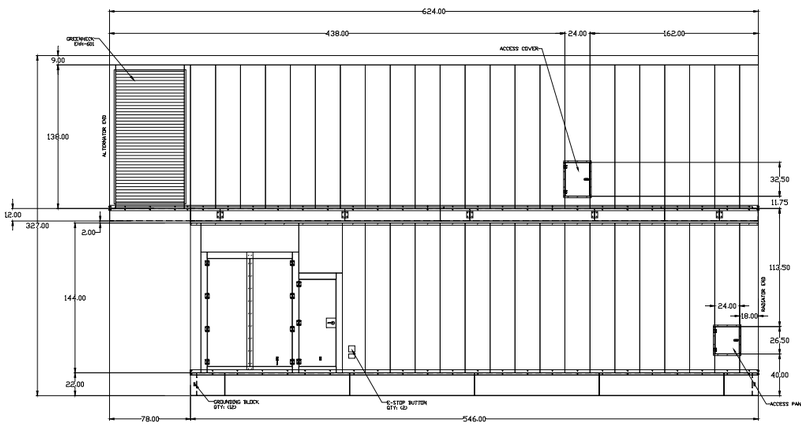


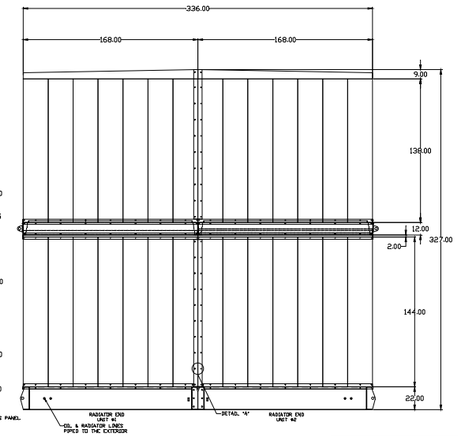
DETAIL C



DETAIL D







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D	MISC. REV PER 4/24 MEETING	4/28/14	HB
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B1	CLARIFY EQUIPMENT LABELING	3/20/14	HB
A	MISC. REVISIONS PER MEETING/EMAILS, INSERTED NEW RADIATOR DRAWING	2/21/14	HB

APPROVED AS DRAWN ☐
APPROVED AS NOTED ☐
REVISE AS NOTED, RESUBMIT ☐

SIGNATURE DATE

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DE PERE, WI 54115-5905
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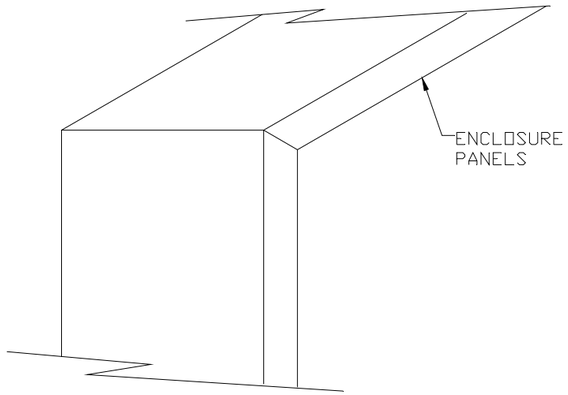
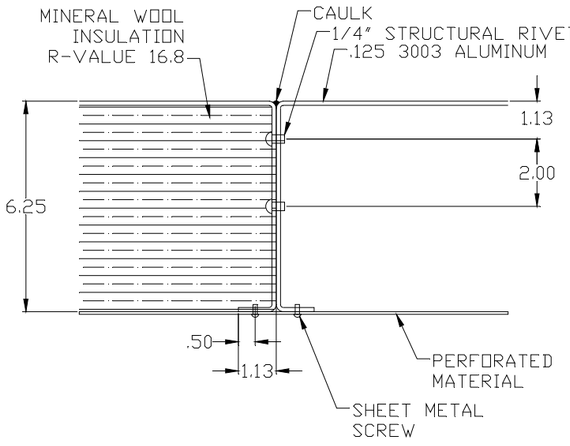
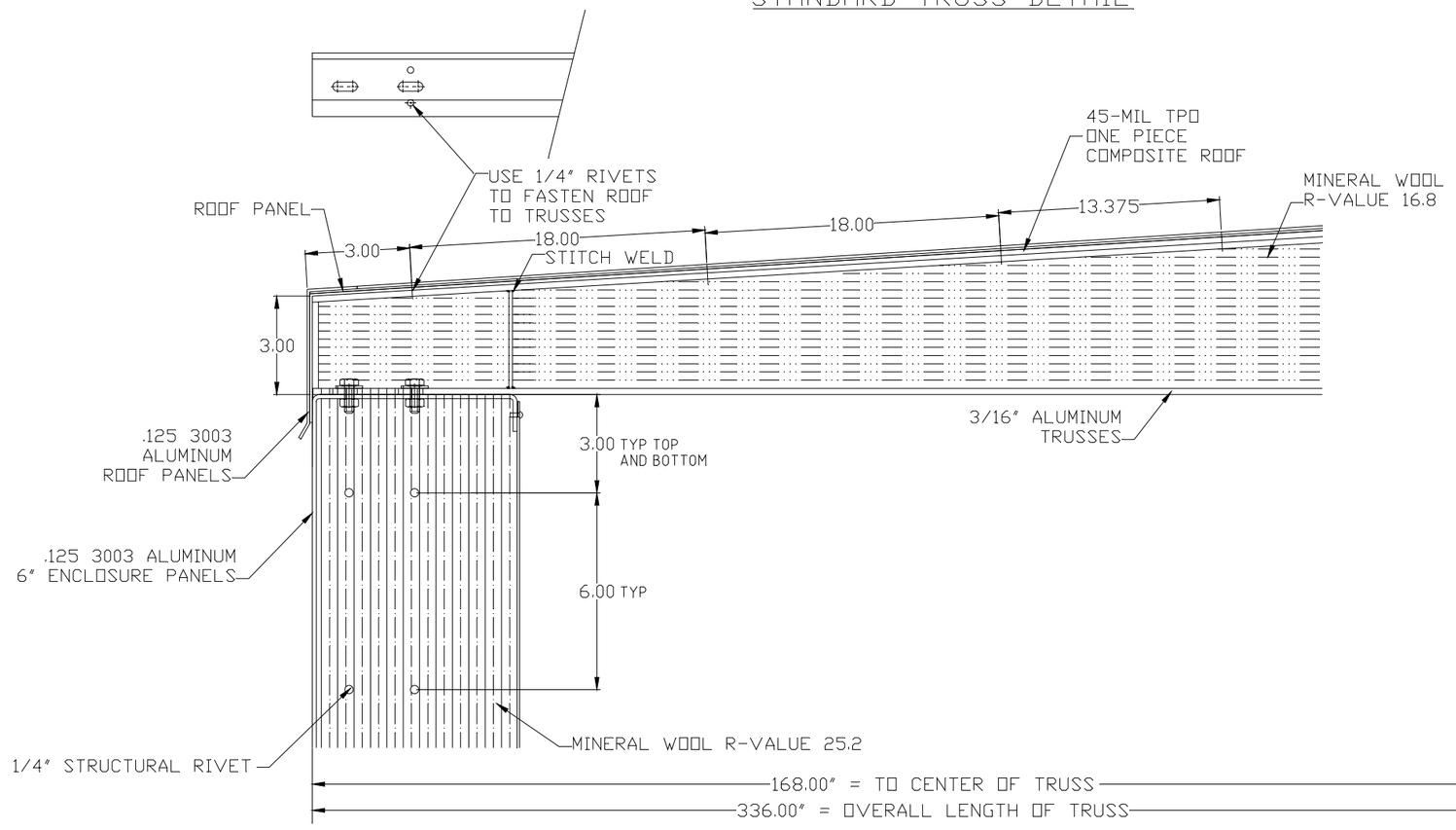




ENCLOSURE 6" WALL DETAIL
(.125 3003 ALUMINUM)

STANDARD TRUSS DETAIL



ENCLOSURE 6" WALL DETAIL
(.125 3003 ALUMINUM)

TRUSSES ARE LOCATED 24" ON CENTER MAX.

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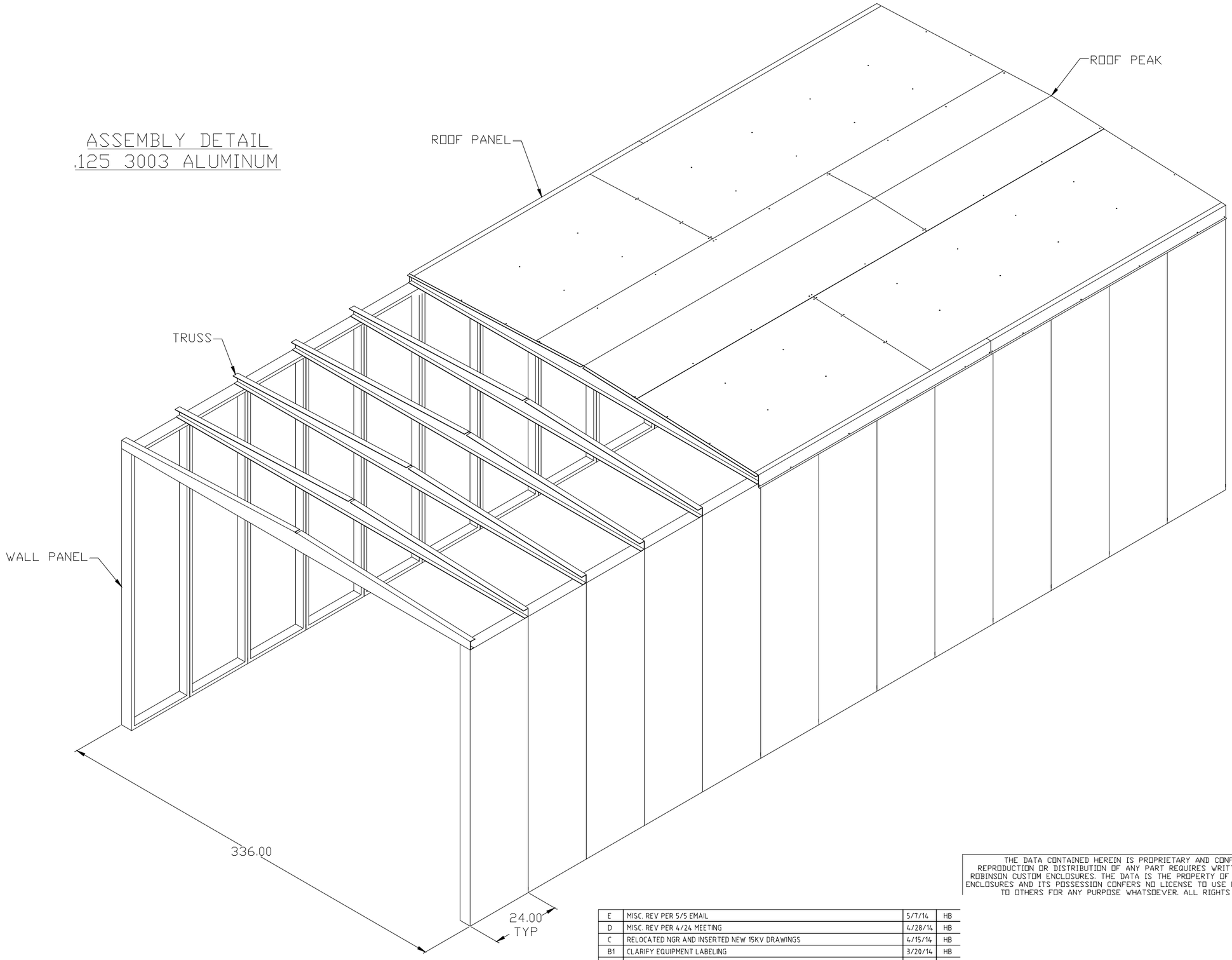
ASSEMBLY DETAIL
.125 3003 ALUMINUM



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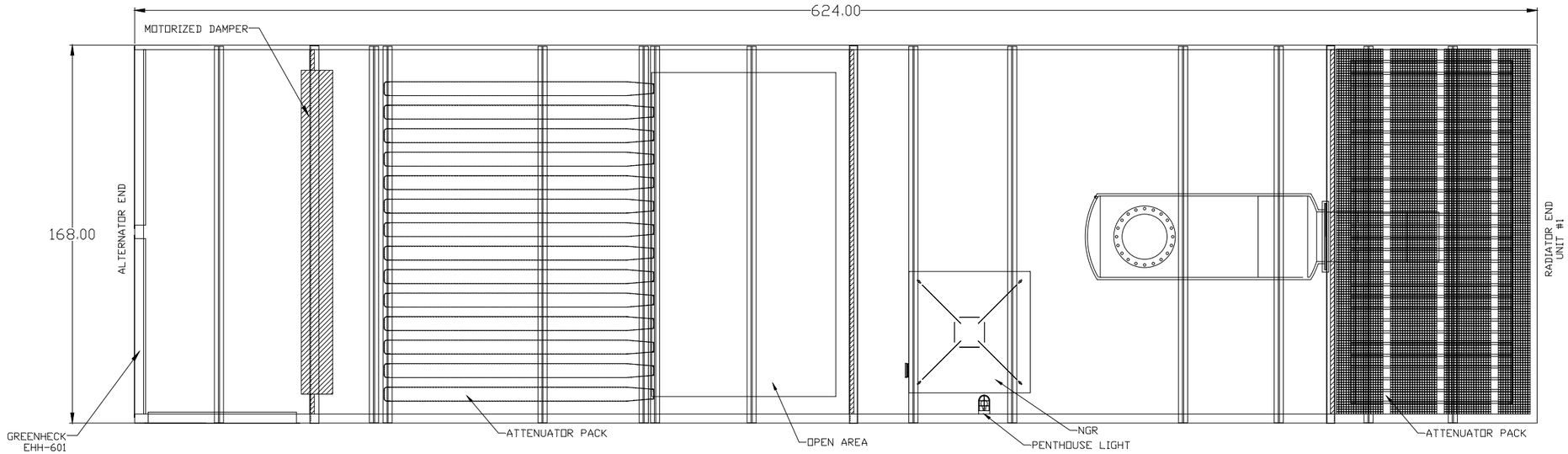

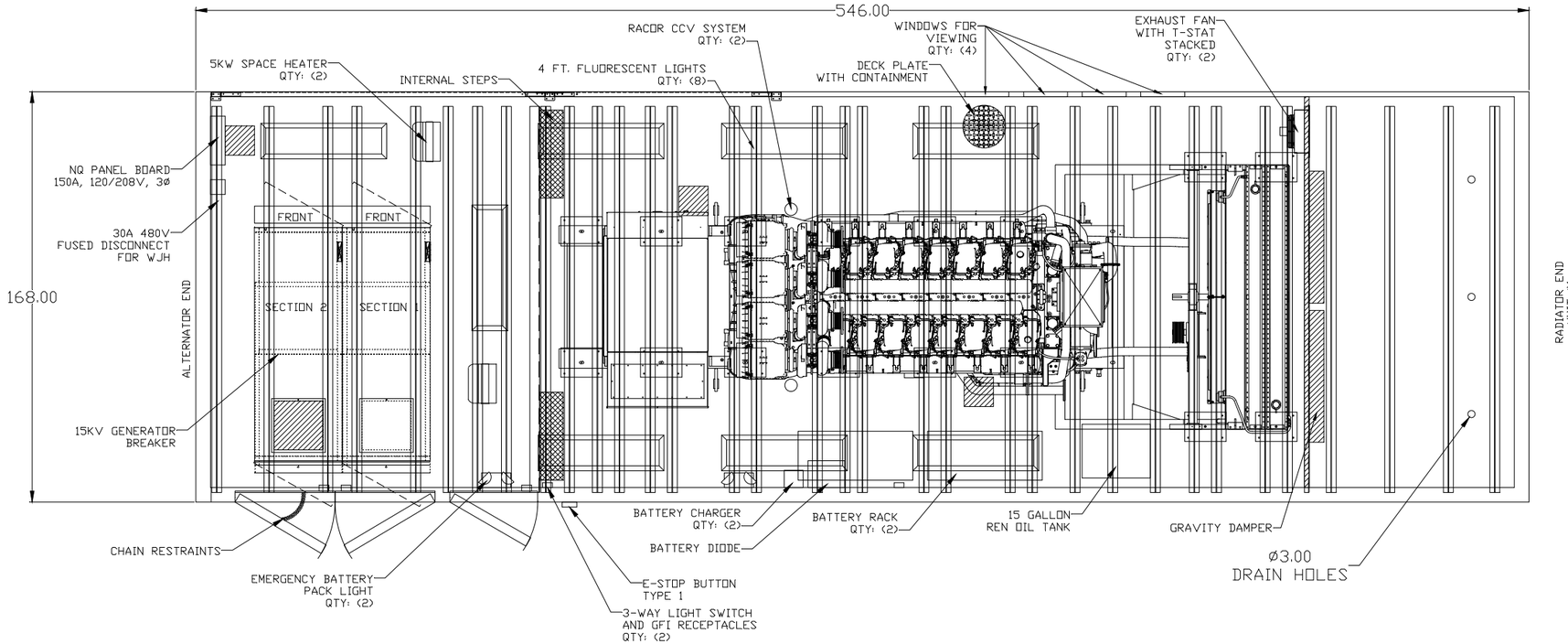

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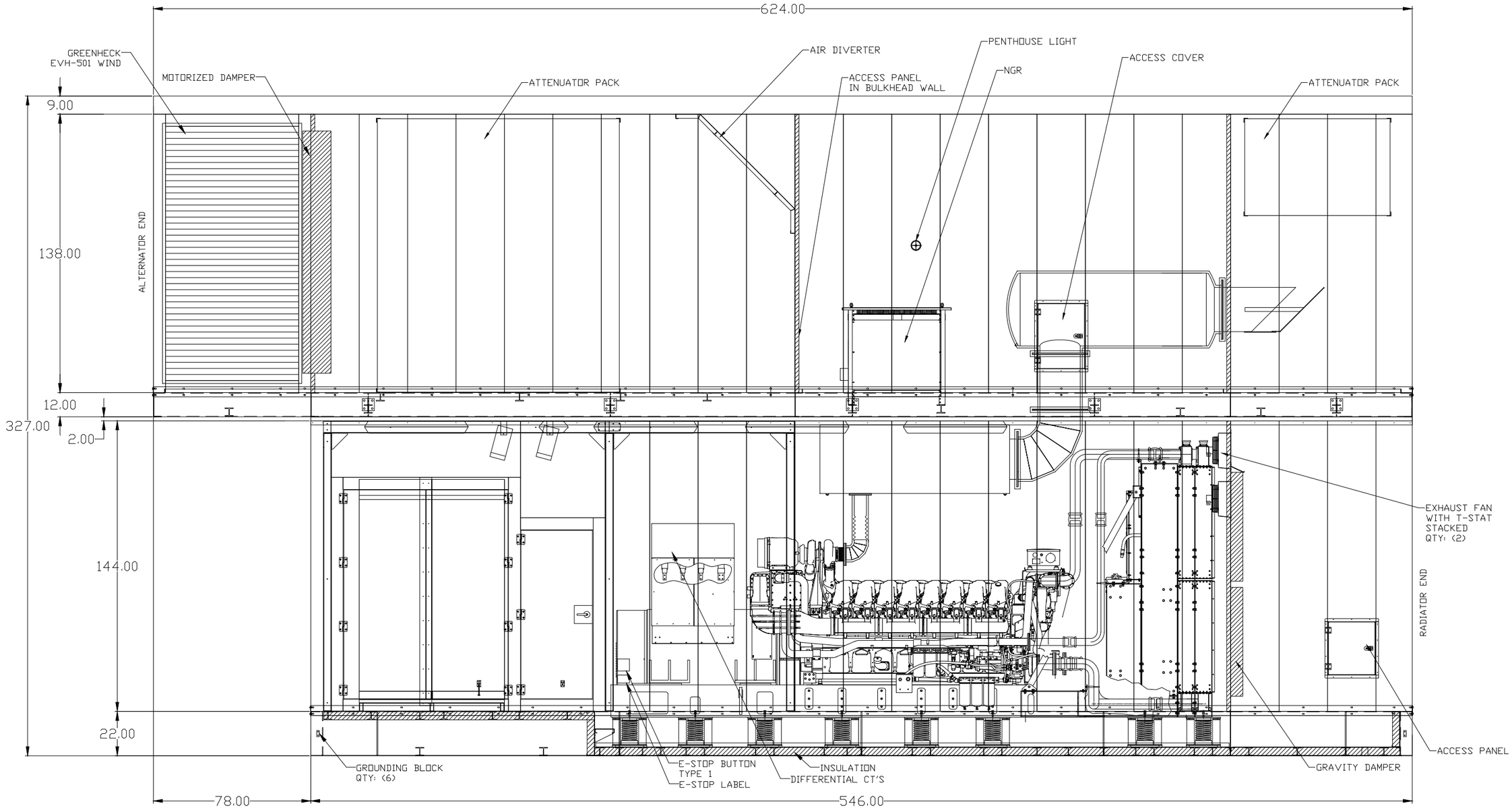

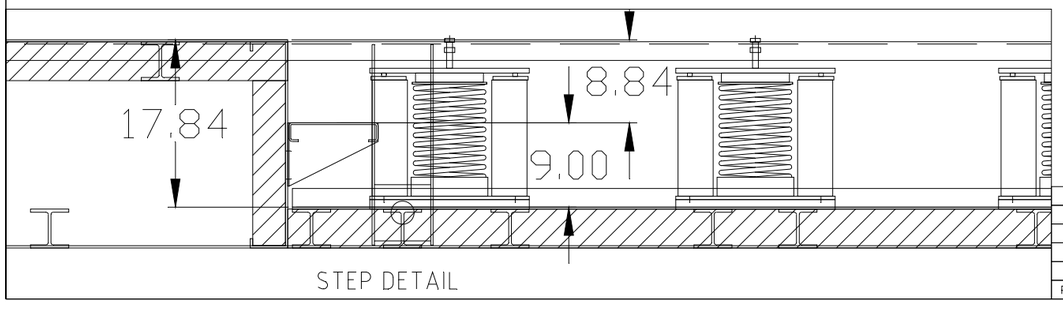

STEP DETAIL

REV.	REVISION DESCRIPTION	DATE	BY
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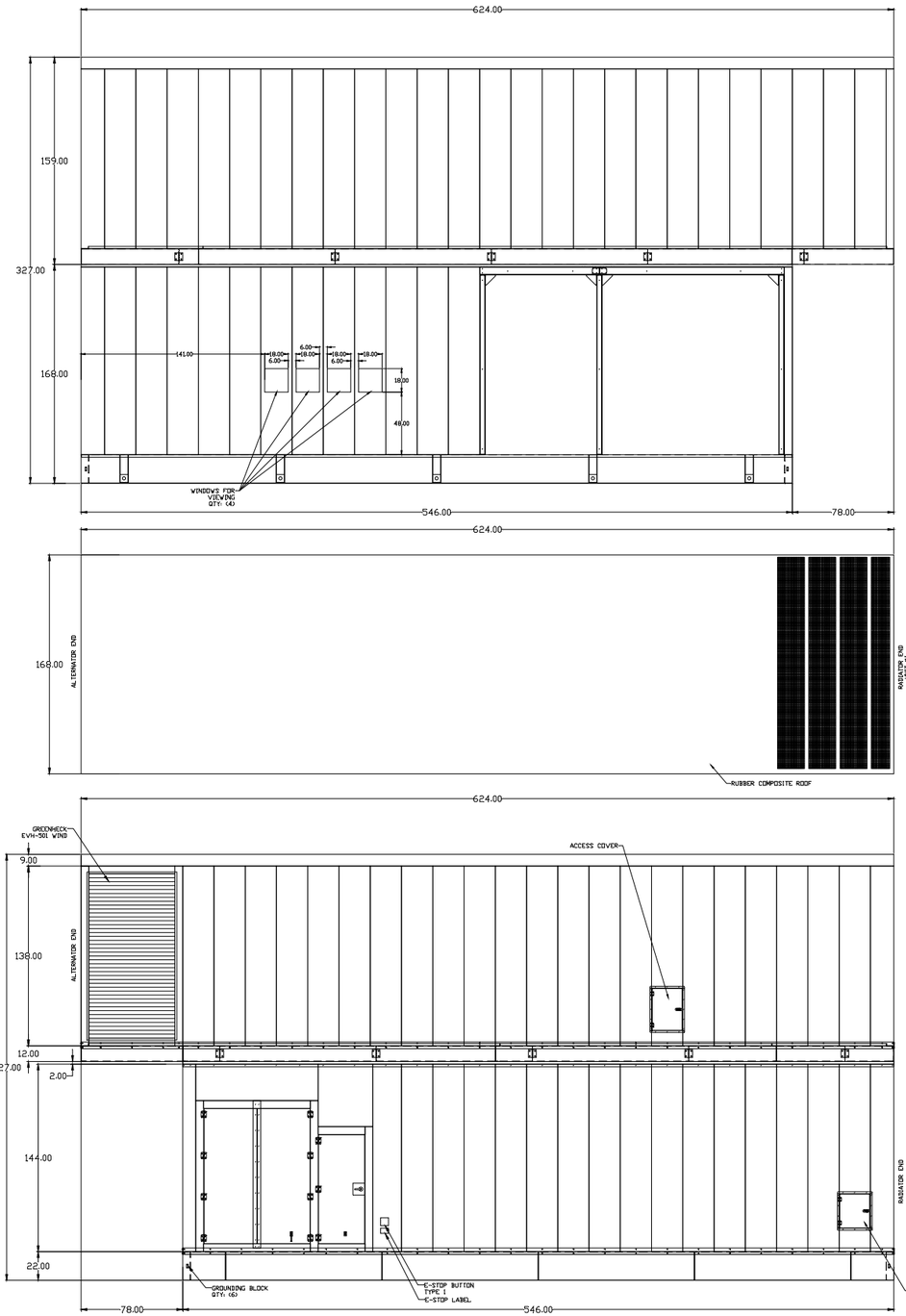
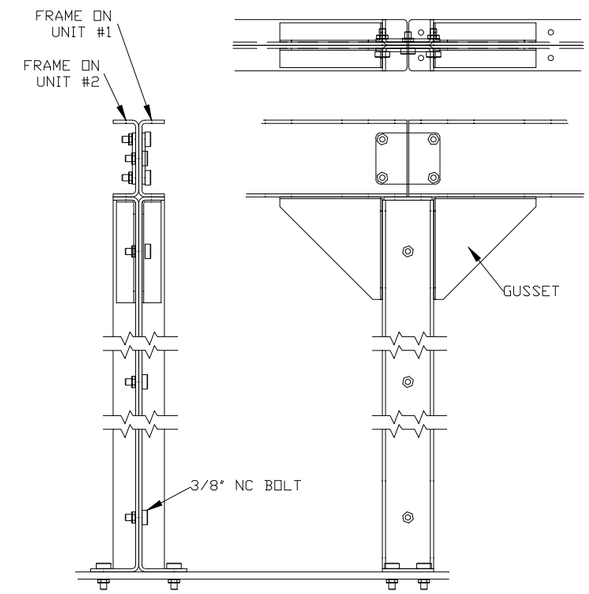


DETAIL SHOWING BOTH UNITS BOLTING TOGETHER



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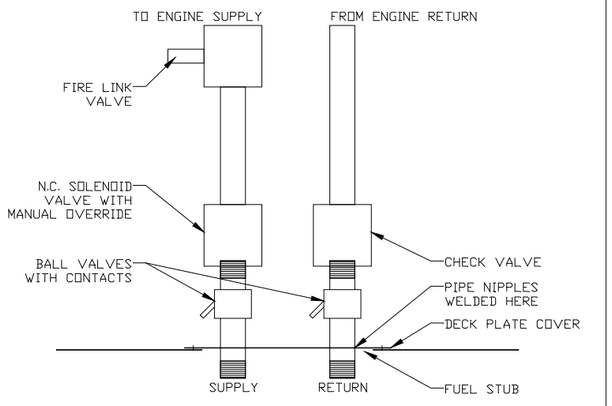
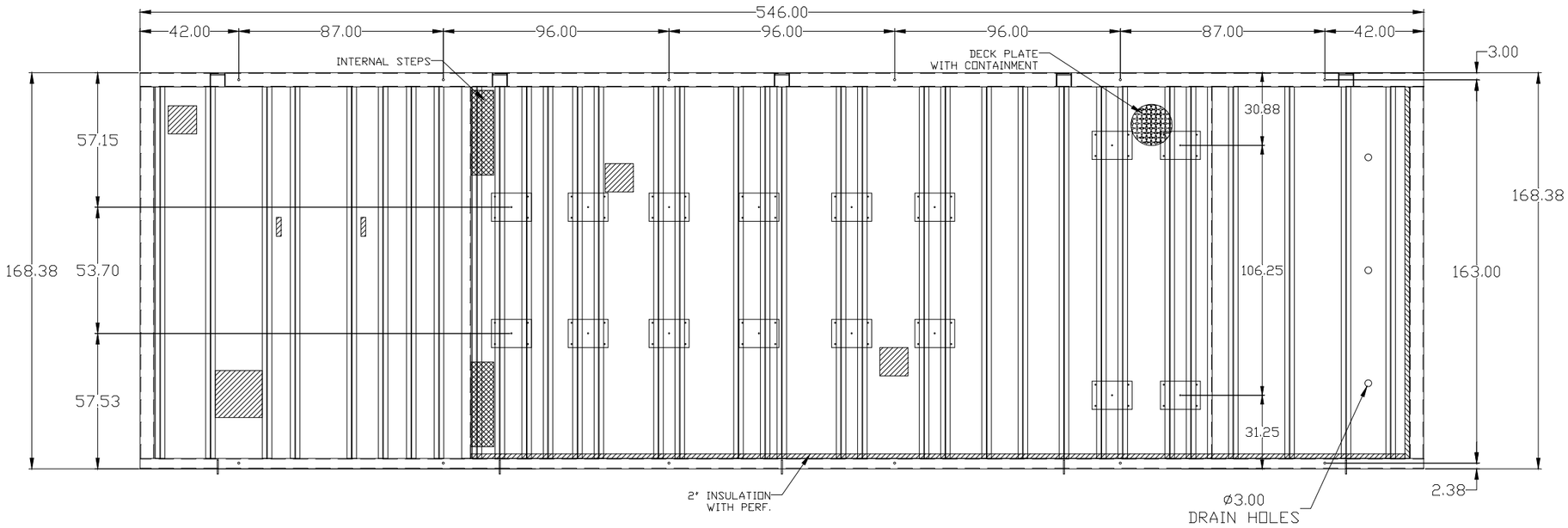
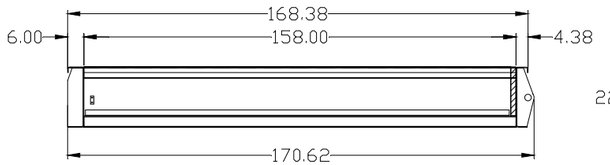
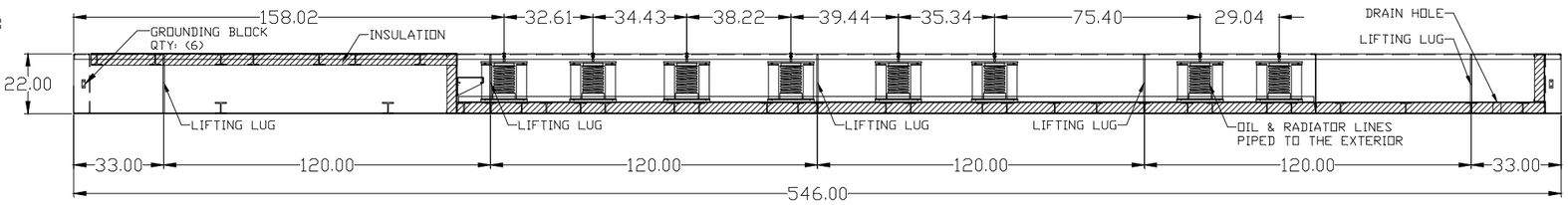
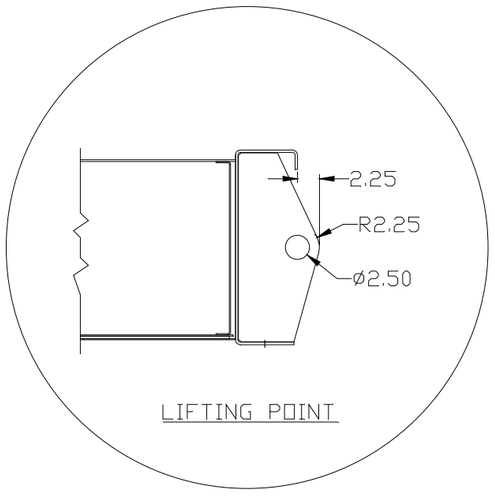




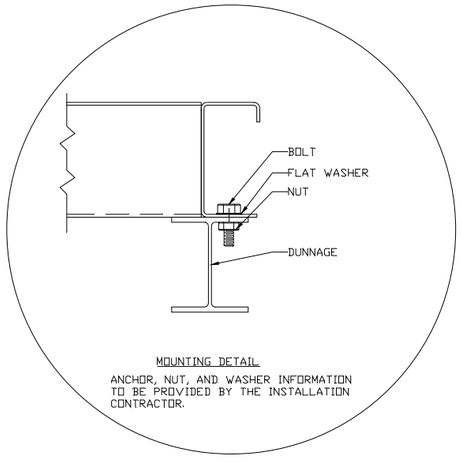




NOTE: MUST LIFT BY ALL 10 POINTS.

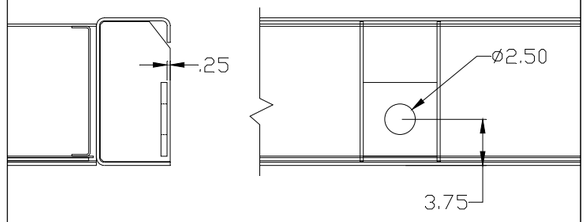


LIFTING POINT



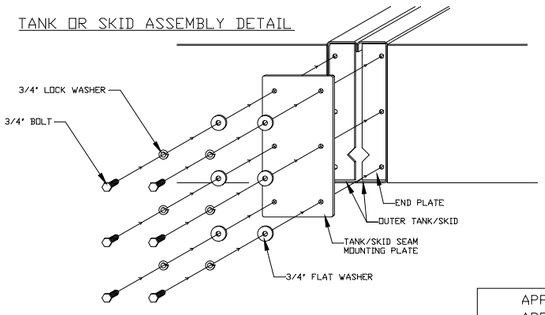
MOUNTING DETAIL

ANCHOR, NUT, AND WASHER INFORMATION TO BE PROVIDED BY THE INSTALLATION CONTRACTOR.



LIFTING LUG DETAIL

TANK OR SKID ASSEMBLY DETAIL



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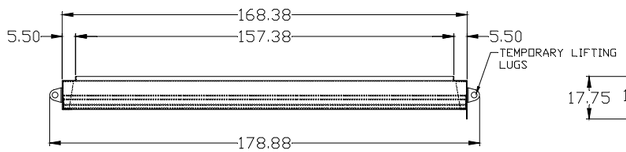

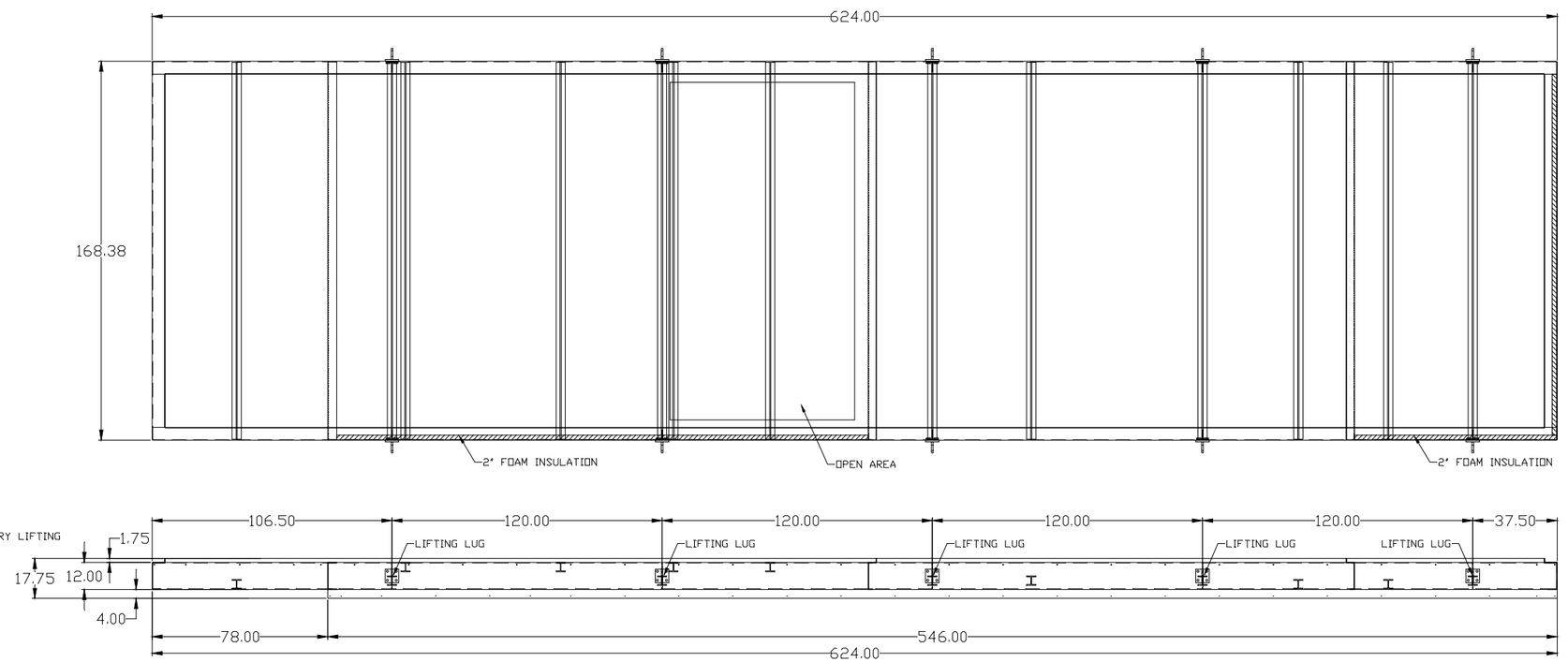

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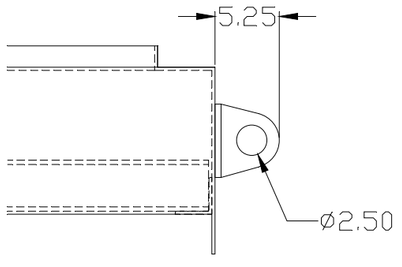

REMOVABLE LIFTING LUG DETAIL
FOR UPPER SECTIONS

REV.	REVISION DESCRIPTION	DATE	BY
E	MISC. REV PER 5/5 EMAIL	5/7/14	HB
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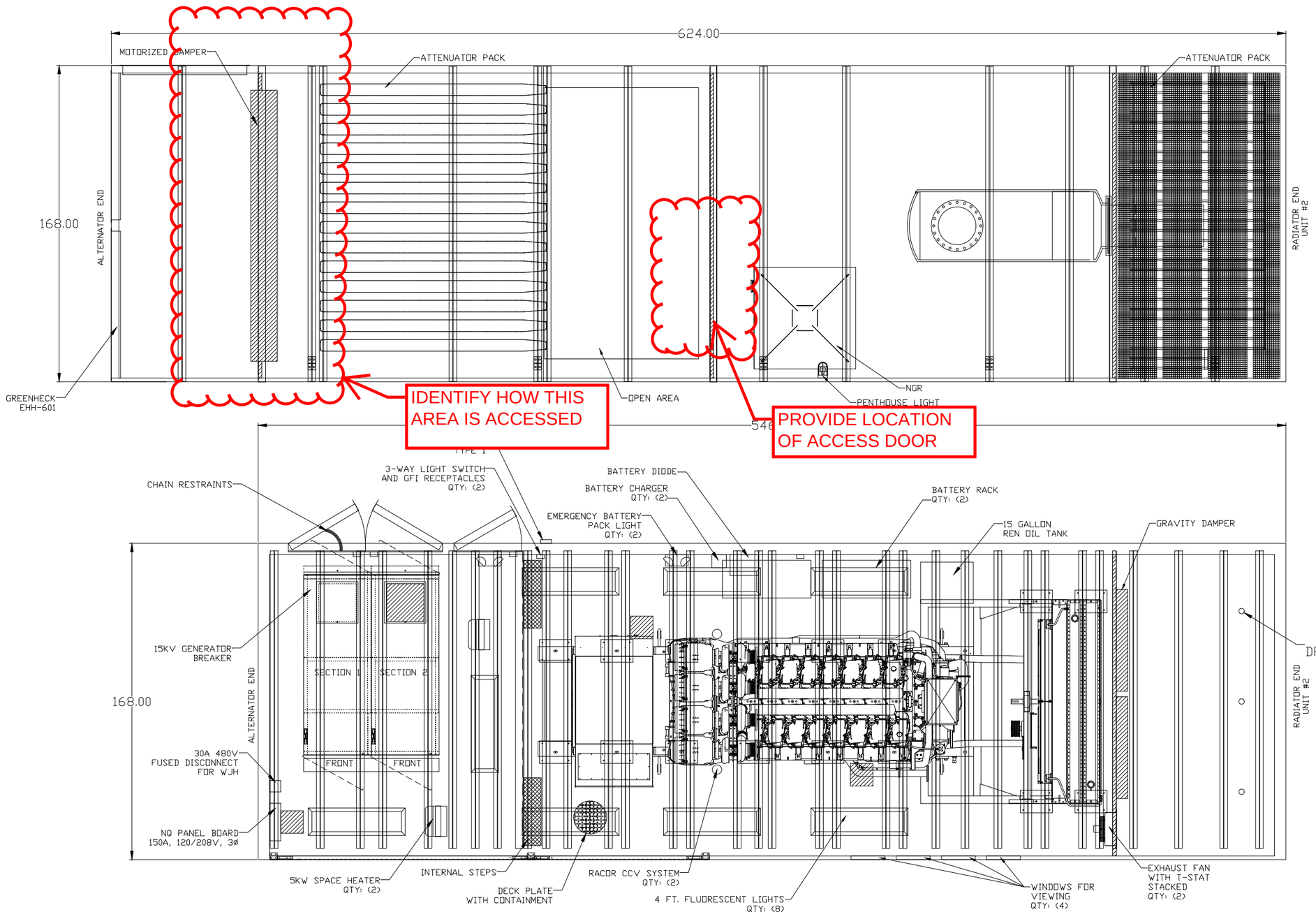

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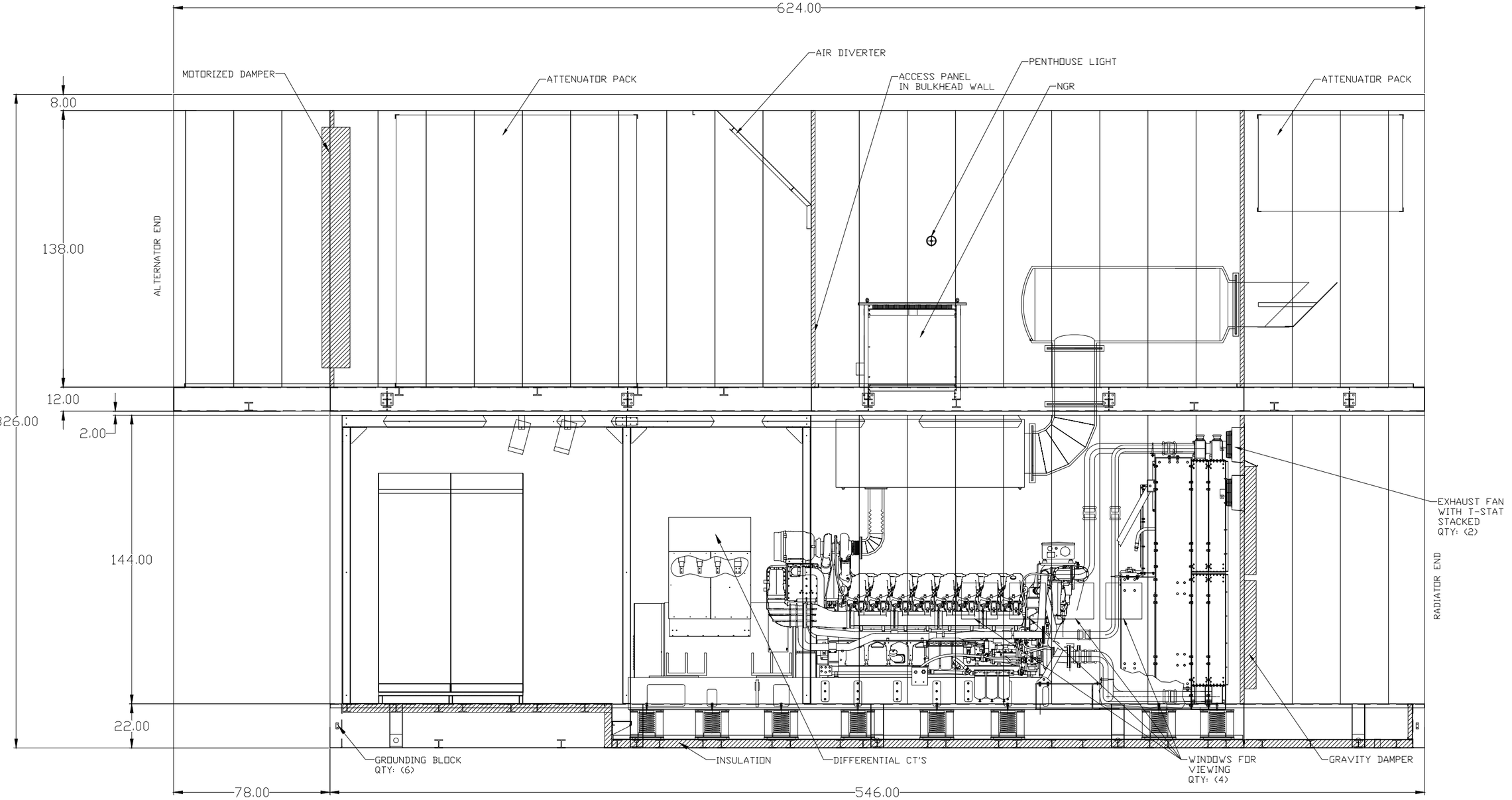

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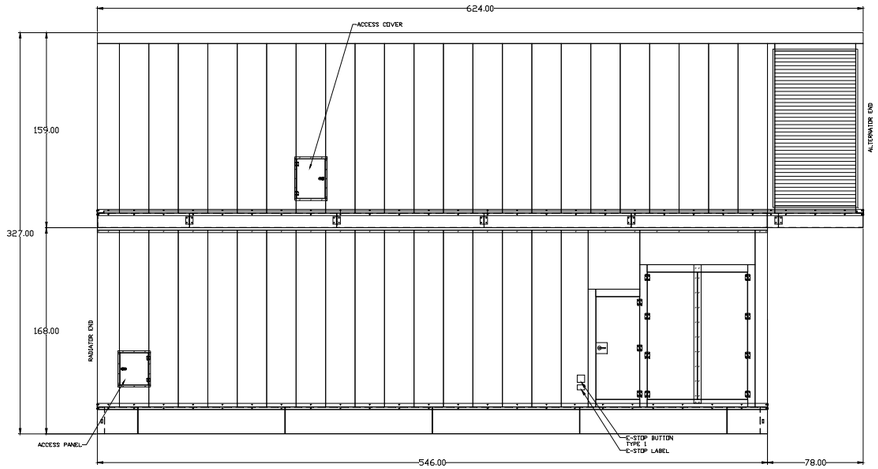

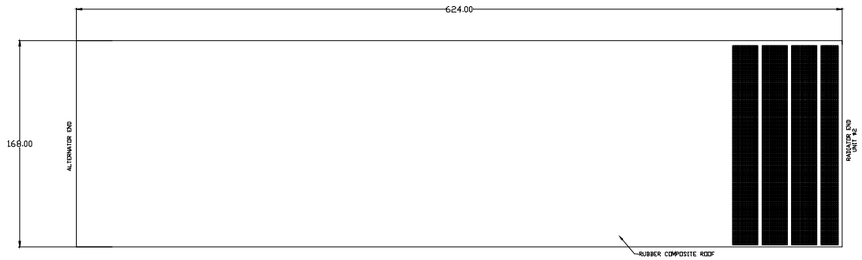

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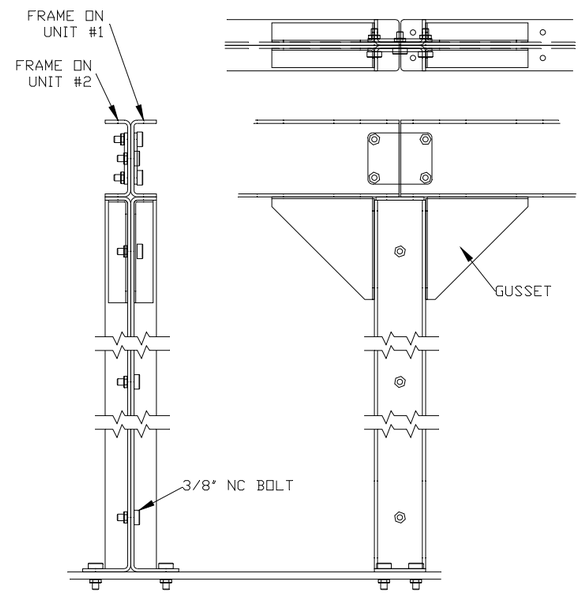

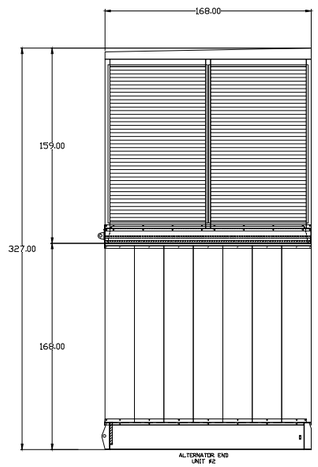

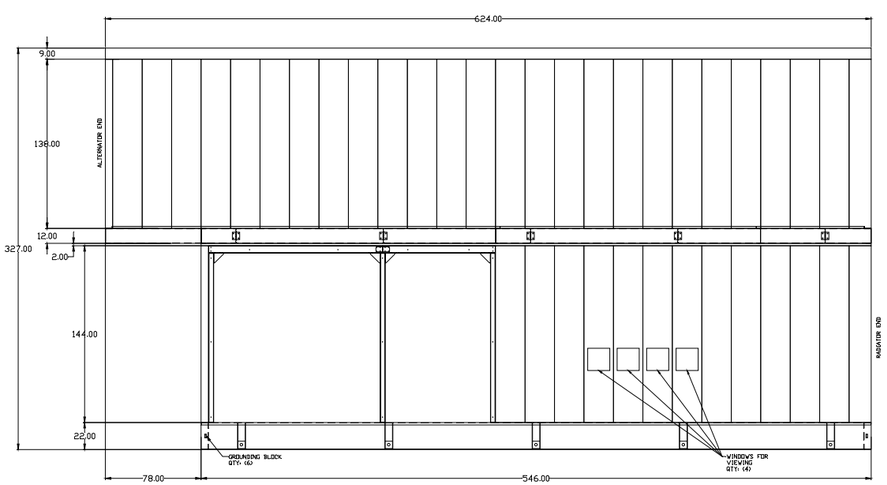

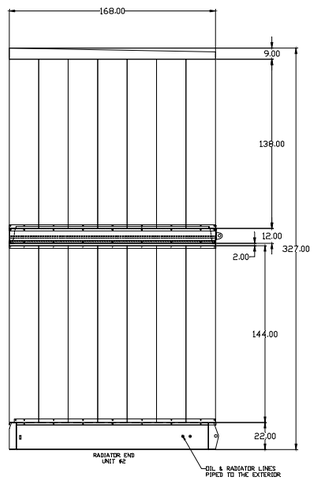

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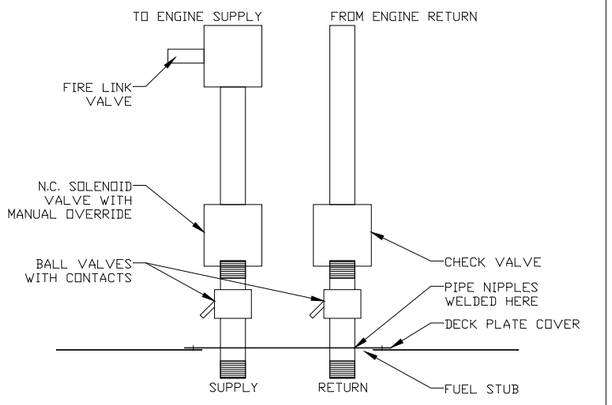
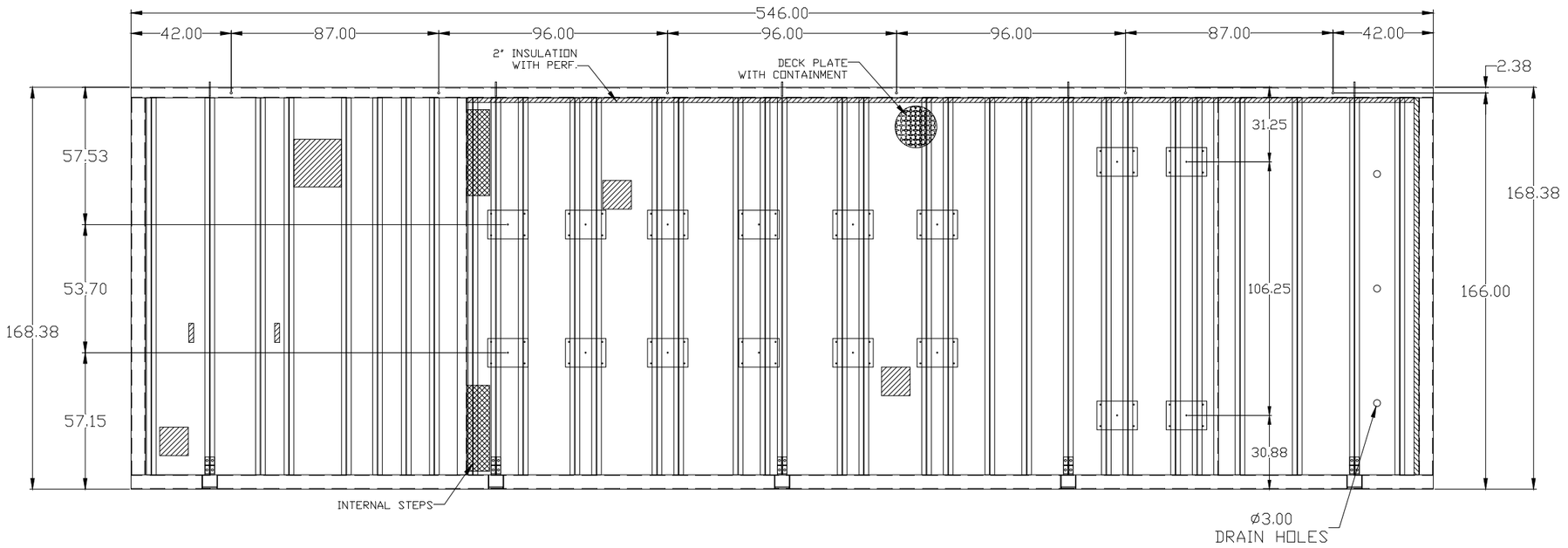
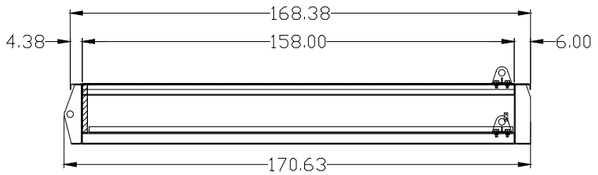
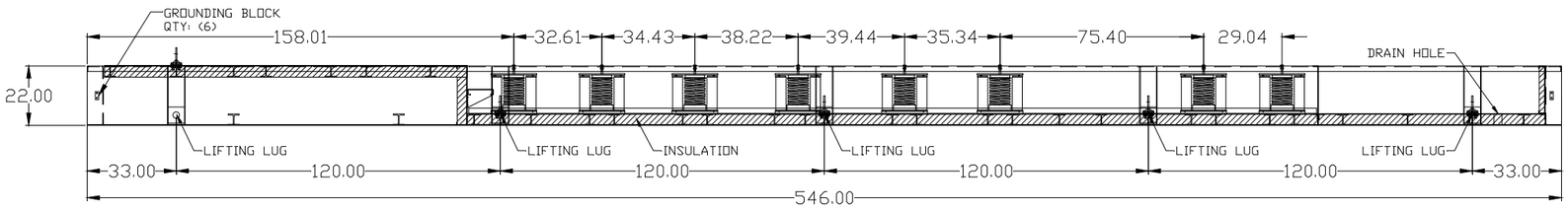
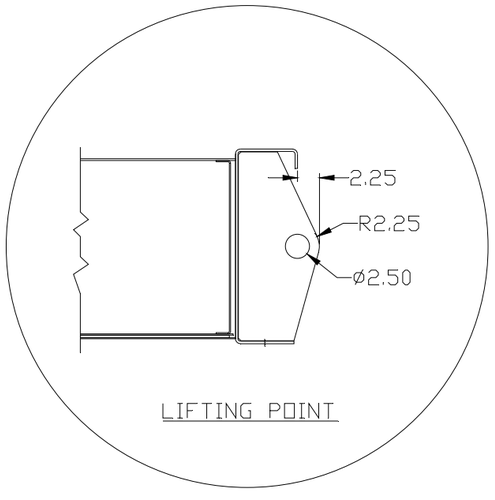




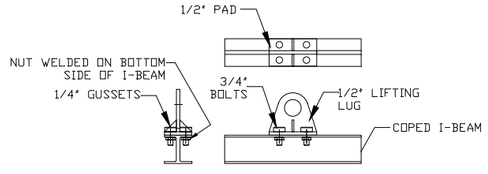




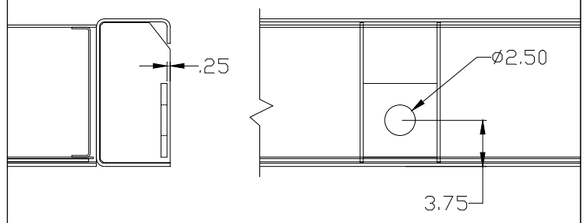
NOTE: MUST LIFT BY ALL 10 POINTS.



LIFTING POINT

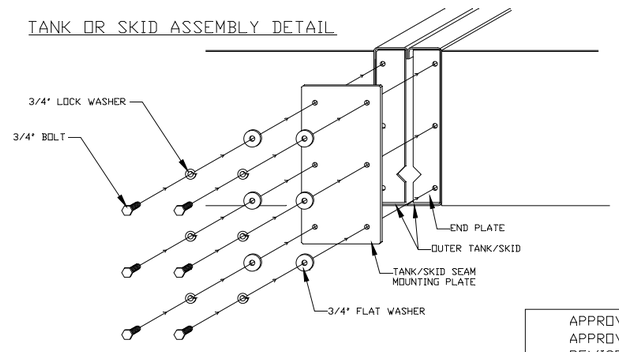


DETAIL A - LIFTING LUGS INSIDE JOINING WALLS



LIFTING LUG DETAIL

TANK OR SKID ASSEMBLY DETAIL

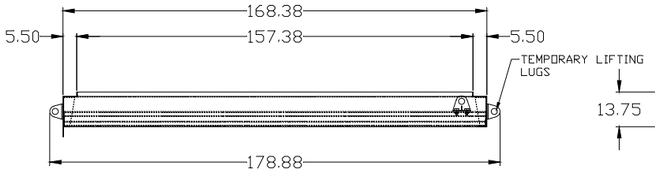


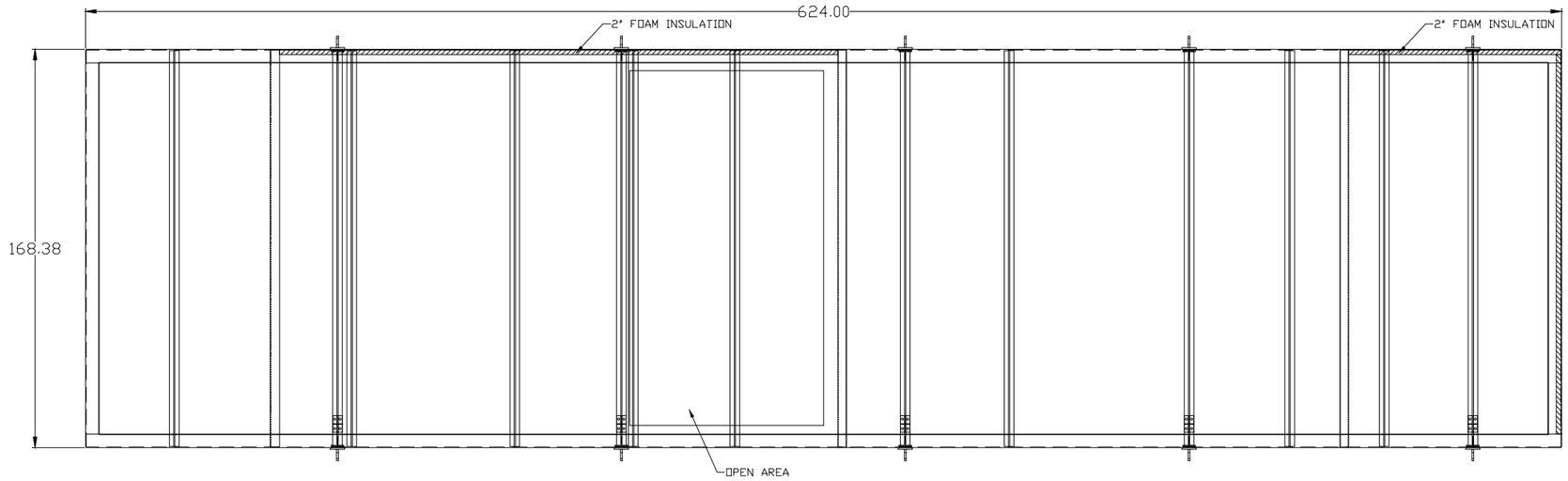
REV.	REVISION DESCRIPTION	DATE	BY
E	MISC. REV PER 5/5 EMAIL	5/7/14	HB
D	MISC. REV PER 4/24 MEETING	4/28/14	HB
C	RELOCATED NGR AND INSERTED NEW 15KV DRAWINGS	4/15/14	HB
B1	CLARIFY EQUIPMENT LABELING	3/20/14	HB
A	MISC. REVISIONS PER MEETING/EMAILS, INSERTED NEW RADIATOR DRAWING	2/21/14	HB

APPROVED AS DRAWN ☐
APPROVED AS NOTED ☐
REVISE AS NOTED, RESUBMIT ☐

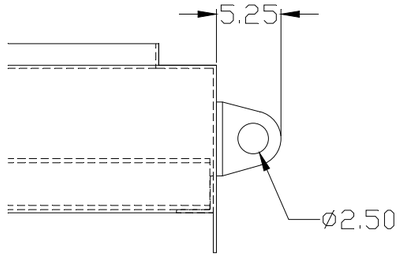
SIGNATURE DATE

ROBINSON CUSTOM ENCLOSURES
1740 EISENHOWER DRIVE
P.O. BOX 5905
DE PERE, WI 54115-5905
(920) 490-3250 (MAIN)
(920) 617-3308 (FAX)

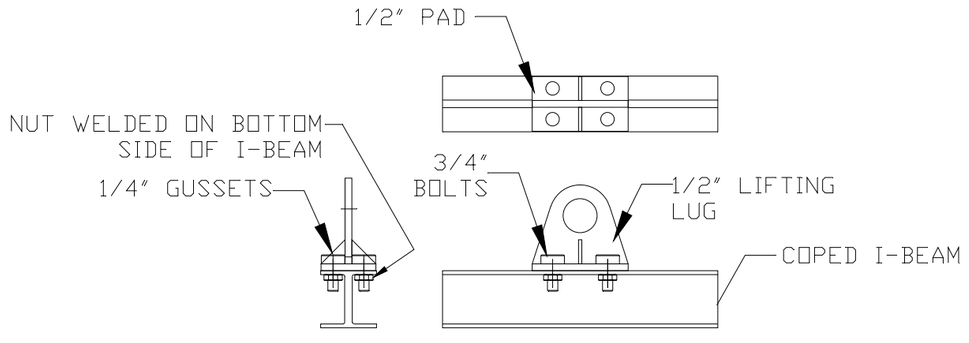




NOTE: MUST LIFT BY ALL 10 POINTS.



REMOVABLE LIFTING LUG DETAIL
FOR UPPER SECTIONS



DETAIL A - LIFTING LUGS
INSIDE JOINING WALLS

REV.	REVISION DESCRIPTION	DATE	BY
E	MISC. REV PER 5/5 EMAIL	5/7/14	HB
D	MISC. REV PER 4/24 MEETING	4/28/14	HB
C	RELOCATED NGR AND INSERTED NEW 15KV DRAWINGS	4/15/14	HB
B1	CLARIFY EQUIPMENT LABELING	3/20/14	HB
A	MISC. REVISIONS PER MEETING/EMAILS, INSERTED NEW RADIATOR DRAWING	2/21/14	HB

APPROVED AS DRAWN ☐
APPROVED AS NOTED ☐
REVISE AS NOTED, RESUBMIT ☐

SIGNATURE _____ DATE _____

ROBINSON CUSTOM ENCLOSURES
1740 EISENHOWER DRIVE
P.O. BOX 5905
DE PERE, WI 54115-5905
(920) 490-3250 (MAIN)
(920) 617-3308 (FAX)

YORK® Solution™ Air Handling Unit Performance Report

Air Handling Units

Equipment Cut Sheets with Sound Levels Data/Testing

Job Summary

Project Name:	(JBB) Sand		
Unit Tag(s):	AHU-1		
Quantity:	1	**Environment:**	Indoor

Unit Overview

Model	Airflow (CFM)	Altitude (ft)	Operating Weight (lbs)
XTI-57x60	7,500	187	4,431

Segment Sequence

(FS)(XA-2 UV CC)(XA-1 HC)(RF MB)

Unit Construction

Casing Details

Segment(s)	Thickness (in)	Exterior Paint	Exterior Gauge and Material	Interior Gauge and Material	Insulation Thickness and Material	Bulkhead Material
MB , RF , HC , XA-1 , UV , XA-2 , FS	2	None	STD Ga. G-90 Galvanized	STD Ga. G-90 Galvanized	2" Foam	Galvanized
CC	2	None	STD Ga. G-90 Galvanized	STD Ga. G-90 Galvanized	2" Foam	Stainless Steel

Base Details

Segment(s)	Base		Floor				
	Material	Paint	Gauge and Material	Paint	Insulation	Attachment	Tread Plate
MB , RF , HC , XA-1 , CC , UV , XA-2 , FS	Standard Structural Steel	Standard Base Paint	16 Ga. G-90 Galvanized	None	N/A	-	None

Unit Electrical

Circuit Details

Circuit #	Component(s)	V/Ph/Hz	Full Load Amps (FLA)	Minimum Current Ampacity (MCA)	Maximum Overcurrent Protection (MOP)
1	Supply Fan Motor Control, Lights and Outlets, UV-C Lamps	460/3/60	21.7	27.2	30.0

Electrical Details

Minimum Unit SCCR	5 kA rms Symmetrical	**ETL Label (UL1995/NEC-2002)**	Yes
Unit Light Type		**Unit Light Switch**	
Vaporproof LED		External	

Supply Fan(s)

Performance Details

Fan Manufacturer	Model	Class	Size	% Wheel Width	% Wheel Diameter	Quantity	Total Airflow (CFM)	Altitude (ft)	TSP (in w.g)	ESP (in w.g)	Fan Speed (RPM)	Fan Power (BHP)
Lau	DDPG2	II	135-12	100	100	2	7,500	187	6.39	2.50	3,959	5.94

Drive Type	Wheel Type	Blade Type	Wheel Material	Base Material	Fan Flow Isolation	AirFlow Monitoring	Isolation Type	Total Eficiency (%)	Outlet Velocity (ft/s)	Max Speed (RPM)	FEP (kW)
Direct Drive	SWSI	Airfoil	Aluminum	Galvanized Steel	Back-Draft Counter Balance	Yes (K=910.00)	1" Spring	63.38	722	4,038	10.31

Motor Details

Type	Manufacturer	Motor Power (HP)	V/Ph/Hz	Quantity	Insulation Class	Motor Speed (RPM)	Frame Size	Full Load Amps (Amps)	Efficiency	Location
ODP	Baldor	7.5	460/3/60	2	F	3,600	184	8.70	Premium	Direct Drive

At Motor Synchronous Details

TSP (in w.g.)	Total Air Flow (CMF)	Fan Speed (RPM)	Motor Correction Factor(%)	Fan Power (BHP)
4.85	3,268	3,450	88.5	3.93

Notes

Certified by the AHRI Central Station Air-Handling Unit (AHU) Certification Program, which is based on AHRI Standard 430/431. AHRI certified units are subject to rigorous and continuous testing, have performance ratings independently measured and are third-party verified. Certified units may be found in the AHRI Directory at www.ahridirectory.org.

Water Coil(s)

Performance[1] Details

Coil	Fluid Type	Rows	Fin Spacing (FPI)	TPC	TMBH	SMBH	EAT (°F)		LAT (°F)		Airflow (CFM)	FV (ft/min)	APD	Flow (GPM)	EWT (°F)	LWT (°F)	Fluid Vel. (ft/s)	WPD	Alt. (ft)
							DB	WB	DB	WB									
HC	Water	4	12	4	540	540	20.0	-	80.7	-	7,500	475	0.35	72.4	100.0	85.0	3.3	7.0	187
CC	Water	6	11	6	304	208	80.0	67.0	54.3	53.4	7,500	475	0.73	50.8	44.0	55.9	2.4	4.7	187

Construction Details

Coil	Location		Offset (in)	Connection Material[3]	Connection Rotation (degrees)	Connection Type	Supply Connection (Per Coil)		Coil Stack Rack
	Coil Index[2]	Connection					Qty	Size (in)	
HC	0	Left	0	Steel	0	MPT	1	2	-
CC	0	Left	0	Steel	0	MPT	1	2	-

Coil	# of Coils High	Face Type	Total Fin Height (in)	Fin Length (in)	Coil Face Area (ft²)	Fin Material	Fin Thickness (in)	Fin Type	Tube Diameter (in)	Tube Material	Tube Wall Thickness (in)
HC	1	Full	47.50	48	15.8	AL	.008	Corrugated	1/2	Copper	.016
CC	1	Full	47.50	48	15.8	AL	.010	Corrugated	1/2	Copper	.020

Coil	Coil Coating	Dry Weight (lbs)	Fluid Weight (lbs)	Fluid Volume (ft³)	Header Material	Casing Material	Intermediate Drain Pan Material	Fouling Factor (hr.ft².°F/BTU)
HC	Phenolic	200	65	1.0	Copper	Galvanized	-	-
CC	Phenolic	327	89	1.4	Copper	304 Stainless Steel	304 Stainless Steel	-

Coil	# of Coils High	Face Type	Total Fin Height (in)	Fin Length (in)	Coil Face Area (ft²)	Fin Material	Fin Thickness (in)	Fin Type	Tube Diameter (in)	Tube Material	Tube Wall Thickness (in)

Notes

- [1]Performance is shown for the entire coil bank. Performance is not per coil.
- [2]Coil index indicates position in segment. Example: CC-1, index 0; Spacer, index 1; CC-2, index 2
- [3]Johnson Controls suggests using red brass or copper connectors when the coil is to be attached to a copper or brass piping system.
- All coils are rated with a fouling factor of 0.00000 hr.ft².°F/BTU unless otherwise noted
- Ratings are for coils manufactured by Johnson Controls, Inc., 507 E. Michigan St., Milwaukee WI 53202.
- Coil DLL Version: 7.7M
- BDW Tube Spacing: 1.25 x 1.08
- HC[1][0]: EFT < 120.0 deg F. - This coil is outside the scope of AHRI Standard 410.

- [1]Performance is shown for the entire coil bank. Performance is not per coil.
- [2]Coil index indicates position in segment. Example: CC-1, index 0; Spacer, index 1; CC-2, index 2
- [3]Johnson Controls suggests using red brass or copper connectors when the coil is to be attached to a copper or brass piping system.
- All coils are rated with a fouling factor of 0.00000 hr.ft².°F/BTU unless otherwise noted
- Ratings are for coils manufactured by Johnson Controls, Inc., 507 E. Michigan St., Milwaukee WI 53202.
- Coil DLL Version: 7.7M
- BDW Tube Spacing: 1.25 x 1.08

- CC[1][0]: This coil is certified in accordance with the AHRI Forced-Circulation Air-Cooling and Air-Heating Coils Certification Program which is based on AHRI Standard 410 within the range of Standard rating conditions listed in Table 1 of the Standard. Certified units may be found in the AHRI Directory at www.ahridirectory.org.

Drain(s)

Details

Segment	Drain Pan		
	Liner Material	Connection Location	Liner Coating
CC	Stainless Steel	Left	None

UV

Details

Segment	Power (W)	Amps	Voltage (V)	Frequency (Hz)	Lamp Efficiency	Radiometer
UV	540	4.5	120	60	75% (4 Passes = 99.97%)	-

Filter(s)

Details

Segment	Type	Depth	Filter Loading	Media/MERV	# of Spares	Spare Filter Media	Frame Material
RF	Pre-Filter	2"	Side	Pleated 30% (MERV 8)	2	Pleated 30% (MERV 8)	Aluminum
RF	Primary Filter	12" Rigid	Side	90-95% Eff, (MERV 14)	2	90-95% Eff, (MERV 14)	Aluminum

Sizes				Filter Gauge Details		
Segment	Filter	1st Filter Size H x W (in)	1st Qty	Location	Type	Range (in w.g)
RF	Pre-Filter	24x24	4	Door	Magnehelic with Flag	0 - 1
RF	Primary Filter	24x24	4	Door	Magnehelic with Flag	0 - 1

Damper(s)

Details													
Segment	Air Path	H x W (in)	Qty	Total Face Velocity (ft/min)	Face Area	CFM	Minimum Allowable OA CFM	Damper Type	Damper Config	Model	Material	Blade Orientation	Actuator Type	Fail Position
MB	Outside Air	26.75 x 24.00		1,682		7,500		Control	100%	CD60	Galvanized	Parallel	-	-
MB	Return Air	14.00 x 44.00		1,753		7,500	-	Control	100%	CD60	Galvanized	Parallel	-	-

Door(s)

Details										
Segment(s)	Location	Swing	Hinge Location	H x W x T (in)	View Port	Test Port	Spare Gasket	Thermal Break	Safety Latch	Noncontact Safety Interlock
MB	Left	Outward	Upstream Side	51 x 24 x 2	STD Double Pane	-	-	-	-	-
RF, CC	Left	Outward	Upstream Side	51 x 18 x 2	STD Double Pane	-	-	-	-	-
CC	Right	Outward	Upstream Side	51 x 18 x 2	STD Double Pane	-	-	-	-	-
UV, XA-2	Left	Outward	Downstream Side	51 x 18 x 2	STD Double Pane	-	-	-	-	-
FS	Left	Outward	Upstream Side	51 x 18 x 2	STD Double Pane	Yes	-	-	Yes	-
FS	Right	Outward	Upstream Side	51 x 18 x 2	STD Double Pane	Yes	-	-	Yes	-

Motor Control(s)

Details										
Segment	Type	MMP	V/Ph/Hz	Input/Output Amps*	Efficiency	Heat Loss (at 100% load)	Enclosure	Bypass	Disconnect Type	RFI/EMI EMC Filter
FS	Common ABB VFD with MMP ABB AYK580	Yes	460/3/60	23.0/23.0	89 %	322	NEMA 1	-	Fused	Yes
FS Single Point Power Main Disconnect	External Main Disconnect	-	460/3/60	0.0/0.0	89 %	0	NEMA 3R	-	External Non Fused	No

Details										
Segment	Type	MMP	V/Ph/Hz	Input/Output Amps*	Efficiency	Heat Loss (at 100% load)	Enclosure	Bypass	Disconnect Type	RFI/EMI EMC Filter

Notes
*Drives are rated for use below 3,000 ft and 104°F. Use Derating Charts in Air-Mod Engineering Guide Form 100.42-EGI (212) for use above these limits.
Storage Temperature: -40°F to 158°F
Humidity: MAX 95% RH non-condensing
Altitude: 3,300 ft. without derate (1% derate for each additional 330 ft.)
Overload Current Rating: 100% for 1 minute every 10 minutes.
The Class 10 trip rating of the MMP device will not withstand an across-the-line start of a fan and should not be used with VFDs with bypass circuits.
The customer must provide a platform or catwalk for accessing the power-disconnect.
Copper Conductors Only.
FS: Contains the following option: Swinging DC Line Choke (Equivalent to 5% Input Line Reactor)

Face Velocity and Static Pressure

Summary						
Segment	Description	Face Area (sq. ft)	Airflow (CFM)	Face Velocity (ft/min)	Supply Fan Static Pressure (in w.g.)	Exhaust/Return Fan Static Pressure (in w.g.)
MB	Opening	4.3	7,500	1,753.00	0.52	0.00
MB	Control Galvanized (CD60)	0.0	7,500	0.00	0.14	0.00
RF	2" Pleated 30% (MERV 8)	16.0	7,500	469.00	0.24	0.00
RF	Dirty Filter Allowance - Prefilter	0.0	7,500	0.00	0.35	0.00
RF	12" Rigid 90-95% Eff, (MERV 14)	16.0	7,500	469.00	0.53	0.00
RF	Dirty Filter Allowance	0.0	7,500	0.00	0.35	0.00
HC	Heating 4 rows 12 fins	15.8	7,500	475.00	0.35	0.00
CC	Cooling 6 rows 11 fins	15.8	7,500	475.00	0.73	0.00
UV	Light Assembly Air (W.G.)	0.0	7,500	0.00	0.28	0.00
FS	Opening	5.2	7,500	1,443.00	0.22	0.00
FS	Backdraft Aluminum (CBD6)	0.0	7,500	0.00	0.18	0.00
FS	External Static - User Entered	0.0	7,500	0.00	2.50	0.00
				Total	**6.39**	**0.00**

Dimensions and Weight

Details					
Segment	Description	Length[1] (in)	Width[2] (in)	Height (in)	Weight (lbs)
MB	Mixing Box	30	60	57	511
RF	High Efficiency Filter	21	60	57	351
HC	Heating Coil	13	60	57	481
XA-1	Variable Length Access	15	60	57	209
CC	Variable Length Cooling Coil	41	60	57	1,054
UV	UV Airborne Inactivation	32	60	57	48
XA-2	Variable Length Access	24	60	57	306
FS	Supply Fan - SWSI	67	60	57	1,471
Overall[3]		**243**			**4,431**

Notes
[1]The length includes bottom tier segments only
[2]The width does not include coil connection extensions or door latches that extend beyond the unit casing. The width does not include the depth of any pipe chases.
[3]Unit level and other loose components may be excluded from segment weights and overall segment weights. For total unit weight reference Unit Overview.

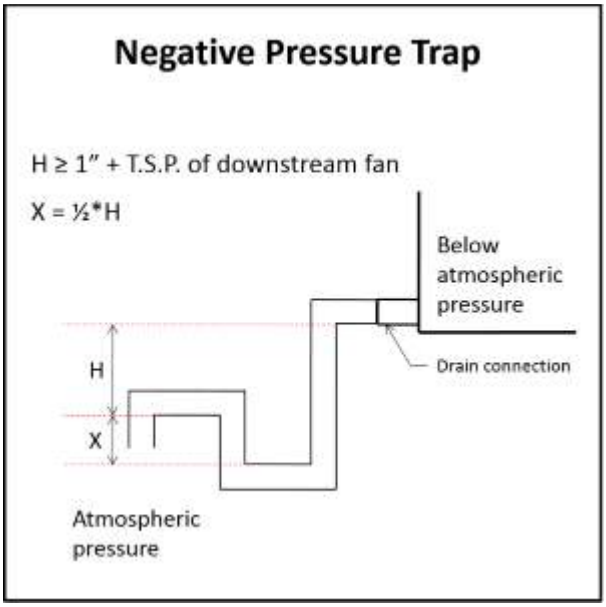
Sound Summary

Unit Sound Power Levels (dBs re 1.0 pico-Watts)								
Opening	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**8000**
Discharge	90	88	84	87	95	91	85	82
Inlet	76	74	71	78	81	66	56	49
Outside	69	67	64	71	74	59	49	42
Casing Radiated	80	74	74	77	84	71	61	57

Notes
Sound Data is in accordance with the latest version of AHRI Standard 260, Standard for Sound Rating of Ducted Air Moving and Conditioning Equipment.
1. The overall A-weighted sound power level is only applicable to outside and exhaust air openings and casing radiated sound components. This metric does not apply to ducted components.
2. Where applicable, outside air sound power is calculated using 15% of unit airflow.
3. AHU manufacturer makes no claims regarding room NC levels, Acoustic analysis to determine compliance with scheduled or specified NC levels is by others.

Recommended Trap Height

Details									
Segment	Applicable Fan	Fan TSP (in w.g.)	Positive or Negative	Calculated Dimensions (in)			Recommended Dimensions (in)		Base Rail Height (in)
				H	X	H + X	H	H + X	
CC	Supply Fan	6.39	Negative	7.39	3.70	11.08	7.50	11.25	6"



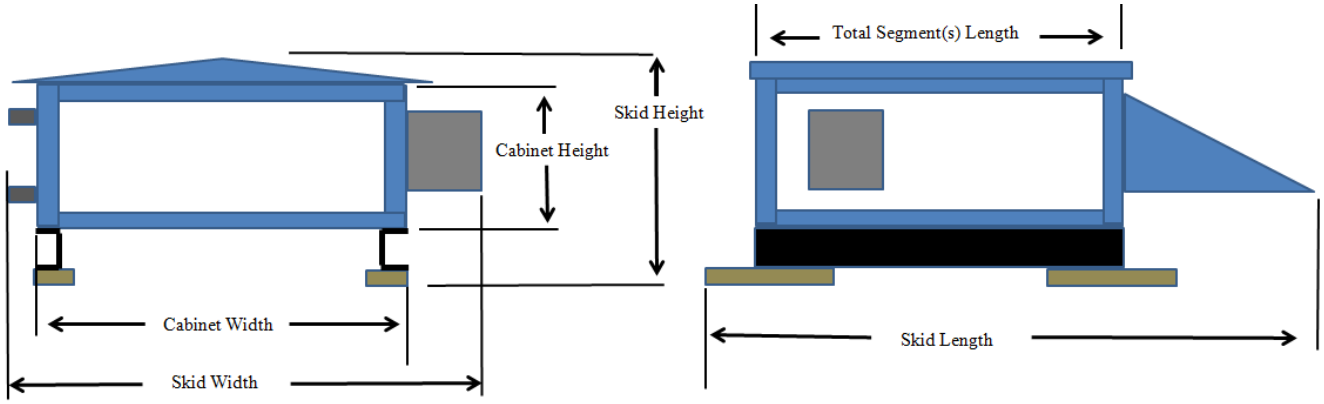
Notes
Formulas and calculations are recommendations only. Contractor shall determine actual dimensions required for each trap based on jobsite conditions, and application requirements.
Refer to the Installation Manual of the IOM for more information.

Statement of Compliance

Details
YORK® Solution XT AHU's meet IBC seismic requirements for non-critical equipment (Ip = 1.0) for locations with design spectral response Sds <= 0.43. Units must be rigid mounted.
The anchorage of the unit to the ground or building structure needs to be evaluated by and is the responsibility of the engineer of record. Specification of seismic requirements is the responsibility of the project design engineer. If formal certification is required, please contact your sales representative and/or application engineer for review. Certain application and site requirements may require additional cost and/or lead time.
Component locations are listed as Segment Hand (Unit Hand): ex. Left (Right). See SubmittalDrawing for additional details
Air handling unit parameters vary depending on conditions. Parameters such as airflows, air pressure drops, and coil capacities are shown for design conditions.

Shipping Summary

Details				
Skid	**Skid Length (in)**	**Skid Height (in)**	**Skid Width (in)**	**Skid Weight (lbs)**
(FS)	67	67	85	1,471
(XA-2 UV CC)	97	67	69	1,408
(XA-1 HC)	28	67	67	690
(RF MB)	51	67	65	862



Notes
Skid Width: Total width of the shipping skid, including any items that may extend beyond the cabinet (this includes any door handles, coil connections, drain connections, lifting lugs, mounted pipe-chases, electrical/control components, tie-down brackets, side dampers).
Skid Height: Total height of the shipping skid, including any items that may extend beyond the cabinet (this includes any base-rails, shipping wood-blocks, roof peak, discharge flanges, mounted gas-furnace flue pipes).
Skid Length: Total length of the shipping skid, including any items that may extend beyond the cabinet (this includes any mounted rain-hoods, discharge flanges,tie-down brackets, shipping wood-blocks, front dampers, split connectors, electrical/control components, outrigging extensions, isolation dampers, inlet baskets).

YORK® Solution™ Air Handling Unit Performance Report

Air Handling Units

Equipment Cut Sheets with Sound Levels Data/Testing

Job Summary

Project Name:	(JBB) Sand		
Unit Tag(s):	AHU-1		
Quantity:	1	**Environment:**	Indoor

Unit Overview

Model	Airflow (CFM)	Altitude (ft)	Operating Weight (lbs)
XTI-51x72	8,000	187	4,579

Segment Sequence

(FS)(XA-2 UV CC)(XA-1 HC RF)(MB)

Unit Construction

Casing Details

Segment(s)	Thickness (in)	Exterior Paint	Exterior Gauge and Material	Interior Gauge and Material	Insulation Thickness and Material	Bulkhead Material
MB , RF , HC , XA-1 , UV , XA-2 , FS	2	None	STD Ga. G-90 Galvanized	STD Ga. G-90 Galvanized	2" Foam	Galvanized
CC	2	None	STD Ga. G-90 Galvanized	STD Ga. G-90 Galvanized	2" Foam	Stainless Steel

Base Details

Segment(s)	Base		Floor				
	Material	Paint	Gauge and Material	Paint	Insulation	Attachment	Tread Plate
MB , RF , HC , XA-1 , CC , UV , XA-2 , FS	Standard Structural Steel	Standard Base Paint	16 Ga. G-90 Galvanized	None	N/A	-	None

Unit Electrical

Circuit Details

Circuit #	Component(s)	V/Ph/Hz	Full Load Amps (FLA)	Minimum Current Ampacity (MCA)	Maximum Overcurrent Protection (MOP)
1	Supply Fan Motor Control, Lights and Outlets, UV-C Lamps	460/3/60	21.7	27.2	30.0

Electrical Details

Minimum Unit SCCR	5 kA rms Symmetrical	**ETL Label (UL1995/NEC-2002)**	Yes
Unit Light Type		**Unit Light Switch**	
Vaporproof LED		External	

Supply Fan(s)

Performance Details

Fan Manufacturer	Model	Class	Size	% Wheel Width	% Wheel Diameter	Quantity	Total Airflow (CFM)	Altitude (ft)	TSP (in w.g)	ESP (in w.g)	Fan Speed (RPM)	Fan Power (BHP)
Lau	DDPG2	II	135-12	120	100	2	8,000	187	6.22	2.50	3,787	6.14

Drive Type	Wheel Type	Blade Type	Wheel Material	Base Material	Fan Flow Isolation	AirFlow Monitoring	Isolation Type	Total Eficiency (%)	Outlet Velocity (ft/s)	Max Speed (RPM)	FEP (kW)
Direct Drive	SWSI	Airfoil	Aluminum	Galvanized Steel	Back-Draft Counter Balance	Yes (K=910.00)	1" Spring	63.71	665	4,038	10.66

Motor Details

Type	Manufacturer	Motor Power (HP)	V/Ph/Hz	Quantity	Insulation Class	Motor Speed (RPM)	Frame Size	Full Load Amps (Amps)	Efficiency	Location
ODP	Baldor	7.5	460/3/60	2	F	3,600	184	8.70	Premium	Direct Drive

At Motor Synchronous Details

TSP (in w.g.)	Total Air Flow (CMF)	Fan Speed (RPM)	Motor Correction Factor(%)	Fan Power (BHP)
5.16	3,644	3,450	88.5	4.64

Notes

Certified by the AHRI Central Station Air-Handling Unit (AHU) Certification Program, which is based on AHRI Standard 430/431. AHRI certified units are subject to rigorous and continuous testing, have performance ratings independently measured and are third-party verified. Certified units may be found in the AHRI Directory at www.ahridirectory.org.

Water Coil(s)

Performance[1] Details

Coil	Fluid Type	Rows	Fin Spacing (FPI)	TPC	TMBH	SMBH	EAT (°F)		LAT (°F)		Airflow (CFM)	FV (ft/min)	APD	Flow (GPM)	EWT (°F)	LWT (°F)	Fluid Vel. (ft/s)	WPD	Alt. (ft)
							DB	WB	DB	WB									
HC	Water	4	13	2	569	569	20.0	-	80.1	-	8,000	452	0.35	76.5	100.0	85.0	1.9	5.5	187
CC	Water	6	10	6	330	223	80.0	67.0	54.1	53.1	8,000	452	0.57	55.1	44.0	55.9	2.9	6.7	187

Construction Details

Coil	Location		Offset (in)	Connection Material[3]	Connection Rotation (degrees)	Connection Type	Supply Connection (Per Coil)		Coil Stack Rack
	Coil Index[2]	Connection					Qty	Size (in)	
HC	0	Left	0	Steel	0	MPT	1	2	-
CC	0	Left	0	Steel	0	MPT	1	2	-

Coil	# of Coils High	Face Type	Total Fin Height (in)	Fin Length (in)	Coil Face Area (ft²)	Fin Material	Fin Thickness (in)	Fin Type	Tube Diameter (in)	Tube Material	Tube Wall Thickness (in)
HC	1	Full	42.50	60	17.7	AL	.008	Corrugated	1/2	Copper	.016
CC	1	Full	42.50	60	17.7	AL	.008	Corrugated	1/2	Copper	.020

Coil	Coil Coating	Dry Weight (lbs)	Fluid Weight (lbs)	Fluid Volume (ft³)	Header Material	Casing Material	Intermediate Drain Pan Material	Fouling Factor (hr.ft².°F/BTU)
HC	Phenolic	224	70	1.1	Copper	Galvanized	-	-
CC	Phenolic	315	96	1.5	Copper	304 Stainless Steel	304 Stainless Steel	-

Coil	# of Coils High	Face Type	Total Fin Height (in)	Fin Length (in)	Coil Face Area (ft²)	Fin Material	Fin Thickness (in)	Fin Type	Tube Diameter (in)	Tube Material	Tube Wall Thickness (in)

Notes

- [1]Performance is shown for the entire coil bank. Performance is not per coil.
- [2]Coil index indicates position in segment. Example: CC-1, index 0; Spacer, index 1; CC-2, index 2
- [3]Johnson Controls suggests using red brass or copper connectors when the coil is to be attached to a copper or brass piping system.
- All coils are rated with a fouling factor of 0.00000 hr.ft².°F/BTU unless otherwise noted
- Ratings are for coils manufactured by Johnson Controls, Inc., 507 E. Michigan St., Milwaukee WI 53202.
- Coil DLL Version: 7.7M
- BDW Tube Spacing: 1.25 x 1.08
- HC[1][0]: EFT < 120.0 deg F. - This coil is outside the scope of AHRI Standard 410.

- [1]Performance is shown for the entire coil bank. Performance is not per coil.
- [2]Coil index indicates position in segment. Example: CC-1, index 0; Spacer, index 1; CC-2, index 2
- [3]Johnson Controls suggests using red brass or copper connectors when the coil is to be attached to a copper or brass piping system.
- All coils are rated with a fouling factor of 0.00000 hr.ft².°F/BTU unless otherwise noted
- Ratings are for coils manufactured by Johnson Controls, Inc., 507 E. Michigan St., Milwaukee WI 53202.
- Coil DLL Version: 7.7M
- BDW Tube Spacing: 1.25 x 1.08

- CC[1][0]: This coil is certified in accordance with the AHRI Forced-Circulation Air-Cooling and Air-Heating Coils Certification Program which is based on AHRI Standard 410 within the range of Standard rating conditions listed in Table 1 of the Standard. Certified units may be found in the AHRI Directory at www.ahridirectory.org.

Drain(s)

Details

Segment	Drain Pan		
	Liner Material	Connection Location	Liner Coating
CC	Stainless Steel	Left	None

UV

Details

Segment	Power (W)	Amps	Voltage (V)	Frequency (Hz)	Lamp Efficiency	Radiometer
UV	360	3.0	120	60	75% (4 Passes = 99.97%)	-

Filter(s)

Details

Segment	Type	Depth	Filter Loading	Media/MERV	# of Spares	Spare Filter Media	Frame Material
RF	Pre-Filter	2"	Side	Pleated 30% (MERV 8)	2	Pleated 30% (MERV 8)	Aluminum
RF	Primary Filter	12" Rigid	Side	90-95% Eff, (MERV 14)	2	90-95% Eff, (MERV 14)	Aluminum

Sizes				Filter Gauge Details		
Segment	Filter	1st Filter Size H x W (in)	1st Qty	Location	Type	Range (in w.g)
RF	Pre-Filter	20x20	6	Door	Magnehelic with Flag	0 - 1
RF	Primary Filter	20x20	6	Door	Magnehelic with Flag	0 - 1

Damper(s)

Details													
Segment	Air Path	H x W (in)	Qty	Total Face Velocity (ft/min)	Face Area	CFM	Minimum Allowable OA CFM	Damper Type	Damper Config	Model	Material	Blade Orientation	Actuator Type	Fail Position
MB	Outside Air	21.00 x 31.00		1,770		8,000		Control	100%	CD60	Galvanized	Parallel	-	-
MB	Return Air	12.00 x 55.00		1,745		8,000	-	Control	100%	CD60	Galvanized	Parallel	-	-

Door(s)

Details										
Segment(s)	Location	Swing	Hinge Location	H x W x T (in)	View Port	Test Port	Spare Gasket	Thermal Break	Safety Latch	Noncontact Safety Interlock
MB	Left	Outward	Upstream Side	45 x 24 x 2	STD Double Pane	-	-	-	-	-
RF, CC	Left	Outward	Upstream Side	45 x 18 x 2	STD Double Pane	-	-	-	-	-
CC	Right	Outward	Upstream Side	45 x 18 x 2	STD Double Pane	-	-	-	-	-
XA-2	Left	Outward	Downstream Side	45 x 18 x 2	STD Double Pane	-	-	-	-	-
FS	Left	Outward	Upstream Side	45 x 18 x 2	STD Double Pane	Yes	-	-	Yes	-
FS	Right	Outward	Upstream Side	45 x 18 x 2	STD Double Pane	Yes	-	-	Yes	-

Motor Control(s)

Details										
Segment	Type	MMP	V/Ph/Hz	Input/Output Amps*	Efficiency	Heat Loss (at 100% load)	Enclosure	Bypass	Disconnect Type	RFI/EMI EMC Filter
FS	Common ABB VFD with MMP ABB AYK580	Yes	460/3/60	23.0/23.0	89 %	322	NEMA 1	-	Fused	Yes
FS Single Point Power Main Disconnect	External Main Disconnect	-	460/3/60	0.0/0.0	89 %	0	NEMA 3R	-	External Non Fused	No

Details										
Segment	Type	MMP	V/Ph/Hz	Input/Output Amps*	Efficiency	Heat Loss (at 100% load)	Enclosure	Bypass	Disconnect Type	RFI/EMI EMC Filter

Notes
*Drives are rated for use below 3,000 ft and 104°F. Use Derating Charts in Air-Mod Engineering Guide Form 100.42-EGI (212) for use above these limits.
Storage Temperature: -40°F to 158°F
Humidity: MAX 95% RH non-condensing
Altitude: 3,300 ft. without derate (1% derate for each additional 330 ft.)
Overload Current Rating: 100% for 1 minute every 10 minutes.
The Class 10 trip rating of the MMP device will not withstand an across-the-line start of a fan and should not be used with VFDs with bypass circuits.
The customer must provide a platform or catwalk for accessing the power-disconnect.
Copper Conductors Only.
FS: Contains the following option: Swinging DC Line Choke (Equivalent to 5% Input Line Reactor)

Face Velocity and Static Pressure

Summary						
Segment	Description	Face Area (sq. ft)	Airflow (CFM)	Face Velocity (ft/min)	Supply Fan Static Pressure (in w.g.)	Exhaust/Return Fan Static Pressure (in w.g.)
MB	Opening	4.6	8,000	1,745.00	0.51	0.00
MB	Control Galvanized (CD60)	0.0	8,000	0.00	0.11	0.00
RF	2" Pleated 30% (MERV 8)	16.7	8,000	480.00	0.25	0.00
RF	Dirty Filter Allowance - Prefilter	0.0	8,000	0.00	0.35	0.00
RF	12" Rigid 90-95% Eff, (MERV 14)	16.7	8,000	480.00	0.55	0.00
RF	Dirty Filter Allowance	0.0	8,000	0.00	0.35	0.00
HC	Heating 4 rows 13 fins	17.7	8,000	452.00	0.35	0.00
CC	Cooling 6 rows 10 fins	17.7	8,000	452.00	0.57	0.00
UV	Light Assembly Air (W.G.)	0.0	8,000	0.00	0.28	0.00
FS	Opening	6.0	8,000	1,330.00	0.19	0.00
FS	Backdraft Aluminum (CBD6)	0.0	8,000	0.00	0.21	0.00
FS	External Static - User Entered	0.0	8,000	0.00	2.50	0.00
				Total	**6.22**	**0.00**

Dimensions and Weight

Details					
Segment	Description	Length[1] (in)	Width[2] (in)	Height (in)	Weight (lbs)
MB	Mixing Box	30	72	51	599
RF	High Efficiency Filter	21	72	51	373
HC	Heating Coil	10	72	51	431
XA-1	Variable Length Access	15	72	51	227
CC	Variable Length Cooling Coil	38	72	51	1,038
UV	UV Airborne Inactivation	14	72	51	48
XA-2	Variable Length Access	24	72	51	328
FS	Supply Fan - SWSI	67	72	51	1,535
Overall[3]		**219**			**4,579**

Notes
[1]The length includes bottom tier segments only
[2]The width does not include coil connection extensions or door latches that extend beyond the unit casing. The width does not include the depth of any pipe chases.
[3]Unit level and other loose components may be excluded from segment weights and overall segment weights. For total unit weight reference Unit Overview.

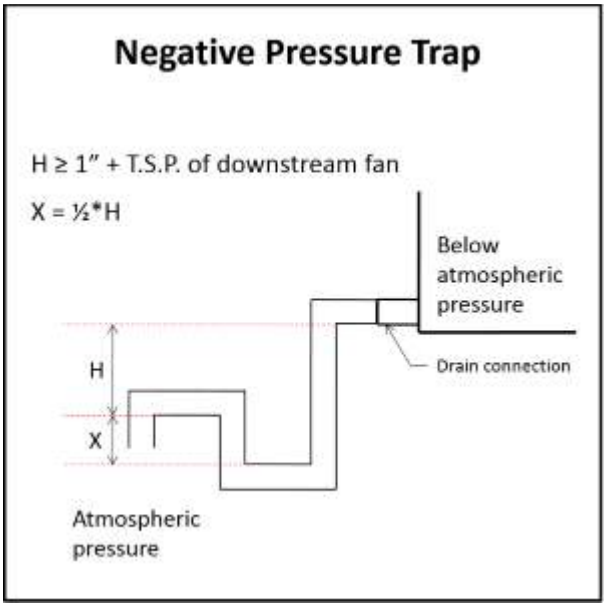
Sound Summary

Unit Sound Power Levels (dBs re 1.0 pico-Watts)								
Opening	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**8000**
Discharge	89	87	84	87	94	90	84	81
Inlet	76	73	71	77	80	65	56	48
Outside	68	66	63	70	72	58	48	41
Casing Radiated	79	73	73	76	82	69	59	55

Notes
Sound Data is in accordance with the latest version of AHRI Standard 260, Standard for Sound Rating of Ducted Air Moving and Conditioning Equipment.
1. The overall A-weighted sound power level is only applicable to outside and exhaust air openings and casing radiated sound components. This metric does not apply to ducted components.
2. Where applicable, outside air sound power is calculated using 15% of unit airflow.
3. AHU manufacturer makes no claims regarding room NC levels, Acoustic analysis to determine compliance with scheduled or specified NC levels is by others.

Recommended Trap Height

Details									
Segment	Applicable Fan	Fan TSP (in w.g.)	Positive or Negative	Calculated Dimensions (in)			Recommended Dimensions (in)		Base Rail Height (in)
				H	X	H + X	H	H + X	
CC	Supply Fan	6.22	Negative	7.22	3.61	10.83	7.25	11.00	6"



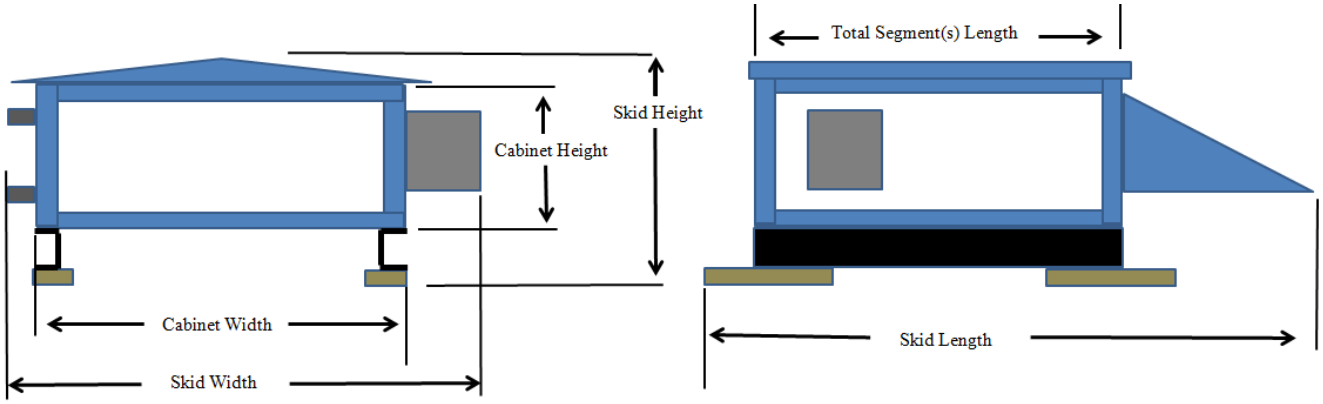
Notes
Formulas and calculations are recommendations only. Contractor shall determine actual dimensions required for each trap based on jobsite conditions, and application requirements.
Refer to the Installation Manual of the IOM for more information.

Statement of Compliance

Details
YORK® Solution XT AHU's meet IBC seismic requirements for non-critical equipment (Ip = 1.0) for locations with design spectral response Sds <= 0.43. Units must be rigid mounted.
The anchorage of the unit to the ground or building structure needs to be evaluated by and is the responsibility of the engineer of record. Specification of seismic requirements is the responsibility of the project design engineer. If formal certification is required, please contact your sales representative and/or application engineer for review. Certain application and site requirements may require additional cost and/or lead time.
Component locations are listed as Segment Hand (Unit Hand): ex. Left (Right). See SubmittalDrawing for additional details
Air handling unit parameters vary depending on conditions. Parameters such as airflows, air pressure drops, and coil capacities are shown for design conditions.

Shipping Summary

Details				
Skid	**Skid Length (in)**	**Skid Height (in)**	**Skid Width (in)**	**Skid Weight (lbs)**
(FS)	67	61	97	1,535
(XA-2 UV CC)	76	61	81	1,414
(XA-1 HC RF)	47	61	79	1,031
(MB)	30	61	77	599



Notes
Skid Width: Total width of the shipping skid, including any items that may extend beyond the cabinet (this includes any door handles, coil connections, drain connections, lifting lugs, mounted pipe-chases, electrical/control components, tie-down brackets, side dampers).
Skid Height: Total height of the shipping skid, including any items that may extend beyond the cabinet (this includes any base-rails, shipping wood-blocks, roof peak, discharge flanges, mounted gas-furnace flue pipes).
Skid Length: Total length of the shipping skid, including any items that may extend beyond the cabinet (this includes any mounted rain-hoods, discharge flanges,tie-down brackets, shipping wood-blocks, front dampers, split connectors, electrical/control components, outrigging extensions, isolation dampers, inlet baskets).

YORK® Solution™ Air Handling Unit Performance Report

Air Handling Units

Equipment Cut Sheets with Sound Levels Data/Testing

Job Summary

Project Name:	(JBB) Sand		
Unit Tag(s):	AHU-1		
Quantity:	1	**Environment:**	Indoor

Unit Overview

Model	Airflow (CFM)	Altitude (ft)	Operating Weight (lbs)
XTI-69x81	12,500	187	6,101

Segment Sequence

(FS)(XA-2 UV CC)(XA-1 HC RF)(MB)

Unit Construction

Casing Details

Segment(s)	Thickness (in)	Exterior Paint	Exterior Gauge and Material	Interior Gauge and Material	Insulation Thickness and Material	Bulkhead Material
MB , RF , HC , XA-1 , UV , XA-2 , FS	2	None	STD Ga. G-90 Galvanized	STD Ga. G-90 Galvanized	2" Foam	Galvanized
CC	2	None	STD Ga. G-90 Galvanized	STD Ga. G-90 Galvanized	2" Foam	Stainless Steel

Base Details

Segment(s)	Base		Floor				
	Material	Paint	Gauge and Material	Paint	Insulation	Attachment	Tread Plate
MB , RF , HC , XA-1 , CC , UV , XA-2 , FS	Standard Structural Steel	Standard Base Paint	16 Ga. G-90 Galvanized	None	N/A	-	None

Unit Electrical

Circuit Details

Circuit #	Component(s)	V/Ph/Hz	Full Load Amps (FLA)	Minimum Current Ampacity (MCA)	Maximum Overcurrent Protection (MOP)
1	Supply Fan Motor Control, Lights and Outlets, UV-C Lamps	460/3/60	39.9	49.9	60.0

Electrical Details

Minimum Unit SCCR	5 kA rms Symmetrical	**ETL Label (UL1995/NEC-2002)**	Yes
Unit Light Type		**Unit Light Switch**	
Vaporproof LED		External	

Supply Fan(s)

Performance Details

Fan Manufacturer	Model	Class	Size	% Wheel Width	% Wheel Diameter	Quantity	Total Airflow (CFM)	Altitude (ft)	TSP (in w.g)	ESP (in w.g)	Fan Speed (RPM)	Fan Power (BHP)
Twin City	EPFN	III	182	105	100	2	12,500	187	6.92	2.50	2,765	9.77

Drive Type	Wheel Type	Blade Type	Wheel Material	Base Material	Fan Flow Isolation	AirFlow Monitoring	Isolation Type	Total Eficiency (%)	Outlet Velocity (ft/s)	Max Speed (RPM)	FEP (kW)
Direct Drive	SWSI	Airfoil	Aluminum	-	Back-Draft Counter Balance	Yes (K=1821.92)	1" Spring	0.73	0	3,767	16.50

Motor Details

Type	Manufacturer	Motor Power (HP)	V/Ph/Hz	Quantity	Insulation Class	Motor Speed (RPM)	Frame Size	Full Load Amps (Amps)	Efficiency	Location
ODP	TECO	15.0	460/3/60	2	F	3,600	215	17.80	Premium	Direct Drive

At Motor Synchronous Details

TSP (in w.g.)	Total Air Flow (CMF)	Fan Speed (RPM)	Motor Correction Factor(%)	Fan Power (BHP)
10.77	7,798	3,450	90.2	18.99

Notes

Certified by the AHRI Central Station Air-Handling Unit (AHU) Certification Program, which is based on AHRI Standard 430/431. AHRI certified units are subject to rigorous and continuous testing, have performance ratings independently measured and are third-party verified. Certified units may be found in the AHRI Directory at www.ahridirectory.org.

Water Coil(s)

Performance[1] Details

Coil	Fluid Type	Rows	Fin Spacing (FPI)	TPC	TMBH	SMBH	EAT (°F)		LAT (°F)		Airflow (CFM)	FV (ft/min)	APD	Flow (GPM)	EWT (°F)	LWT (°F)	Fluid Vel. (ft/s)	WPD	Alt. (ft)
							DB	WB	DB	WB									
HC	Water	4	12	2	890	890	20.0	-	80.1	-	12,500	453	0.35	120.2	100.0	85.1	2.2	6.0	187
CC	Water	5	14	4	496	340	80.0	67.0	54.7	53.7	12,500	453	0.81	82.3	44.0	56.0	2.6	4.8	187

Construction Details

Coil	Location		Offset (in)	Connection Material[3]	Connection Rotation (degrees)	Connection Type	Supply Connection (Per Coil)		Coil Stack Rack
	Coil Index[2]	Connection					Qty	Size (in)	
HC	0	Left	0	Steel	0	MPT	1	2-1/2	-
CC	0	Left	0	Steel	0	MPT	1	2-1/2	-

Coil	# of Coils High	Face Type	Total Fin Height (in)	Fin Length (in)	Coil Face Area (ft²)	Fin Material	Fin Thickness (in)	Fin Type	Tube Diameter (in)	Tube Material	Tube Wall Thickness (in)
HC	1	Full	57.50	69	27.6	AL	.010	Corrugated	1/2	Copper	.016
CC	1	Full	57.50	69	27.6	AL	.010	Corrugated	1/2	Copper	.020

Coil	Coil Coating	Dry Weight (lbs)	Fluid Weight (lbs)	Fluid Volume (ft³)	Header Material	Casing Material	Intermediate Drain Pan Material	Fouling Factor (hr.ft².°F/BTU)
HC	-	396	113	1.8	Copper	Galvanized	-	-
CC	-	567	131	2.1	Copper	304 Stainless Steel	304 Stainless Steel	-

Coil	# of Coils High	Face Type	Total Fin Height (in)	Fin Length (in)	Coil Face Area (ft²)	Fin Material	Fin Thickness (in)	Fin Type	Tube Diameter (in)	Tube Material	Tube Wall Thickness (in)

Notes

- [1]Performance is shown for the entire coil bank. Performance is not per coil.
- [2]Coil index indicates position in segment. Example: CC-1, index 0; Spacer, index 1; CC-2, index 2
- [3]Johnson Controls suggests using red brass or copper connectors when the coil is to be attached to a copper or brass piping system.
- All coils are rated with a fouling factor of 0.00000 hr.ft².°F/BTU unless otherwise noted
- Ratings are for coils manufactured by Johnson Controls, Inc., 507 E. Michigan St., Milwaukee WI 53202.
- Coil DLL Version: 7.7M
- BDW Tube Spacing: 1.25 x 1.08
- HC[1][0]: EFT < 120.0 deg F. - This coil is outside the scope of AHRI Standard 410.

- [1]Performance is shown for the entire coil bank. Performance is not per coil.
- [2]Coil index indicates position in segment. Example: CC-1, index 0; Spacer, index 1; CC-2, index 2
- [3]Johnson Controls suggests using red brass or copper connectors when the coil is to be attached to a copper or brass piping system.
- All coils are rated with a fouling factor of 0.00000 hr.ft².°F/BTU unless otherwise noted
- Ratings are for coils manufactured by Johnson Controls, Inc., 507 E. Michigan St., Milwaukee WI 53202.
- Coil DLL Version: 7.7M
- BDW Tube Spacing: 1.25 x 1.08

- CC[1][0]: This coil is certified in accordance with the AHRI Forced-Circulation Air-Cooling and Air-Heating Coils Certification Program which is based on AHRI Standard 410 within the range of Standard rating conditions listed in Table 1 of the Standard. Certified units may be found in the AHRI Directory at www.ahridirectory.org.

Drain(s)

Details

Segment	Drain Pan		
	Liner Material	Connection Location	Liner Coating
CC	Stainless Steel	Left	None

UV

Details

Segment	Power (W)	Amps	Voltage (V)	Frequency (Hz)	Lamp Efficiency	Radiometer
UV	936	7.8	120	60	75% (4 Passes = 99.97%)	-

Filter(s)

Details

Segment	Type	Depth	Filter Loading	Media/MERV	# of Spares	Spare Filter Media	Frame Material
RF	Pre-Filter	2"	Side	Pleated 30% (MERV 8)	2	Pleated 30% (MERV 8)	Aluminum
RF	Primary Filter	12" Rigid	Side	90-95% Eff, (MERV 14)	2	90-95% Eff, (MERV 14)	Aluminum

Sizes				Filter Gauge Details		
Segment	Filter	1st Filter Size H x W (in)	1st Qty	Location	Type	Range (in w.g)
RF	Pre-Filter	20x24	9	Door	Magnehelic with Flag	0 - 1
RF	Primary Filter	20x24	9	Door	Magnehelic with Flag	0 - 1

Damper(s)

Details													
Segment	Air Path	H x W (in)	Qty	Total Face Velocity (ft/min)	Face Area	CFM	Minimum Allowable OA CFM	Damper Type	Damper Config	Model	Material	Blade Orientation	Actuator Type	Fail Position
MB	Outside Air	44.00 x 65.00		629		12,500		Control	100%	CD60	Galvanized	Parallel	-	-
MB	Return Air	15.00 x 67.00		1,791		12,500	-	Control	100%	CD60	Galvanized	Parallel	-	-

Door(s)

Details										
Segment(s)	Location	Swing	Hinge Location	H x W x T (in)	View Port	Test Port	Spare Gasket	Thermal Break	Safety Latch	Noncontact Safety Interlock
MB	Left	Outward	Upstream Side	63 x 24 x 2	STD Double Pane	-	-	-	-	-
RF, CC	Left	Outward	Upstream Side	63 x 18 x 2	STD Double Pane	-	-	-	-	-
CC	Right	Outward	Upstream Side	63 x 18 x 2	STD Double Pane	-	-	-	-	-
XA-2	Left	Outward	Downstream Side	63 x 18 x 2	STD Double Pane	-	-	-	-	-
FS	Left	Outward	Upstream Side	63 x 18 x 2	STD Double Pane	Yes	-	-	Yes	-
FS	Right	Outward	Upstream Side	63 x 18 x 2	STD Double Pane	Yes	-	-	Yes	-

Motor Control(s)

Details										
Segment	Type	MMP	V/Ph/Hz	Input/Output Amps*	Efficiency	Heat Loss (at 100% load)	Enclosure	Bypass	Disconnect Type	RFI/EMI EMC Filter
FS	Common ABB VFD with MMP ABB AYK580	Yes	460/3/60	44.0/44.0	90 %	619	NEMA 1	-	Fused	Yes
FS Single Point Power Main Disconnect	External Main Disconnect	-	460/3/60	0.0/0.0	90 %	0	NEMA 3R	-	External Non Fused	No

Details										
Segment	Type	MMP	V/Ph/Hz	Input/Output Amps*	Efficiency	Heat Loss (at 100% load)	Enclosure	Bypass	Disconnect Type	RFI/EMI EMC Filter

Notes
*Drives are rated for use below 3,000 ft and 104°F. Use Derating Charts in Air-Mod Engineering Guide Form 100.42-EGI (212) for use above these limits.
Storage Temperature: -40°F to 158°F
Humidity: MAX 95% RH non-condensing
Altitude: 3,300 ft. without derate (1% derate for each additional 330 ft.)
Overload Current Rating: 100% for 1 minute every 10 minutes.
The Class 10 trip rating of the MMP device will not withstand an across-the-line start of a fan and should not be used with VFDs with bypass circuits.
The customer must provide a platform or catwalk for accessing the power-disconnect.
Copper Conductors Only.
FS: Contains the following option: Swinging DC Line Choke (Equivalent to 5% Input Line Reactor)

Face Velocity and Static Pressure

Summary						
Segment	Description	Face Area (sq. ft)	Airflow (CFM)	Face Velocity (ft/min)	Supply Fan Static Pressure (in w.g.)	Exhaust/Return Fan Static Pressure (in w.g.)
MB	Opening	7.0	12,500	1,791.00	0.54	0.00
MB	Control Galvanized (CD60)	0.0	12,500	0.00	0.13	0.00
RF	2" Pleated 30% (MERV 8)	30.0	12,500	417.00	0.21	0.00
RF	Dirty Filter Allowance - Prefilter	0.0	12,500	0.00	0.35	0.00
RF	12" Rigid 90-95% Eff, (MERV 14)	30.0	12,500	417.00	0.44	0.00
RF	Dirty Filter Allowance	0.0	12,500	0.00	0.35	0.00
HC	Heating 4 rows 12 fins	27.6	12,500	453.00	0.35	0.00
CC	Cooling 5 rows 14 fins	27.6	12,500	453.00	0.81	0.00
UV	Light Assembly Air (W.G.)	0.0	12,500	0.00	0.38	0.00
FS	Opening	9.4	12,500	1,337.00	0.19	0.00
FS	Backdraft Galvanized (CBS92)	0.0	12,500	0.00	0.25	0.00
FS	Cabinet Effect	0.0	12,500	0.00	0.42	0.00
FS	External Static - User Entered	0.0	12,500	0.00	2.50	0.00
				Total	**6.92**	**0.00**

Dimensions and Weight

Details					
Segment	Description	Length[1] (in)	Width[2] (in)	Height (in)	Weight (lbs)
MB	Mixing Box	30	81	69	722
RF	High Efficiency Filter	21	81	69	444
HC	Heating Coil	10	81	69	621
XA-1	Variable Length Access	15	81	69	261
CC	Variable Length Cooling Coil	38	81	69	1,367
UV	UV Airborne Inactivation	14	81	69	69
XA-2	Variable Length Access	24	81	69	379
FS	Supply Fan - SWSI	68	81	69	2,239
Overall[3]		**220**			**6,102**

Notes
[1]The length includes bottom tier segments only
[2]The width does not include coil connection extensions or door latches that extend beyond the unit casing. The width does not include the depth of any pipe chases.
[3]Unit level and other loose components may be excluded from segment weights and overall segment weights. For total unit weight reference Unit Overview.

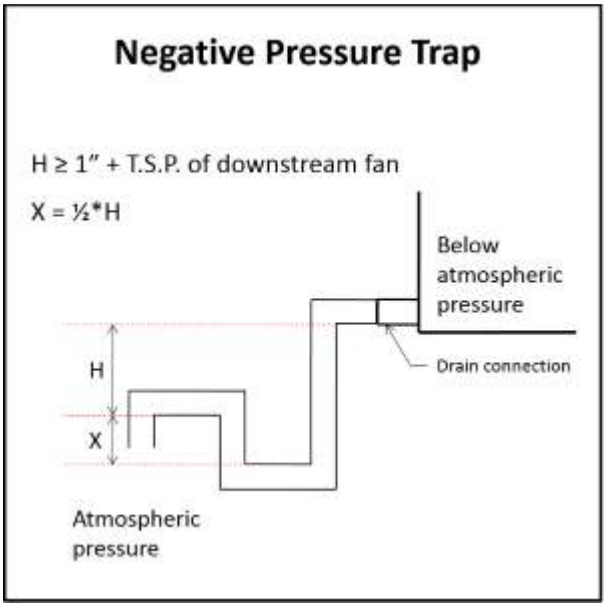
Sound Summary

Unit Sound Power Levels (dBs re 1.0 pico-Watts)								
Opening	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**8000**
Discharge	85	78	85	95	88	81	79	72
Inlet	75	74	78	83	71	66	60	48
Outside	72	72	75	80	69	63	57	45
Casing Radiated	76	72	80	82	74	67	62	54

Notes
Sound Data is in accordance with the latest version of AHRI Standard 260, Standard for Sound Rating of Ducted Air Moving and Conditioning Equipment.
1. The overall A-weighted sound power level is only applicable to outside and exhaust air openings and casing radiated sound components. This metric does not apply to ducted components.
2. Where applicable, outside air sound power is calculated using 15% of unit airflow.
3. AHU manufacturer makes no claims regarding room NC levels, Acoustic analysis to determine compliance with scheduled or specified NC levels is by others.

Recommended Trap Height

Details									
Segment	Applicable Fan	Fan TSP (in w.g.)	Positive or Negative	Calculated Dimensions (in)			Recommended Dimensions (in)		Base Rail Height (in)
				H	X	H + X	H	H + X	
CC	Supply Fan	6.92	Negative	7.92	3.96	11.88	8.00	12.00	6"



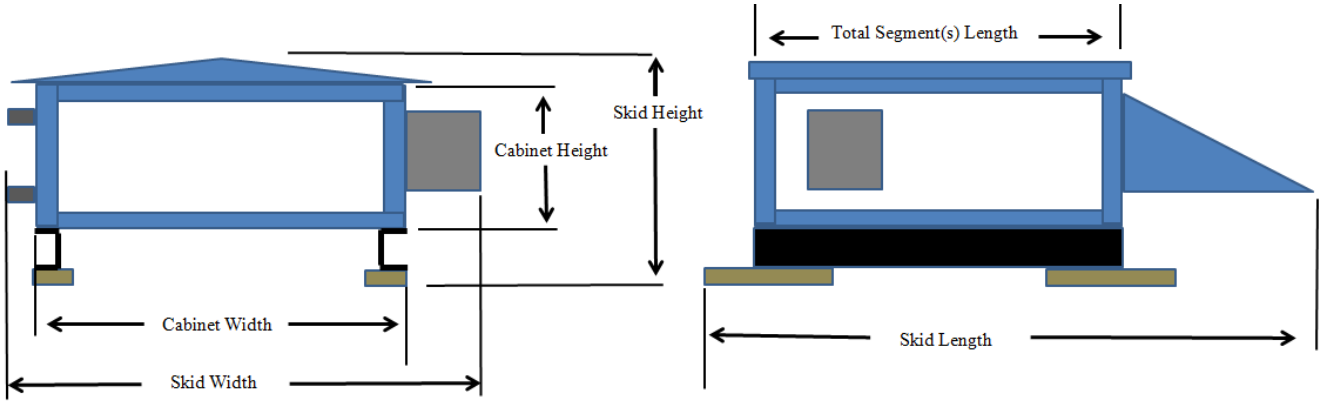
Notes
Formulas and calculations are recommendations only. Contractor shall determine actual dimensions required for each trap based on jobsite conditions, and application requirements.
Refer to the Installation Manual of the IOM for more information.

Statement of Compliance

Details
YORK® Solution XT AHU's meet IBC seismic requirements for non-critical equipment (Ip = 1.0) for locations with design spectral response Sds <= 0.43. Units must be rigid mounted.
The anchorage of the unit to the ground or building structure needs to be evaluated by and is the responsibility of the engineer of record. Specification of seismic requirements is the responsibility of the project design engineer. If formal certification is required, please contact your sales representative and/or application engineer for review. Certain application and site requirements may require additional cost and/or lead time.
Component locations are listed as Segment Hand (Unit Hand): ex. Left (Right). See SubmittalDrawing for additional details
Air handling unit parameters vary depending on conditions. Parameters such as airflows, air pressure drops, and coil capacities are shown for design conditions.

Shipping Summary

Details				
Skid	**Skid Length (in)**	**Skid Height (in)**	**Skid Width (in)**	**Skid Weight (lbs)**
(FS)	68	79	105	2,239
(XA-2 UV CC)	76	79	88	1,814
(XA-1 HC RF)	47	79	86	1,326
(MB)	48	79	86	722



Notes
Skid Width: Total width of the shipping skid, including any items that may extend beyond the cabinet (this includes any door handles, coil connections, drain connections, lifting lugs, mounted pipe-chases, electrical/control components, tie-down brackets, side dampers).
Skid Height: Total height of the shipping skid, including any items that may extend beyond the cabinet (this includes any base-rails, shipping wood-blocks, roof peak, discharge flanges, mounted gas-furnace flue pipes).
Skid Length: Total length of the shipping skid, including any items that may extend beyond the cabinet (this includes any mounted rain-hoods, discharge flanges,tie-down brackets, shipping wood-blocks, front dampers, split connectors, electrical/control components, outrigging extensions, isolation dampers, inlet baskets).

ClimateCraft

Date: 06/26/2023

Sound Calculation

Project name: Sands AHUs	**Quotation no.: QN230512.01**
Unit Tag: AHU-30A-1	**:**
Revision:	**V7.0.348.0 (16-Jun-2023) / V7.0.348.0 (16-Jun-2023)**

Inlet/outlet sound power by octave band (dB ref 10-12 watts)

Band	63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz	8000 Hz	LwA
Supply Inlet	79	79	89	93	86	84	83	80	93
Supply Outlet	90	86	87	93	90	87	83	81	95

Air Handling Units

Equipment Cut Sheets with
Sound Levels Data/Testing

ClimateCraft

Date: 06/26/2023

Sound Calculation

Project name: Sands AHUs	**Quotation no.: QN230512.01**
Unit Tag: AHU-30B-3	**:**
Revision:	**V7.0.348.0 (16-Jun-2023) / V7.0.348.0 (16-Jun-2023)**

Inlet/outlet sound power by octave band (dB ref 10-12 watts)									
Band	**63 Hz**	**125 Hz**	**250 Hz**	**500 Hz**	**1000 Hz**	**2000 Hz**	**4000 Hz**	**8000 Hz**	**LwA**
Supply Inlet	76	76	87	89	81	80	79	76	89
Supply Outlet	85	83	84	90	87	84	80	78	92

ClimateCraft

Date: 06/26/2023

Sound Calculation

Project name: Sands AHUs	**Quotation no.: QN230512.01**
Unit Tag: AHU-30D-3	**:**
Revision:	**V7.0.348.0 (16-Jun-2023) / V7.0.348.0 (16-Jun-2023)**

Inlet/outlet sound power by octave band (dB ref 10-12 watts)									
Band	**63 Hz**	**125 Hz**	**250 Hz**	**500 Hz**	**1000 Hz**	**2000 Hz**	**4000 Hz**	**8000 Hz**	**LwA**
Supply Inlet	84	81	92	96	89	88	84	82	96
Supply Outlet	101	91	90	99	96	94	88	85	101

ClimateCraft

Date: 06/26/2023

Sound Calculation

Project name: Sands AHUs	**Quotation no.: QN230512.01**
Unit Tag: AHU-30D-4	**:**
Revision:	**V7.0.348.0 (16-Jun-2023) / V7.0.348.0 (16-Jun-2023)**

Inlet/outlet sound power by octave band (dB ref 10-12 watts)									
Band	**63 Hz**	**125 Hz**	**250 Hz**	**500 Hz**	**1000 Hz**	**2000 Hz**	**4000 Hz**	**8000 Hz**	**LwA**
Supply Inlet	83	87	94	99	93	91	88	84	99
Supply Outlet	99	91	89	100	98	96	91	91	103

FAN DETAILS

Job Name:

Tag: N/A
Customer:
Job ID:
Date: January 30, 2024

Description

Quantity	1
Model	TSL
Size	660
Width	SWSI
Arrangement	9
Class	I
Rotation	CW
Discharge	Will Advise
Wheel Diameter (in)	66
Drive method	Belt
Percentage width	100%
Percentage diameter	100%
Motor position	--

Fans

Equipment Cut Sheets with Sound Levels Data/Testing

Performance

Volumetric Flow (CFM)	44000
Operating SP (in WC)	2.5
Standard SP (in WC)	2.5
RPM	439
Tip Speed (FPM)	7585
Oper. Power (BHP)	23.83
Standard Power (BHP)	23.83
Outlet Area (ft^2)	43.5
Outlet Velocity (FPM)	1011
Max RPM for Class	598
Static Efficiency	72.78%
Total Efficiency	74.63%
FEI	1.31
FEP (KW)	19.87
System FEI	1.31
System FEP (KW)	19.87
CA T20 Compliant	No

Air/Gas Properties

Altitude above sea level (ft)	0
Inlet Pressure (in WC)	0
Inlet Temperature(°F)	70
Design Temperature (°F)	70
Gas Type	Standard air
Estimated Density (lb/ft^3)	0.075

Motor Data

N/A

FAN DETAILS

Job Name:

Tag: N/A
Customer:
Job ID:
Date: January 30, 2024

Sound

Sound Power Levels:

Octave Bands	1	2	3	4	5	6	7	8	LwA
Level at Inlet	91	91	86	82	77	70	64	59	84
Level at Outlet	99	95	95	89	83	76	72	68	91

Directivity Factor: Q = 1 (spherical radiation)

Estimated overall Sound Pressure levels:

Distance in ft	1	3	5
dBA at inlet	84	74	70
dBA at Outlet	91	81	77

Sound Pressure levels cannot be guaranteed.

Definitions:

LwA — The overall (single value) fan sound power lever 'A' weighted. A-weighting attempts to match the response ear to noise.

dBA — The environment for each fan installation influences its measured sound value, therefore dBA levels cannot be guaranteed. Consult AMCA Publication 303 for further details.
A fan's dBA is influenced by nearby reflective surfaces.

Directivity Factor (Q)

-The Directivity Factor (Q) is a dimensionless quantity that is a measure of the degree to which sound emitted by a source is concentrated in a certain direction rather than radiated uniformly in a spherical pattern. Directivity factors for radiation patterns associated with various surfaces surrounding a sound source are shown below. Basically, each radiation pattern is a portion of a spherical radiation pattern; that is, a fraction of the area of a sphere (4*PI*R2). The relationship between Lp and Lw is also provided for each radiation pattern, as simplified from the previous equation.

Sound Power level: -Sound power level or acoustic power level is a logarithmic measure of the sound power in comparison to a specified reference level. While sound pressure level is given in decibels SPL, or dB SPL, sound power is given in dB SWL. The dimensionless term "SWL" can be thought of as "sound watts level,"[1] the acoustic output power measured relative to a very low base level of watts given as 10^{-12} or .000000000001 watts.

Sound pressure level: -Sound pressure or acoustic pressure is the local pressure deviation from the ambient (average, or equilibrium) atmospheric pressure caused by a sound wave.

FAN DETAILS

Job Name: SNY

Tag: C1-RF-50C-4
Customer:
Job ID: 13303
Date: January 30, 2024

Description

Quantity	1
Model	TSL
Size	542
Width	SWSI
Arrangement	9
Class	I
Rotation	CW
Discharge	Will Advise
Wheel Diameter (in)	54.25
Drive method	Belt
Percentage width	100%
Percentage diameter	100%
Motor position	--

Fans

Equipment Cut Sheets with Sound Levels Data/Testing

Performance

Volumetric Flow (CFM)	32000
Operating SP (in WC)	2.5
Standard SP (in WC)	2.5
RPM	547
Tip Speed (FPM)	7769
Oper. Power (BHP)	17.44
Standard Power (BHP)	17.44
Outlet Area (ft^2)	29.36
Outlet Velocity (FPM)	1090
Max RPM for Class	728
Static Efficiency	72.32%
Total Efficiency	74.46%
FEI	1.31
FEP (KW)	14.64
System FEI	1.31
System FEP (KW)	14.64
CA T20 Compliant	No

Air/Gas Properties

Altitude above sea level (ft)	0
Inlet Pressure (in WC)	0
Inlet Temperature(°F)	70
Design Temperature (°F)	70
Gas Type	Standard air
Estimated Density (lb/ft^3)	0.075

Motor Data

N/A

FAN DETAILS

Job Name: SNY

Tag: C1-RF-50C-4
Customer:
Job ID: 13303
Date: January 30, 2024

Sound

Sound Power Levels:

Octave Bands	1	2	3	4	5	6	7	8	LwA
Level at Inlet	91	92	88	84	81	72	66	60	86
Level at Outlet	101	93	93	89	85	77	71	67	91

Directivity Factor: Q = 1 (spherical radiation)

Estimated overall Sound Pressure levels:

Distance in ft	1	3	5
dBA at inlet	86	76	72
dBA at Outlet	91	81	77

Sound Pressure levels cannot be guaranteed.

Definitions:

LwA — The overall (single value) fan sound power lever 'A' weighted. A-weighting attempts to match the response ear to noise.

dBA — The environment for each fan installation influences its measured sound value, therefore dBA levels cannot be guaranteed. Consult AMCA Publication 303 for further details.
A fan's dBA is influenced by nearby reflective surfaces.

Directivity Factor (Q)

-The Directivity Factor (Q) is a dimensionless quantity that is a measure of the degree to which sound emitted by a source is concentrated in a certain direction rather than radiated uniformly in a spherical pattern. Directivity factors for radiation patterns associated with various surfaces surrounding a sound source are shown below. Basically, each radiation pattern is a portion of a spherical radiation pattern; that is, a fraction of the area of a sphere (4*PI*R2). The relationship between Lp and Lw is also provided for each radiation pattern, as simplified from the previous equation.

Sound Power level: -Sound power level or acoustic power level is a logarithmic measure of the sound power in comparison to a specified reference level. While sound pressure level is given in decibels SPL, or dB SPL, sound power is given in dB SWL. The dimensionless term "SWL" can be thought of as "sound watts level,"[1] the acoustic output power measured relative to a very low base level of watts given as 10^{-12} or .000000000001 watts.

Sound pressure level: -Sound pressure or acoustic pressure is the local pressure deviation from the ambient (average, or equilibrium) atmospheric pressure caused by a sound wave.

FAN DETAILS

Job Name: SNY

Tag: CUP-EF-30T-1
Customer:
Job ID: 13303
Date: January 30, 2024

Description

Quantity	1
Model	TSL
Size	807
Width	SWSI
Arrangement	9
Class	I
Rotation	CW
Discharge	Will Advise
Wheel Diameter (in)	80.75
Drive method	Belt
Percentage width	100%
Percentage diameter	100%
Motor position	--

Fans

Equipment Cut Sheets with Sound Levels Data/Testing

Performance

Volumetric Flow (CFM)	80000
Operating SP (in WC)	3.25
Standard SP (in WC)	3.25
RPM	417
Tip Speed (FPM)	8816
Oper. Power (BHP)	56.41
Standard Power (BHP)	56.41
Outlet Area (ft^2)	65.17
Outlet Velocity (FPM)	1228
Max RPM for Class	489
Static Efficiency	72.66%
Total Efficiency	74.76%
FEI	1.27
FEP (KW)	46.34
System FEI	1.27
System FEP (KW)	46.34
CA T20 Compliant	No

Air/Gas Properties

Altitude above sea level (ft)	0
Inlet Pressure (in WC)	0
Inlet Temperature(°F)	70
Design Temperature (°F)	70
Gas Type	Standard air
Estimated Density (lb/ft^3)	0.075

Motor Data

N/A

FAN DETAILS

Job Name: SNY

Tag: CUP-EF-30T-1
Customer:
Job ID: 13303
Date: January 30, 2024

Sound

Sound Power Levels:

Octave Bands	1	2	3	4	5	6	7	8	LwA
Level at Inlet	98	98	91	88	83	76	70	64	90
Level at Outlet	103	100	99	94	88	80	76	72	95

Directivity Factor | Q = 1 (spherical radiation)

Estimated overall Sound Pressure levels:

Distance in ft	1	3	5
dBA at inlet	90	80	76
dBA at Outlet	96	86	82

Sound Pressure levels cannot be guaranteed.

Definitions:

LwA — The overall (single value) fan sound power lever 'A' weighted. A-weighting attempts to match the response ear to noise.

dBA — The environment for each fan installation influences its measured sound value, therefore dBA levels cannot be guaranteed. Consult AMCA Publication 303 for further details.
A fan's dBA is influenced by nearby reflective surfaces.

Directivity Factor (Q)

-The Directivity Factor (Q) is a dimensionless quantity that is a measure of the degree to which sound emitted by a source is concentrated in a certain direction rather than radiated uniformly in a spherical pattern. Directivity factors for radiation patterns associated with various surfaces surrounding a sound source are shown below. Basically, each radiation pattern is a portion of a spherical radiation pattern; that is, a fraction of the area of a sphere (4*PI*R2). The relationship between Lp and Lw is also provided for each radiation pattern, as simplified from the previous equation.

Sound Power level: -Sound power level or acoustic power level is a logarithmic measure of the sound power in comparison to a specified reference level. While sound pressure level is given in decibels SPL, or dB SPL, sound power is given in dB SWL. The dimensionless term "SWL" can be thought of as "sound watts level,"[1] the acoustic output power measured relative to a very low base level of watts given as 10^{-12} or .000000000001 watts.

Sound pressure level: -Sound pressure or acoustic pressure is the local pressure deviation from the ambient (average, or equilibrium) atmospheric pressure caused by a sound wave.